

CITY OF MILWAUKIE
CITY COUNCIL MEETING
MARCH 20, 2001

4018

Call to Order

The 1858th meeting of the Milwaukie City Council was called to order by Council President King at 6:00 p.m. in the City Hall Council Chambers. The following Councilors were present:

Larry Lancaster

Brian Newman

Staff present:

Mike Swanson,
City Manager Pro Tem
Martha Bennett,
Assistant City Manager
Gary Firestone,
City Attorney
Alice Rouyer,
Planning Director

Michelle Gregory,
Neighborhood Services Manager
Jason Wachs,
Program Specialist
Jay Saatkamp,
Operations Supervisor

PLEDGE OF ALLEGIANCE

PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS
2001 Quality Team Presentation

Wachs introduced Danielle Grimes, Allegra Molatore, Sharen Azar, Lindsay Jonasson, and Nathan Liebenstein, the 2001 Clackamas High School Quality Team members. The Team presented its recommendations for solving downtown Milwaukie parking problems.

CONSENT AGENDA

It was moved by Councilor Newman and seconded by Councilor Lancaster to adopt the Consent Agenda consisting of:

- A. City Council Minutes of February 26 and March 5 & 6, 2001;
- B. Portland Water Intertie Bid Award

Motion passed unanimously among the members present.

AUDIENCE PARTICIPATION

Dick Jones felt the City Council should encourage the School Board to postpone demolition of the Washington Street house so it could be relocated.

Council President King said the City Council approved a letter from the Design and Landmarks Commission to the School District to do this.

Sharon Phillips and **Sharon Van Horn** updated the Council on Festival Daze plans.

Patty Wisner, 3325 SE Wister Street, Milwaukie, Lake Road NDA. Rich Peterson's proposal to purchase the Washington Street house was accepted by the School Board. He intends to use it as a commercial building, but the intended lot is in the recently rezoned downtown area which may cause some delays. Peterson is working with the planning department, but timing is critical because the School District wants the structure gone by May 1. She urged the Council to do whatever it could to help preserve the house.

Rouyer explained there are certain mandated notification timelines that must be met in zoning applications, so it is more than a matter of adjusting schedules. Typically, an application takes 45 - 90 days. If the application were filed this week, the soonest it could go to the Planning Commission for hearing is May 8. If the applicant requests a zone change, the Council makes the final decision. She suggested Peterson meet with planning staff in a pre-application session to lay out the timelines.

Wisner informed Bill Dierdorff, North Clackamas School District #1, there were some zoning issues that needed to be addressed, and the District deadline would likely not be met. She stressed to him this is a community interest issue, and many people hope to see the house moved rather than demolished. Unofficial indications are the District will not demolish the house on May 1, so, based on what she has heard, there is a hint the District might be flexible and act as a community partner. She suggested residents write to Dierdorff asking for the additional time.

Rich Peterson, 715 NW Territorial Road, Canby. His contact with the planning department indicated his proposal did not meet the recently adopted downtown zoning requirements. He understands he could request a variance, but the process would exceed the District's removal deadline. The issue seems to be the amount of square footage and the required number of parking spaces. Peterson did not want to pay the \$2,600 application fee without some assurance the timelines would be adjusted.

Firestone said there is no application at this time, but, if the issue does come before Council, any discussion must be disclosed. It is important that the Council not to pre-judge the issue and state its position on the potential application. This is not the time to decide the merits of the proposal. It is, however, appropriate for the Council to direct staff to act expediently.

OTHER BUSINESS

Board and Commission Appointments

Council President King, with consensus of Council made the following appointments:

1. Budget Committee: Peter Koonce and Art Ball;
2. Design and Landmarks Commission: Brent Carter and Paul Klein;
3. Library Board: Sue Trotter;
4. Planning Commission: Howard Steward and Judith Borden; and
5. Traffic Safety Board: Susan Stone and Gene Covey.

Budget Committee Meeting

The Budget Committee will hold its first meeting on March 21, 2001, at 5:30 p.m. in the Public Safety Building. Swanson will present the requested departmental budgets.

ADJOURNMENT

It was moved by Councilor Newman and seconded by Councilor Lancaster to adjourn the meeting. Motion passed unanimously among the members present.

Council President King adjourned the meeting at 7:00 p.m.



Pat DuVal, Recorder

**CITY OF MILWAUKIE
CITY COUNCIL AGENDA
MARCH 20, 2001**

MILWAUKIE CITY HALL
10722 SE Main Street

1858th MEETING

REGULAR SESSION - 6:00 p.m.

I. CALL TO ORDER
Pledge of Allegiance

II. PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

2001 Quality Team Presentation (Wachs)

III. 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 of February 26 and March 5 & 6, 2001

B. Portland Water Intertie Bid Award (P. Roeger)

IV. AUDIENCE PARTICIPATION *(The Mayor will call for statements from citizens regarding issues relating to the City. It is the intention that this portion of the agenda shall be limited to items of City business which are properly the object of Council consideration. Persons wishing to speak shall be allowed to do so only after registering on the comment card provided. The Council may limit the time allowed for presentation.)*

V. 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

VI. 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.)*

Board and Commission Appointments (Council President King)

VII. INFORMATION

Board and Commission Minutes

A. Park and Recreation Board, January 22, 2001

B. Planning Commission, February 27, 2001

VIII. ADJOURNMENT

EXECUTIVE SESSION -- *At the end of the regular meeting, the Council may hold an Executive Session under the authority of Oregon Revised Statutes 192.660 as needed.*

For assistance/service per the Americans with Disabilities Act (ADA), dial TDD 786-7555.

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

**MILWAUKIE CITY COUNCIL
WORK SESSION
FEBRUARY 26, 2001**

The work session came to order at 5:00 in the City Hall Conference Room.

Council present: Council President King and Councilors Lancaster, Marshall, and Newman.

City staff present: City Manager Pro Tem Swanson, Assistant City Manager Bennett, Planning Director Rouyer, and Neighborhood Services Manager Gregory.

Open Public Forum

Arlene Miller commented on the town halls relating to the Downtown Plan. The Plan's elements are grandiose but are not what people really want. Residents have many concerns with the Jr. High School property use. Most people do not want a transit center, and she suggested relocating it to Southgate. Transit will simply make the downtown a large parking lot. She was concerned about impacts to the Ledding Library including bus fumes, crime, and the number of people confined to a small area.

Councilor Newman felt Milwaukie was well-served by Tri-Met, and many residents rely on transit. A parking structure would take care of the needs for downtown employees and/or shoppers who only want to park for a short time. He related the situation to Portland's Smart Park in Portland where short-term parking is relatively inexpensive while longer term parking costs are high.

Jim Bernard said Transit Oriented Development (TOD) Committee Member Strauss seemed to question people's rights to demand parking. **Council President King** thought it was the manner in which Strauss delivered the message and suggested addressing this through the Committee chair.

Mike Stacey, 2740 SE Kelvin Street, Milwaukie. He felt restrooms were needed in the proposed Milwaukie Transit Center. The group discussed requiring Tri-Met to construct restrooms and investigating maintenance and operations options.

Scheduling

1. March 5 -- Council laptop training
2. March 27 -- Legislative visit
3. March 31, 9:00 a.m. to noon, Public Safety Community Meeting Room -- Community open house on city manager recruitment

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Other

1. **Councilor Newman** asked the status of McLoughlin Boulevard and River Road projects. **Bennett** said Oregon Department of Transportation (ODOT) was about to begin preliminary design on the McLoughlin Boulevard project and is looking for money for the River Road project. There is a request in the 2001 - 2002 budget for traffic impact analysis funding.
2. **Council President King** requested a review of notification codes based on the recent Wister Street issue.

Urban Forestry Ad Hoc Committee Interviews

The City Council interviewed Paul Munn, Gary Nebergall, Roger Cornell, and Mart Hughes for positions on the Committee.

Tri-Met Transit Center

Swanson provided background information on the project and clarified there are two distinct projects: the transit center and the transit oriented (TOD) development.

The first project, the transit center, will be the bulk of the Safeway property. The primary decision maker in terms of the project is Tri-Met as the developer. The City Council is seeking to influence the prime decision maker to incorporate mitigation and design standards deemed desirable by the community. This is the stage of the process where Milwaukie negotiates an intergovernmental agreement (IGA) that includes the Safeway property transfer and mitigation measures.

The second project, planned for the remainder of the Safeway site, is the transit oriented development (TOD). In this area, the city is the prime decision maker, and the City Council has the role of driving the project. The TOD Committee is developing standards to be included in a request for proposal (RFP) going out to the development community. The City Council is the final arbiter of what takes place in the TOD project.

The City of Milwaukie entered into a lease purchase arrangement with Safeway in September 1997. The lease is \$90,000 annually for a five-year term. Once the lease expires, Safeway may negotiate with whomever it wishes.

Staff presentations will be done individually. First, Tri-Met will update the community and City Council on the Milwaukie Transit Center. Second, TOD Committee Chair Don Trotter will discuss the process. Each will be followed by citizen comment and City Council discussion and direction.

Swanson briefly discussed the Milwaukie transit center issues that began in the early 1970s and has continued through the 1980's. The current transit center is outside City Hall on 21st Avenue and Jackson Street. City Hall has an agreement with Tri-Met to provide restroom facilities. The Safeway site proposal is incorporated into the downtown plan which was adopted by the City Council. The plan calls for a transit center with shelters, benches, lighting, restrooms, and buffering for the Ledding Library. Sen. Gordon Smith was successful in getting federal funds allocated to complete the project.

Bennett discussed public area requirements. The Council will make the decision on the lease purchase agreement with Safeway as well as shaping the IGA with Tri-Met. Next steps will be the Safeway property transaction and subsequent sale of the transit center portion to Tri-Met.

Tri-Met representatives Phil Selinger, Katherine Brendle, and Young Park updated the City Council.

Selinger discussed Milwaukie's importance as a cornerstone in improving regional transit. The current on-street Milwaukie transit center was agreed upon in 1981. The current facility is not optimal for several reasons: it takes away needed on-street parking, and it is inconvenient for riders. The Safeway site was identified as a good transit center site during the South/North light rail alignment process. Other sites, including the Jr. High property and lumberyard, have been investigated in the past but were not really suitable.

While looking at how to accommodate the transit center at the Safeway site, Tri-Met is also investigating ways to mitigate impacts to the Ledding Library, Masonic Lodge, and neighboring businesses. The existing transit center serves 4,700 riders daily and has 68 buses at peak times, so the buses and riders are already downtown. The proposed transit center will accommodate 14 buses at a time and offers shelters, public art, schedule information, and a break area for bus operators. There will be 2 bus stops on Main Street for through and priority service. Public access to Scott Park will be enhanced and pedestrian access to the rest of the community will be improved. To be compatible with the downtown Plan, Tri-Met will extend 21st Avenue by one block. Tri-Met will make every effort to make this a "green" project by using recycled building materials, water sensitive plantings, efficient lighting, and effective stormwater filtration.

Tri-Met filed the Environmental Assessment with the Federal Transit Authority (FTA) and anticipates approval. Once approval is given, full engineering and design activities will begin. The Tri-Met Board of Directors approved award of the design services contract, and the traffic, survey, and preliminary geotech work have been done. Construction is scheduled to be done by summer 2002.

Selinger outlined the funding sources including re-programmed PSU transit funds, appropriations for FY 2000, 2001, and 2002. Total funding is \$5 million.

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Tri-Met recognizes the City has held the property for over three years for this project. The extension of 21st Avenue will be an in-kind acknowledgment.

Selinger identified issues and concerns:

- Parking -- loss of 8 spaces on Main Street, 13 at Library, and 120 at the off-street lot. 29 on-street spots will be restored on 21st Avenue and Jackson Street. He noted Safeway will sell the lot, so, if Tri-Met does not develop it, someone will;
- Noise -- buses are noisy, so Tri-Met is looking for new technologies using electric motors for portions of trips; Tri-Met will work with the Library as well as the Masonic Lodge to mitigate noise;
- Fumes -- Tri-Met will re-orient the Library HVAC system;
- Crime and nuisance street activities -- the center will be well-lit; drivers and Tri-Met police will be present; facilities will be kept clean;
- Restrooms -- Tri-Met has a policy it does not provide public restrooms but will incorporate them into the design if another party operates and provides routine maintenance; may also be incorporated into TOD project;
- Interface with other commuter rail -- can be done with single track extension down 21st Avenue;
- Long-term capacity -- to meet demand, Metro South Corridor suggests Milwaukie transit center could grow from 68 buses to as many as 120 buses by 2020;
- Increased traffic -- the buses are already in the downtown; this is a re-alignment of service; may be some minor increases in traffic.

Selinger recognizes and is sympathetic to the Masonic Lodge's loss of parking; however, he was not certain Tri-Met needs to provide a dedicated parking area. Library parking is connected to the 21st Avenue improvements which is consistent with the Milwaukie downtown plan.

Councilor Newman was concerned about the Main Street stops and what amenities riders could expect. He noted the current facility is substandard.

Selinger said the Main Street stops would be next to the TOD project where awnings could be installed. Shelters could be provided for inbound buses. Routing the buses through the transit center would cause a time delay. There was discussion of extending the project further north, but Tri-Met does not wish to acquire additional property.

Councilor Newman was concerned the TOD might be delayed, and riders would have no shelter.

Council President King suggested moving the stops slightly to the north so buses would not eliminate parking spaces by the TOD.

Selinger said curb cuts would be an issue and commented on re-aligning Scott Street to provide quick access.

Councilor Marshall's biggest concern is long-term planning and the potential for quickly outgrowing the site.

Selinger said Tri-Met is looking to route transit more efficiently. Forecasts indicate this site will accommodate demand to 2020 based on Metro's projections and transportation model. This site would need on-street bus stops, but the buses would not be laying over and parking on the street as they do under the current configuration. He did agree the TOD needs on-street parking.

Councilor Lancaster noted most of the funds are allocated with the exception of about \$370,000. What if the project does not get those funds?

Selinger did not foresee any problems with federal funding since this transit center is a regional priority. Tri-Met will match the federal funds. Tri-Met understands Milwaukie is spending about \$100,000 annually to lease the Safeway property, and that is the basis upon which in-kind improvements will be made. He did not believe the state would challenge the use of the funds.

Councilor Newman asked the City's input level on the actual appearance of the facility.

Brendle said the Milwaukie downtown plan provides the basis for the detailed staff work. If there is a conflict between Tri-Met's "green" goals and the plan, the project will look for a compromise. All parties recognize the importance of this center.

Councilor Newman asked for a discussion of the air quality and noise mitigation at the Library and Masonic Lodge.

Brendle was familiar with the Library air intake on the 21st Avenue side of the project; however, she was not familiar with the Masonic Lodge HVAC system at this time.

Council President King was concerned with the number of buses passing the Library and suggested those laying over be as removed from the facility as possible.

Selinger said the Library will be buffered, but he thought Tri-Met might also be able to incorporate her suggestion. The less frequent routes could be closer to the Library, and drivers could be instructed to cut the bus engines.

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Councilor Marshall commented on the in-kind improvements being a payback for the City's investment. He asked if 21st Avenue would not primarily serve Tri-Met and perhaps was not an adequate improvement from the city's perspective.

Selinger said the goal is to make sure the project integrates with the Library and downtown plan. Buses will not really need to use 21st Avenue. He indicated the turning area for trucks accessing the Library.

Brendle added buses cannot make the turn from 21st Avenue.

Councilor Lancaster asked for details of the additional geotech work.

Brendle said vibration is not typically an issue with buses particularly when travelling slowly as they do in this type of transit area. In terms of geotech work, preliminary investigation indicated some concern with shallow bedrock and groundwater levels. This will assist the TOD in determining if underground parking is viable.

Councilor Newman asked if security cameras would be used. He also understood GPS was used on some buses.

Brendle said work will be done with police staff during the design process to determine the security needs of this particular facility. This transit center would be a good candidate for GPS; however, the technology still has a few bugs.

Public Comment

Sally Jacob, 10500 SE 44th Avenue, Milwaukie. She was concerned some routes would be eliminated.

Ed Zumwalt, 10888 SE 29th Avenue, Milwaukie; Historic Milwaukie Neighborhood District Association (NDA). He was concerned the transit center would be obsolete in 8 - 10 years. The Library is an active, viable place and should not lose parking spaces. He was concerned about fumes as well as vibrations from idling diesel engines. He recommended the Council consider moving the Library to the Jr. High School building.

Sharon Bradshaw, Leeding Library staff. She read a letter into the record from library patrons Melanie and David Phillips, 13230 SE Where Else Lane, requesting the number of library parking spaces be increased rather than decreased.

Jay Bergers, 3734 SE 15th, Portland. He is concerned about negative impacts to the library from bus fumes and reduced parking. Decision-makers should not deny the importance of the Library to the community.

Rosemary Crites, 4917 SE Aldercrest Road. She was concerned the transit center would choke the six block downtown area and suggested siting the transit center at Southgate. It is a vacant industrial area and not really far from the downtown.

Mike Leips, 3800 SE Filbert, Milwaukie. He felt Tri-Met's plans were very hazy and asked who would make up funding shortfalls.

Max Tiermann, 3911 SE Hagar Lane, Portland, 97268. He suggested putting the transit center at the old Worsted Mill site on McLoughlin Boulevard. People do not stop to shop in downtown Milwaukie anyway.

Councilor Newman personally chose to live in the Milwaukie downtown area because it is close to transportation making it easy to get to downtown Portland. Milwaukie residents do use this facility. Several large employers, Reliable Credit and ODS Health Plans, are moving to Milwaukie because it is highly accessible by transit.

Jean Dugan, 2816 SE Lake Road, Milwaukie. She was concerned about bus emissions and impacts on Scott Park and the creatures.

Michael Davis, Worshipful Master, Masonic Lodge, 10636 SE Main Street, Milwaukie. He was concerned about buses spilling out of the transit center and taking over city streets. Tri-Met sees this transit center as a stepping stone to outlying areas. He believed Council should consider looking at another site because this one may not meet the needs for which it is being designed. Tri-Met has not indicated it will hold public hearings on the design element. He was concerned Tri-Met feels it only needs to align 21st Avenue as an in-kind repayment to the community. A lot of land is being paved. Milwaukie has been holding the land for Tri-Met while sacrificing the Masonic Lodge and Ledding Library. Tri-Met must provide for the neighborhood. The question: is this the appropriate site and, if it is, is the community being served?

Selinger responded to the suggestions of relocating the transit center to the Jr. High, Southgate, or Goodwill sites. Any of these sites could work functionally for Tri-Met. The neighborhood adjacent to the Jr. High site is not interested in having the center at that location although it is close to downtown. Milwaukie is designated as a town center, and the downtown will be better served by the center being close to the core as identified in the downtown plan. Southgate and Goodwill are in the industrial sanctuary and not part of the downtown core. Tri-Met believes transit and transit facilities need to support land uses and connect the surrounding community with the town center.

Selinger addressed the concerns about obsolescence. Tri-Met used Metro's most aggressive growth scenarios and feels confident the facility will be adequate to 2020. Library parking is impacted by the 21st Avenue extension, but

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this is not a Tri-Met design issue. He noted 29 spaces will be available at 21st Avenue and Jackson Street once that transit center is shifted to the Safeway site.

Selinger spoke to concerns about fumes and vibration and indicated Tri-Met would perform all necessary tests. If Milwaukie does become a more vibrant community in the future, the site could be redeveloped.

The plan is conceptual at this point, and the Tri-Met Board awarded a contract for design services in November 2000. Staff work indicates the center will integrate with Milwaukie's adopted downtown plan. There will be outreach as the design takes shape including mailers, displays in the library, web page, and opportunities for the community to comment. Open houses are being planned, but the dates have not been set.

Selinger talked about concerns with buses stopping downtown and noted riders do stop and shop. There could be some reduction in the number of buses in peak hours by letting local buses make the links.

Tri-Met mainly uses diesel buses, but it is looking at hybrids. It is environmentally conscious and uses emission-free fuels and keeps engines tuned to reduce fumes. Buses carry people who might otherwise be driving cars.

He addressed the issue of buses spilling onto the streets from the transit center. The same daily number of buses will be shifting to the north from the present transit center at 21st Avenue and Jackson Street. Tri-Met is working with staff to make civic improvements that are part of the downtown plan including improved intersections and paving treatments. This project goes beyond the limits of the transit center.

Tri-Met is not an entity trying to usurp the land. The transit center is a good use of the land and is important to Milwaukie's future. The center could move out of the downtown, but he did not believe that would serve the community well.

Brendle responded to the comment about paving over the land. This project increases the permeable surface by 8 - 10%. She explained no major routes would be eliminated; some of the through buses will likely not go into the center.

Council President King asked the peak hours.

Selinger said morning peak is from 6:30 a.m. to 7:30 a.m. The evening peak starts about the time people get off work and tapers off by 8:30 p.m.

Council President King noted the morning peak will be over by the time the library opens, but the afternoon would be a greater concern.

Councilor Newman asked if Milwaukie has the tools to make sure the community gets the level of design and aesthetics it wants and how the city would oversee the projects.

Bennett said the downtown plan has design standards related to the transit center which are very detailed and specific. By enforcing its own standards, Milwaukie will get a high quality design. She agreed Library parking and the amount of area used for the Main Street stops are a concern. Tri-Met will have to go through the Planning Commission and City Council if it wants exceptions to the design standards Council adopted in September 2000.

Councilor Newman asked if the \$5 million is tied to this specific site.

Bennett said the money is not tied to the site, but the approvals are. Several agencies have approved this location, and it is identified in the Metropolitan Transportation Improvement Plan (MTIP). If the site were changed, Tri-Met would have to go through the regional approval process again and cautioned there are other projects in the funding queue.

Councilor Lancaster wanted assurance there was contingency.

Selinger said the preliminary budget includes a healthy contingency. Tri-Met's recent projects have been done on time and within budget. The tools are in place to manage projects with a high degree of confidence.

Council President King offered direction to staff to push hard to address citizen's concerns and to make sure there is communication. City Council and staff are there to support the community in getting what it wants.

Councilor Newman wanted Tri-Met to work harder on the library parking issue. If the transit center is not built, someone else will buy the site and develop it. Further, the current Milwaukie transit center will stay where it is today. He urged a creative re-working of the plan to get trunk lines into the center and not leave riders standing on the Main Street waiting for buses. He stressed the importance of outreach and strong city oversight of the project.

Bennett said these issues will probably be folded into the IGA.

Councilor Lancaster noted the initial conceptual design was to conform with the downtown plan, but he wanted suggestions on how to solve Library parking problems.

Councilor Marshall did not believe the 21st Avenue improvements were acceptable as an in-kind repayment. The reduction of Library parking is not acceptable. He was concerned the center would start out being inadequate. Parking needs to be addressed before the project starts. He agreed moving the

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Library would probably benefit the community as well as the transit center itself. He asked the feasibility of moving Scott Park.

Transit Oriented Development Project

Bennett said the idea for this project, creating a small development parcel next to the transit center, emerged about a year ago. In July, the City Council approved the general process and charge of the Transit Oriented Development (TOD) Selection Committee as well as the makeup, in concept, of the group. Committee members were appointed in November 2000. Over the past few months, the Committee has been drafting a request for proposals (RFP) to send out the development community. On-site parking development may be required in the final RFP. The process allows for public feedback, and the downtown plan provides safeguards for a quality project.

She briefly reviewed transit center issues that related to the TOD project. The City Council will review the final RFP before it is released. Once the property is acquired, the City Council will be in control of the TOD project, and the Committee will be advisory. The City Council will retain control of the RFP and developer negotiations. The Committee understands this is a critical catalyst project, so the City may chose to reject all proposals if appropriate.

Don Trotter, TOD Committee chair. The 3rd RFP draft adds reference to public display of proposals submitted in addition to staff review. After the public comment period, the Committee will prepare a recommendation to the City Council. There are criteria relating to a development that is sensitive to land uses and its surroundings by addressing noise, traffic, and public safety concerns. The RFP goes on to address downtown storefront zoning, underground parking, and restroom facilities. The TOD Committee supports Tri-Met's building restroom facilities and contracting for operation and maintenance in order to take the burden off the TOD. Another section refers to shared parking with the Masonic Lodge.

Councilor Newman asked the cost of additional underground parking and amount of public subsidy needed.

Bennett said the city submitted a grant application to help subsidize an underground parking project. Underground parking is about \$20,000 - \$30,000 per space.

Trotter said, based on a TOD member's preliminary research, many of the buildings in the area have basements and do not have water problems. Tri-Met will do additional geotech work that will further help determine the feasibility of underground parking. If it is not possible to have underground parking, the TOD developer would be allowed off-site parking as long as it does not negatively impact future development of the master plan. The TOD has a 20,000 square foot pad, and part of the underground parking would be under the transit center.

Bennett added the downtown could probably have 50 - 52 underground parking spaces with 3 stories above. The Masonic Lodge is one potential user.

Councilor Newman suggested these spaces be made available to library patrons on evenings and weekends.

Trotter said the last highlight was the city's role in coordinating public involvement, including public meetings with the Milwaukie Downtown Development Association (MDDA), Historic Milwaukie Neighborhood District Association (NDA), and other community stakeholders.

Bennett said, if a developer does not come forward, the city could hold the site, but improvements would not be coordinated with the transit center project. Other options include selling it outright or converting it to another public use. The estimated value of the site is about \$175,000.

Public Comment

Ed Zumwalt, 10888 SE 29th Avenue, Milwaukie. He was concerned the Planning Commission recommended a traffic impact study to assess downtown development impacts on surrounding neighborhoods. This was to be done prior to any new development. What will be done with the cars currently parking in the Safeway lot?

Councilor Newman understands the RFP requires parking and, unless that element is addressed, the development is dead.

Michael Davis, Masonic Lodge, 10636 SE Main Street, Milwaukie. If developers' proposals do not address infrastructure needs, who will pay for them? If part of the development is residential, more cars will be added. Will the entire parking burden be placed on this one small site? Why consider building a 4-story monstrosity downtown when there is really no way to deal with it. The cost of underground parking is almost prohibitive. Is this the right site for these interconnected projects? If there is underground parking, he hoped the Lodge could purchase or use some of the spaces. The RFP indicates the Lodge will get preference for unused parking spaces, but there will be a conflict if housing is part of the development. He suggested scaling back the size of the TOD to provide more parking. Is there another location conducive to downtown needs? The Lodge was completely unaware of the TOD until recently. The development creates a significant burden for the community around it. Both the Lodge and Library provide vital services to the community but stand to lose a lot with this project. The downtown is very small and precious, and it should not be used as a parking lot for buses. He suggested moving the Masonic Lodge itself on a land swap to free up more parking. The Lodge feels this is a viable plan that would

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alleviate some of the problems. In addition, the Lodge might be interested in purchasing the land.

Councilor Newman understood the Lodge was currently using parking spaces it does not own. He suggested looking into a partnership and asked if the Lodge had funds to work cooperatively on a below-grade parking project.

Davis said \$30,000 per space was well beyond what the Lodge could provide, but he would entertain any proposals and develop a dialogue. Grant money may be more available if a non-profit is a beneficiary.

Councilor Newman commented, if there is excess parking, the Library would be his first priority.

Council President King asked Davis if he was interested in being a TOD Committee member.

Davis said he would make sure someone from the Lodge was available to be on the developer interviewing committee.

Selinger added Tri-Met supports the TOD project as a symbiotic relationship. It could reasonably be said the shape of the transit center project determined the TOD development. It will be challenging to coordinate the projects and stage the underground parking.

Councilor Marshall asked why more of the Safeway site was not utilized. It seems like the space will be inadequate in the long term.

Selinger said the center needs to be linear with minimal side street access. The Harrison Street and Main Street intersection is another constraint. The TOD site is not really usable as part of the bus transit center.

Brendle explained this is efficient as the design can be.

Bennett addressed some of the issues. The successful developer could be responsible for completing a traffic impact study. Scaling back the size of the TOD would reduce its revenue generating power and make it less viable. She discussed the traffic impacts to the Library when the Safeway site was being considered in the South/North light rail study. Bennett reviewed the outreach process and community contact efforts. Some parking issues will be addressed because the developer must accommodate all parking related to the development itself. Underground parking is questionable at this point.

The main issues coming out of the conversations with Masonic representatives were providing handicapped parking spaces, communicating issues with Tri-Met, improving the pedestrian crossing at Main and Harrison Streets, and recognizing

the Masonic Lodge is a community asset and is making an effort to be a partner in solving the parking issues. The question is how much of the problem is a result of the Masonic not owning its own parking. Staff is continuing to work on short- and long-term parking solutions and developing a demand and revenue forecast.

Trotter added there has been a lot of concern about the height of the TOD facility. The use is allowed by the city's current zoning ordinances could include a 4-story building.

Councilor Newman urged the Masonic Lodge to have a representative in the group reviewing the development proposals. It would be difficult to approve any proposal that does not address parking, but there may be other resources to be explored. It is important to have dedicated parking for downtown uses.

Davis said the Masons would like these issues addressed before the RFP goes out to the development community.

Bennett said once the developer is selected, the city will have a better idea of possible grants and an overall parking strategy.

Councilor Lancaster was concerned about operating under a deadline when there are important decisions to be made. He felt the parking issue needed to be dealt with before going further.

Councilor Marshall felt the city should move forward on the TOD proposal; however, he anticipated limited interest from the development community because of the site limitations. He suggested moving Scott Park to that site instead of developing it.

Trotter noted a memo from the Committee to the City Council regarding the transit center environmental assessment and how it would affect the TOD.

Council directed staff to follow through on transit center environmental issues.

Roy Farmer, Masonic Lodge, complained the city tied up the Safeway property before the Lodge had a chance to acquire part of it for parking.

Council President King adjourned the meeting at 10:25 p.m.

Pat DuVal, Recorder

**MILWAUKIE CITY COUNCIL
WORK SESSION
MARCH 5, 2001**

The work session came to order at 6:00 p.m. in the City Hall Conference Room.

Council present: Council President King and Councilors Lancaster, Marshall, and Newman.

City staff present: City Manager Pro Tem Swanson.

Review and Comment on City Manager Recruitment Brochure

The group reviewed the draft brochure Bob Murray prepared for the recruitment. Councilors made several changes to the text and agreed Council President King would make some grammatical, non-substantive changes prior to returning it to Murray.

South Corridor

The group discussed a Clackamas County Board of Commissioners' publication, prepared for a recent Washington, D.C. trip, outlining its South Corridor transportation preferences. The City Council was concerned the evaluation process had not begun in the affected area, yet the Board recommended a solution.

Council was disturbed by the Board's action and felt it should form alliances with other affected cities including Gladstone, Oregon City, West Linn, and Lake Oswego. The City Council requested a meeting with Metro Executive Mike Burton as well as with the Board of Commissioners. In addition, the Council requested letters be prepared for Representatives Hooley and Blumenauer informing them not everyone was rallying behind the Board's position.

This portion of the work session ended at 6:40 p.m.

Council Laptop Training

IST Manager Esther Gartner provided laptop training to Councilors.

Pat DuVal, City Recorder

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
MARCH 6, 2001**

Call to Order

The 1857th meeting of the Milwaukie City Council was called to order by Council President King at 6:00 p.m. in the City Hall Council Chambers. The following Councilors were present:

Larry Lancaster
Brian Newman

Jeff Marshall

Staff present:

Martha Bennett,
Assistant City Manager
Tim Ramis,
City Attorney

Alice Rouyer,
Planning Director
Michelle Gregory,
Neighborhood Services Manager
Jim Colt
Police Sergeant

PLEDGE OF ALLEGIANCE

CONSENT AGENDA

Council President King wished to discuss item C – *Oregon Department of Transportation Grant Application for 42nd Avenue Improvements* -- during the Other Business portion of the agenda.

It was moved by Councilor Lancaster and seconded by Councilor Newman to adopt the Consent Agenda consisting of:

- A. City Council Minutes of February 19 & 20, 2001;**
- B. Amend City of Portland Purchase Order for Sewage Treatment; and**
- D. City Manager Pro Tem Contract.**

Motion passed unanimously.

AUDIENCE PARTICIPATION

Ed Zumwalt, 10888 SE 29th Avenue, and **Jim Bernard**, 12255 SE 41st Avenue, reported the Milwaukie Jr. High Historic Preservation Corporation now has its 501C3 designation. There has been an excellent response from stakeholders, and several important meetings are scheduled over the next few week. Zumwalt urged the Council to consider his suggestion of relocating the library to the Jr. High site. Bernard said the group would accept pledges, but the corporation would not accept funds until it has reached an agreement with the School District.

III. A. 16

PUBLIC HEARING

Exclusion Zone Modifications

Council President King called the public hearing to order at 6:07 p.m. The purpose of the hearing was to consider an ordinance amending Code Chapter 9.20 relating to the exclusion area within the City of Milwaukie. She reviewed the conduct of the hearing.

Staff Report: **Gregory** presented the staff report in which the City Council was requested to adopt an ordinance modifying the downtown exclusion ordinance. The proposal is to expand the zone to address some of the issues identified by the City Hall Park/Transit Area problem solving group. The amendment is not intended to compromise public's right to free association.

The city attorney reviewed relevant case law and made recommendations which were incorporated into the document under consideration. The proposed ordinance provides an absolute right to a variance under certain circumstances including the right to travel, work, go to school, and seek health care. The proposed ordinance also deletes reference to exclusion based on skateboarding, rollerblading, and offensive littering although people can still be cited for these activities.

Staff met with the Historic Milwaukie Neighborhood District Association (NDA) to inform them of the proposed amendment affecting a portion of that neighborhood. Members were supportive of the changes.

Gregory reviewed the possible actions the City Council could take. Staff recommended Council amend the existing ordinance language to reduce the likelihood of its being found unconstitutional and to expand the current exclusion zone.

Council President King suggested including both sides of Washington Street in the Milwaukie High area as part of the zone.

The group discussed curfew in Milwaukie.

Councilor Newman referred to variance #3 related to attending a "bona fide education institution located in the core area and transit zone." Does this mean one would be required to leave the zone if not attending class or sanctioned activity?

Ramis said the variances give the police chief and city manager discretion in a variety of situations during certain time periods. A bona fide activity would be attending class and taking into account the person needs sufficient time to enter and leave the zone. The timing is specified in the exclusion action.

Correspondence: None.

Testimony on the Proposed Amendment: None

Close Public Testimony: **Council President King** closed the public testimony portion of the hearing at 6:22 p.m.

Discussion and Decision: **It was moved by Councilor Newman and seconded by Councilor Marshall to read the ordinance amending Chapter 9.20, Exclusion, for the first time by title only with the boundary changed to include both sides of Washington Street in the zone. Motion passed unanimously. The ordinance was read for the first time by title only.**

It was moved by Council President King and seconded by Councilor Lancaster to read the ordinance amending Chapter 9.20, Exclusion, for the second time by title only with the boundary changed to include both sides of Washington Street in the zone. Motion passed unanimously. The ordinance was read for the second time by title only.

It was moved by Councilor Lancaster and seconded by Councilor Marshall to adopt the ordinance amending Chapter 9.20, Exclusion, with the boundary changed to include both sides of Washington Street in the zone. Motion passed unanimously.

ORDINANCE NO. 1884:

AN ORDINANCE AMENDING CHAPTER 9.20, EXCLUSION, OF THE MILWAUKIE MUNICIPAL CODE.

OTHER BUSINESS

Lewelling Community Park Annexation

Ken Martin, contract staff for annexations, presented the staff report in which the City Council was requested to adopt an ordinance approving annexation file AN-01-01. The property is located at 9781 SE Stanley Avenue. Action includes withdrawing the parcel from the Clackamas R.F.P.D. #1, Clackamas County Service District for Enhanced Law Enforcement, and Clackamas County Service District #5 for street lights. The proposal incorporates including the adjacent rights-of-way of Willow Street and Stanley Avenue. The property will be designated low density residential, R-10.

It was moved by Councilor Newman and seconded by Councilor Lancaster to read the ordinance annexing a tract of land into the Milwaukie city limits for the first time by title only. Motion passed unanimously. The ordinance was read for the first time by title only.

III. A. 18

It was moved by Councilor Newman and seconded by Councilor Lancaster to read the ordinance annexing a tract of land into the Milwaukie city limits for the second time by title only. Motion passed unanimously. The ordinance was read for the second time by title only.

It was moved by Councilor Lancaster and seconded by Councilor Newman to adopt the ordinance annexing a tract of land into the Milwaukie city limits. Motion passed unanimously.

ORDINANCE NO. 1885:

AN ORDINANCE OF THE CITY OF MILWAUKIE ANNEXING A CERTAIN TRACT OF LAND INTO THE CITY LIMITS OF THE CITY OF MILWAUKIE AND WITHDRAWING THE TRACT FROM TERRITORY OF CLACKAMAS COUNTY R.F.P.D. #1, CLACKAMAS COUNTY SERVICE DISTRICT FOR ENHANCED LAW ENFORCEMENT, AND CLACKAMAS COUNTY SERVICE DISTRICT NO. 5 FOR STREET LIGHTS.

Intergovernmental Agreement with Clackamas River Water

Bennett presented the staff report in which the City Council was requested to authorize the Council President to sign an intergovernmental agreement (IGA) with Clackamas River Water to share resources. This agreement sets up the framework to discuss future water storage and supply issues.

It was moved by Councilor Marshall and seconded by Councilor Lancaster to authorize the Council President to sign an intergovernmental agreement with Clackamas River Water. Motion passed unanimously.

Advisory Board Appointment

Council President King, with Council consensus, made the following appointments: to the Urban Forestry Ad Hoc Committee: Betty Chandler, Roger Cornell, Mart Hughes, Paul Munn, and Gary Nebergall.

Oregon Department of Transportation Grant Application for 42nd Avenue Improvements

Bennett said staff was requesting authorization to apply for an Oregon Department of Transportation (ODOT) grant to construct curb, sidewalk, and storm improvements on both sides of 42nd Avenue between Johnson Creek Boulevard and Olsen Street. She understood there was interest in a separation between the street and sidewalk; however, the work will be done in a constrained area. The total project cost is estimated at \$330,000. This is a key sidewalk link in the Transportation System Plan. If the grant is awarded, there will be public outreach to the neighborhood and schools.

Councilor Marshall asked if this grant would force sidewalks on both sides of the street.

Bennett responded 42nd Avenue is designated a collector street with heavy volumes, so staff is looking at sidewalks on both sides of the street. The design would not be locked in until a contract is signed with ODOT.

It was moved by Councilor Newman and seconded by Councilor Lancaster to authorize the submittal of the grant application and sign an endorsement letter of support of the proposed project to be included with the application.

EXECUTIVE SESSION

Council President King announced an executive session on pending litigation pursuant to ORS 192.660.

ADJOURNMENT

Council President King adjourned the meeting at 6:35 p.m.

Pat DuVal, Recorder



To: Mayor and City Council

Through: Mike Swanson, City Manager Pro Tem *MS*
Martha Bennett, Assistant City Manager, CD *MB*
Jerry Baker, City Engineer Pro Tem *JB*

From: Paul Roeger, Civil Engineer *P.R.*

Subject: City of Portland Metered Water Intertie Bid Award

Date: March 9, 2001 for March 20, 2001 City Council Meeting

Action Requested

City Council authorize the City Manager to sign a contract for the City of Portland Metered Water Intertie with LZN Excavation, Inc., for the bid amount of \$126,755.50, plus a ten percent contingency in case of needed additional work.

Background

The City of Milwaukie and the City of Portland had an intergovernmental agreement (IGA) for Portland to supply emergency water to Milwaukie. In 1986 the City of Milwaukie took over the Wichita Water District and thus inherited a connection with the City of Portland, since that was where Wichita received their water supply. In 1988, five of Milwaukie's wells were found to be contaminated by trichloroethylene (TCE). At that time the City closed down those wells and contracted with Portland for some of the needed water supply that Milwaukie's good wells could not supply until aeration towers were constructed to remove the contamination from those five wells.

That old intertie with the City of Portland was located in a vault in the northbound traffic lane of Johnson Creek Blvd. at the Springwater Corridor. This was an unsafe location and caused traffic backup when access was needed to the vault. The old intertie was also only a one-way connection, meaning Milwaukie could receive water from Portland because of the higher pressure in the Portland system. The new intertie will allow Portland to bring in a portable pump, to pump water from Milwaukie to Portland's system in an emergency. A new IGA has been signed between Milwaukie and Portland to allow this to happen.

The City of Portland Parks Bureau owns the Springwater Corridor and has given the City of Portland Water Bureau rights for the placement of the metered intertie at the site. The IGA grants Milwaukie the right to place its part of the facilities at the site.

This is only intended as a 2.0-mgd capacity emergency source of water supply during peak demand periods. The City of Milwaukie currently has another 2.0-mgd capacity emergency supply connection with Clackamas River Water, from which we take a constant supply of 0.5-mgd. Milwaukie does not intend to take a constant supply from Portland. This intertie will allow Portland to purchase an emergency supply of water from Milwaukie.

The work consists of installing one precast vault with an ultrasonic flow meter; one precast vault with a 10-inch double check valve backflow preventer assembly; one precast vault with a 10-inch pressure-reducing valve; approximately 90 feet of 6-inch, 10-inch and 12-inch diameter ductile iron piping and appurtenances; one 10-inch diameter tapped connection to an existing 12-inch diameter waterline; approximately 110 feet of 2-inch and 4-inch diameter PVC drain piping; electrical service; telemetry equipment and associated programming; and landscaping.

The vaults will be buried underground with just an access lid at ground level visible. The vaults will be on the east side of Johnson Creek Blvd. and on the south side of the Springwater Corridor. The telemetry is located on the west side of Johnson Creek Blvd. and on the south side of the Springwater Corridor in two separate panels, one for Portland and one for Milwaukie. The telemetry will allow both Cities to monitor the intertie without actually visiting the site. When it is necessary to visit the site, parking is available in the trailhead lot on the west side of Johnson Creek Blvd.

The City of Portland Parks Bureau will re-landscape the area.

A project vicinity map and site plan are attached. Advertising was done as required. Twenty-one sets of plans went out to contractors for bidding and fifteen bids were received for the February 7, 2001 bid opening. The bid summary of all bids is attached, including the engineers estimate.

Concurrence

The City of Portland has reviewed the plans and approved them. They have also reviewed the bid proposals and are comfortable with the low bidder.

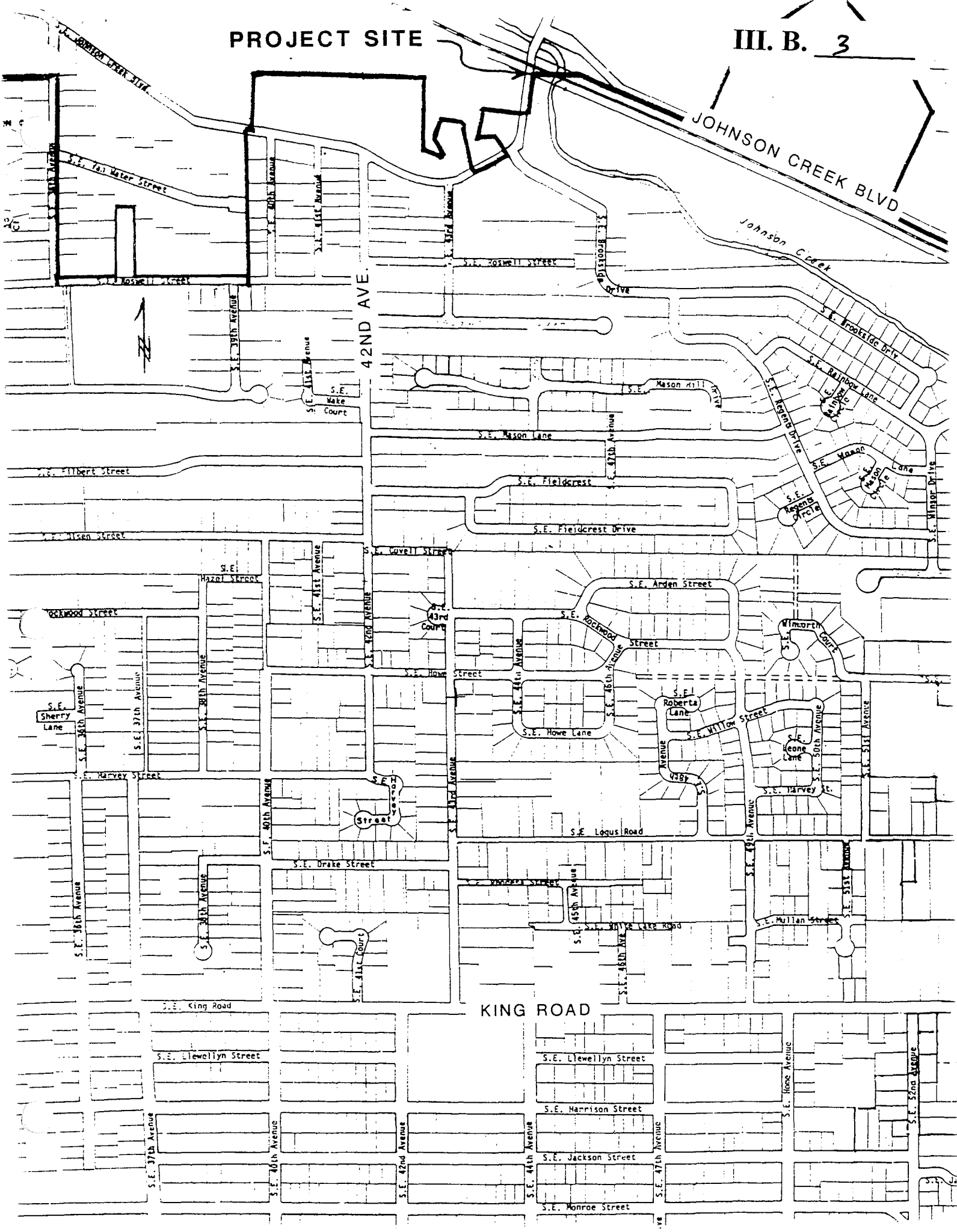
The City of Milwaukie Planning Commission will review a Community Service Overlay on March 13, 2001. Staff has recommended approval and the results of the Public Hearing will be available at the City Council meeting. Pending expiration of the appeal period and the Council's approval of this bid award, we will have the City Manager sign the contract with LZN.

Fiscal Impact

This project is in the current budget and on the CIP list. Funds are budgeted in this year's Water Fund for these improvements. The City of Portland will pay approximately 39 percent of the improvement costs. Final costs will be split per the IGA.

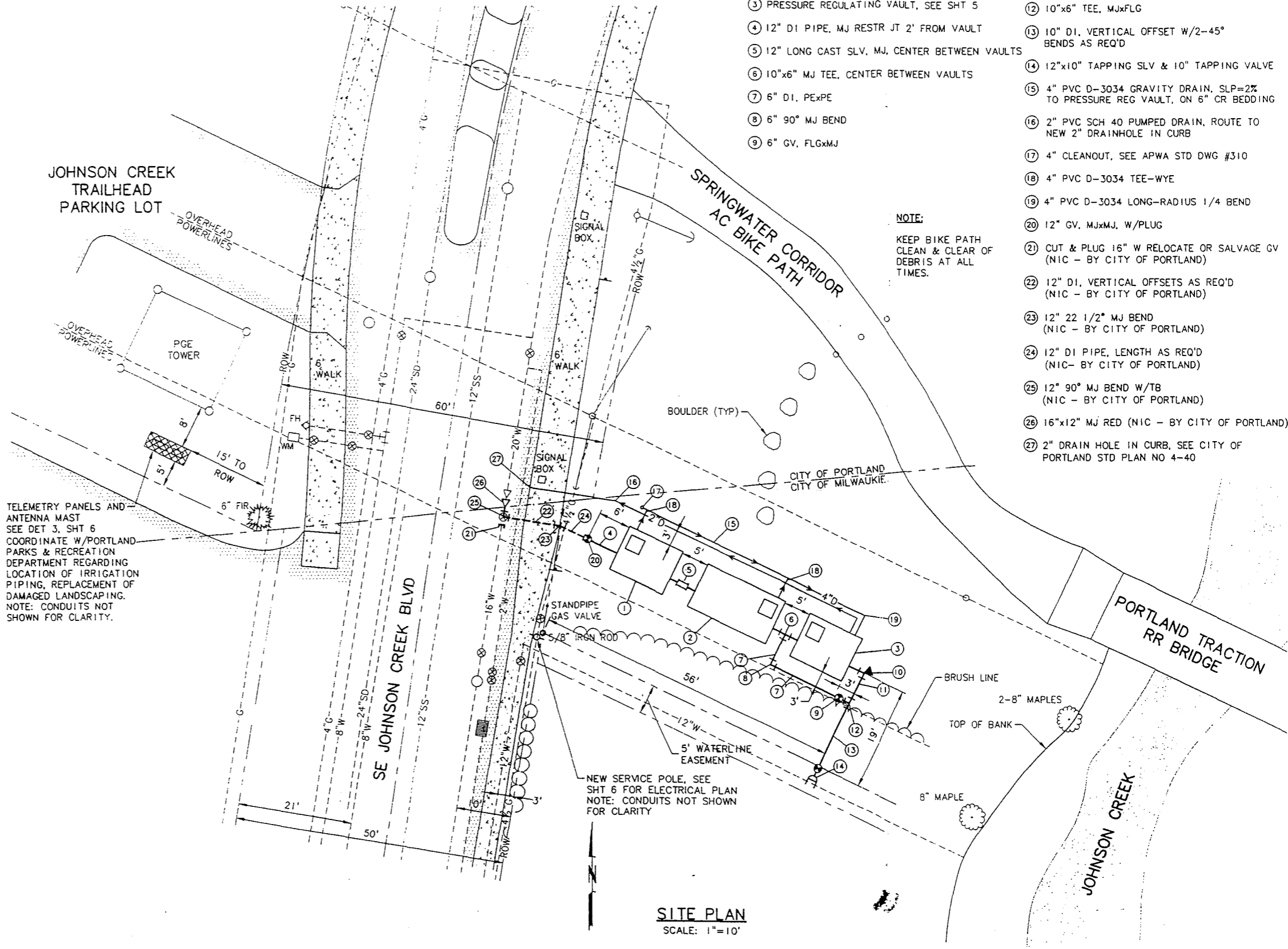
PROJECT SITE

III. B. 3



GENERAL CONSTRUCTION NOTES:

1. ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987).
2. THE CONTRACTOR SHALL VERIFY LOCATIONS, ELEVATIONS, TYPES & SIZES OF ALL EXIST UTILITIES PRIOR TO CONSTRUCTING NEW PIPING & SHALL ADJUST NEW PIPING INSTALLATION AS REQUIRED
3. CONTRACTOR SHALL PROVIDE TEMP TAPS & BLOW-OFFS & THRUST RESTRAINT AS REQUIRED TO FACILITATE FLUSHING, TESTING & DISINFECTION OF WATERLINES. AT COMPLETION OF DISINFECTION REMOVE TEMP TEST TAPS & REPLACE W/PERMANENT BRASS OR BRONZE PLUGS.
4. ALL BUILDINGS, STRUCTURES, LOTS, CURBS, SIDEWALKS, FENCES, LANDSCAPING, WALLS, PIPING & UTILITIES DISTURBED DURING CONSTRUCTION TO BE RESTORED TO EXIST CONDITION UNLESS OTHERWISE SPECIFIED.
5. THE CONTRACTOR SHALL DISPOSE OF ALL REMOVED OR REPLACED MATERIAL & EQUIPMENT IN ACCORDANCE W/ALL APPLICABLE REGULATIONS EXCEPT THOSE ITEMS DESIGNATED BY THE OWNER FOR SALVAGING. SALVAGED ITEMS SHALL REMAIN THE PROPERTY OF THE OWNER & SHALL BE CAREFULLY REMOVED & STORED AS DIRECTED.
6. CONTRACTOR TO OBTAIN & COMPLY W/ALL REQUIRED PERMITS PRIOR TO BEGINNING CONSTRUCTION.
7. UNLESS NOTED ON THE DRAWINGS OR SPECIFIED ELSEWHERE, CONSTRUCTION SHALL CONFORM TO THE LATEST VERSION OF THE AMERICAN PUBLIC WORKS ASSOCIATION, OREGON CHAPTER, STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
8. CONNECTIONS TO EXIST WATERLINES MAY REQUIRE SHUTDOWN OF EXIST FACILITIES. CONTRACTOR SHALL COORDINATE THIS WORK W/AFFECTED UTILITY & PROVIDE A MINIMUM OF 72 HOUR ADVANCED NOTICE PRIOR TO THIS WORK.
9. CONTRACTOR SHALL INSTALL & MAINTAIN EROSION & SEDIMENTATION CONTROL DURING CONSTRUCTION (ANYTIME OF YEAR) PER THE MOST RECENT VERSION OF THE CLACKAMAS COUNTY EROSION/SEDIMENTATION CONTROL PLANS TECHNICAL GUIDANCE HANDBOOK.
10. CONTRACTOR TO OBTAIN & COMPLY W/CLACKAMAS COUNTY, CITY OF PORTLAND AND CITY OF MILWAUKIE PERMITS & REQUIREMENTS FOR WORK IN & RESTORATION OF ROADWAYS. CONTRACTOR TO SUBMIT TRAFFIC CONTROL PLAN AS REQUIRED FOR APPROVAL.
11. SURVEY FOR CONSTRUCTION TO BE PROVIDED BY THE CONTRACTOR.
12. SEE SUPPLEMENTAL DRAWINGS IN CONTRACT DOCUMENTS FOR TYPICAL DETAILS FOR TRENCH BACKFILL, THRUST BLOCKING, CLEANOUT, VALVE BOX, VAULT LADDER & CURB DRAIN HOLE.
13. MINIMUM COVER FOR WATERLINE SHALL BE 36".
14. CONTRACTOR SHALL POTHOLE PRIOR TO ORDERING MATERIALS FOR CONNECTION TO EXISTING WATERLINES TO DETERMINE EXIST PIPE OUTSIDE DIAMETER, ELEVATIONS & ORIENTATION.
15. ALL EXCAVATED SUBGRADE MATERIAL SHALL BE DISPOSED OF OFF SITE.
16. STOCKPILE TOPSOIL FROM GRADING ACTIVITIES & REPLACE TO 12" THICK ON ALL DISTURBED NATIVE AREAS. SEE LANDSCAPE PLAN & SPECS.
17. CONTRACTOR TO COORDINATE W/OWNER'S REPRESENTATIVE REGARDING EXISTING VEGETATION PRIOR TO REMOVAL OF ANY VEGETATION. NOT ALL TREES ARE SHOWN.
18. ELEVATIONS SHOWN ON THE PLANS ARE BASED ON CITY OF PORTLAND DATUM.
19. ALL PIPING & FITTINGS SHALL BE RESTRAINED JOINT, UNLESS OTHERWISE DIRECTED.



INTERTIE VAULTS, PIPING & VALVE SCHEDULE: III. B. 4

- ① METER VAULT, SEE SHT 3
- ② BACKFLOW PREVENTION VAULT, SEE SHT 4
- ③ PRESSURE REGULATING VAULT, SEE SHT 5
- ④ 12" D1 PIPE, MJ RESTR JT 2' FROM VAULT
- ⑤ 12" LONG CAST SLV, MJ, CENTER BETWEEN VAULTS
- ⑥ 10"x6" MJ TEE, CENTER BETWEEN VAULTS
- ⑦ 6" D1, PEXPE
- ⑧ 6" 90° MJ BEND
- ⑨ 6" GV, FLGXMJ
- ⑩ 10" 90° MJ BEND, W/TB
- ⑪ 10" D1, PEXPE
- ⑫ 10"x6" TEE, MJxFLG
- ⑬ 10" D1, VERTICAL OFFSET W/2-45° BENDS AS REQ'D
- ⑭ 12"x10" TAPPING SLV & 10" TAPPING VALVE
- ⑮ 4" PVC D-3034 GRAVITY DRAIN, SLP=2% TO PRESSURE REG VAULT, ON 6" CR BEDDING
- ⑯ 2" PVC SCH 40 PUMPED DRAIN, ROUTE TO NEW 2" DRAINHOLE IN CURB
- ⑰ 4" CLEANOUT, SEE APWA STD DWG #310
- ⑱ 4" PVC D-3034 TEE-WYE
- ⑲ 4" PVC D-3034 LONG-RADIUS 1/4 BEND
- ⑳ 12" GV, MJxMJ, W/PLUG
- ㉑ CUT & PLUG 16" W RELOCATE OR SALVAGE GV. (NIC - BY CITY OF PORTLAND)
- ㉒ 12" D1, VERTICAL OFFSETS AS REQ'D (NIC - BY CITY OF PORTLAND)
- ㉓ 12" 22 1/2° MJ BEND (NIC - BY CITY OF PORTLAND)
- ㉔ 12" D1 PIPE, LENGTH AS REQ'D (NIC - BY CITY OF PORTLAND)
- ㉕ 12" 90° MJ BEND W/TB (NIC - BY CITY OF PORTLAND)
- ㉖ 16"x12" MJ RED (NIC - BY CITY OF PORTLAND)
- ㉗ 2" DRAIN HOLE IN CURB, SEE CITY OF PORTLAND STD PLAN NO 4-40

NOTE:
KEEP BIKE PATH CLEAN & CLEAR OF DEBRIS AT ALL TIMES.

TELEMETRY PANELS AND ANTENNA MAST SEE DET 3, SHT 6
COORDINATE W/PORTLAND PARKS & RECREATION DEPARTMENT REGARDING LOCATION OF IRRIGATION PIPING, REPLACEMENT OF DAMAGED LANDSCAPING.
NOTE: CONDUITS NOT SHOWN FOR CLARITY.

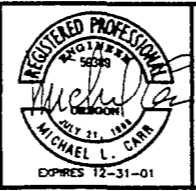
SITE PLAN
SCALE: 1"=10'

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NOTICE
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IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

MLC
DESIGNED DTM/MBE
DRAWN JLH
CHECKED



MSA Murray, Smith & Associates, Inc.
Engineers/Planners
121 S.W. Salmon, Suite 1020
Portland, Oregon 97204
Phone (503) 225-9010
Fax (503) 225-9022

CITY OF MILWAUKIE
CITY OF PORTLAND
METERED WATER INTERTIE
PROJECT NO. 051130

SITE PLAN AND GENERAL CONSTRUCTION NOTES
PROJECT NO.: 94-0307.209 SCALE: AS SHOWN DATE: JANUARY 2001

UMMARY

CITY OF PORTLAND METERED WATER INTERTIE

| Item # | Item of Work | Estimated Quantity | Unit | LZN EXCAVATION | | TRI-ANGLE, LLC | | KYLLO CONSTRUCTION | | DM EXCAVATING | | COLUMBIA-CASCADE | |
|------------------|---|--------------------|------|----------------|-----------------|----------------|-----------------|--------------------|-----------------|---------------|-----------------|------------------|-----------------|
| | | | | Unit Price | Total Bid Price | Unit Price | Total Bid Price | Unit Price | Total Bid Price | Unit Price | Total Bid Price | Unit Price | Total Bid Price |
| 1 | Mobilization, Bonds, Ins., etc | 1 | LS | \$ 6,500.00 | \$ 6,500.00 | \$ 7,010.00 | \$ 7,010.00 | \$ 6,744.76 | \$ 6,744.76 | \$ 5,500.00 | \$ 5,500.00 | \$ 5,000.00 | \$ 5,000.00 |
| 2 | Clearing, Grubbing, & Tree Removal | 1 | LS | \$ 300.00 | \$ 300.00 | \$ 1,500.00 | \$ 1,500.00 | \$ 500.00 | \$ 500.00 | \$ 1,200.00 | \$ 1,200.00 | \$ 1,650.00 | \$ 1,650.00 |
| 3 | 6-inch, 8-inch & 12-inch DI Class 52 Pipe | 1 | LS | \$ 2,000.00 | \$ 2,000.00 | \$ 3,000.00 | \$ 3,000.00 | \$ 2,000.00 | \$ 2,000.00 | \$ 10,000.00 | \$ 10,000.00 | \$ 900.00 | \$ 900.00 |
| 4 | DI C153 Fittings | 515 | LBS. | \$ 3.50 | \$ 1,802.50 | \$ 6.00 | \$ 3,090.00 | \$ 3.50 | \$ 1,802.50 | \$ 2.85 | \$ 1,467.75 | \$ 5.15 | \$ 2,652.25 |
| 5a | 12-inch G.V. | 1 | EA. | \$ 1,200.00 | \$ 1,200.00 | \$ 1,000.00 | \$ 1,000.00 | \$ 950.73 | \$ 950.73 | \$ 1,200.00 | \$ 1,200.00 | \$ 1,300.00 | \$ 1,300.00 |
| 5b | 6-inch G.V. | 1 | EA. | \$ 500.00 | \$ 500.00 | \$ 600.00 | \$ 600.00 | \$ 303.10 | \$ 303.10 | \$ 600.00 | \$ 600.00 | \$ 700.00 | \$ 700.00 |
| 6 | Buried 4-inch PVC Drain Pipe & Fittings | 52 | LF | \$ 11.50 | \$ 598.00 | \$ 17.00 | \$ 884.00 | \$ 20.00 | \$ 1,040.00 | \$ 15.00 | \$ 780.00 | \$ 10.00 | \$ 520.00 |
| 7 | Buried 2-inch PVC Drain Pipe & Fittings | 65 | LF | \$ 7.00 | \$ 455.00 | \$ 11.00 | \$ 715.00 | \$ 7.70 | \$ 500.50 | \$ 10.00 | \$ 650.00 | \$ 10.00 | \$ 650.00 |
| 8 | Meter Vault | 1 | LS | \$ 13,000.00 | \$ 13,000.00 | \$ 11,000.00 | \$ 11,000.00 | \$ 24,000.00 | \$ 24,000.00 | \$ 20,000.00 | \$ 20,000.00 | \$ 25,000.00 | \$ 25,000.00 |
| 9 | Backflow Prevention Vault | 1 | LS | \$ 18,000.00 | \$ 18,000.00 | \$ 19,000.00 | \$ 19,000.00 | \$ 24,000.00 | \$ 24,000.00 | \$ 20,000.00 | \$ 20,000.00 | \$ 23,700.00 | \$ 23,700.00 |
| 10 | Pressure Regulating Vault | 1 | LS | \$ 14,000.00 | \$ 14,000.00 | \$ 18,000.00 | \$ 18,000.00 | \$ 24,000.00 | \$ 24,000.00 | \$ 20,000.00 | \$ 20,000.00 | \$ 21,000.00 | \$ 21,000.00 |
| 11 | Over Exc. & Bkfil. of Unsuitable Matrl. | 5 | CY | \$ 40.00 | \$ 200.00 | \$ 100.00 | \$ 500.00 | \$ 10.00 | \$ 50.00 | \$ 25.00 | \$ 125.00 | \$ 120.00 | \$ 600.00 |
| 12 | Testing, Flushing, & Disinfection | 1 | LS | \$ 2,700.00 | \$ 2,700.00 | \$ 2,100.00 | \$ 2,100.00 | \$ 2,000.00 | \$ 2,000.00 | \$ 1,200.00 | \$ 1,200.00 | \$ 1,950.00 | \$ 1,950.00 |
| 13 | Service Pole & 120/240-Volt 1-Phase Elc. | 1 | LS | \$ 4,500.00 | \$ 4,500.00 | \$ 4,000.00 | \$ 4,000.00 | \$ 4,331.00 | \$ 4,331.00 | \$ 4,800.00 | \$ 4,800.00 | \$ 5,100.00 | \$ 5,100.00 |
| 14 | 277/480-Volt 3-Phase Elec. Serv. | 1 | LS | \$ 5,600.00 | \$ 5,600.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 5,240.00 | \$ 5,240.00 | \$ 3,800.00 | \$ 3,800.00 | \$ 4,000.00 | \$ 4,000.00 |
| 15 | Milwaukie Telemetry System | 1 | LS | \$ 38,000.00 | \$ 38,000.00 | \$ 58,000.00 | \$ 58,000.00 | \$ 33,840.00 | \$ 33,840.00 | \$ 44,385.00 | \$ 44,385.00 | \$ 45,600.00 | \$ 45,600.00 |
| 16 | Portland Telemetry Enclosure | 1 | LS | \$ 11,000.00 | \$ 11,000.00 | \$ 1,500.00 | \$ 1,500.00 | \$ 4,600.00 | \$ 4,600.00 | \$ 3,528.00 | \$ 3,528.00 | \$ 3,500.00 | \$ 3,500.00 |
| 17 | PVC Conduit | 1 | LS | \$ 2,700.00 | \$ 2,700.00 | \$ 3,000.00 | \$ 3,000.00 | \$ 5,325.00 | \$ 5,325.00 | \$ 6,313.00 | \$ 6,313.00 | \$ 5,000.00 | \$ 5,000.00 |
| 18 | Traffic Control | 1 | LS | \$ 750.00 | \$ 750.00 | \$ 2,000.00 | \$ 2,000.00 | \$ 4,500.00 | \$ 4,500.00 | \$ 2,000.00 | \$ 2,000.00 | \$ 3,500.00 | \$ 3,500.00 |
| 19 | Erosion Control | 1 | LS | \$ 600.00 | \$ 600.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 300.00 | \$ 300.00 | \$ 800.00 | \$ 800.00 | \$ 600.00 | \$ 600.00 |
| 20 | Surface Restoration | 1 | LS | \$ 550.00 | \$ 550.00 | \$ 2,200.00 | \$ 2,200.00 | \$ 300.00 | \$ 300.00 | \$ 1,200.00 | \$ 1,200.00 | \$ 4,300.00 | \$ 4,300.00 |
| 21 | Landscaping | 1 | LS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 22 | Tapped Connection to City of Milw. Water | 1 | LS | \$ 1,800.00 | \$ 1,800.00 | \$ 1,700.00 | \$ 1,700.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 2,500.00 | \$ 2,700.00 | \$ 2,700.00 |
| TOTAL BID | | | | | \$ 126,755.50 | | \$ 145,799.00 | | \$ 148,827.59 | | \$ 152,048.75 | | \$ 159,922.25 |

| Contractor: | | | | KASEY COOPER EXC | | SITEWORKS INC. | | CANBY EXC. | | RASCH GEN. CONTR. | | WG MOE & SONS | |
|------------------|---|--------------------|------|------------------|-----------------|----------------|-----------------|--------------|-----------------|-------------------|-----------------|---------------|-----------------|
| Item # | Item of Work | Estimated Quantity | Unit | Unit Price | Total Bid Price | Unit Price | Total Bid Price | Unit Price | Total Bid Price | Unit Price | Total Bid Price | Unit Price | Total Bid Price |
| 1 | Mobilization, Bonds, Ins., etc | 1 | LS | \$ 8,000.00 | \$ 8,000.00 | \$ 5,110.00 | \$ 5,110.00 | \$ 15,604.30 | \$ 15,604.30 | \$ 5,000.00 | \$ 5,000.00 | \$ 8,000.00 | \$ 8,000.00 |
| 2 | Clearing, Grubbing, & Tree Removal | 1 | LS | \$ 500.00 | \$ 500.00 | \$ 2,850.00 | \$ 2,850.00 | \$ 750.00 | \$ 750.00 | \$ 500.00 | \$ 500.00 | \$ 500.00 | \$ 500.00 |
| 3 | 6-inch, 8-inch & 12-inch DI Class 52 Pipe | 1 | LS | \$ 3,500.00 | \$ 3,500.00 | \$ 6,930.00 | \$ 6,930.00 | \$ 2,606.80 | \$ 2,606.80 | \$ 20,000.00 | \$ 20,000.00 | \$ 5,000.00 | \$ 5,000.00 |
| 4 | DI C153 Fittings | 515 | LBS. | \$ 4.75 | \$ 2,446.25 | \$ 6.00 | \$ 3,090.00 | \$ 4.90 | \$ 2,523.50 | \$ 2.55 | \$ 1,313.25 | \$ 5.00 | \$ 2,575.00 |
| 5a | 12-inch G.V. | 1 | EA. | \$ 1,400.00 | \$ 1,400.00 | \$ 1,536.00 | \$ 1,536.00 | \$ 1,155.20 | \$ 1,155.20 | \$ 1,000.00 | \$ 1,000.00 | \$ 1,100.00 | \$ 1,100.00 |
| 5b | 6-inch G.V. | 1 | EA. | \$ 600.00 | \$ 600.00 | \$ 524.00 | \$ 524.00 | \$ 569.80 | \$ 569.80 | \$ 400.00 | \$ 400.00 | \$ 450.00 | \$ 450.00 |
| 6 | Buried 4-inch PVC Drain Pipe & Fittings | 52 | LF | \$ 24.00 | \$ 1,248.00 | \$ 54.00 | \$ 2,808.00 | \$ 19.50 | \$ 1,014.00 | \$ 60.00 | \$ 3,120.00 | \$ 10.00 | \$ 520.00 |
| 7 | Buried 2-inch PVC Drain Pipe & Fittings | 65 | LF | \$ 22.00 | \$ 1,430.00 | \$ 32.00 | \$ 2,080.00 | \$ 17.10 | \$ 1,111.50 | \$ 40.00 | \$ 2,600.00 | \$ 12.00 | \$ 780.00 |
| 8 | Meter Vault | 1 | LS | \$ 16,800.00 | \$ 16,800.00 | \$ 21,000.00 | \$ 21,000.00 | \$ 33,212.20 | \$ 33,212.20 | \$ 20,600.00 | \$ 20,600.00 | \$ 27,000.00 | \$ 27,000.00 |
| 9 | Backflow Prevention Vault | 1 | LS | \$ 19,500.00 | \$ 19,500.00 | \$ 21,000.00 | \$ 21,000.00 | \$ 20,182.60 | \$ 20,182.60 | \$ 20,000.00 | \$ 20,000.00 | \$ 20,500.00 | \$ 20,500.00 |
| 10 | Pressure Regulating Vault | 1 | LS | \$ 16,000.00 | \$ 16,000.00 | \$ 21,000.00 | \$ 21,000.00 | \$ 19,909.80 | \$ 19,909.80 | \$ 22,000.00 | \$ 22,000.00 | \$ 29,700.00 | \$ 29,700.00 |
| 11 | Over Exc. & Bkfil. of Unsuitable Matr. | 5 | CY | \$ 68.00 | \$ 340.00 | \$ 30.00 | \$ 150.00 | \$ 89.00 | \$ 445.00 | \$ 80.00 | \$ 400.00 | \$ 75.00 | \$ 375.00 |
| 12 | Testing, Flushing, & Disinfection | 1 | LS | \$ 2,200.00 | \$ 2,200.00 | \$ 3,200.00 | \$ 3,200.00 | \$ 1,060.00 | \$ 1,060.00 | \$ 500.00 | \$ 500.00 | \$ 3,200.00 | \$ 3,200.00 |
| 13 | Service Pole & 120/240-Volt 1-Phase Elc. | 1 | LS | \$ 7,500.00 | \$ 7,500.00 | \$ 11,250.00 | \$ 11,250.00 | \$ 7,049.90 | \$ 7,049.90 | \$ 5,000.00 | \$ 5,000.00 | \$ 7,200.00 | \$ 7,200.00 |
| 14 | 277/480-Volt 3-Phase Elec. Serv. | 1 | LS | \$ 5,400.00 | \$ 5,400.00 | \$ 9,100.00 | \$ 9,100.00 | \$ 5,140.30 | \$ 5,140.30 | \$ 5,000.00 | \$ 5,000.00 | \$ 5,200.00 | \$ 5,200.00 |
| 15 | Milwaukie Telemetry System | 1 | LS | \$ 44,000.00 | \$ 44,000.00 | \$ 39,800.00 | \$ 39,800.00 | \$ 39,940.50 | \$ 39,940.50 | \$ 56,000.00 | \$ 56,000.00 | \$ 38,000.00 | \$ 38,000.00 |
| 16 | Portland Telemetry Enclosure | 1 | LS | \$ 8,000.00 | \$ 8,000.00 | \$ 4,410.00 | \$ 4,410.00 | \$ 8,710.90 | \$ 8,710.90 | \$ 1,500.00 | \$ 1,500.00 | \$ 8,900.00 | \$ 8,900.00 |
| 17 | PVC Conduit | 1 | LS | \$ 9,500.00 | \$ 9,500.00 | \$ 1,200.00 | \$ 1,200.00 | \$ 4,651.20 | \$ 4,651.20 | \$ 3,500.00 | \$ 3,500.00 | \$ 8,500.00 | \$ 8,500.00 |
| 18 | Traffic Control | 1 | LS | \$ 4,000.00 | \$ 4,000.00 | \$ 800.00 | \$ 800.00 | \$ 560.00 | \$ 560.00 | \$ 500.00 | \$ 500.00 | \$ 2,000.00 | \$ 2,000.00 |
| 19 | Erosion Control | 1 | LS | \$ 800.00 | \$ 800.00 | \$ 1,400.00 | \$ 1,400.00 | \$ 500.00 | \$ 500.00 | \$ 250.00 | \$ 250.00 | \$ 3,500.00 | \$ 3,500.00 |
| 20 | Surface Restoration | 1 | LS | \$ 3,500.00 | \$ 3,500.00 | \$ 1,440.00 | \$ 1,440.00 | \$ 1,055.00 | \$ 1,055.00 | \$ 300.00 | \$ 300.00 | \$ 1,500.00 | \$ 1,500.00 |
| 21 | Landscaping | 1 | LS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 22 | Tapped Connection to City of Milw. Water | 1 | LS | \$ 3,900.00 | \$ 3,900.00 | \$ 2,200.00 | \$ 2,200.00 | \$ 4,179.00 | \$ 4,179.00 | \$ 3,500.00 | \$ 3,500.00 | \$ 3,000.00 | \$ 3,000.00 |
| TOTAL BID | | | | | \$ 160,564.25 | | \$ 162,878.00 | | \$ 171,931.50 | | \$ 172,983.25 | | \$ 177,500.00 |

III. B. 6

SUMMARY

CITY OF PORTLAND METERED WATER INTERTIE

| Item # | Item of Work | Estimated Quantity | Unit | DaNEAL CONSTR. | | K & R PLUMBING CONSTR | | DUNN CONSTRUCTION | | EMERY & SONS | | DIRTO, INC. | |
|------------------|---|--------------------|------|----------------|-----------------|-----------------------|-----------------|-------------------|-----------------|---------------|-----------------|---------------|-----------------|
| | | | | Unit Price | Total Bid Price | Unit Price | Total Bid Price | Unit Price | Total Bid Price | Unit Price | Total Bid Price | Unit Price | Total Bid Price |
| 1 | Mobilization, Bonds, Ins., etc | 1 | LS | \$ 11,000.00 | \$ 11,000.00 | \$ 14,378.00 | \$ 14,378.00 | \$ 9,850.00 | \$ 9,850.00 | \$ 18,000.00 | \$ 18,000.00 | \$ 10,000.00 | \$ 10,000.00 |
| 2 | Clearing, Grubbing, & Tree Removal | 1 | LS | \$ 500.00 | \$ 500.00 | \$ 2,119.00 | \$ 2,119.00 | \$ 10,000.00 | \$ 10,000.00 | \$ 4,000.00 | \$ 4,000.00 | \$ 1,800.00 | \$ 1,800.00 |
| 3 | 6-inch, 8-inch & 12-inch DI Class 52 Pipe | 1 | LS | \$ 4,150.00 | \$ 4,150.00 | \$ 2,707.00 | \$ 2,707.00 | \$ 20,000.00 | \$ 20,000.00 | \$ 3,200.00 | \$ 3,200.00 | \$ 10,818.00 | \$ 10,818.00 |
| 4 | DI C153 Fittings | 515 | LBS. | \$ 4.00 | \$ 2,060.00 | \$ 5.00 | \$ 2,575.00 | \$ 5.00 | \$ 2,575.00 | \$ 3.00 | \$ 1,545.00 | \$ 16.25 | \$ 8,368.75 |
| 5a | 12-inch G.V. | 1 | EA. | \$ 2,268.00 | \$ 2,268.00 | \$ 1,065.00 | \$ 1,065.00 | \$ 3,000.00 | \$ 3,000.00 | \$ 900.00 | \$ 900.00 | \$ 1,957.00 | \$ 1,957.00 |
| 5b | 6-inch G.V. | 1 | EA. | \$ 600.00 | \$ 600.00 | \$ 431.00 | \$ 431.00 | \$ 2,000.00 | \$ 2,000.00 | \$ 300.00 | \$ 300.00 | \$ 2,340.00 | \$ 2,340.00 |
| 6 | Buried 4-inch PVC Drain Pipe & Fittings | 52 | LF | \$ 46.00 | \$ 2,392.00 | \$ 34.00 | \$ 1,768.00 | \$ 75.00 | \$ 3,900.00 | \$ 20.00 | \$ 1,040.00 | \$ 53.50 | \$ 2,782.00 |
| 7 | Buried 2-inch PVC Drain Pipe & Fittings | 65 | LF | \$ 40.00 | \$ 2,600.00 | \$ 12.00 | \$ 780.00 | \$ 50.00 | \$ 3,250.00 | \$ 10.00 | \$ 650.00 | \$ 21.00 | \$ 1,365.00 |
| 8 | Meter Vault | 1 | LS | \$ 20,319.00 | \$ 20,319.00 | \$ 38,092.00 | \$ 38,092.00 | \$ 16,000.00 | \$ 16,000.00 | \$ 36,000.00 | \$ 36,000.00 | \$ 44,130.00 | \$ 44,130.00 |
| 9 | Backflow Prevention Vault | 1 | LS | \$ 27,987.00 | \$ 27,987.00 | \$ 28,042.00 | \$ 28,042.00 | \$ 25,000.00 | \$ 25,000.00 | \$ 28,000.00 | \$ 28,000.00 | \$ 44,588.00 | \$ 44,588.00 |
| 10 | Pressure Regulating Vault | 1 | LS | \$ 24,915.00 | \$ 24,915.00 | \$ 28,536.00 | \$ 28,536.00 | \$ 19,000.00 | \$ 19,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 49,822.00 | \$ 49,822.00 |
| 11 | Over Exc. & Bkfill. of Unsuitable Matrl. | 5 | CY | \$ 35.00 | \$ 175.00 | \$ 33.00 | \$ 165.00 | \$ 20.00 | \$ 100.00 | \$ 35.00 | \$ 175.00 | \$ 100.00 | \$ 500.00 |
| 12 | Testing, Flushing, & Disinfection | 1 | LS | \$ 1,500.00 | \$ 1,500.00 | \$ 3,261.00 | \$ 3,261.00 | \$ 1,000.00 | \$ 1,000.00 | \$ 1,400.00 | \$ 1,400.00 | \$ 1,702.00 | \$ 1,702.00 |
| 13 | Service Pole & 120/240-Volt 1-Phase Etc. | 1 | LS | \$ 3,960.00 | \$ 3,960.00 | \$ 6,865.00 | \$ 6,865.00 | \$ 8,500.00 | \$ 8,500.00 | \$ 7,000.00 | \$ 7,000.00 | \$ 3,595.00 | \$ 3,595.00 |
| 14 | 277/480-Volt 3-Phase Elec. Serv. | 1 | LS | \$ 2,664.00 | \$ 2,664.00 | \$ 5,005.00 | \$ 5,005.00 | \$ 7,000.00 | \$ 7,000.00 | \$ 5,200.00 | \$ 5,200.00 | \$ 3,895.00 | \$ 3,895.00 |
| 15 | Milwaukie Telemetry System | 1 | LS | \$ 61,365.00 | \$ 61,365.00 | \$ 38,190.00 | \$ 38,190.00 | \$ 38,000.00 | \$ 38,000.00 | \$ 40,000.00 | \$ 40,000.00 | \$ 36,280.00 | \$ 36,280.00 |
| 16 | Portland Telemetry Enclosure | 1 | LS | \$ 1,324.00 | \$ 1,324.00 | \$ 8,482.00 | \$ 8,482.00 | \$ 10,500.00 | \$ 10,500.00 | \$ 5,600.00 | \$ 5,600.00 | \$ 8,060.00 | \$ 8,060.00 |
| 17 | PVC Conduit | 1 | LS | \$ 12,964.00 | \$ 12,964.00 | \$ 5,844.00 | \$ 5,844.00 | \$ 7,000.00 | \$ 7,000.00 | \$ 8,000.00 | \$ 8,000.00 | \$ 3,600.00 | \$ 3,600.00 |
| 18 | Traffic Control | 1 | LS | \$ 3,000.00 | \$ 3,000.00 | \$ 1,337.00 | \$ 1,337.00 | \$ 1,000.00 | \$ 1,000.00 | \$ 500.00 | \$ 500.00 | \$ 2,680.00 | \$ 2,680.00 |
| 19 | Erosion Control | 1 | LS | \$ 500.00 | \$ 500.00 | \$ 893.00 | \$ 893.00 | \$ 1,000.00 | \$ 1,000.00 | \$ 1,200.00 | \$ 1,200.00 | \$ 2,500.00 | \$ 2,500.00 |
| 20 | Surface Restoration | 1 | LS | \$ 1,000.00 | \$ 1,000.00 | \$ 2,695.00 | \$ 2,695.00 | \$ 2,000.00 | \$ 2,000.00 | \$ 3,000.00 | \$ 3,000.00 | \$ 1,900.00 | \$ 1,900.00 |
| 21 | Landscaping | 1 | LS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 22 | Tapped Connection to City of Milw. Water | 1 | LS | \$ 2,518.00 | \$ 2,518.00 | \$ 2,661.00 | \$ 2,661.00 | \$ 6,500.00 | \$ 6,500.00 | \$ 2,700.00 | \$ 2,700.00 | \$ 2,690.00 | \$ 2,690.00 |
| TOTAL BID | | | | \$ 189,761.00 | | \$ 195,891.00 | | \$ 197,175.00 | | \$ 203,410.00 | | \$ 245,372.75 | |

| Contractor: | | ENGINEER'S ESTIMATE | | | |
|-------------------------|---|---------------------|------|--------------|----------------------|
| Item # | Item of Work | Estimated Quantity | Unit | Unit Price | Total Bid Price |
| 1 | Mobilization, Bonds, Ins., etc | 1 | LS | \$ 8,000.00 | \$ 8,000.00 |
| 2 | Clearing, Grubbing, & Tree Removal | 1 | LS | \$ 500.00 | \$ 500.00 |
| 3 | 6-inch, 8-inch & 12-inch DI Class 52 Pipe | 1 | LS | \$ 3,000.00 | \$ 3,000.00 |
| 4 | DI C153 Fittings | 515 | LBS. | \$ 5.50 | \$ 2,832.50 |
| 5a | 12-inch G.V. | 1 | EA. | \$ 1,600.00 | \$ 1,600.00 |
| 5b | 6-inch G.V. | 1 | EA. | \$ 800.00 | \$ 800.00 |
| 6 | Buried 4-inch PVC Drain Pipe & Fittings | 52 | LF | \$ 20.00 | \$ 1,040.00 |
| 7 | Buried 2-inch PVC Drain Pipe & Fittings | 65 | LF | \$ 10.00 | \$ 650.00 |
| 8 | Meter Vault | 1 | LS | \$ 32,000.00 | \$ 32,000.00 |
| 9 | Backflow Prevention Vault | 1 | LS | \$ 30,000.00 | \$ 30,000.00 |
| 10 | Pressure Regulating Vault | 1 | LS | \$ 31,000.00 | \$ 31,000.00 |
| 11 | Over Exc. & Bkfil. of Unsuitable Matrl. | 5 | CY | \$ 200.00 | \$ 1,000.00 |
| 12 | Testing, Flushing, & Disinfection | 1 | LS | \$ 800.00 | \$ 800.00 |
| 13 | Service Pole & 120/240-Volt 1-Phase Elc. | 1 | LS | \$ 10,000.00 | \$ 10,000.00 |
| 14 | 277/480-Volt 3-Phase Elec. Serv. | 1 | LS | \$ 4,000.00 | \$ 4,000.00 |
| 15 | Milwaukie Telemetry System | 1 | LS | \$ 20,000.00 | \$ 20,000.00 |
| 16 | Portland Telemetry Enclosure | 1 | LS | \$ 3,000.00 | \$ 3,000.00 |
| 17 | PVC Conduit | 1 | LS | \$ 3,000.00 | \$ 3,000.00 |
| 18 | Traffic Control | 1 | LS | \$ 1,000.00 | \$ 1,000.00 |
| 19 | Erosion Control | 1 | LS | \$ 500.00 | \$ 500.00 |
| 20 | Surface Restoration | 1 | LS | \$ 500.00 | \$ 500.00 |
| 21 | Landscaping | 1 | LS | \$ - | \$ - |
| 22 | Tapped Connection to City of Milw. Water | 1 | LS | \$ 5,000.00 | \$ 5,000.00 |
| <u>TOTAL BID</u> | | | | | \$ 160,222.50 |

III. B. 8



Park & Recreation Board PARB

Monday, January 22, 2001
6:35 PM to 9:00 PM
City Hall Conference Room

MINUTES

Attendees: Kathy Buss, Edie Kerbaugh, Don McCarty, Thom Kaffun, Joe Loomis,
Sharon Van Horn, Darlene Walsh
Absent: Mart Hughes,
Staff: JoAnn Herrigel

Meeting called to order by Vice Chair Kerbaugh at 6:35 PM

McCarty moved approval of minutes of 12-18 meeting, second by Buss and approved, 6-0.

UPDATES:

Herrigel noted the following:

- Annexation application for Stanley and Willow site has been submitted and will be reviewed by Planning Commission and City Council
- Sharon Van Horn represented the City and PARB at the Skatepark opening in Oregon City on January 13. Event was well attended even with the rain.
- Herrigel held a meeting with neighbors and people interested in the Home and Monroe site to begin Master Plan development for site on January 17.
- Work party to finish fence and pull ivy at Home and Monroe is planned for February 10.
- Master Plan meeting for Spring Park will be held February 7 at 7 pm at City Hall.
- Next Riverfront Board meeting is February 12.
- Herrigel met with Planning Director Alice Rouyer to discuss timeline and task for moving Trails Plan forward and will discuss results at next meeting in depth.

Park Name Proposal – Stanley and Willow

Herrigel noted that Lewelling Neighborhood Association had submitted a Facility Name Request Form and had attached minutes of their Jan 4, 2001 NDA meeting at which the proposed name was discussed and approved by the NDA. The proposed name is Lewelling Community Park.

VII. A 2

Kaffun noted that the Parks District has specific park designations based on park size (acreage) and uses. Typically, a Community Park is a 5-10 acre park and a one acre park is typically designated a Neighborhood Park. Kaffun was concerned that having the word "Community" in the name of the Park might be construed by some to reflect its designation. He suggested that if we approve the name that we make it clear that the Park is designated a neighborhood park even though its name contains "community".

McCarty moved to approve the name "Lewelling Community Park" and asked that staff make clear to Council that the name did not reflect the designation of the park. Motion was seconded by Buss. Walsh noted that she felt it was important to convey to Council that the PARB recommended approval of the proposed park name regardless of the designation issue. The group vote 6-0 to approve the name. Herrigel said the name would go to City Council for approval at their February 6 meeting.

Next Meeting agenda items:

Trails Plan and future action
Recreation program issues
Follow-up from 1-22 District presentation
PARB rep member nominee ideas
Budget schedule for Milwaukie/District

Park District presentation by Mike Henley and Suzanne Bader.

Summary of District Presentation (notes by Herrigel)

Operation and Maintenance Levy failed in November by 194 votes. They have precinct counts. Milwaukie area defeated by only 224 votes. What killed the levy was the "undervote" – registered voters that didn't cast vote. Needed more time and money to get word out.

Consequent discussions revealing that residents in District want:

- More activities for children (summer specifically)
- More parks east of I-205 and west of I-205 fix what we have and when we have more \$ acquire land
- Information (Communicate, communicate, communicate)
- Lower Aquatic Park fees (northern area comment)

Walsh asked if there was a breakdown by age of voters in last election. Henley said they would have that in Feb/March

McCarty asked when it would be decided when levy would go back on ballot. Henley responded May and or November of 2002.

Budget 01-02

Looking at balanced budget. No increase at all from where District ends this year. Their mission is in tact, they have less employees and no relief of fiscal issues in sight until 2002 election.

Reorganizing District to deal with budget issues:

- Determine what we can do well
- Some things must fall off plate
- Talk to School District/Social Services/Neighborhood Districts about redundancy
- Pursue partnerships wherever possible

Last year District did major refinancing which alleviated some fiscal problems. Still collecting taxes. And system development charge (SDC) in effect since 1995. SDC money can only be spent on infrastructure needed to accommodate growth. Milwaukie SDC money has amounted to about \$120,000 since 1995. Future growth is expected to be low here.

Budget cycle will be March through June. Time for input is February-March on draft budget.

Other options for funding projects: Urban renewal grants, grants, and CDBG funds.

Initially there were pots of money for each District neighborhood when District was formed. Those funds have been expended. Total SDC funds/year District-wide equals \$500,000.

Newman – Does district have a policy on landbanking?

Henley – Yes and they are revisiting this. If land is consistent with plan then district considers purchase. \$1.7 million in bank from SDCs to date.

SDCs haven't been raised since 1995. Last attempt aborted due to pending litigation against Tualatin re: constitutionality of SDC assessment system. Anticipated that Home Builders will bring legislation to Salem this year re: SDCs.

Capital Improvement Program

For 01-02 plan to only finish work already begun.

- Summerfield Park
- Sidewalk repair at Senior Center
- Furnberg completed in spring
- Landbanking

Mount Talbert is Operations and Maintenance funds mostly. Still would like to replace planner (Campbell.)

Master Plan

VII. A 4

District Master Plan was ten years old when district was formed and needs to be updated. Update will be a 15 month process. District will inventory existing facilities and also evaluate capacity. They will also review governance process. Plan will also look at how to fund projects that District wants to pursue.

Walsh – what is cost of this master plan process?

Henley \$150,000 – SDC funds may be used.

Walsh – money might better be spent on actual programs – District already has a lot of the information the Master Plan process would research.

Loomis – why do you think people don't know about you?

Henley/Bader – general confusion about what services provided by City/County/District.

Henley – finding that answers to questions not really what are anticipated. For instance, when asked what people's highest priorities are for Parks programs, district is hearing Trails and Parks – not ball fields.

Ballfields @ North Clackamas Schools – issue on hold pending decisions made by School District

Master Plan for North Clackamas Park was completed but never adopted by Planning Commission or City Council. No development of that plan has taken place – except Rose Garden.

Volunteers: District uses volunteers at Senior Center, for Recreation programs and for special events like tree plantings. Thom Kaffun will work on list of what volunteers could do to assist with Parks maintenance projects.

Herrigel: If District could establish exact plan for maintenance that can take place under current fiscal conditions and then set out those activities that have been done in the past that District will not be able to do and then identify which of those could be done by volunteers – Milwaukie could pursue NDA participation in selected activities.

Data re: Milwaukie service users may be available in March and should be able to look at past data as well as future data collected.

PARB asked for any info available on Milwaukie (97222) and acknowledged there would be qualifications placed on the data. Anything is better than nothing....

Recreation Programs: Rachel Tiege

Rec program has and will keep two full time rec coordinators and 10 parttime workers.

Not planning to cut anything next year but considering modifications, including decreasing # of kids in daycamp, decreasing # of weeks from 9 to 8 and having less field trips.

Walsh and VanHorn raised concerns that raising fees (or even charging at all) would decrease participation by low-income families). PARB interested in information about North Clackamas Parks Foundation headed by Don Trotter.

NOTE: Information about receiving a scholarship is advertised in Program Guide and info available by calling 503-794-8040.

Tiege said 25-75% coverage of program cost is available on a request basis. Criteria for scholarships has been written and being reviewed by Board now.

Summer Rec mobile – Cost to District is \$7200 (staff, mileage, port-o-lets, materials etc) Want to do 8 parks this year. Used to have 2 staff per park – now only 1.

District is looking at subsidy of this program from scaling down fun and sun program, offering special clinics for fees and possibly adding a fee for the Mobile program.

Another idea they have is the punch card system (10 visits/\$15).

Walsh – punch cards be lost easily and if used should be based on the use of one park and the number of times a kid in a specific neighborhood could use the park closest to them.

Walsh noted that last year staff at Ardenwald Park came late, ate lunch and mostly played cards and connect four with kids. Encouraged evaluation of staff training.

Henley assured PARB that decreased access to programs due to inability to pay would not happen if fees were established.

Walsh and other PARB members asked that they be informed of how to provide input on program fees and other changes. Bader and Henley said this would be possible through the budget process. SPECIFIC info may be necessary....

Parks concerts – cost roughly \$5,500/year/park. District will have this again this year. Any available donations are welcome. Herrigel noted that letters to sponsors should show actual costs and what needs are rather than simply requesting same amount each year from annual donors.

Buss asked for any info available on programs like that held at Mt Scott Park – subsidized by USDA. Lunch served and activities organized. Could Milwaukie/District do this???

Member of Sunnyside Village made comment about no parks being built near him and thought that wasn't fair. Said "government" promised them. He asked that there be more publicity for meetings regarding parks planning and funding.

PARB asked for District Web site address.

ncprd.co.clackamas.or.us/ncprd

Motion to adjourn by VanHorn, seconded by Walsh. Vote 6-0 to adjourn at 9:00 pm.

CITY OF MILWAUKIE
PLANNING COMMISSION MINUTES
TUESDAY, FEBRUARY 27, 2001

COMMISSIONERS PRESENT

Tracy Cook, Chair
Judith Borden, Vice Chair
Barbara Cartmill
Donald Hammang
Doug Ouderkirk
Howard Steward

COMMISSIONERS ABSENT

Mike Miller

STAFF PRESENT

Alice Rouyer,
Planning Director
John Gessner,
Associate Planner
Paul Roeger,
Civil Engineer
Brian Barnett,
Associate Engineer
Randy McCourt,
Consultant
Mary Dorman,
Consultant
Gary Firestone,
City Counsel
Shirley Richardson,
Hearings Reporter

1.0 CALL TO ORDER

The meeting was called to order at 6:32 p.m.

2.0 PROCEDURAL QUESTIONS -- None.

3.0 PLANNING COMMISSION MINUTES -- February 13, 2001

Judith Borden moved to approve the minutes of February 13, 2001, as presented.
Doug Ouderkirk seconded the motion. MOTION CARRIED 4-0 with two abstentions. Barbara Cartmill and Howard Steward were not at that meeting.
Ayes: Cook, Borden, Hammang, Ouderkirk; Abstentions: Barbara Cartmill, Howard Steward; Nays: None.

4.0 INFORMATION ITEMS

- 4.1 City Council Worksession Minutes
- 4.2 City Council Minutes

VII. B. 2

CITY OF MILWAUKIE PLANNING COMMISSION
Minutes of February 27, 2001
Page 2

5.0 PUBLIC COMMENT -- None.

6.0 PUBLIC HEARINGS -- None.

7.0 WORKSESSION -- Transportation System Plan Implementation Project

Chair Cook opened the meeting to a worksession on the Transportation System Plan. **John Gessner** introduced Mary Dorman, Planning Consultant; Randy McCourt, Transportation Planning; Paul Roeger, Public Works Civil Engineer; and Brian Barnett, Public Works Associate Engineer. He stated that the presentation tonight will give an overview of the Transportation System Plan Implementation Project.

About a year and a half ago, an application was made to the Oregon Department of Transportation (ODOT) and Department of Land Conservation (DLDC) for a grant to assist with transportation planning issues. In 1997, the City Council adopted the Transportation System Plan, which had very specific goals and objectives on how the city's transportation system should develop. Policies were developed, but the codes were not adopted to implement the policies.

Milwaukie was awarded the grant and Randy McCourt with DKS Associates signed up for the project. Staff has been meeting with him to frame some of the issues that will be involved with this Plan. The proposed schedule for this project is:

| | |
|-------------------|--|
| February 27, 2001 | Planning Commission Worksession |
| March 19, 2001 | City Council Worksession |
| April 6, 2001 | Draft Code Available for Public Review |
| May 22, 2001 | Planning Commission Public Hearing (Recommendations to Council) |
| June 19, 2001 | City Council Adoption Public Hearing |

What Is The Present Transportation Planning System **Randy McCourt** stated that the Transportation System Plan is one of a series of transportation planning documents that include: The State Transportation Plan, Metro Regional Transportation Plan, Clackamas County Transportation Plan, Milwaukie Transportation Planning System.

These plans must be sorted out as to how they relate to one another and how they go from the conceptual planning state to implementation. The State Transportation Planning Rule outlines the requirements for the implementation.

The Milwaukie Transportation Planning System has been completed which establishes the policy framework and lists the projects and maps for the transportation system. The state asks that the cities be consistent with policies that are set regionally and statewide. Staff will be working on taking the language of the Transportation System Plan and bringing it down to a code-related requirement. The first step was to incorporate the system plan into the Comprehensive Plan, which has been done, and the second step is to take the policies and translate them into functional regulations.

The key element requirements from the state and regional level must be built into Milwaukie's Transportation Plan.

How Does Milwaukie Deal With Transportation and Traffic Issues at the Time of Development Review? **John Gessner** reported that there are transportation-related regulations in the Subdivision Ordinance and Zoning Ordinance. The primary regulations come from an ordinance adopted in 1994 as part of the Transportation Planning Rule. Many of the standards in the Zoning Ordinance for commercial and institutional development are included in the Subdivision Ordinance as well. In addition there is a regulation in the Municipal Code which is the Public Facilities Ordinance.

Paul Roeger reported that the Public Facilities Plan was completed in 1988 along with the Transportation Planning Rule and it relates to storm water and storm drainage. **John Gessner** stated that the Public Facilities Ordinance requires that development comply with certain design standards. The Transportation Planning regulations in the Zoning Ordinance apply to new and remodeled institutional, commercial, and multi-family development. Similar standards are also in the Subdivision Ordinance. Most of the major transportation improvements that are being made are happening at the time of Planning Commission reviews or at the time of a new subdivision.

There are some deficiencies in the present regulations with regard to the design standards and performance.

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Why Do We Need To Implement the TSP from Code? **Gary Firestone** reported that the City can have a plan that governs what the City does. However, these plans do not govern individual actions. Code provisions are needed to implement the Plan so that it is applicable to individual development and individual projects. Code provisions also give precise rules so everyone knows what is expected and needed.

What Does the City Need to Do to Comply With State and Regional Laws Concerning Transportation Planning? **Randy McCourt** stated that the Transportation Planning Rule is a state guideline that stipulates the issues that should be included and addressed in the code. There are six key areas that must be addressed:

1. Driveway Spacing
2. Performance Standards for Roadway Operating Conditions
3. Compliance with Connectivity Standards
4. Means to Reduce Vehicle Trips
5. Street Design Based on Functional Classification
6. Pedestrian Access to Transit and Schools

There have been other plans such as the Regional Transportation Plan and the Oregon Highway Plan that have come on line that have refined and changed the rules and regulations. The Code must be changed to bring the City into compliance. The focus will be on design and performance.

John Gessner stated that staff is proposing a Transportation Design Manual that will unify all of the operational elements of the City and contain policies that will guide planning decisions. **Randy McCourt** passed out examples of manuals that are used as guides for transportation projects. These documents detail many areas of street standards, lighting, draining, etc. All of these manuals started out as a set of standards. By consolidating this information in one place, it makes it easier and more convenient to get to the necessary codes and regulations.

What Do The Traffic Impact Analysis Do and What Don't They Do? **Randy McCourt** stated that the traffic impact analysis provide quantitative evidence about what will happen in the future after this project is completed. The analysis points out what will change in regards to transportation impacts on the subject area. This analysis will outline the criteria to organize and identify information and key factors in a format that is a consistent and usable product for the City.

Guidelines can be set to provide a level of information tailored to the City's needs to make decisions.

There are many cities in the Portland area that have traffic impact analysis regulations. There are very few jurisdictions that do not have these regulations. Larger cities are dealing with problems of land use actions and approvals that would have impacts on their communities affecting public health, safety, and welfare, and performance of their system. These regulations are a means to help the decision-makers that are evaluating and making decisions for the city.

What Would The Role of The Design of The Transportation Design Manual Be In Traffic Impact Analysis? **Randy McCourt** stated that role of the design manual is to be a one-stop shop, a single unified reference for traffic impact decisions. This will eliminate the need to cross-reference standards, code requirements, DPR requirements, etc. The intent is to put all the information into one place to make it more efficient in making traffic decisions.

Mary Dorman noted that the design manual is not considered implementation for the Comprehensive Plan. She asked if the design manual needed to be referenced in the Zoning Code. **Gary Firestone** stated that there needs to be something in the code to trigger the traffic impact analysis and something that lets you know that there is a design manual. Additional details can be contained in the manual itself.

John Gessner stated that there are seven key policy issues.

1. Breadth of Regulations. **Randy McCourt** stated that staff is looking for guidance as to the level of standards that would best work for the City. The above referenced six issues will be the basis of this project. He asked if the Commission had any other areas they thought should be included in the proposed manual.

Howard Steward asked if staff considered other areas besides the six issues stated? **Randy McCourt** stated that internally they came up with many areas that can be included, but they tried to start with details where the current standards needed to be brought into compliance.

Paul Roeger stated that one of the areas that his department deals with is the issue of narrow right-of-ways. Some homes are built right up to the right-of-way and there needs to be language addressed at dealing with right-of-ways that range from 20 to 60 feet wide. The average need is for 40-50 feet of

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right-of-way. When there is an existing 20-foot right-of-way, there is a question of how to get the necessary transportation improvements in for redevelopment.

McCourt stated that the manual could be designed to address specific requirements that deal with these issues. Many jurisdictions, realizing that it may not look good now, get the right-of-way setbacks and defer the frontage improvements. After enough deferrals have come in to complete a good portion of the street, then the improvements are made. Safety is a key issue in this situation.

Other issues of concern expressed were:

- Narrow Right-of-way
- Changes in street widths
- Access management
- Integration with the Traffic Safety Board
- Deferred improvements versus construction
- Managing through traffic and neighborhood impacts

2. What are the Appropriate Restrictions for the Performance Standards?

Randy McCourt stated that "level of service" refers to the amount of delay that occurs at intersections in the traffic systems. There is a report-card basis used to grade the amount of delay. Most communities have been using levels of service F, E, and D as their guidelines. The region is evolving to a higher base standard to accommodate increased traffic. The intent is to set the level of service at a balance that is consistent regionally, and meets the routine, day-to-day situations.

The recommendation for levels of service are:

- Level Service E City Facilities
- Level Service F Regional Facilities (First Hour)
- Level Service E Regional Facilities (Second Hour)

John Gessner stated that they will continue to get transportation improvements at the time of development review, there are TPR requirements and this level of service will be an additional layer to the process.

3. What Happens When Standards Can't Be Met? **Randy McCourt** stated that there would be three options if the performance standards were not met. The options are (1) If the criteria is met, the project will be approved; (2) The

project can be approved with conditions; and (3) The project does not meet the criteria and there is denial or the project can be changed to come into compliance.

Gary Firestone stated that if there is a pattern of denial because of lack of public facilities, there is an option for the City. The City can adopt a plan or program that gives flexibility in these types of land use decisions. The program will acknowledge that even though the City cannot achieve the level of service they want, and the applicant does its proportionate share in the development, it can be approved because it is better than the current situation. There is always the concern about the "taking" claims. The applicant can claim that if he cannot develop his property, there is no value to his property.

Alice Rouyer stated that Milwaukie is a pass-through community in the region and a built-out community. There is a substandard transportation infrastructure in some places. There are roadways that are performing close to capacity. This code will allow for an opportunity to get the tools to make the infrastructure better than it was before.

Judith Borden asked for an example of a situation when a developer could not meet development standards. **Randy McCourt** cited a case of a new development that would increase the number of trips by 50 trips per day. Currently the trip generation is in compliance and this would increase the level of service. The applicant could be required to put in a right-turn lane that would decrease the level of service and bring it back into compliance. Another case would be where a large corporation changing their business hours to reduce the trip generation during peak hours. Conditions can be imposed that change the traffic impacts and allow approval of the project.

Staff will be coming back to the Commission with a program that will allow a specific review depending on which process will be used.

Recess was taken at 8:00 p.m. and the meeting reconvened at 8:10 p.m.

4. What Level of Activity Should Trigger Analysis? **Randy McCourt** stated that every jurisdiction has thresholds for when to consider analysis. There must be a level of activity that triggers the analysis. Safety should be the most important consideration; ingress/egress, site distance, turn lanes, etc. These are to be considered as the base for the first tier. The second tier should be tied to more detailed transportation analysis but in the immediate proximity.

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If the access spacing requirements are 200 feet, considerations should be made within that range. The last tier would generate 200-2000 trips and merits full attention.

| | |
|--------------------------------------|-------------------|
| 20 Single-family dwelling units | 200 trips per day |
| Office Building (5,000-10,000 sq.ft) | 200 TPD |
| Fast Food Restaurant | 200 + |
| Starbucks | 200 + |

Another criteria can be the threshold on neighborhood impacts. Consideration would be given to level of development on a street. Traffic control devices can be built into the application to give consideration on the level of impact. A tier can be created by use of criteria or subject area.

Brion Barnett stated that there have been discussions about a condition of approval that would direct funds towards the neighborhood traffic management program to help alleviate some of the impact problems. The traffic program has an objective of 10% cut-through traffic.

Gary Firestone stated that typically SDC funds are directed to collectors and arterials. The local streets are left out and it leaves a gap. This is a reason to develop the neighborhood programs. **John Gessner** stated that there is not enough development in Milwaukie to raise adequate funds for SDC projects. Therefore there are continuing deficiencies. Hopefully this project will narrow the gap between the time of development and the time when improvements can be done.

The tier approach will include the safety consideration to 200 trips; 200 to 200+ trips, and correcting deficiencies with minor development.

5. How Should the City Administer These Regulations? **John Gessner** stated that the options for review are:
1. Staff collects and reviews the materials and reports to the Commission.
 2. The City contracts out for the service.
 - A. Applicant prepares study to meet requirements of traffic impacts and the City contracts to complete the review.
 - B. The City will have the contractor perform the traffic impact study to meet the requirements and give staff the study to complete their staff report.

Randy McCourt stated that Clark County has the applicant provide the studies and staff reviews the studies. Applications with higher regional impact are done by Clark County staff. The cost is then passed on to the developer.

Discussion followed on different options to which process would best suit Milwaukie. It might be in the City's interest to actually do the process in-house. It is the manager's decision to provide the resources necessary to insure that the City has control over the process. If the City has control over the process there is community accountability, develop internal expertise, and better able to represent the interests of the neighborhood. Staff can provide the institutional memory, historical background, and understanding that consultants will not have.

If the work is contracted, there will be a fair and objective agency and possibly a company that does this all the time. This cost can more easily be passed on to the developer. It was suggested that there be someone on staff that understands and could calculate the traffic analysis and can review these analyses with confidence.

The general consensus was not to create a process that creates false hopes for the community.

6. What Process Should be Used for the Review of Traffic Impact Studies?

Randy McCourt stated that when a project requires safety-related issues, administrative review and approval is appropriate. When the project gets to the level where it generates a lot of traffic, this requires a different type of review.

Howard Steward stated that he was concerned about the incentive for businesses to build in Milwaukie rather than along I-5 when there are so many up-front costs for development before approval is given. **Randy McCourt** stated that when thresholds are considered, some of it should be aimed at balancing the need to understand these issues and making sure that the apportionate share is paid for impacts.

Alice Rouyer stated that currently the Type II decision does offer a safeguard in that it is a tentative decision and the applicant could request a hearing. Notice is given to property owners within 150 feet of the subject site. Within

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so many days, a tentative decision is offered. At that point, neighbors can request a public hearing.

7. How Should Regulations and Standards be Organized? **Randy McCourt** stated that the Transportation System Plan feeds the Comprehensive Plan. The Comprehensive Plan feeds ordinances within the community that leads to implementation. The design manual will have the criteria for the proposed project. Now there are logical places for each of the pieces to update the Transportation System Plan.

PUBLIC COMMENTS

Speaking: Rob Kappa, 12143 SE 38th, Milwaukie

Mr. Kappa stated that he feels that there needs to be another process of involvement before this issue is taken to Council. He asked that the Neighborhood Association be given an opportunity to put this issue on the agenda for neighborhood review and comment. He feels that the Commission will get good broad-based feedback from respective communities and other constituents. He asked that this be done before this goes before City Council for direction. The next neighborhood leadership meeting is scheduled for March 21, 2001.

Speaking: Gary Michael, 11907 SE 19th, Milwaukie

Mr. Gary Michael stated that that he is concerned about the downtown traffic. He is on the Transit Oriented Development Selection Committee (TOD). They are in the process of developing an RFP to entice the developers to build a mixed-use project next to the Tri-Met Transit Center. He is not speaking for this committee tonight; however, being on the committee has made him more interested in traffic issues. It seems that the Committee is constrained by the existing street patterns and development. They cannot do much to improve traffic in certain areas.

The idea of a proportionate share paid by new development is very important. Traffic impact analyses is important for establishing trips generated. On small projects, he does not feel any more than the analysis need to be done. This takes money away from the project and takes a lot of staff time. The issue of who pays is a difficult one. It would seem like traffic impacts should be paid for by a combination of system development charges based on trips generated, property owners and business owners, especially those that are generating more trips.

Mr. Michael stated that he is an architect and developers need to know far in advance what is to be expected for a new project. It puts a project at risk if the developer has to wait until there is approval before he knows whether he has to participate in new light or street improvements. He would hate to see regulations requiring considerable costs that are not absolutely essential.

Speaking: Ed Zumwalt, 10888 SE 29th, Milwaukie

Mr. Zumwalt commended staff on the work done on this project thus far. When the downtown plan came up, he was very concerned about traffic coming from Interstate 205 down McLoughlin and how it would impact the neighborhood streets. He was happy that the Commission strongly recommended to the Council that all infrastructure, parking, traffic flow, light, and comfort should be taken care of prior to and in conjunction with new development. He is confident that things will work out.

He feels that the traffic impact analysis will be a great step. A lot of work has been done and commends everyone that has participated in the efforts.

Alice Rouyer noted that the City has a grant from the State to do this project. According to the terms of the grant, it must be completed by the end of June. If there is a need for more outreach, the state will honor that deviation of the schedule. The neighborhood associations have been informed about the project schedule and invited them to come to this worksession. If there is more follow-up needed staff can meet with the NDAs and other groups.

8.0 DISCUSSION ITEMS -- None.

9.0 OLD BUSINESS -- None.

10.0 OTHER BUSINESS/UPDATES

10.1 Matters from the Planning Director

Alice Rouyer reported that the Design and Landmarks Commission would be meeting this Wednesday night to discuss downtown design guidelines. The

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Commission will also meet with City Council in March 12th for a worksession to discuss design review on March 12th.

Alice Rouyer reported that last night City Council had a large worksession on the transit center and TOD Project. Tri-Met was there to answer questions about the concept plan for the transit center. The other portion of the discussion was about the Transit Oriented Development (TOD).

11.0 NEXT MEETING -- March 13, 2001

11.1 CSO-01-01 -- City of Milwaukie, Water Intertie w/City of Portland

Doug Ouderkirk moved to adjourn the meeting of February 27, 2001. **Donald Hammang** seconded. MOTION PASSED UNANIMOUSLY. The meeting adjourned at 9:40 p.m.

Tracy Cook, Chair

Shirley Richardson, Hearings Reporter

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CITY OF MILWAUKIE
PLANNING COMMISSION MINUTES
TUESDAY, February 13, 2001

APPROVED AS PRESENTED

Date _____

I wish to address City Council on Agenda Item # DLC Letter

Name Patty Wisner

Organization DLC

Address _____

Phone 503-1054-7468

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments _____

Date 3/20/00

I wish to address City Council on Agenda Item # _____

Name DICK JONES

Organization _____

Address 3205 SE VINEYARD RD OAK GROVE

Phone 503-652-2998

SAVING HOUSE ON HI SCHOOL GROUNDS

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments _____

Date 3/20/01

I wish to address City Council on Agenda Item # _____

Name Sharon ^{Phillips} & Sharon Wantton

Organization Milw Festival Dunge

Address _____

Phone _____

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments _____
