

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
MARCH 16, 1993**

The one thousand six hundred and sixty-seventh meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:03 p.m. in the Milwaukie Center with the following Councilmembers present:

Craig Lomnicki,
Mayor
Rick Farley

Jean Schreiber
Rob Kappa
Bob Knudson

Also present:

Dan Bartlett,
City Manager
Tim Ramis,
City Attorney
Charlene Richards,
Assistant to the
City Manager

Maggie Collins,
Community Development
Director
Tim Corbett,
Public Works Director
Pat DuVal,
Recorder/Secretary

PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

Oregon Trail Awareness Week

Mayor Lomnicki read a proclamation naming the week of March 14, 1993, as *Oregon Trail Awareness Week*.

Historic Moments

Mayor Lomnicki discussed the electric trolley that began operation in February, 1893. The train carried passengers between Portland and Milwaukie to Oregon City.

Milwaukie Planning Commission Annual Report

Don Trotter, Planning Commission Chair, presented the Commission's 1992 Annual Report. He discussed the accomplishments of the group and the issues that would be addressed during 1993. The Planning Commission plans to begin work on a tree ordinance; to study the results of the Visual Preference Study; and to consider downtown area zoning provisions if Milwaukie receives a favorable light rail corridor decision. Trotter said the Planning Commission's major objective is to implement its role as stated in the Comprehensive Plan and to enhance the City Council's Goals.

CITY COUNCIL MEETING - MARCH 16, 1993

Councilmember Kappa said the work on the sign ordinance was high quality. He asked if the Planning Commission would consider other cities' ordinances when drafting the proposed tree ordinance. **Trotter** said Scott McClure, recently appointed Planning Commissioner, had been instrumental in the City of Gresham's tree ordinance.

Councilmember Kappa asked if the tree ordinance and rezoning would overlap. **Trotter** said these two areas would probably compliment each other, particularly in the downtown area.

Mayor Lomnicki asked if information from the Visual Preference Study would be considered in drafting the tree ordinance. **Trotter** said there would be information regarding street trees.

Councilmember Schreiber asked if the Planning Commission would consider housing opportunities for all income levels. **Trotter** responded that this would be part of the overall consideration.

Mayor Lomnicki suggested a joint City Council/Planning Commission work session after the decision was made on the light rail route.

PUBLIC HEARING

Consider Testimony Regarding North/South Corridor Study - Resolution

Mayor Lomnicki called the public hearing on the North/South Corridor Study to order at 7:19 p.m.

Mayor Lomnicki said the purpose of the hearing was to consider testimony on and a resolution supporting the North/South Corridor Study.

Mayor Lomnicki reviewed the conduct of the hearing.

Staff Report: **Maggie Collins**, Community Development Director, presented the staff report in which the City Council was requested to consider a resolution supporting the North/South Corridor Study based on recommendation from the Milwaukie Planning Commission. The Planning Commission held a public hearing on the North/South Corridor on March 9, 1993, and made its recommendation.

Collins said based on this meeting, the Planning Commission endorsed the Milwaukie/I-5 North Corridor options as preferred corridors that should merit the most consideration for Phase II of the Regional High Capacity Study.

CITY COUNCIL MEETING - MARCH 16, 1993

Collins reviewed the March 16, 1993 Community Development Department staff report and Technical Data. She indicated on Map #1, contained in the March 16, 1993 staff report, the proposed location of the Milwaukie Corridor.

Collins discussed the Community Development Department's "Working Paper on Criteria for Selection of a High Capacity Transit Corridor." These criteria were: (1) Transit Ridership Forecast - McLoughlin Blvd. is currently and will continue to be more congested than I-205; and ridership by 2010 is forecasted to be 2.3 to 5 times greater in the Milwaukie Corridor than I-205. (2) Capital and Operating Costs - the cost of the Milwaukie Corridor is 22% higher, however, farebox revenues would be twice as high. (3) Cost Effectiveness - the cost per rider in the Milwaukie Corridor is about 60% better than the I-205 Corridor. (4) Land Use and Economic Development - the Milwaukie Corridor has a greater existing population than I-205; the Milwaukie Corridor is longer. (5) Transportation Impacts - the Milwaukie Corridor shows more urban and denser developed land use pattern. (6) Environmental Impacts - The Milwaukie Corridor has greater potential for environmental risks. (7) Social Equity Issues - The Milwaukie Corridor serves a cross section of society. (8) Financial Analysis - Funding is determined on need, costs, and cost effectiveness. (9) Public Opinion - She reviewed the public involvement of the process.

Collins said the Milwaukie Corridor has been recommended by the Planning Commission and received endorsements from the Milwaukie Downtown Development Association, Ardenwald-Johnson Creek Neighborhood Association, the Center/Community Advisory Board, North Clackamas Chamber of Commerce, St. John's Episcopal Church, Clair Kuppenbender, and the Barbara McGinnis Family.

Collins reviewed the Summary of Technical Data. This included the nine evaluation criteria; recommendation that the Northern Priority Corridor merits further study; and the Milwaukie Corridor is consistent with the City of Milwaukie Comprehensive Plan and Regional Transportation Plan.

Collins said the City of Milwaukie Planning Commission and Community Development staff recommended adoption of the proposed resolution.

Councilmember Kappa asked for clarification of the map. He asked if Council was being asked to consider the Vancouver/Portland/Milwaukie Corridor at this time.

Collins said the proposed resolution states that the I-5 North Corridor merits consideration. She said it would be to the advantage of both Oregon and Washington if they applied together.

CITY COUNCIL MEETING - MARCH 16, 1993

Mayor Lomnicki said he did not want to leave people with the idea that the section north to Vancouver had to be considered at this time. Congress would still have to consider the alignment.

Collins said both areas had a local decision-making, coordination process using the same criteria. The outcome of this process would be to recommend the most cost-effective location. The Council is considering a general decision of what area should be studied next.

Councilmember Kappa discussed land use and economic development on page 17 of "Draft for Public Review." He said he was concerned that environmentally sensitive areas would receive serious consideration. He asked if there were many sensitive areas in this alignment? He was concerned that TAC would have serious input.

Collins said in any alignment, federal requirements regarding natural and historic resources would have to be met. She said the studies will generate a massive amount of data, and involvement will take several years.

Councilmember Schreiber said the issue under consideration at this meeting is which corridor Milwaukie recommends for further study. Council must decide if it wants light rail to come through Milwaukie. The data indicates that, except on the issue of cost, the Milwaukie Corridor will generate a better ridership and return on the initial cost. She said it did not seem logical to feed more commuters into the Gateway Transit Station via the proposed I-205 route when the station was already at capacity.

Collins said the proposed resolution recommended that the Metro Council adopt both the Milwaukie Corridor and the Northern Corridor for further study.

Councilmember Schreiber said she understood that Vancouver residents had supported the Northern Corridor because it improved access to the Portland metropolitan area.

Collins said there was surprisingly large ridership from Vancouver to downtown Portland. A commuter line could prove to be very cost effective.

Councilmember Farley asked if all the corridors were approximately one mile wide. **Collins** said although the corridors varied in length, each corridor is about a mile wide.

CITY COUNCIL MEETING - MARCH 16, 1993

Mayor Lomnicki said Map #1 indicated that the Milwaukie Corridor went down McLoughlin, but there was also the option that the Corridor might go down Macadam and cross the Willamette River to Milwaukie. The North/South Corridor considerations also include the other side of the river and crossing at the Sellwood Bridge.

Mayor Lomnicki discussed the JPACT resolution which indicated that the next light rail corridor would be in Clackamas County. He discussed amending the language in the proposed resolution that would recommend a priority corridor in Clackamas County.

Collins suggested that Council could make a motion addressing this technicality.

Bartlett said he did not believe this action would be appropriate at this time. He said he believed it was important to show unity between Oregon and Washington and the jurisdictions in Clackamas County. He indicated that if the Council adopted a resolution that indicated reservations, that lobbying abilities would be weakened.

Collins agreed that adopting this language would weaken the resolution. Such action could be considered at a later date.

Mayor Lomnicki said he was concerned that plans might begin to unravel because of funding.

Bartlett said the regional transportation plan favors the southern route. The federal government is prepared for a southern alternatives analysis and at minimum a southern alignment. There have already been meetings with the congressional delegation. He said at this time it was best to take a stance within the region.

Mayor Lomnicki said he was concerned that options would still be available.

Councilmember Schreiber said she believed it showed strength that two states and several jurisdictions were working together.

Collins said the AA work would take a lot of time, and the JPACT resolution was not effective at this time. She said a successful working relationship was anticipated between Oregon and Washington. She said changing the language would weaken the City's position.

Councilmember Kappa asked how much the City of Vancouver had progressed. **Collins** said Washington state has as many financial options as Oregon. There is a future issue of the local share and how it will be obtained.

CITY COUNCIL MEETING - MARCH 16, 1993

Correspondence: None.

Testimony in Support: **Dave Tangvald**, 9725 SE 29th, spoke in support of the adoption of the resolution. He said he was both a City resident and the Vice President of the North Clackamas Chamber of Commerce Area and Economic Development Committee. He said the Committee had recommended to the North Clackamas County Chamber of Commerce Board of Directors to affirm the Milwaukie route. He read a letter from Rob Carnahan, Chamber President, supporting the Milwaukie route as the best route for Clackamas County. He discussed his position as a citizen and commuter to downtown Portland using McLoughlin Boulevard. He urged Council to adopt the proposed resolution.

Keith Ritchey, 11188 SE 60th, Peake Memorial Chapel, spoke for the Milwaukie Downtown Development Association (MDDA) Board of Directors and as a Milwaukie resident. MDDA voted unanimously to support the Milwaukie Corridor. They also suggested that the route go through, or as reasonable to, the downtown area. He said Champ Husted, a member of the Citizens Advisory Committee, indicated his support of the Milwaukie Corridor. **Ritchey** said as an individual, he would be excited about the location of light rail in Milwaukie.

Sherri Campbell, President, Ardenwald/Johnson Creek Neighborhood Association, said the group voted unanimously to support selection of the McLoughlin/I-5 North Corridor as the next regional transit corridor. She said this letter had been sent to several jurisdictions in the region. She said her group would look forward to involvement in siting future corridors. Clackamas County Commissioner Lindquist had invited her to make this presentation before JPACT.

Mayor Lomnicki said he was a citizen member of the Ardenwald-Johnson Creek Neighborhood Association, but did not vote on the corridor selection endorsement.

Testimony in Opposition: None.

Staff Comments: None.

Questions of Clarification: None.

Close Public Testimony: **Mayor Lomnicki** closed the public testimony portion of the hearing at 8:05 p.m.

Discussion among Councilmembers: **Councilmember Schreiber** said although there had been few citizens present at this meeting, the other public meetings had been well attended.

Councilmember Kappa said it was very important that the corridor be designed to be pedestrian and neighborhood friendly.

CITY COUNCIL MEETING - MARCH 16, 1993

Mayor Lomnicki said the design would probably be similar to Max with addition of the Visual Preference Study input.

Councilmember Knudson said these issues would probably be taken into consideration at a later date.

Mayor Lomnicki said when an alignment is chosen, the City Council and the Planning Commission would be involved in the decision making.

Mayor Lomnicki said he would accept staff's recommendation regarding the language change in the proposed ordinance.

It was moved by Councilmember Schreiber and seconded by Councilmember Farley to adopt the resolution recommending preferred high capacity transit corridors for further analysis. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

RESOLUTION 6-1993:

A RESOLUTION RECOMMENDING PREFERRED HIGH CAPACITY TRANSIT CORRIDORS FOR FURTHER ANALYSIS.

AUDIENCE PARTICIPATION

Sherri Campbell, President of the Ardenwald/Johnson Creek (AJC) Neighborhood Association, discussed the history of the group which had its origins at the Ardenwald Community Club. She discussed Ardenwald Park and the demolition of Dogwood Lodge. She said AJC had been instrumental in the referendum limiting truck traffic on Johnson Creek Boulevard.

Campbell said the group was now concerned with handicapped accessibility on 42nd Avenue, development of Ardenwald Park, and gang activity. She said AJC would like to be able to publish their meeting notices in the City newsletter, to be notified of ordinances, and to receive updates on gang activity in the City. She said the group would also like access to City maps, be involved in public relations tie-ins, and to have grants available to the neighborhood.

Roger Haas addressed the Council. He said the Ardenwald/Johnson Creek Neighborhood Association was formally recognized by the City of Portland. AJC has its own bylaws and definite association boundaries. He indicated the boundaries on a map. He said the area represents about 20% of the City, and he hoped to see a bigger and better working relationship with the City. Communication and service through neighborhood associations

CITY COUNCIL MEETING - MARCH 16, 1993

was a key element in the City of Portland. AJC believes that City recognition and input are important tools, and the group looks forward to undertaking projects in the neighborhood. He suggested that the City help fund education, training, and involvement; newsletter production and mailing; and neighborhood clean-ups. He said the City of Portland funds on a pro rata basis, and AJC is limited because of the many residents living in the City of Milwaukie.

Haas suggested that the City of Milwaukie could assist in planning efforts, provide agency referrals, and help to coordinate projects and provide data. He said the City of Portland does copying and mailing for the group and offers seminars. He said AJC received a \$5,000 matching grant for crime prevention that benefitted the neighbors. He said he would like the City Council to consider a citizen involvement program and recognition of neighborhood groups.

Haas provided Council and staff with copies of the City of Portland ordinance regarding citizen involvement.

Mayor Lomnicki said he understood that the neighborhood association had been contacted regarding issues such as crime prevention, 32nd Avenue construction, Johnson Creek Blvd. and related issues.

Campbell said she would like the association to be on the list of those contacted regarding land use, traffic, graffiti, gang activity, and other pertinent issues.

Councilmember Kappa asked if passage of an ordinance would facilitate AJC grant applications. **Haas** said seeking grants might be easier if they were also affiliated with the City of Milwaukie. He said even a little funding from the City of Milwaukie would benefit the relationship between the association and the City.

Campbell said she would like to see recognition of the neighborhood association.

Michael Kay, 2923 SE Kelvin, discussed official recognition. He said during the November, 1991 Town Hall Meetings, there was interest expressed in re-activating neighborhood associations. He suggested that the City have a neighborhood association coordinator on staff. He said neighborhood associations should be given notice of zoning changes in the area. The City could provide associations maps of their neighborhoods. He said it did not seem that the City was supportive of setting up other neighborhood associations. Associations can be effective in areas such as clean-ups and graffiti removal. He said he was looking

CITY COUNCIL MEETING - MARCH 16, 1993

for some form of coordination and encouragement to get neighbors together. He believed the neighborhood associations should be able to insert information in City utility bills. Kay believed that establishing neighborhood associations would benefit the entire City.

Maggie Collins, Community Development Director, thanked the Ardenwald representatives for attending the Council meeting. She said revitalization of the neighborhood program is a Council goal. She discussed the planned framework for citizen involvement through neighborhood groups. She reviewed the purposes and duties of the citizen involvement program.

Bartlett said Collins was designated as the City staff member responsible for coordinating neighborhood groups.

Collins said the Milwaukie City Council and staff believes that it would be advantageous to revitalize the neighborhood groups.

Councilmember Kappa discussed the composition of the citizen involvement groups. Collins said the Comprehensive Plan designated five districts composed of five to seven members who would participate on an advisory committee.

Councilmember Kappa asked Kay who he believed should coordinate the neighborhood program. Kay said he believed the coordinator should be a paid City staff member. He said he would like to see the advisory committee operate as a parallel structure to the neighborhood associations itself. He discussed the requirements of the proposed advisory committee.

Councilmember Schreiber asked if there were actually five regions within the City of Milwaukie. She asked the size of a functioning neighborhood.

Collins said she and Bartlett believed a five-district composition would be workable, assuming a similar level of interest among the districts.

Bartlett said staff would follow the five neighborhoods designated in the Comprehensive Plan unless Council decided to revise this portion of the ordinance.

Mayor Lomnicki said as the neighborhood structures develop, it would be important to keep the Ardenwald/Johnson Creek Neighborhood Association involved.

Bartlett said there were several identifiable neighborhood groups at this time.

CITY COUNCIL MEETING - MARCH 16, 1993

Mayor Lomnicki said one of the Planning Commissioners said five neighborhood districts might not adequately represent residents.

Collins said there may be some deviation to the program. She expressed concern that staff resources were limited.

Mayor Lomnicki said he would like to see the program develop naturally. He said he believed that groups of residents should be able to approach the City seeking recognition rather than the City defining the boundaries.

Bartlett said the Council which adopted the Comprehensive Plan had made this decision. If the Council directs that neighborhoods should define their own boundaries, then the Planning Commission could begin a revision to the Comprehensive Plan.

Collins recommended use of the current action plan for implementation of improved neighborhood involvement followed by a September status report. She said the program outline had not been completed at this time.

Councilmember Kappa asked if the boundaries matched the map that had been shown by Haas. **Bartlett** said the map indicated the full length to 32nd Avenue, or about half the size of the northern neighborhood.

Councilmember Schreiber said although people in her area are not property owners, there is a communication network.

Councilmember Farley asked what the timelines were. **Collins** said she would like to have two district groups organized by June and see how they are operating by September.

Mayor Lomnicki asked if Council would review the structure before staff took action. **Collins** said this could be done.

Lillie Moore, 4001 SE Johnson Creek Blvd., said she was not sure that everyone in the City would want a neighborhood association. The Ardenwald/Johnson Creek Association has been involved in other issues. She discussed the structure of the telephone tree that notifies 150 people of community activities and issues. She said the association has gotten a lot of positive feedback.

Haas said he did not know how the district boundaries were drawn in the Comprehensive Plan, but the elementary school was usually the nucleus of the neighborhood.

CITY COUNCIL MEETING - MARCH 16, 1993

Mayor Lomnicki summarized the Council discussion. He said there had been a discussion of the City's action in the revitalization of the program. It was determined that it was important to keep the Ardenwald/Johnson Creek Association involved in the process of revitalization of citizen involvement groups. There would be no formal action at this meeting, but AJC would be kept informed of the process.

Bartlett discussed the areas of the City generally determined by the elementary schools. He said there was a map that would be made available to the members of Ardenwald/Johnson Creek Neighborhood Association.

Kay discussed the City of Portland program of towing uninsured drivers. He asked if this would be feasible in Milwaukie. It was Council's direction to obtain the City Attorney's opinion on the Portland ordinance.

OTHER BUSINESS

Consider North Clackamas Service Area Sewerage and City of Milwaukie Facilities Plan - Resolution

Tim Corbett, Public Works Director, presented the staff report in which the City Council was requested to consider a resolution adopting the North Clackamas Service Area and City of Milwaukie Sewerage Facilities Plan. He said Milwaukie City Council and the Clackamas County Board of Commissioners held a joint public hearing on March 10, 1993, for the purpose of obtaining input on the project. He discussed the Citizen Advisory Committee's work with City and County staff in the process.

Mayor Lomnicki said Council had been discussing the issue of the Sewerage Facilities Plan for well over a year.

It was moved by Councilmember Kappa and seconded by Councilmember Knudson to adopt the resolution adopting the Sewerage Facilities Plan which includes specific improvements to be made at the Kellogg Wastewater Treatment Plant. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa and Councilmember Knudson aye; no nays; no abstentions.

RESOLUTION NO. 7-1993:

A RESOLUTION OF THE CITY OF MILWAUKIE, OREGON,
ADOPTING THE NORTH CLACKAMAS SERVICE AREA AND CITY
OF MILWAUKIE SEWERAGE FACILITIES PLAN WHICH
INCLUDES SPECIFIC IMPROVEMENTS TO BE MADE AT THE
KELLOGG WASTEWATER TREATMENT PLANT.

CITY COUNCIL MEETING - MARCH 16, 1993

Consider Portland General Electric Franchise Agreement - Ordinance

This item was held over to the April 6, 1993 meeting to allow time for the City Attorney's office to consider the language changes recommended by Portland General Electric.

Light Rail

Councilmember Kappa requested a work session with staff to review the light rail currently under construction. He was concerned that Council would have a good overview of the process, such as land use planning.

It was the consensus of Council to direct staff to plan this work session within the next two months. **Bartlett** said this would be planned after the April 22, 1993, Metro decision on the location of the corridor.

Bartlett recommended waiting until June or July in order to provide better information and to invite Tri-Met representatives.

Mayor Lomnicki said he would like basic information on demographics, gang activity, and such. He added that things would happen quickly on alignment if the April 22 decision were favorable.

Downtown Parking

Councilmember Knudson said he had received phone calls about the new one-hour parking regulation in the downtown area and asked if there would be any modifications.

Bartlett said he had responded to all letters and phone calls received at City Hall. He said there had been a public hearing process and a recommendation by the Milwaukie Downtown Development Association Board. It would not be appropriate to make a change in response to several letters and phone calls. He said in some cases, businesses have been able to share employee parking spaces. He explained that the appropriate action would be to consider an MDDA board recommendation and to submit traffic regulation requests.

Councilmember Knudson said it was downtown merchants who complained that the one-hour limitation created problems.

CITY COUNCIL MEETING - MARCH 16, 1993

Bartlett said the first enforcement sweep comes about 8:30 a.m., and those attending breakfast meetings will not be ticketed. He agreed that the eight-hour parking spots have been filling up quickly because employees had been pushed out of the downtown core. He said that there were plenty of two-hour parking spaces around the high school. Drivers will have to decide if they want to take a two-hour spot and walk into downtown.

Councilmember Knudson said he understood that not all of the businesses in the downtown core were asked their opinion on the one-hour parking restrictions.

Bartlett said all of the business owners in the downtown core were surveyed and told of the plans. There was a parking survey, a Parking Committee, a Council public hearing, and extensive public contact.

Councilmember Kappa said he was under the opinion that the one-hour parking limitation was what MDDA and the downtown merchants wanted.

Bartlett said he believed that if businesses cooperated, many difficulties could be overcome.

Mayor Lomnicki expressed concern that the signs did not indicate that parking was regulated only between the hours of 8:00 a.m. and 5:00 p.m. **Bartlett** said the Public Works Department would take care of this.

CONSENT AGENDA

It was moved by Councilmember Kappa and seconded by Councilmember Farley to adopt the Consent Agenda which consisted of the City Council Minutes of March 2, 1993. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

INFORMATION

Councilmember Schreiber announced that she had received the 1993 Bullfrog Community Service Award from the Milwaukie Kiwanis.

Bartlett discussed the gang-related incident at the Milwaukie High School on Friday, March 12, 1993. He said the measures taken by the Milwaukie Police Department and High School should make it clear to students who were involved that these activities would not be tolerated.

CITY COUNCIL MEETING - MARCH 16, 1993

Mayor Lomnicki announced an executive session on labor relations pursuant to ORS 192.660 immediately following adjournment of the regular session.

ADJOURNMENT

Mayor Lomnicki adjourned the meeting at 9:42 p.m.

Pat DuVal

Pat DuVal, Recorder/Secretary

EXECUTIVE SESSION

Mayor Lomnicki called the session to order under ORS 192.660(1)(d), labor relations.

Charlene Richards, Assistant to the City Manager, reviewed the status of labor negotiations with the fire union. The executive session was adjourned at approximately 10:20 p.m.

Dan R. Bartlett

Dan R. Bartlett, City Manager

**CITY OF MILWAUKIE
CITY COUNCIL AGENDA
MARCH 16, 1993**

MILWAUKIE CENTER

1667TH MEETING

WORK SESSION

5:00 - 5:30 p.m. - Ambulance Workshop (Kyle Gorman)
5:30 - 6:30 p.m. - City Attorney Workshop (Tim Ramis)
6:30 - 6:45 p.m. - Council Information Sharing

REGULAR SESSION

7:00 p.m.

- I. **CALL TO ORDER**
Pledge of Allegiance

- II. **PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**
 - A. **Historic Moments (Mayor Lomnicki)**
 - B. **Planning Commission Annual Report (Don Trotter)**

- III. **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.)*

Consider Testimony Regarding North/South Corridor Study
(Maggie Collins)

- 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 card provided on the table at the back of the meeting area. The Council may limit the time allowed for presentation.)*

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

- A. Consider North Clackamas Service Area Sewerage and City of Milwaukie Facilities Plan - Resolution (Tim Corbett)**
- B. Consider Portland General Electric Franchise - Ordinance (Angus Anderson)**

VI. CONSENT AGENDA *(Items appearing below are considered to be routine, and therefore, will not be allotted Council discussion time on the agenda. Rather, the items may be passed upon 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.)*

City Council Minutes of March 2, 1993

VII. INFORMATION

- A. Planning Commission Minutes of January 12 and January 26, 1993**
- B. Civil Service Commission Minutes of October 13, 1992**
- C. Traffic Safety Commission Minutes of February 8, 1993**
- D. Expense Summary by Fund of January 31, 1993**
- E. Accounts Payable Transactions**
- F. This Week at the Capitol, February 22, 1993**
- G. Construction Progress Report #6**
- H. North Clackamas School District 12 Information**
- I. Regional Information**

VIII. ADJOURNMENT

EXECUTIVE SESSION

At the end of the regular meeting, the Council may hold an Executive Session under the authority of ORS 192.660.

① Linda Hawkins
Portland Cable Access
288-1515

Item III
Public Hearing on the North/South Corridor Study
March 16, 1993

② Call Yama re:
kids business
cards

1. Opening

"The public hearing to consider testimony on and a resolution supporting the North/South Corridor Study is called to order."

2. Purpose

"The purpose of this hearing is to consider testimony on the North/South Corridor Study. We will hear a staff report followed by public comment, if any. Then the Council will discuss the matter and vote."

3. Conduct of Hearing

"Does anyone in the audience wish to speak on this matter?"
[If Yes]

"I will recognize those persons wishing to speak and any questions should be addressed through me. When you come to the podium, please state your name and address for the record, since this hearing will be tape recorded."

Since we have other items on the agenda this evening, I would encourage those wishing to speak to confine their remarks to the North/South Corridor study. Let's move on to the staff report."

4. Staff Report

Maggie Collins, Community Development Director

5. Correspondence

"Have we received any correspondence on this matter?"

6. Audience Testimony

"Does anyone wish to speak in support of the North/South Corridor Study?"

"Does anyone wish to speak in opposition to the North/South Corridor Study?"

"Is there any further testimony or any further questions from the audience?"

7. Staff Comments

"Does the staff have anything to add which specifically addresses a question raised during the testimony?"

8. Questions of Clarification

"Does any member of the Council have any questions regarding clarification of the testimony to this point? If there are no further questions, I will close the public testimony portion of this hearing."

9. Close Public Testimony

"The public testimony portion of the hearing to consider testimony on the North/South Corridor Study is now closed." [Gavel]

10. Discussion Among Council Members

A. "The only item for consideration is a resolution supporting the North/South Corridor Study."

(No further testimony unless absolutely necessary.)

"Is the Council ready to vote?"

Note: If you wish to continue this matter for any reason, the hearing should be continued to a date certain to avoid the need to publish new notice.

MILWAUKIE FIRE-RESCUE DEPARTMENT

MEMORANDUM

DATE : 10 MARCH, 1993
TO : MAYOR AND CITY COUNCILORS
THRU : DAN R. BARTLETT *DR*
CITY MANAGER
FROM : D. C. OLSEN
CHIEF OF THE FIRE-RESCUE DEPARTMENT
SUBJECT : AMBULANCE TRANSPORT ISSUE

ACTION REQUESTED:

This briefing paper and workshop session are informational for Council. Clackamas County Fire District No. 1 is requesting the City consider participation with the District in this venture.

BACKGROUND:

Emergency medical services are provided to the citizens of Milwaukie by the Fire-Rescue Department. The City has provided advanced life support response with a specialized rescue vehicle since 1982. Currently, the Fire-Rescue Department can operate two companies equipped with advanced emergency medical skilled personnel and equipment a majority of the time. The emergency response time to any area within the City averages three and one-half minutes.

The transportation of patients requiring hospitalization are currently provided by a private-for-profit ambulance company. The issue of emergency transport of the sick and injured within the City of Milwaukie is significant for three reasons at this time:

1. The issue has been a topic of discussion in the past and was addressed in the City of Milwaukie "Fire Protection Master Plan" (January, 1986):

"The provision of emergency ambulance service by the Fire Department may be a method of providing more cost efficient service to the public without increasing costs beyond potential revenues and should be considered."

2. Clackamas County is currently involved in the formulation and award of an ambulance service agreement.
3. Clackamas County Fire District No. 1 has demonstrated a leadership position with respect to the County ambulance

service agreement and desires proactive participation from the City of Milwaukie.

Kyle Gorman, Clackamas County Fire District No. 1 EMS Project Manager, addresses the key points of this issue in the attached briefing paper. Kyle will make an oral presentation and answer Council's questions on this matter. Kyle will also outline participation choices for the City of Milwaukie regarding cooperative ventures with Clackamas County No. 1 in providing ambulance service to the citizens of Milwaukie.

STAFF RECOMMENDATION:

As Fire Chief I respectfully recommend Council consider the possibilities available to them and look favorably on the benefits which a regional emergency medical transport service operated by a public safety agency (specifically Clackamas County Fire District No. 1) can provide within the City of Milwaukie.

Clackamas County Fire District



Clackamas County Fire District No. 1

Memorandum

TO: Dan Olsen, Fire Chief
City of Milwaukie

FROM: Kyle R. Gorman, EMS Project Manager *K. Gorman*

DATE: March 10, 1993

SUBJECT: Ambulance Transport Issues

Thank you for the opportunity to provide information about ambulance transport issues to the City of Milwaukie. As you may know, Clackamas County Fire District No. 1 is involved in the county's ASA planning process and has been for some time. To the extent that the city and the district can work together to improve emergency medical services not only for our constituents, but also for all residents of the county, I think that we should do so.

Not only is it important to work together in providing services, but I believe that working together during the RFP process allows our organizations to offer more cogent input on Clackamas County's EMS system than could otherwise be provided.

I am more than willing to provide all the support, information, and follow up that you need. If you have any questions, please do not hesitate to contact me at my office 794-8022, or at home, 284-3946.

Current Status of the Clackamas County RFP

During the early and mid 1980s, problems with ambulance service in Clackamas County forced county commissioners to develop a plan for regulating service. Ultimately, commissioners recognized that ambulance competition within the market was detrimental to patient care, so they established a method to provide competition for the market by contracting for ambulance service through a request for proposal (RFP) process.

The first RFP was attempted in 1988. Unfortunately, legal problems prevented the county from implementing a contract. Those problems forced the county to begin another RFP development process. The county, now developing its second RFP, recognizes that it must move quickly so that improvements can be made to the system. To speed up the process, the county recently contracted with a California consulting firm to finalize the RFP document, advertise for bidders, provide a bid procedure and timeline, and conduct the evaluation process.

Clackamas County Fire District No. 1 has continually provided input on the RFP, because it believes that its participation not only protects its own interests, but also the interests of other fire service agencies in the county. The decision to become involved in this process was made after a step-by-step study of transport issues. For nearly two years, the district has carefully evaluated the possibility of entering into competition for ambulance transport. In doing so, the board has considered many alternatives. It has examined cost, public relations, service levels, work load, price for service, and the long-term survival of the fire service. The board contracted consultants and an attorney to suggest options, it reviewed proposals from private providers, and finally, it hired an EMS project manager to help pursue its transport goals. All told, Clackamas County Fire District No. 1 has dedicated hundreds of hours and more than \$130 thousand to pursuing transport. District 1's participation and activity allows other fire agencies to have a voice in the process and, hopefully, will encourage substantive participation in future ambulance transportation issues.

The outline on the following page provides general information about the chronology of the RFP process. Most insiders predict that the county can finish the RFP development process, accept and evaluate bids, and implement a contract within the next six to nine months.

RFP and Proposal Process for Ambulance Service

- I. RFP Development Phase
 - A. County seeks input from interested parties.
 - B. RFP is developed.
 - C. Interested parties comment on RFP draft.
 - D. County makes changes to draft document.
 - E. Approval of document by county commissioners.

- II. Prebid Phase
 - A. County advertises for bidders.
 - B. Prebid conference.
 - C. Time lines and rules for bidding are confirmed.

- III. Proposal Preparation
 - A. Bidders prepare credentials first, or proposal and credentials together.
 - B. Division managers within the organization evaluate the RFP and describe the strengths and weaknesses of that department in outline form.
 - C. Outlines are expanded to include written text describing the advantages of each division.
 - D. Text is edited, compiled, re-edited and packaged into a proposal document.
 - E. Proposal is submitted to the county within the time frames specified.

- IV. Proposal Evaluation
 - A. County staff determines if credentialing requirements have been met.
 - B. Evaluation committee reads each proposal.
 - C. Each proposal is scored. The best proposal in each section is given the maximum number of points, other proposals are scored somewhat lower.
 - D. County staff totals points from each evaluator and determines highest point scorer.
 - E. Recommendation is made to county commissioners.

- V. Contract Negotiation
 - A. County commissioners select winner and direct staff to prepare contract.
 - B. Staff may negotiate terms of the contract with selected bidder.

- VI. Contract Implementation
 - A. Franchisee is given some period of time to begin service provision, usually 30 to 60 days.
 - B. Franchisee hires and trains employees, purchases equipment, and develops procedures during start-up period.
 - C. Service begins on start date.

Public Versus Private Issues

Some people fervently believe that emergency medical transport services belongs in the public sector while others, with the same fervor, believe that only for-profit organizations can perform with efficiency. The flames of this public-versus-private controversy will be fanned whenever a public agency begins to seriously investigate ambulance transportation. However, because fire departments are already involved in the business of EMS, policy makers should be asking themselves not whether to get involved, rather what level of involvement is appropriate.

Determining the level of involvement requires that the policy makers interpret what it means to be an emergency transport provider. If one believes that emergency transport falls under the auspices of medical care, then the transport component of EMS should rightfully fall within the realm of the medical community and private, for-profit ambulance transport may be appropriate. If, however, one believes that emergency ambulance transport falls under the aegis of public safety and public health, then the appropriate provider of that service is a public safety or public health provider. In Clackamas County the only public safety infrastructure available to provide emergency transportation is the fire service. Regardless of whether public sector or commercial organizations provide the service, each has strengths and weaknesses that must be considered before policy makers commit to provide transport to their constituents.

Disadvantages of expanding public sector EMS services. Fire services that have never provided transport services may be at a disadvantage during a modern, sophisticated, bid evaluation process. First, fire services typically operate in the absence of competition and therefore evolve differently than highly competitive, private firms. This creates monopolistic tendencies--the economic results of a corporate culture that does not focus on ingenuity, pursuit of opportunity, and highly efficient use of resources. In addition, most fire services fail to provide the trained EMS managers and other personnel necessary to operate high-performance EMS systems.

Monopolistic tendencies take place when any organization operates without competition over a long period of time. The absence of competitive incentives causes the organization to overlook the hundreds of small, incremental improvements that crystalize into high-quality, competitive organizations. Private providers on the other hand must always examine both themselves and the competition to stay ahead. To survive, they must commit the corporate resources (both creative and financial) on research and development. In addition, those agencies that exist as monopolies also tend to be risk averse, even if the opportunities are substantial. Monopolistic managers tend to focus on defensive strategies, trying to protect market share,

maintain current revenue levels, etc. Competitive private sector managers tend to seek out opportunities in an effort to secure greater market position, cover fixed costs with other sources of revenue, or create market niches.

The primary advantage of the private sector is that it tends to use resources more efficiently than the public sector. In the EMS industry, private ambulance services are evaluated on an efficiency scale that measures the number of transports that each ambulance makes per hour. For-profit ambulance services use lower paid employees who perform only one function--patient transport. The more transports per hour a service can generate the more it can directly lower its unit cost per transport. Fire services, on the other hand, measure efficiency based on service level--providing a greater mix of services that fit the community's needs, using long-term, professional employees.

Finally, as public sector providers seek to expand their services from simply first response to a combination of first response and transport, they find that managers with strong backgrounds in EMS management do not exist. Therefore they are forced to hire from the private sector or participate in substantial professional development programs. Private sector firms, with their focus on providing efficient service, typically have a focus on training managers more extensively in EMS.

Advantages of Public Sector EMS Transport. Fortunately, the public sector can also provide substantial advantages over private enterprise. For example, if the fire service were to transport, it could provide continuous, uninterrupted medical care to its constituents and maintain better control over that care; it could avoid the high system costs associated with dual response systems and make better use of its resources by using its standing army of personnel to perform dual roles; and it could expect public relations and marketing advantages by offering services such as Fire Med.

Quality patient care could improve with public sector transport because patient care which begins when the firefighter paramedic arrives on the scene, continues uninterrupted until the patient is delivered to the hospital. Under the current system, the firefighter/paramedic arrives on the scene, begins potentially life-saving treatment, stabilizes the patient for transport, packages the patient, and then turns over the care of that patient to ambulance crew for transport to the hospital. Under a fire service system, the patient is not "handed off" to another paramedic, there is no opportunity for information necessary for the care of the patient to be misunderstood, misplaced, or misdirected, and personnel are better equipped to provide hospital staff a more accurate explanation of the continuum of care.

Fire-service transport reduces system costs because fewer personnel and vehicles

respond to the scene. Constituents currently pay for ambulance service in the form of user fees and for fire protection in the form of ad valorem property taxes. In a fire-service EMS system, users would still pay user fees and taxes, but the total amount of those two funding sources will be lower than the current costs. Fire services currently subsidize EMS in Clackamas County by offering premium pay for higher EMT levels; providing disposable supplies that are billed for by the private sector; providing support services such as hazardous material response, traffic control, and scene safety; paying for county 9-1-1 dispatch services, and even furnishing firefighters to assist in ambulances during transport. In a fire service transport system, the revenues generated by transport will help recover those subsidies.

Another benefit of fire service EMS is the opportunity for public relations benefits associated with membership programs such as FireMed. FireMed is an ambulance program whereby constituents within the district purchase annual memberships for a nominal fee, usually between \$35 and \$45. In return all members of the household receive ambulance transport at no additional out-of-pocket expense.

FireMed is a proven fire service program that helps provide another revenue source for fire services. Most importantly, FireMed programs offer substantial public relations to the fire service because it offers a way for taxpayers within the district, especially those who are on fixed incomes, to ensure that out-of-pocket costs for ambulance service are frozen.

Though some private services offer their own membership programs, FireMed is available only through the fire service and is one of the largest programs in the country. Its size allows for reciprocal agreements between fire agencies throughout the Northwest.

District No. 1's Concept

Clackamas County Fire District No. 1 evaluated four available options for fire service providers: (1) do nothing, (2) bid to provide transport services within the entire county, (3) bid to provide services in concert with a consortium of public providers, or (4) bid to provide services in concert with private providers.

Inactivity removes the district from substantive input later. It removes control of EMS issues and forces reactivity rather than proactivity. As just one example, three years ago local fire districts were informed that the private ambulance company would discontinue replacing supplies used by first responders. Fire agencies in Clackamas County had no remedy. They were forced to accept the additional cost to their constituents and further subsidize the private provider. Doing nothing is not an option

for District No. 1.

Second, the district does not have the wherewithal to provide ambulance service within the entire ambulance service area. To do so would require it to become, in a relatively short period of time, a private ambulance provider operating out of the public sector. Implementing this option prevents the district from using its standing army of dual-trained, multi-task personnel--one of the primary benefits of fire service transport. The district believes that this option is not subsumptive with its current direction.

Third, the district considered providing the service as part of a consortium of public providers. This option would allow the district and others to use transport personnel as dual-role, multi-task personnel. Unfortunately, because of the diversity of fire districts and departments throughout the county, CCFD #1 believes that a cross-jurisdictional service would be all but impossible to accomplish in the short term.

Finally, the district considered working in concert with a private provider to offer the service. The district believed that if it could create a system that provides the "best of both worlds," i.e. the economic efficiencies and experience of the private sector and the standing army, management infrastructure, and employee dedication of the public sector, then it could provide a higher level of quality than has been provided to date. Given these advantages, the district believes that it can prepare a competitive bid, provide a competitive service, and improve quality within the system.

In the autumn of 1992, Clackamas County Fire District No. 1's board of directors decided to pursue a public-private partnership with a local ambulance provider. Although the specifics of that agreement have not been ironed out, the basic concept allows Fire District No. 1 to respond to medical emergencies in its district and transport 9-1-1 patients to area hospitals. The same resources will be used for fire suppression and other activities when not being used for EMS. The private provider will provide emergency ambulance service outside the boundaries of the district and nonemergency and prescheduled transport services within the district.

How Can The City of Milwaukie Become Involved?

The City of Milwaukie has several options by which it can participate in the EMS delivery system in Clackamas County. However, it must first determine its motivation for that participation prior to deciding what level of involvement is appropriate. Is the city motivated by improved quality of emergency medical services, a more efficient use of resources, a source of additional revenue to offset current subsidies, an additional source of revenue to lower the current tax rate, or some combination of these.

As previously stated, District No. 1 determined that it could improve quality within the system. In addition, taxpayers would receive the benefit of increased efficiencies, shorter response times, and perhaps even lower tax rates. District No. 1's motivation was the opportunity to increase quality and lower cost. Milwaukie should consider first the level of involvement it desires in the EMS industry.

Milwaukie is already in the EMS business--62 percent of its fire service's responses are EMS responses. If it wishes to enhance that participation, it may do so on any number of levels within the city. For example, the city may participate in the RFP development process by providing input on this and future drafts of the RFP; it may choose to enhance ALS or BLS first responder services by requiring ALS staffing levels or ALS availability at all times; it may conduct EMS research; improve public relations and provide EMS education; or it may choose to add a component of EMS--ambulance transport. If the city chooses ambulance transportation it assumes that all other components are included; yet the city must still choose whether it seeks all ambulance transportation (i.e. both ALS and BLS), all 9-1-1 calls, or only emergency transports (between 10 and 20 percent of total 9-1-1 transports). This decision is based on the city's motivation for participating in EMS.

If the city chooses to provide transport services it can do so only with the permission of Clackamas County. In 1989, the state legislature passed SB 979 which sought to inhibit parochialism and regionalize EMS. In doing so, it gave counties the authority to regulate emergency ambulance services within the boundaries of the county. Therefore, the city is statutorily restricted from participating in emergency transports. In addition, the same statute prevents the city from even regulating emergency ambulance service (including provider selection) within the geopolitical boundaries of the city. This statute is beneficial for the citizens of the county, but bad for the policy makers in Milwaukie.

The current draft of the RFP's credentialing section requires proposers to provide ALS services to a population of 100,000 or more. Worse, that same language precludes a joint venture between Milwaukie and another organization because all parties to the joint venture must meet the credentialing requirements. Under the current standards, the only option that would allow Milwaukie to participate, at the same level as District No. 1, is if the city fire department and the district were merged into a single entity.

Consider the advantages of that merger: wall-to-wall fire department transport services within the area, transport-capable rescue vehicles responding from city fire stations, FireMed offered over a larger population base, expanded education and public information programs, more efficient use of resources, joint training and management development programs in EMS, higher quality medical care, and the potential for

reducing the mil rate for the citizens of the city.

Certain problems will need to be considered when approaching a project of this importance. First, while both Milwaukie and District No. 1 enjoy complete control over their respective services, both would lose some of that control under the above scenario (neither service currently exercises control over the ambulance transport system).

Second, the city would have to consider the public's perception of the decision. Policy makers often believe that citizens are so strongly bonded to the local fire department that any attempt to change ownership of the department would meet with outspoken public opposition. Whether that belief is founded in fact is not known.

Third, the city must consider that time is of the essence. If Milwaukie desires to participate in this and future RFP processes, the window of opportunity is closing very rapidly. Once the current RFP is finalized, the next opportunity for impacting the RFP process will be when the bid is renewed, between four and eight years from now. Those who are active now will diminish any future bias against public sector providers.

The city should consider cost. Proceeding with a joint relationship between the city and the district will not be without cost to either party. The city will need to provide some seed money to the project to finance an additional rescue vehicle, the shared cost of working out an agreement, and the time cost of the management and legal review. Without an extensive review of the costs associated with the project, the city could be expected to purchase a transport-capable rescue vehicle for approximately \$105 thousand, and spend an additional \$30 to \$50 thousand in management and staff time working on the project.

Finally, the city should consider that a merger would increase the chance that the fire service would provide ambulance transport because a larger, consolidated fire agency becomes more persuasive in the bid process.

Summary

Fire District No. 1 chose to pursue emergency ambulance transport because it believes that it can improve quality, recover part of the subsidy currently spent on EMS, and ultimately reduce the tax rate.

From the quality standpoint, the district believes that it can improve response times, offer interrupted medical care from the scene to the hospital, and maintain a more direct control over the medical care provided to its constituents. Financially, the

district has the opportunity to participate in the reimbursement plans currently used by commercial transport providers and recover some of the subsidies which the district currently provides. Further, it can create substantial public relations advantages, and even some financial gains, by marketing services such as FireMed membership programs.

The City of Milwaukie can participate in the advantages of the ambulance service planning process; however, terms of the RFP prevent the city from participating alone. Clackamas County Fire District No. 1 is willing to work with the city toward cooperative venture which would ultimately result in a merger between the districts. Both the city and Fire District No. 1 have shown their ability to cooperate when the South Metro Fire Prevention Office was formed. The fire prevention office is just one example of the type of win-win situation that can occur when two organizations collaborate to the benefit of both. There is no reason why an ambulance transport program could not operate as effectively.

This new larger organization would be in an even better position to provide expanded services to the citizens of the area and take the lead in providing high-quality emergency medical services throughout the area.

CITY OF MILWAUKIE



COMMUNITY DEVELOPMENT
PUBLIC WORKS

6101 S.E. JOHNSON CREEK BLVD

TELEPHONE: 652-4410

MEMORANDUM

COMMUNITY DEVELOPMENT DEPARTMENT

February 23, 1993

To: Milwaukie City Council

From: Don Trotter, Chair *dt*
Milwaukie Planning Commission

Re: 1992 Annual Report

Action Requested

For your information.

Background

Objective #1, Policy 3 of the Plan Review and Amendment Process Chapter of the Milwaukie Comprehensive Plan states in part that:

"...The Planning Commission should also hold a public hearing annually to evaluate issues related to the Plan or recommended Plan changes. A report of this public hearing will be provided to the City Council who may approve it or take further action as required."

The Planning Commission submitted a summary report of the status of the Comprehensive Plan in January, 1992 to cover the calendar year 1991. This was followed by a general Comprehensive Plan Amendment (CPA) application in February. The purpose of a yearly Amendment is to attend to "housekeeping" measures, such as Plan text changes or Plan Map changes. Again this year, the annual Comprehensive Plan amendment, to be reviewed in March, 1993, is composed of minor changes.

1992 Status Report

A. Milwaukie Planning Commission Activity Summary

In 1992, the Milwaukie Planning Commission reviewed and either approved or made recommendations on 36 applications that required public hearings.

In keeping with its adopted Mission Statement, the Commission also:

- * Reviewed and made substantive comments on the North Clackamas Parks and Recreation District Master Plan;

2

-2-

- * Participated with substantive local comments for both Phases of Metro's 2040 Study;
- * Provided preliminary review comments on the Milwaukie Public Safety Building site plan;
- * Conducted a Greenspaces Program briefing;
- * Attended a Planning Commissioners Workshop conducted by Andersen, O'Connell and Stevenson;
- * Developed a Planning Commission set of goals;
- * Developed and adopted a Planning Commission Mission statement;
- * Developed a process to provide recommendations about the Community Development Department's Work Program;
- * Developed a revised description of Planning Commission roles and responsibilities, which were adopted by the Council;
- * Served as Planning Commission representatives on the following: Historic Review Committee (HRC), Urban Growth Management Agreement (UGMA) Coordination Committee, North Clackamas Sewerage Treatment Facility Advisory Committee, and Willamette River Corridor Master Plan Policy Advisory Committee.
- * Provided Planning Commission representation at the Portland Regional Rail Summit and at a Land Use Hearing Workshop.
- * Assisted in the review and completion of a revised Sign Ordinance.

B. Milwaukie Comprehensive Land Use Plan

The Comprehensive Plan is generally serving the City as an adequate policy document. The Commission believes, however, that with public transit corridor decisions, the results of the Periodic Review process, and with possible changes in service delivery systems, that there may be some need to begin an update process of certain sections of the Plan before 1993 is over.

Meanwhile, the Commission continues to recommend adoption of any important site plan (parks, for example) or land management program (Johnson Creek Resource Management Plan, for example) as ancillary documents to the Comprehensive Plan.

Conclusion

During 1992, Commission members have spent a good deal of time in examining how they can implement their role as stated in the Municipal Code. The Commission has worked closely with the Community Development Department to augment efforts needed for various projects. A excellent example of this

partnership was illustrated by a ten-day Sign Survey undertaken by Pat Lent to illustrate some of the sign placement issues that were later addressed in the Sign Ordinance amendment project.

The Commission's major objective continues to be to assist the Council in any and all ways the Council deems necessary for development and implementation of the best possible land use and development program for the City of Milwaukie. We look forward to working closely with you in the coming year.

dt/mc

CITY OF MILWAUKIE



FAX (503) 652-4433

MEMORANDUM

COMMUNITY DEVELOPMENT DEPARTMENT
March 3, 1993

To: Milwaukie Planning Commission and City Council
From: *MC* Maggie Collins, Community Development Director
Re: Background Information about the North-South Transit
Corridor Study

Action Requested

For your information.

Discussion

At this writing, two sets of materials are included. The first is a technical set of charts and numbers that summarize various conclusions for the Nine Criteria that must be addressed. The Nine Criteria are: Transit Ridership Forecasts; Capital and Operating Costs; Cost-Effectiveness; Land use and Economic Development; Transportation Impacts; Environmental Impacts; Social Equity Issues; Financial Analysis; and Public Opinion.

The second piece is a compilation of local policy that relates to high capacity transit and multi-modal transportation. This document is intended as grounding about the overall policies in the Milwaukie Comprehensive Plan and the Regional Transportation Plan.

As final drafts of technical data are printed, they will be provided to you, in as timely a manner as possible.

2

DRAFT

NORTH/SOUTH TRANSIT CORRIDOR STUDY
PHASE I: PRIORITY CORRIDOR ANALYSIS

PUBLIC OPEN HOUSE

MARCH 1993

INTRODUCTION

1.0 Background

High Capacity Transit [HCT] is a public transportation service which operates principally on exclusive rights-of-way which taken as a whole provides better levels of passenger capacity, speed and service frequency than traditional public transportation services operating principally in mixed-traffic. HCT include such options as busways, light rail and, within the State of Washington definition, High Occupancy Vehicle [HOV] lanes.

The planning and development of a High Capacity Transit [HCT] project is a "funneling" process in which broad sets of options are narrowed to one specific project in a series of stages of increasing detail over a number of years. The stage of analysis presented in this report is termed "Preliminary Alternatives Analysis" [Pre-AA], the very first stage in the process. The Pre-AA analysis consists of two Phases: Phase I evaluates broad corridor options and selects the "Priority Corridor" while Phase II evaluates a broad set of modal and alignment options in a Priority Corridor and selects a small set of promising options for the more detailed Alternatives Analysis and Draft Environmental Impact Statement [AA/DEIS] stage. This report focuses exclusively on data prepared for Phase I of the Pre-AA study.

Many Pre-AA studies address only one sector of a region. This analysis assesses two:

- [a] the North Study Area which radiates from downtown Portland to North/Northeast Portland and Clark County, and
- [b] the South Study Area which radiates from downtown Portland to South Portland and Clackamas County.

1.1 Purpose of the Report

The purpose of this report is to provide data pertinent to the selection of the Priority Corridor in the North Study Area and the Priority Corridor in the South Study Area. The Priority Corridor designation has two implications:

- [a] It has been locally determined that further and more detailed analyses of HCT options in the subject corridor is warranted, and
- [b] The subject corridor is locally determined to be the priority corridor for Federal Transit Administration [FTA] High Capacity Transit funds [Section 3 New Start funds] in the Study Area in question.

The action plan for corridors not selected as a Priority Corridor may include further consideration of HCT options, but such analyses would be prepared without FTA involvement and, therefore, any resulting project would not be eligible for FTA funds [unless AA/DEIS activities were later undertaken].

1.2 Definition of Priority Corridor Options

Two options for the Priority North Corridor are evaluated:

- [a] **I-5 North Corridor:** which is represented in this report by an LRT alignment connecting downtown Portland, downtown Vancouver and northern Vancouver [179th Street]. The analysis also shows results for a shorter alignment terminating in central Vancouver [78th Street].
- [b] **I-205 North Corridor:** which is represented in this report by a Busway alignment connecting the Gateway Transit Center, Vancouver Mall and northern Vancouver [179th Street]. The analysis also shows results for a shorter alignment terminating in central Vancouver [Highway 500].

It is important to note that while the I-5 North Corridor analysis assumes an LRT and the I-205 North Corridor analysis assumes a busway; the issue at hand is not choice of mode. These differences in modal assumptions result from previous studies which found a busway to be potentially more suitable in the I-205 North Corridor than LRT. The issue at hand is, regardless of the type of HCT option, which corridor most merits further investigation.

It is also important to note that while data is shown for shorter alignment options in both corridors, the issue at hand is not the selection of a terminus. The data for the various termini is shown to demonstrate that the conclusions being drawn are generally independent of the ultimate selection of the terminus. Terminus options will be investigated in Phase II of the Pre-AA.

Two options for the Priority South Corridor are evaluated:

- [a] **Milwaukie Corridor:** which is represented in this report by an LRT alignment connecting downtown Portland, Milwaukie, Clackamas Town Center, and Oregon City. The analysis also shows results for shorter alignments including one terminating in Milwaukie and one terminating at the Clackamas Town Center.
- [b] **I-205 South Corridor:** which is represented in this report by an LRT alignment connecting Downtown Portland, Clackamas Town Center and Oregon City via the existing MAX line to Gateway and a new alignment south on I-205. The analysis also shows results for a shorter alignment terminating at the Clackamas Town Center.

The I-205 South Corridor was initially analyzed as a continuous alignment between Oregon City and the Airport intersecting with the existing MAX line at the Gateway Transit Center. The analysis found that only 10 percent of the trips in the corridor actually continued past the Gateway Transit Center. Thus, 90 percent of the trips on the corridor between Oregon City and the Gateway Transit Center either disembarked at the Transit Center or continued on the Banfield segment to points west. The same was true for trips in the segment between the Airport and the Gateway Transit Center.

Thus, it was determined to be most appropriate to consider the I-205 Corridor as two distinct corridors: one from Oregon City to Gateway to downtown Portland; and a second from the Airport to Gateway to downtown Portland. The corridor segment between Oregon City, Gateway and downtown Portland is evaluated in this report as an option to the Milwaukie Corridor. The corridor segment between the Airport and Gateway is evaluated in this report on its own merits.

Again, the data on the short alignment options is shown for comparative purposes, not to select a terminus.

1.3 Evaluation Methodology

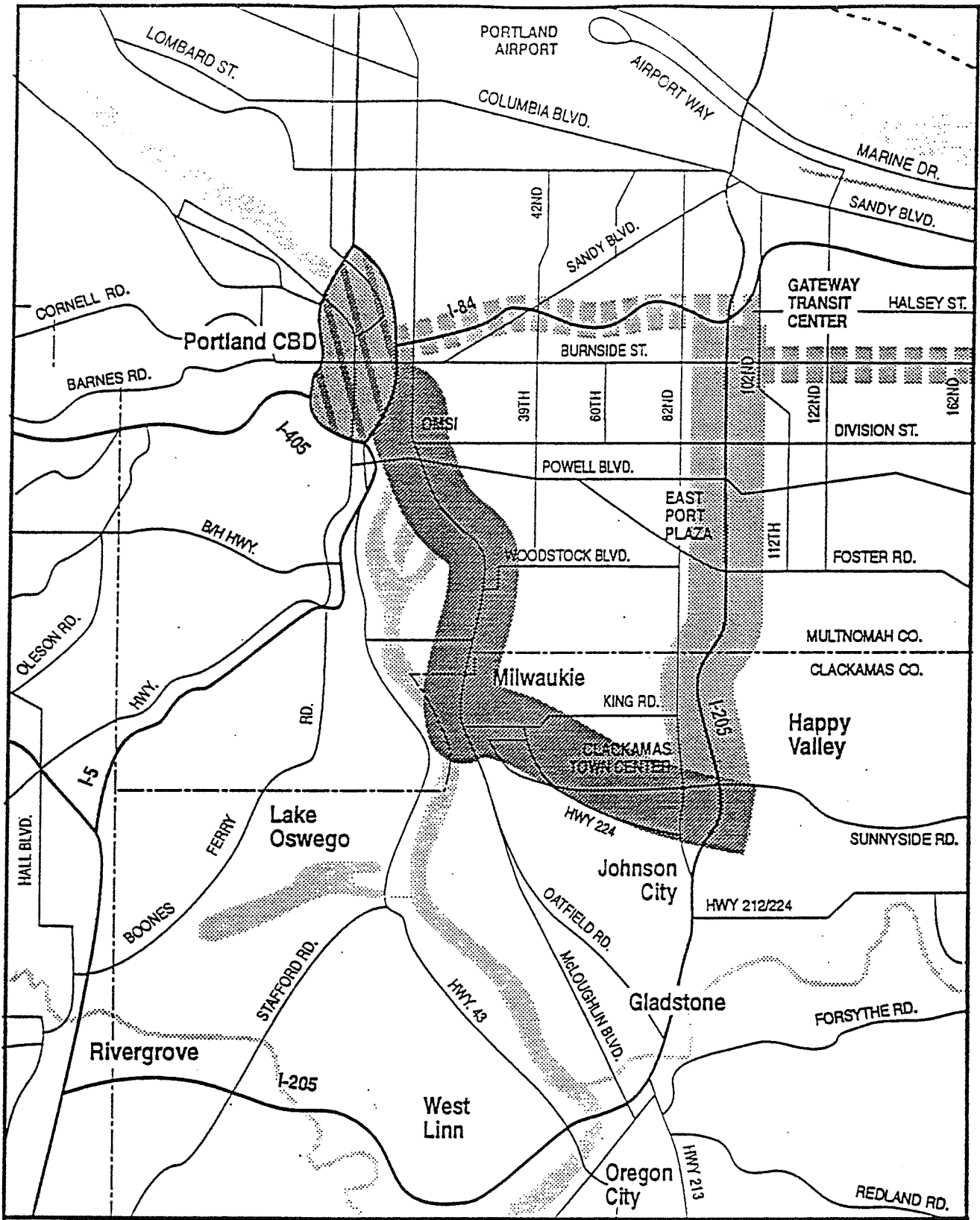
Staff evaluated each corridor in each study area on the basis of nine criteria:

- | | |
|-----------------------------------|---------------------------------------|
| [a] Traffic and Transit Ridership | [b] Land Use and Economic Development |
| [c] Operations & Maintenance Cost | [d] Capital Cost |
| [e] Environmental Sensitivity | [f] Equity |
| [g] Cost Effectiveness | [h] Public Opinion |
| [i] Funding Options | |




Each of these criteria were measured in accordance with technical methodologies approved by a national Expert Review Panel. These methodologies are not as detailed as those that will be used for AA/DEIS work. The data are not precise and will be superseded by data produced in Phase II. However, despite these limitations with the data, staff and the Expert Review Panel found the evaluation measures to be of sufficient validity and comprehensiveness to make the Priority Corridor decisions.

6

SOUTH CORRIDOR
PRIORITY CORRIDOR ANALYSIS

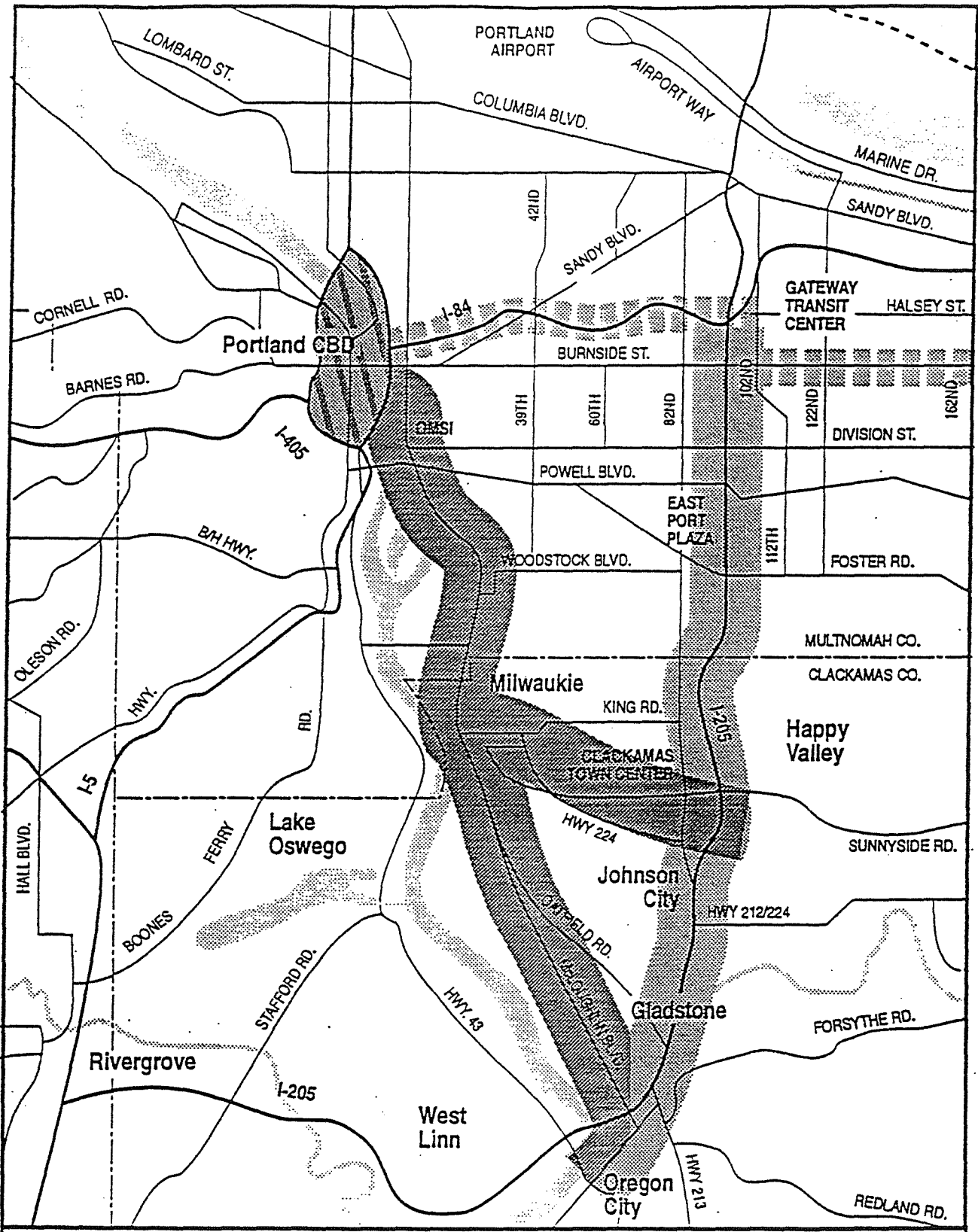


North/South Transit Corridor Study: South Study Area




-  = Milwaukie corridor to Clackamas Town Center
-  = I-205 South corridor to Clackamas Town Center
-  = Existing light rail



METRO



North/South Transit Corridor Study: South Study Area

-  = Milwaukie corridor to Oregon City
-  = I-205 South corridor to Oregon City
-  = Existing light rail



METRO

TABLE S-1
 LAND USE MEASURES IN THE SOUTH CORRIDOR

CORRIDOR LAND USE MEASURES	MILWAUKIE	#205 SOUTH ¹
NUMBER OF HOUSEHOLDS IN CORRIDOR		
For HCT Option Between Downtown Portland and Milwaukie		
1990	14,400	NA
2010	18,600	NA
Amount of Growth	4,200	NA
For HCT Option Between Downtown Portland and Clackamas Town Center		
1990	17,700	10,300
2010	23,600	14,100
Amount of Growth	5,900	3,800
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City		
1990	23,100	15,300
2010	31,300	21,200
Amount of Growth	8,200	5,900
CORRIDOR EMPLOYMENT		
For HCT Option Between Downtown Portland and Milwaukie		
1990	44,500	NA
2010	53,200	NA
Amount of Growth	8,700	NA
For HCT Option Between Downtown Portland and Clackamas Town Center		
1990	47,800	22,200
2010	58,200	30,600
Amount of Growth	10,400	8,400
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City		
1990	53,200	38,000
2010	65,800	50,900
Amount of Growth	12,600	12,900

¹ Excludes households and employment along existing MAX line.

TABLE S-2
ECONOMIC DEVELOPMENT MEASURES IN THE SOUTH CORRIDOR

LAND USE MEASURES	MILWAUKIE	I-205 SOUTH
ACRES OF DEVELOPABLE OR REDEVELOPABLE LAND	Low ¹ - High ²	Low ¹ - High ²
For HCT Option Between Downtown Portland and Milwaukie		
Developable Land	300	NA
Redevelopable Land	600 - 1,500	NA
Total	900 - 1,800	NA
For HCT Option Between Downtown Portland and Clackamas Town Center ³		
Developable Land	900	700
Redevelopable Land	900 - 2,200	700 - 1,400
Total	1,800 - 3,100	1,400 - 2,100
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City ³		
Developable Land	1,100	1,200
Redevelopable Land	1,300 - 3,200	1,300 - 2,300
Total	2,400 - 4,300	2,500 - 3,500

1 Assumes land is developable if it has no improvements and redevelopable if it has an improvement-to-land value ratio of 1:1 or less.
 2 Assumes land is developable if it has no improvements and redevelopable if it has an improvement-to-land value ratio of 2:1 or less.
 3 Excludes developable and redevelopable land along existing MAX line.

TABLE S-3
EQUITY MEASURES IN THE SOUTH CORRIDOR

EQUITY MEASURES: 1990 Census Figures	MILWAUKIE	I-205 SOUTH ¹
NUMBER OF HOUSEHOLDS BELOW THE POVERTY LEVEL		
For HCT Option Between Downtown Portland and Milwaukie	3,400	NA
For HCT Option Between Downtown Portland and Clackamas Town Center	4,340	2,780
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City ²	5,820	4,110
NUMBER OF PERSONS AGE 65 OR OLDER		
For HCT Option Between Downtown Portland and Milwaukie	9,740	NA
For HCT Option Between Downtown Portland and Clackamas Town Center	13,930	7,810
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City ³	19,550	12,790
NUMBER OF PERSONS AGE 17 OR YOUNGER		
For HCT Option Between Downtown Portland and Milwaukie	11,600	NA
For HCT Option Between Downtown Portland and Clackamas Town Center	21,400	15,800
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City	31,100	27,100
MINORITY POPULATION		
For HCT Option Between Downtown Portland and Milwaukie	5,960	NA
For HCT Option Between Downtown Portland and Clackamas Town Center	8,000	5,480
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City	9,600	6,970

1 Excludes persons and households along the existing MAX line.
 2 The total number of households along this alignment option is 65,800 in the Milwaukie corridor and 42,900 in the I-205 South corridor.
 3 The total number of persons along this alignment option is 156,800 in the Milwaukie corridor and 111,100 in the I-205 South corridor.

TABLE S-4
SEVERITY OF EXISTING CONGESTION IN THE SOUTH CORRIDOR

EXISTING TRAFFIC CONGESTION [1990]	MILWAUKIE On McLoughlin	I-205 SOUTH On I-205
P.M. PEAK-HOUR VOLUME-TO-CAPACITY RATIOS AT REPRESENTATIVE POINTS IN THE SOUTH CORRIDOR	0.87 - 1.21	0.64 - 0.70

TABLE S-5
HCT RIDERSHIP MEASURES IN THE SOUTH CORRIDOR

YEAR 2010 HCT RIDERSHIP MEASURES	MILWAUKIE	I-205 SOUTH
DAILY HCT RIDERSHIP		
For HCT Option Between Downtown Portland and Milwaukie		
Number of HCT Riders	9,600 - 16,800	NA
Number of HCT Riders Diverted from Existing MAX Line	0 - 1,800	NA
For HCT Option Between Downtown Portland and Clackamas Town Center		
Number of HCT Riders	16,800	6,700
Number of HCT Riders Diverted from Existing MAX Line	- 1,800	- 3,700
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City		
Number of HCT Riders	19,100	9,500
Number of HCT Riders Diverted from Existing MAX Line	- 1,800	- 3,700
PEAK-HOUR, PEAK-DIRECTION, PEAK-LOAD RIDERSHIP	2,150	900
BOARDING RIDERS PER REVENUE HOUR OF HCT OPERATIONS		
For HCT Option Between Downtown Portland and Clackamas Town Center	138	74 - 105
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City	89	61

TABLE S-6
OPERATING COST AND EFFICIENCY MEASURES IN THE SOUTH CORRIDOR

YEAR 2010 OPERATING COST AND EFFICIENCY MEASURES	MILWAUKIE	205 SOUTH
NET ANNUAL HCT OPERATING COST	[\$1993, Millions]	[\$1993, Millions]
For HCT Option Between Downtown Portland and Clackamas Town Center	\$ 3.95	\$ 3.63
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City	\$ 6.51	\$ 7.33
HCT FAREBOX RECOVERY RATE	Percent of O&M Cost Paid from Farebox	Percent of O&M Cost Paid from Farebox
For HCT Option Between Downtown Portland and Clackamas Town Center	39.1%	20.7%
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City	29.4%	15.5%

TABLE S-7
 CAPITAL COSTS OF SOUTH CORRIDOR REPRESENTATIVE ALIGNMENTS BY SEGMENT
 \$1993 in Millions

SEGMENT	MILWAUKIE LRT	I-205 SOUTH LRT ²
Downtown Portland to Milwaukie	\$347.8	NA
Downtown Portland to Clackamas Town Center		
Without Downtown Portland Impvts.	NA	\$343.2
With Downtown Portland Impvts. ¹	\$599.3	\$466.5
Downtown Portland to Oregon City and Clackamas Town Center		
Without Downtown Portland Impvts.	NA	\$583.8
With Downtown Portland Impvts. ¹	\$864.0	\$707.1

¹ The Pre-AA analysis assumes the Portland CBD improvements would be the same for all HCT options [1.86 miles for \$123.3 million]. These improvements would meet the requirements of operating both a north and south corridor HCT line [thus, when adding the north corridor cost estimates with south corridor cost estimates, one must subtract \$123.3 million to avoid double-counting the downtown costs]. The "Without Downtown Portland Improvements" line item presumes that there could be a separate Downtown Portland HCT Project shortly after an I-205 line opened. As such the Downtown Improvement budget could be deleted from the I-205 project budget. Ultimately, the downtown improvements would have to be made.

² The cost of improvements which are potentially required along the existing MAX line with an I-205 HCT Option are not included in this estimate.

TABLE S-8
COST-EFFECTIVENESS MEASURES IN THE SOUTH CORRIDOR

<u>YEAR 2010 COST-EFFECTIVENESS MEASURES</u>	<u>MILWAUKIE LRT</u>	<u>I-205 SOUTH LRT²</u>
AVERAGE ¹ CORRIDOR COST PER RIDER	\$1990	\$1990
For HCT Option Between Downtown Portland and Milwaukie	\$7.64	NA
For HCT Option Between Downtown Portland and Clackamas Town Center	\$10.35	\$25.73
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City	\$13.21	\$30.41

- ¹ Several different local cost-effectiveness measures were calculated and averaged. These measures did not include a comparison to a TSM alternative [the FTA measure]. The FTA measure will be employed in the AA/DEIS phase.
- ² Excludes capital and operating costs and ridership along existing MAX line and one-half of the downtown capital cost.

16

NORTH CORRIDOR
PRIORITY CORRIDOR ANALYSIS

TABLE N-1
LAND USE MEASURES IN THE NORTH CORRIDOR

LAND USE MEASURES	I-5 NORTH	I-205 NORTH ³
NUMBER OF HOUSEHOLDS IN CORRIDOR		
Between Downtown Portland and Central Vancouver ²		
1990	19,500	11,400
2010	24,900	19,200
Amount of Growth	5,400	7,800
Between Downtown Portland and 179th Street Vancouver		
1990	25,500	17,500
2010	35,700	33,000
Amount of Growth	10,200	15,500
CORRIDOR EMPLOYMENT		
Between Downtown Portland and Central Vancouver ²		
1990	56,000	17,300
2010	67,700	23,000
Amount of Growth	11,700	5,700
Between Downtown Portland and 179th Street Vancouver		
1990	60,500	21,900
2010	74,400	30,700
Amount of Growth	13,900	8,800

1 Excludes households and employment along existing MAX line.
2 Terminates at 88th Street for I-5 corridor and Highway 500 for I-205 corridor.
3 Does not include Airport area.

TABLE N-2
 ECONOMIC DEVELOPMENT MEASURES IN THE NORTH CORRIDOR

ECONOMIC DEVELOPMENT MEASURES	I-5 NORTH	I-205 NORTH ³
ACRES OF DEVELOPABLE OR REDEVELOPABLE LAND	Low ¹ - High ²	Low ¹ - High ²
For HCT Option Between Downtown Portland and Central Vancouver ⁴		
Developable Land	1,100	1,700
Redevelopable Land	1,000 - 2,700	800 - 1,400
Total	2,100 - 2,800	2,500 - 3,100
For HCT Option Between Downtown Portland and 179th Street Vancouver		
Developable Land	3,200	4,500
Redevelopable Land	2,100 - 3,400	2,700 - 4,300
Total	5,300 - 6,600	7,200 - 8,800

- ¹ Assumes land is developable if it has no improvements and redevelopable if it has an improvement-to-land value ratio of 1:1 or less.
- ² Assumes land is developable if it has no improvements and redevelopable if it has an improvement-to-land value ratio of 2:1 or less.
- ³ Excludes developable and redevelopable land along existing MAX line.
- ⁴ Terminates at 88th Street for I-5 corridor and Highway 500 for I-205 corridor.



TABLE N-3
EQUITY MEASURES IN THE NORTH CORRIDOR

EQUITY MEASURES: 1990 Census Figures	I-5 NORTH	I-205 NORTH ²
NUMBER OF HOUSEHOLDS BELOW THE POVERTY LEVEL		
For Option Between Downtown Portland and Central ¹ Vancouver	5,840	1,880
For Option Between Downtown Portland and 179th Street Vancouver ³	6,630	2,790
NUMBER OF PERSONS AGE 65 OR OLDER		
For Option Between Downtown Portland and Central ¹ Vancouver	11,020	8,090
For Option Between Downtown Portland and 179th Street Vancouver ⁴	13,950	11,520
NUMBER OF PERSONS AGE 17 OR YOUNGER		
For Option Between Downtown Portland and Central ¹ Vancouver	19,100	15,900
For Option Between Downtown Portland and 179th Street Vancouver	26,200	27,100
MINORITY POPULATION		
For Option Between Downtown Portland and Central ¹ Vancouver	19,100	5,330
For Option Between Downtown Portland and 179th Street Vancouver	20,330	7,080

¹ Terminates at 88th Street for the I-5 corridor and Highway 500 for the I-205 corridor.

² Excludes persons and households along the existing MAX line.

³ The total number of households along this alignment option is 44,500 in the I-5 North corridor and 41,300 in the I-205 North corridor.

⁴ The total number of persons along this alignment option is 111,300 in the I-5 North corridor and 108,300 in the I-205 North corridor.

TABLE N-4
SEVERITY OF EXISTING CONGESTION IN THE NORTH CORRIDOR

EXISTING TRAFFIC CONGESTION MEASURES [1990]	I-5 NORTH On I-5	I-205 NORTH On I-205
P.M. PEAK-HOUR VOLUME-TO-CAPACITY RATIOS AT REPRESENTATIVE POINTS IN N/NE PORTLAND	0.91 - 0.93	0.60
P.M. PEAK-HOUR VOLUME-TO-CAPACITY RATIOS ON THE COLUMBIA RIVER BRIDGE	1.03	0.55
P.M. PEAK-HOUR VOLUME-TO-CAPACITY RATIOS AT REPRESENTATIVE POINTS IN VANCOUVER	0.60 - 0.90	0.47 - 0.65

TABLE N-5
HCT RIDERSHIP MEASURES IN THE NORTH CORRIDOR

YEAR 2010 HCT RIDERSHIP MEASURES	I-5 NORTH	I-205 NORTH
DAILY HCT RIDERSHIP		
For HCT Option Between Downtown Portland and Central Vancouver		
Number of HCT Riders	19,300	9,300
Number of HCT Riders Diverted from Existing MAX Line	- 500	- 4,700
For HCT Option Between Downtown Portland and 179th Street Vancouver		
Number of HCT Riders	21,800	10,900
Number of HCT Riders Diverted from Existing MAX Line	- 500	- 4,700
PEAK-HOUR, PEAK-DIRECTION, PEAK-LOAD RIDERSHIP	1,800	970
BOARDING HOURS PER REVENUE HOUR OF HCT OPERATIONS		
For HCT Option Between Downtown Portland and Central Vancouver	140 - 182	44
For HCT Option Between Downtown Portland and 179th Street Vancouver	111	34

TABLE N-6
 OPERATING COST AND EFFICIENCY MEASURES IN THE NORTH CORRIDOR

YEAR 2010 OPERATING COST AND EFFICIENCY MEASURES	I-5 NORTH	I-205 NORTH
NET ANNUAL HCT OPERATING COST For HCT Option Between Downtown Portland and Central ¹ Vancouver For HCT Option Between Downtown Portland and 179th Street Vancouver	[\$1993, Millions] \$ 4.33 \$ 7.00	[\$1993, Millions] \$ 4.13
HCT FAREBOX RECOVERY RATE For HCT Option Between Downtown Portland and Central ¹ Vancouver For HCT Option Between Downtown Portland and 179th Street Vancouver	Percent of O&M Cost Paid from Farebox 38.8% 30.6%	Percent of O&M Cost Paid from Farebox 27.2%

¹ Terminates at 78th Street in the I-5 corridor and Highway 500 in the I-205 corridor.

TABLE N-7
CAPITAL COSTS OF NORTH CORRIDOR REPRESENTATIVE ALIGNMENTS BY SEGMENT
\$1993 in Millions

SEGMENT	I-5 NORTH LRT	I-205 NORTH BUSWAY ²
Downtown Portland to 88th Street [Vancouver] Without Downtown Portland Impvts. ¹ With Downtown Portland Impvts.	NA \$708.8	\$165.0 ³ \$288.3 ³
Downtown Portland to 179th Street [Vancouver] Without Downtown Portland Impvts. ¹ With Downtown Portland Impvts.	NA \$914.4	\$260.1 ³ \$383.4 ³

¹ The Pre-AA analysis assumes the Portland CBD improvements would be the same for all HCT options [1.86 miles for \$123.3 million]. These improvements would meet the requirements of operating both a north and south corridor HCT line [thus, when adding the north corridor cost estimates with south corridor cost estimates, one must subtract \$123.3 million to avoid double-counting the downtown costs]. The "Without Downtown Portland Improvements" line item presumes that there could be a separate Downtown Portland HCT Project shortly after an I-205 line opened. As such the Downtown Improvement budget could be deleted from the I-205 project budget. Ultimately, the downtown improvements would have to be made.

² The cost of improvements which are potentially required along the existing MAX line with an I-205 HCT Option are not included in this estimate.

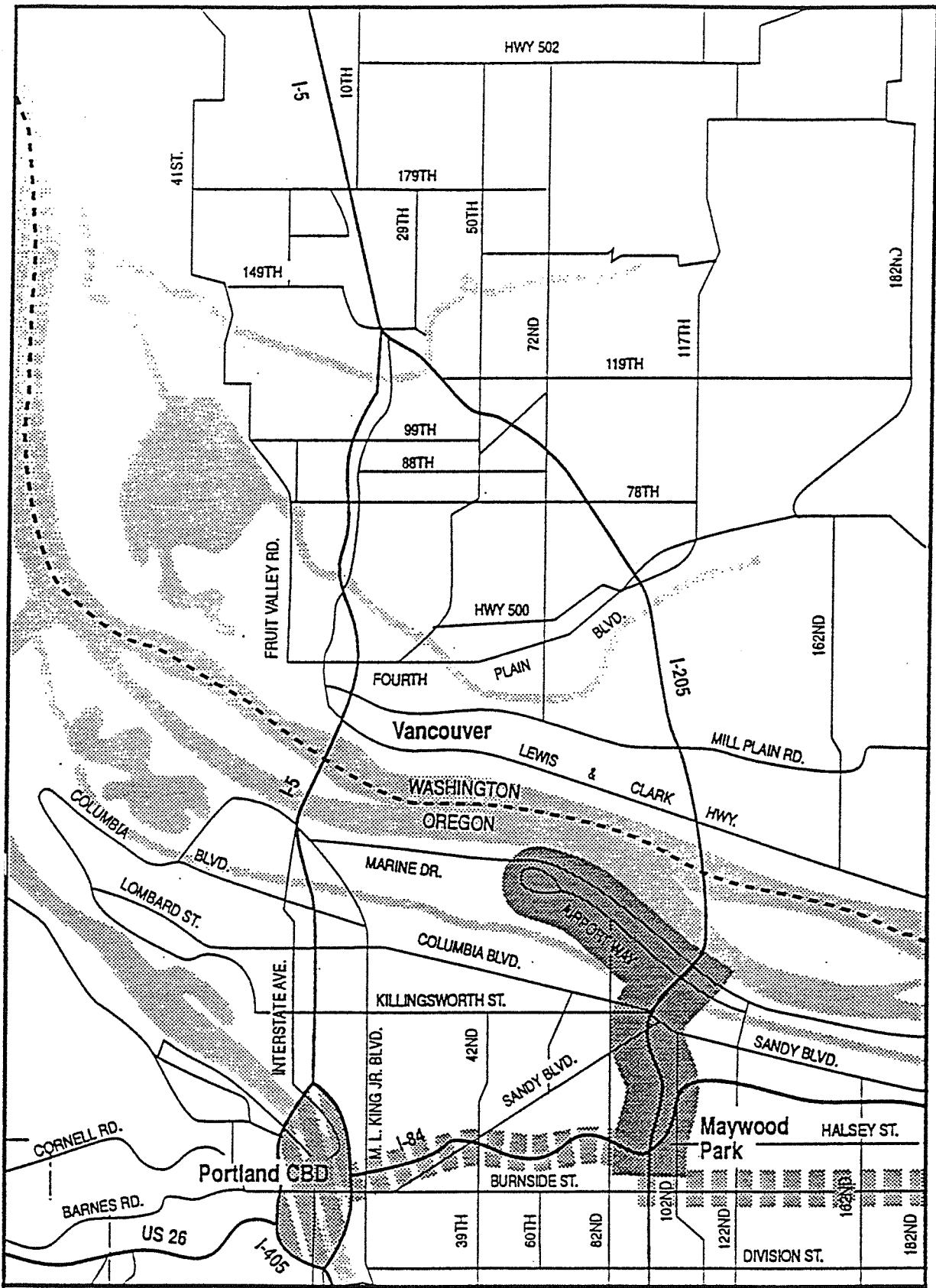
³ The Busway cost estimates assume that rather than building a new bridge across the Columbia River, a lane on the Jackson Bridge would be exclusively reserved for buses. If a new bridge was required, as assumed for the I-5 corridor, roughly another \$200 million would have to be added to these cost estimates.

TABLE N-8
 COST-EFFECTIVENESS MEASURES IN THE NORTH CORRIDOR

YEAR 2010 OPERATING COST EFFECTIVENESS MEASURES	5 NORTH LRT	205 NORTH BUSWAY ²
AVERAGE ¹ CORRIDOR COST PER RIDER	\$1990	\$1990
For HCT Option Between Downtown Portland and Downtown Vancouver	\$ 7.05	NA
For HCT Option Between Downtown Portland and Central Vancouver	\$ 8.02	\$11.35 ³
For HCT Option Between Downtown Portland and 179th Street Vancouver	\$10.82	\$13.28 ³

- ¹ Several different local cost-effectiveness measures were calculated and averaged. These measures did not include a comparison to a TSM alternative [the FTA measure]. The FTA measure will be employed in the AA/DEIS phase.
- ² Excludes capital and operating costs and ridership along existing MAX line and one-half of the downtown capital cost.
- ³ These cost-effectiveness measures assume that a new bridge would not be built. If a new bridge was required, roughly an additional \$9.00 would be added to these cost-effectiveness measures [\$20.76 for Central Vancouver and \$22.02 for Northern Vancouver].

AIRPORT CORRIDOR
PRIORITY CORRIDOR ANALYSIS



North/South Transit Corridor Study: North Study Area



-  = Airport High Capacity Transit study area
-  = existing light rail



TABLE A-1
LAND USE MEASURES IN THE I-205 AIRPORT CORRIDOR

LAND USE MEASURES	I-205 AIRPORT
NUMBER OF HOUSEHOLDS	
Gateway to Airport	
1990	5,500
2010	7,100
Amount of Growth	1,600
EMPLOYMENT	
Gateway to Airport	
1990	18,100
2010 ²	22,600
Amount of Growth	4,500

- 1 Excludes households and employment along existing MAX line.
- 2 Year 2010 employment forecasts do not reflect the latest Port of Portland assumptions regarding employment at the Airport or Portland International Center.

TABLE A-2
ECONOMIC DEVELOPMENT MEASURES IN THE I-205 AIRPORT CORRIDOR

LAND USE MEASURES	I-205 AIRPORT
ACRES OF DEVELOPABLE OR REDEVELOPABLE LAND	Low ¹ - High ²
Gateway to Airport	
Developable Land	500
Redevelopable Land	700 - 2,100
Total	1,200 - 2,600

- 1 Assumes land is developable if it has no improvements and redevelopable if it has an improvement-to-land value ratio of 1:1 or less.
- 2 Assumes land is developable if it has no improvements and redevelopable if it has an improvement-to-land value ratio of 2:1 or less.
- 3 Excludes redevelopable land along existing MAX line.



TABLE A-3
ENVIRONMENTAL SENSITIVITY MEASURES IN THE I-205 AIRPORT CORRIDOR

ENVIRONMENTAL SENSITIVITY MEASURES	I-205 AIRPORT
HISTORIC RESOURCES Gateway to Airport	0
ACRES OF WETLANDS AND UPLANDS Gateway to Airport	1,560
ACRES OF PARKS AND OPEN SPACE Gateway to Airport	23
POTENTIAL DISPLACEMENT	Low

¹ Excludes resources along existing MAX line.

TABLE A-4
EQUITY MEASURES IN THE I-205 AIRPORT CORRIDOR

EQUITY MEASURES: 1990 Census Figures	I-205 AIRPORT
NUMBER OF HOUSEHOLDS BELOW THE POVERTY LEVEL Gateway to Airport	1,200
NUMBER OF PERSONS AGE 65 OR OLDER Gateway to Airport	4,700
NUMBER OF PERSONS AGE 17 OR YOUNGER Gateway to Airport	6,700
MINORITY POPULATION Gateway to Airport	3,000

TABLE A-5
SEVERITY OF CONGESTION IN THE I-205 AIRPORT CORRIDOR

TRAFFIC CONGESTION MEASURES	I-205 AIRPORT
P.M. PEAK-HOUR VOLUME-TO-CAPACITY RATIOS BETWEEN GATEWAY AND AIRPORT	
1990	0.47 - 0.66
2010 No-Build	0.81 - 0.86

TABLE A-6
HCT RIDERSHIP MEASURES IN THE I-205 AIRPORT CORRIDOR

YEAR 2010 HCT RIDERSHIP MEASURES	I-205 AIRPORT
DAILY HCT RIDERSHIP	
Between Gateway and Airport	4,600 ¹
PEAK-HOUR, PEAK-DIRECTION, PEAK-LOAD RIDERSHIP	
Between Gateway and Airport	350
BOARDING RIDERS PER REVENUE HOUR OF HCT OPERATIONS	
Between Gateway and Airport	75

TABLE A-7
POTENTIAL ABILITY TO RELIEVE YEAR 2010 CONGESTION IN THE I-205 AIRPORT CORRIDOR

2010 TRAFFIC CONGESTION MEASURES	I-205 AIRPORT
P.M. PEAK-HOUR VOLUME-TO-CAPACITY RATIOS BETWEEN GATEWAY AND AIRPORT	
2010 No-Build	0.81 - 0.86
2010 HCT	0.63 - 0.90
Peak-Direction HCT Riders	300 - 400

TABLE A-8
OPERATING COST AND EFFICIENCY MEASURES IN THE I-205 AIRPORT CORRIDOR

YEAR 2010 OPERATING COST AND EFFICIENCY MEASURES	I-205 AIRPORT
NET ANNUAL HCT OPERATING COST [\$1993] Gateway to Airport	\$ 2.15 Million
HCT FAREBOX RECOVERY RATE Gateway to Airport	23.3%

TABLE A-9
CAPITAL COSTS OF I-205 AIRPORT CORRIDOR REPRESENTATIVE ALIGNMENT

ALIGNMENT/SEGMENT	MILES	\$1993 Millions
Gateway to Airport ¹	5.30	\$214.5

¹ The projected cost for a locally-funded starter line could be substantially less expensive [to be estimated in Phase II].

TABLE A-10
COST-EFFECTIVENESS MEASURES IN THE I-205 AIRPORT CORRIDOR

YEAR 2010 COST-EFFECTIVENESS MEASURES	I-205 AIRPORT
AVERAGE ¹ CORRIDOR COST PER RIDER [\$1990] Gateway to Airport	\$19.83

¹ Several different cost-effectiveness measures were calculated and averaged. These measures did not include a comparison to a TSM alternative [the FTA measure]. The FTA measure will be employed in the AA/DEIS phase.

**FEASIBILITY OF HIGH CAPACITY TRANSIT
IN THE
CITY OF MILWAUKIE**

**Adopted Policy
Major Analysis**

February 26, 1993

Prepared by:

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TABLE OF CONTENTS

	Page
POLICY DOCUMENTS	1
CITY OF MILWAUKIE COMPREHENSIVE PLAN	1
Summary of Document (from the North-South Corridor Study)	1
Policy Related to High Capacity and Multi-Modal Transit	2
REGIONAL TRANSPORTATION PLAN	6
Summary of Document (from the North-South Corridor Study)	6
Policy Related to High Capacity and Multi-Modal Transit	6
ANALYSIS DOCUMENT	9
MILWAUKIE CORRIDOR REGIONAL LRT SYSTEM PLAN	9
Summary of Document (from the North-South Corridor Study)	9
Policy Related to High Capacity and Multi-Modal Transit	10

POLICY DOCUMENTS

CITY OF MILWAUKIE COMPREHENSIVE PLAN

(Adopted November 5, 1989, with the assistance of the City of Milwaukie through neighborhood organizations. Revised October 1989 with the guidance of the Comprehensive Plan Review Committee.)

Summary of Document (from the North-South Corridor Study)

The comprehensive plan is the official policy statement of the City of Milwaukie. The policies contained in the plan are intended to provide guidance to both the Planning Commission and City Council for evaluating and making decisions on a wide variety of proposed land use, infrastructure and economic development actions, and for making decisions about implementing recommendations covered in the plan. The plan establishes broad city goals, and specific policies to achieve these goals. The plan is organized into six chapters, each with one or more policy elements. The chapters and their policy elements are as follows:

Chapter One, Citizen Involvement

Chapter Two, Plan Review and Amendment Process

Chapter Three, Environmental and Natural Resources: includes policy elements of natural hazards, historic resources, open spaces, scenic areas, and natural resources, agricultural and forest lands, and air, water, and land resources quality.

Chapter Four, Land Use: includes policy elements of residential land use and housing, economic base and industrial/commercial land use, recreational needs, Willamette Greenway, and neighborhoods.

Chapter Five, Transportation, Public Facilities and Energy Conservation: includes policy elements of transportation, public facilities and services, and energy conservation.

Chapter Six, City Growth and Governmental Relationships: includes the policy element of city growth.

Policy Related to High Capacity and Multi-Modal Transit

Transportation Element

The discussion of the goals, objectives, and policies for high capacity and multi-modal transit in the Milwaukie Comprehensive Plan focuses on the movement of freight, regional and local transit opportunities, rail, and pedestrian and bikeways within the transportation element of the Plan.

Transportation element, *Objective #5 - Regional Transit Opportunities* includes policies that encourage the improvement of transit service for trips to the Milwaukie and beyond. The McLoughlin Corridor has been identified as a possible future light rail transit route. The City has policy to *"aggressively promote the McLoughlin Corridor as a high priority area for transit development, specifically light rail."* In addition, policy states that the *"City will continue to participate in the JPACT Program to identify solutions to the congestion problems in the McLoughlin Corridor."*

The City has also incorporated in *Objective #5*, policy that calls for active encouragement and participation with other local jurisdictions, (Clackamas County, Multnomah County, Portland, Gladstone, Oregon City and groups representing unincorporated areas along the McLoughlin Corridor), *"in an effort to demonstrate to Metro, Tri-Met and the Oregon Department of Transportation that major transit improvements should be seriously considered as a high priority."*

Specifically, Milwaukie *"will incorporate in its downtown improvements plan and Greenway Design Master Plan consideration of transit-related facilities."* City policy calls for pursuit and encouragement of *"the financing and development of the McLoughlin Light Rail Line, as identified in the 1984 Milwaukie Corridor Regional LRT System Plan,"* including auxiliary facilities. Map 8-Transportation Plan, illustrates a general alignment of a north-south corridor along McLoughlin to Washington Street, where the alignment turns east and joins the Highway 224 - Milwaukie Expressway to I-205.

The location of housing suitable for the elderly and moderate income families and the concentration of employment opportunities *"in close proximity to regional transit facilities"* is Comprehensive Plan policy. Policy is included that calls for *"improved east-west transit service is encouraged connecting the timed transfer and future regional transit facilities in downtown to the Clackamas Town Center."*

Objective #6 - Local Transit Opportunities includes policies that encourage the improvement of transit service and multi-modal support for trips within the Milwaukie area.

The plan includes the call for *"frequent and efficient transit service will be encouraged to service the many elderly and moderate income families residing in Neighborhood Area 2"*, (located east of McLoughlin Boulevard) and *"the City will continue to support Tri-Met and Clackamas County*



efforts to improve facilities and provide programs to assist the transportation disadvantaged." There will be "pedestrian facilities linking neighborhood areas to transit facilities and corridors will be provided and will have a high priority" and the City "will concentrate employment opportunities and commercial facilities for easy access to transit corridor." Local transit opportunities for Milwaukie directs plans "to concentrate employment opportunities and commercial facilities for easy access to transit corridors."

Objective #4 - Freight Movement & Business Operation, contains policy for the movement of freight as follows: The City of Milwaukie "will encourage railway companies to provide service to appropriate businesses and industries." The Portland Traction Company line, which has been purchased by a private party, will continue with freight rail service to the Milwaukie Industrial Park. A portion of this line is also a potential future LRT alignment.

Pedestrian and Bicycle routes have been designated by the City of Milwaukie throughout the City. Map 8 - Transportation Plan, illustrates bike and foot way corridors and policy encourages the *"implementation of the Metro, County and City bikeway plans"* as shown on this map. Policy states that the City will *encourage and assist local areas in establishing local improvement districts to provide adequate pedestrian facilities.* In addition, Milwaukie will provide guidance in the design and location of bike and pedestrian facilities and because of the current lack of sidewalks in some neighborhoods, and thus accessibility, *"a high priority will be given to pedestrian facilities along or to transit corridors."*

In addition to the transportation element, several other Milwaukie Comprehensive Plan policies, goals, and objectives reinforce the policies and discussion in the transportation element. They are as follows:

Residential Land Use and Housing Element

- The plan says "to locate higher density residential uses so that the concentration of people will help to support public transportation services and major commercial centers."
- The plan says to consider designating "within moderate density residential areas, convenient walking distance to a transit stop".
- The plan says "medium density areas are to be located near or adjacent to commercial areas, employment concentrations or transit stops."
- The plan says "high density Residential areas shall be located either adjacent to or within close proximity to the downtown or district shopping center, employment concentrations and/or major transit centers or transfer areas.

- The plan says high density in mixed use areas will be based on locating commercial uses "relative to the downtown area so that pedestrian access between areas is convenient and continuous."

Economic Base and Industrial/Commercial Land Use Element

- The plan says that the City will ensure "through the provision of public services and facilities, that existing businesses are retained and enhanced within the City".
- The plan says "expansion or creation of commercial designated areas will be evaluated against the following criteria: . . . (b) access to a transportation network appropriate for the scale of development proposed,"
- The plan says to ensure that "a Mixed Use Area adjacent to downtown is established to include residential, commercial and office use in single structures."
- The plan says "in its planning for downtown, the City will establish location(s) for major public transit stations"
- The plan says "The City will work with the Oregon Department of Transportation (ODOT) and Metro during their transportation planning programs to identify appropriate land uses and access arrangements along McLoughlin Boulevard. The City will integrate its own downtown improvement plans and waterfront plans with these regional transportation planning programs (see Transportation Element)."
- The plan says "Improved pedestrian and bicycle connections will be provided between downtown and the riverfront"
- The plan says "properties adjacent to the three major industrial areas and those annexed properties not zoned industrial will be evaluated against the following criteria when considering an industrial designation: . . . (b) access to a regional transportation network which should include . . . rail service."

Recreational Needs Element

- The plan says "the City will strive to improve access to existing parks"

Neighborhood Element

- The plan says development of multifamily housing "projects should have close proximity to major streets and public transit"
- The plan says "To improve public transit service to neighborhood residents by improving access to transit corridors, and providing service to desirable locations."

Energy Conservation Element

- The plan says support "In-filling of developable lands in order to take advantage of previously constructed public facilities and services."
- The plan says to encourage "Increased density and intensity of residential development in areas adjacent to transit corridors. . . ."
- The plan says provide "improvements to the regional and local public transit system. . . ."
- The plan says support "improvements to the pedestrian and bicycle system linking neighborhood and community facilities, and improving access to transit corridors."

Open Spaces, Scenic Areas, and Natural Resources Element

- The plan says "the City will work with Clackamas County and local residents to establish a continuous pedestrian connection linking the Willamette River and the North Clackamas Park."

Air, Water, and Land Resources Quality Element

- The plan says "Milwaukie will continue to support and participate in regional public transportation planning efforts aimed at controlling air pollution in downtown Portland and throughout the region."
- The plan says "Milwaukie will encourage the reduction of vehicle emission by improving local flow and seeking ways to increase transit ridership."

REGIONAL TRANSPORTATION PLAN

(Transportation Department, Metro. 1992 Revision of the 1989 Update. Adopted by the Council of Metro January 23, 1992. Ordinance No. 92-433.)



Summary of Document (from the North-South Corridor Study)

The Regional Transportation Plan (RTP) was prepared by Metro for the purpose of adopting revisions to the RTP in compliance with Statewide Planning Goal 12 and the Regional Urban Growth Goals and Objectives. The Plan, incorporating the 1989 update and the current (1992) revision, gives the Portland metropolitan region a direction for meeting transportation needs over the next two decades.

The Plan contains the two following principles:

- Encourage and facilitate the economic growth of the region.
- Protect the quality of life for residents of the region.

The goals of the Plan are to provide adequate mobility to a growing region at a reasonable cost and with minimal environmental impact. The plan provides city and county officials with a transportation framework within which to formulate local comprehensive plans.

The RTP encompasses in its analysis the North-South Corridor Study area. The Plan states that outstanding transportation opportunities exist for routes in the North-South Corridor Study area. The RTP considers the McLoughlin alignment north of Highway 224 a "principal arterial system" designated to carry statewide traffic and cross-regional traffic, and a regional transit trunk route.

Policy Related to High Capacity and Multi-Modal Transit

- The plan includes the Map - Transit Capital Improvements, which presents the North-South Corridor study area as a 10 Year priority alternative.
- The plan recommends "I-205/Milwaukie HCT and I-5 North/I-205 North HCT Studies - Conduct Pre-Alternative Analysis level studies geared toward selecting priority corridors for advancement to full Alternatives Analysis."
- The plan advocates "bus service expansion to developing areas of the region and the need for bus service to serve local access and act as feeder routes to the light rail investments."
- The plan says "local jurisdictions should consider maximum limits on the number of parking spaces associated with development within walking distance of transit centers."
- The plan says "mobility for personal travel and goods movement throughout the urban metropolitan areas is the principal objective of the transportation plan."

- The plan says "a cost-effective transportation system will provide adequate levels of mobility to the user while minimizing the overall cost of the system and therefore reducing the need for public investment."
- The plan says "employment opportunities and related development should be concentrated and located to maximize the feasibility of being served by transit or located along regional transit trunk routes and employment, commercial and residential densities should be maximized around planned regional transit trunk routes and transit stations."
- The plan says "pedestrian movements should be encouraged with major activity centers and land development patters, site standards and densities should be promoted which make transit, bicycle and pedestrian travel more attractive."
- The plan illustrates on *Map - Level of Service: 2005 Committed*, projected unacceptable levels of congestion in the year 2005 for the committed highway system during the PM peak hour. The McLoughlin Corridor is identified on this map.
- The plan illustrates on *Map - Performance of Regional Transit Trunk Routes*, a comparison of the year 2005 service for peak hour transit time versus highway time.
- The plan says "access is being seriously impacted by committed system congestion between the Southern sector communities, including Milwaukie, Gladstone and Oregon City and the Portland CBD. Anticipated losses in quality of life and economic opportunity will be the result of this congestion."
- The plan says "a 60 percent increase in peak-hour service is recommended and would result in a 171 percent increase in peak-hour transit ridership by the year 2005."
- The plan illustrates on *Map - RTP Regional Transit Trunk Routes*, regional transit trunk routes (along Highway 224), light rail transit lines (along McLoughlin Boulevard), transit centers and park-and-ride locations. Transit centers are shown in downtown Milwaukie and near Clackamas Town Center.
- The plan specifies two alternative transit way corridors will be examined, one of which is high capacity transit between downtown Portland and Clackamas Town Center via Milwaukie. The Milwaukie corridor alignment will consider alternatives including a Portland Traction Company alignment, McLoughlin alignment and a Johns Landing/Sellwood Bridge alignment.

- The plan says LRT corridor alternatives in the Highway 224 corridor include a Railroad/Harmony alignment and a Highway 224 alignment.
- The plan suggests a possible extension and future branch of identified LRT corridor include extensions to Oregon City via McLoughlin or I-205 extension and to Tualatin via Milwaukie through Lake Oswego.
- The plan illustrates on *Map - Transit Capital Improvements*, three alternative light rail routes to Milwaukie downtown and an extension to Clackamas Town Center as "10-Year Priority Alternatives." Possible future LRT extensions are shown south along McLoughlin Boulevard to Oregon City and to Lake Oswego.
- The plan includes the following *10-Year Priority Projects*:
 - "Support transit dependent high density nodes;
 - Improve transit between Milwaukie and Clackamas Town Center along Railroad/Harmony;
 - Provide transit centers in Milwaukie, Clackamas Town Center, and Oregon City;
 - Protect options for transit way from Portland to Oregon City via McLoughlin and Highway;
 - Provide park-and-ride facilities at Clackamas Town Center and Milwaukie."
- The plan illustrates on *Map - Level of Service: 2005 RTP*, instances of unacceptable level of service available in the region and specifically on McLoughlin Boulevard.
- The plan says "a two preliminary alternative analysis studies will be conducted examining high capacity transit (HCT) alternative I-205/Milwaukie LRT lines."

ANALYSIS DOCUMENT

MILWAUKIE CORRIDOR REGIONAL LRT SYSTEM PLAN

(Metropolitan Service District (Metro) and Tri-Met. October, 1984.)

Summary of Document (from the North-South Corridor Study)

Metro, in association with Tri-Met and the cities and counties of the region, undertook a regional long-range transit plan. The plan studies in each major travel corridor the feasibility of expanding transit service through either expanding bus service or building light rail. The *Milwaukie Corridor Regional LRT System Plan* is a report on one of the major transit corridors in the Portland metro area. It consists of five working papers that were used to document results of the Milwaukie Corridor portion of the Regional LRT System Plan. The working papers are titled as follows:

- Working Paper A: Travel Forecasts*
- Working Paper B: Alignment Description Report*
- Working Paper C: Preliminary Impact Assessment*
- Working Paper D: Capital and Operating Costs and Economic Evaluation*
- Working Paper E: Initial Evaluation of Central Eastside Alternatives*

Working Paper A: Travel Forecasts reports the findings of the travel forecasts developed for the Milwaukie Corridor as part of the Regional LRT Plan. The forecasts analyze changes in travel between October, 1984 and the year 2000. The forecasts account for changes in population and employment, as well as changes in the highway and transit system. Included in the working paper is a description of travel changes from 1980 to 2000, evaluation of LRT and bus alternatives in the Portland to Milwaukie Corridor and the Central Eastside area; a description of traffic demand, and an evaluation of the staging of highway and transit improvements proposed for the corridor based on growing traffic and transit demand.

Working Paper B: Alignment Description Report identifies several variations of two basic alignments: 1) the Portland Traction Company (PTC) right-of-way, and 2) parallel to McLoughlin Boulevard. The paper describes the locations and engineering issues of these alignments and the variations. The alignments are discussed in three general segments: 1) from the Hawthorne Bridge in Portland to Ochoco Street in Milwaukie, 2) central Milwaukie alignments south of Ochoco Street, and 3) downtown Portland alignments.

Working Paper C: Preliminary Impact Assessment is intended to determine any environmental or social impacts which could be a "fatal flaw" for an LRT alignment and to detail major impacts associated with alignments worth studying further. The paper evaluated wetlands/wildlife, noise,

cultural resources, Willamette Greenway/Park Preservation requirements, and neighborhood impacts.

Working Paper D: Capital and Operating Costs and Economic Evaluation includes the capital and operating costs of alternatives serving the Portland to Milwaukie Corridor. Based on these cost estimates an economic analysis of the alternatives was completed.

Working Paper E: Initial Evaluation of Central Eastside Alternatives reports on the feasibility of alignment alternatives for a Central Eastside Light Rail Transit connection on the north end of the Milwaukie Corridor. Based on the report, preliminary recommendations concerning the Central Eastside alignments were made.

Policy Related to High Capacity and Multi-Modal Transit

- The analysis says that "the Milwaukie Transit Center is projected to grow dramatically in importance between 1980 and 2000."
- The analysis includes a significant finding that "the overall corridor travel demand will increase 52 percent between 1980 and 2000 and transit ridership is expected to absorb 60 percent of the increase in travel demand. The Portland to Milwaukie transit alternatives, include an all-bus network and three light rail alternatives."
- The analysis says that the growth in transportation demand along the McLoughlin corridor affects the need for expansion of transit service in the corridor. Early implementation of transit defers the need for some highway improvements.
- The analysis projecting the Milwaukie corridor becoming much more dependent on transit as a mode for accessing central Portland. There is a necessity for a major increase in transit system capacity to accommodate this growth in transit demand.
- The analysis projects that the McLoughlin LRT network is similar to the existing basic bus network, except that the Milwaukie to Portland bus trunk is replaced with an LRT line adjacent to McLoughlin Boulevard.
- The analysis of the economic development considerations in downtown Milwaukie from the construction of light rail could result in the form of more intensive land uses without the traffic and parking problems.

EMW:klg:milplan2.rep



CLAIR KUPPENBENDER

10753 S. E. 29th Avenue
Milwaukie, Oregon 97222
(503) 654-8870

RECEIVED
CITY OF MILWAUKIE

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(B)

February 28, 1993

Milwaukie City Council
10722 S. E. Main Street
Milwaukie, OR 97222

Re: TRANSIT CORRIDOR

After reviewing the potential transit corridor, it appears there is only one logical location based upon the two presented. That corridor should be the corridor from downtown Portland south to Oregon City. This should be similar to the historic streetcar route used for many years. My reasons are:

- 1) That route has a much higher residential density as well as that route will service more small businesses;
- 2) Since the McLoughlin corridor is more established, such service would serve more older patrons who have a much higher need for public transportation;
- 3) Downtown Portland is attempting to reduce vehicular traffic into that area and this route would more readily meet that criteria;
- 4) Residents in the eastern area are generally younger and more mobile and would tend to rely on their own personal vehicles more and use public transit less;
- 5) Traffic to the airport generally would serve fewer people's needs where service to downtown would serve their needs more for shopping, medical and business requirements;
- 6) Without good, adequate service through (near) downtown Milwaukie, the downtown area will cease to exist as any kind of a retail center;
- 7) McLoughlin Boulevard, even with its new improvements, will continue to be a difficult means to downtown Portland where I-205 will continue to meet its goals for several years;
- 8) With the goal of establishing the Oregon Trail Center in Oregon City, this service would provide good transportation for tourists;

February 28, 1993
Milwaukie City Council
Clair Kuppenbender

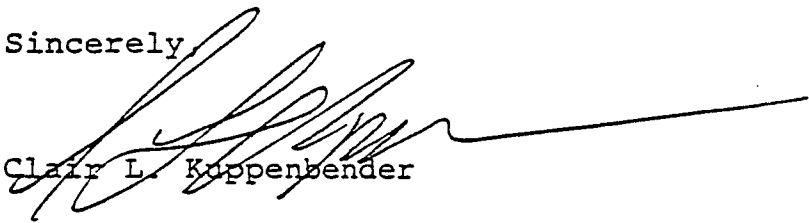
9) The I-205 Corridor can receive consideration at a later time when the needs can be established;

10) The Sellwood-Milwaukie-Oak Grove-Jennings Lodge-Oregon City route was served for many years and should be re-established as a viable transportation link of those communities;

11) A spur or route to the Clackamas Town Center from Milwaukie would enhance all of the previous comments.

I strongly believe that the City of Milwaukie, Clackamas County and even the State of Oregon would be highly remiss if they do not plan immediately to make this transportation corridor the next one built.

Sincerely,



Clair L. Kuppenbender

101896

City Council:

my family & I
would much prefer
the Milwaukee Corridor
for the light rail.

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PM 12 47

I know that we
would use this much
more frequently and
I think it might
stimulate the down
town Milwaukee
business. They would
sure use it. Also the
route along the river
is much more
attractive to the
passengers. Thanks

Barbara McGinnis

B

46

ARDENWALD-JOHNSON CREEK
NEIGHBORHOOD ASSOCIATION
c/o Sherri Campbell, President
3803 S.E. Filbert Street
Milwaukie, OR 97222

February 11, 1993

To Whom It May Concern:

On February 9, 1993, the Ardenwald-Johnson Creek Neighborhood Association voted unanimously to support selection of the McLoughlin/I-5 North Corridor as the next regional transit corridor.

Our neighborhood area is unique in that it comprises residents from two cities, Portland and Milwaukie, and two counties, Clackamas and Multnomah. It was pointed out that the McLoughlin Corridor would benefit all of us by bringing new development into our area. It was also noted that a transit corridor will give people travel choices while linking one part of the region to another.

Neighborhood Association members stated that they are not endorsing a particular alignment at this time. They look forward to future involvement in deciding the best alignment and to working with the Cities of Milwaukie and Portland.

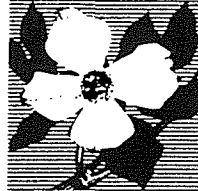
Sincerely,

Sherri S. Campbell

Sherri Campbell, President

SC/mgh

CITY OF MILWAUKIE



COMMUNITY DEVELOPMENT
PUBLIC WORKS

6101 S.E. JOHNSON CREEK BLVD.

TELEPHONE: 652-4410

MEMORANDUM

COMMUNITY DEVELOPMENT DEPARTMENT

March 16, 1993

To: Milwaukie City Council

From: *MC* Maggie Collins, Milwaukie Community Development

Thru: *Dan* Dan Bartlett, City Manager

Re: Discussion and Recommendation on North-South Transit Corridor Study

Action Requested

Consideration of adoption of Draft Resolution based on recommendation from the Milwaukie Planning Commission.

Background

In February, 1992, City of Milwaukie staff began working with Metro to organize a Preliminary Alternatives Analysis (Pre-AA) study to determine the location of the next regional high capacity transit corridor. The purpose was to initiate early action on the process required to qualify for federal funds (new start funds); and to devise a planning framework in which Clark County and the City of Vancouver could jointly pursue their interests in transit improvements with Oregon jurisdictions.

In May, 1993, the City of Milwaukie signed an Intergovernmental Agreement with Metro outlining the steps in which the City would be involved in a Pre-AA Study. The Pre-AA Study was named the "North-South Transit Corridor Study." Along with Metro and Milwaukie, the following entities are participants: City of Portland, City of Vancouver, Clackamas County, Clark County, C-TRAN, Multnomah County, ODOT, Port of Portland, Washington Regional Transportation Council, Tri-Met, and Washington State Department of Transportation.

Besides developing the methodologies by which technical data would be gathered to compare several corridors and/or segments of corridors, the Pre-AA technical staff worked through an agreed-upon set of local evaluation criteria which would be used to make final selections of a Priority Corridor (or Corridors). These nine criteria are: Transit Ridership Forecast, Capital and Operating Costs, Cost-Effectiveness, Land Use and Economic Development, Transportation Impacts, Environmental Impacts, Social Equity Issues, Financial Analysis, and Public Opinion. It was early decided that only a general level of detail related to these criteria would be used, as the Pre-AA is intended to reduce to a manageable level the number of corridors to be further studied in Alternative Analysis. No detailed evaluation of multi-modal options and no final decisions on transit termini would be undertaken with this Study.

Review of the Study findings and recommendations by the Milwaukie City Council is one of several local reviews currently being undertaken. Final decision on Priority Corridors to be advanced into Alternative Analysis study is scheduled to be made by the Metro Council on April 22, 1993.

Technical Data

A series of papers and summaries of Study data have been produced. This report relies on the following:

1. "The North/South Transit Corridor Study Priority Corridor Analysis: Findings and Recommendations," Metro, March, 1993; and
2. "The North/South Transit Corridor Study," Findings and Recommendations Summary, Metro, March, 1993

In addition, Milwaukie staff have provided a series of "Working Papers" that have summarized ongoing Study data outputs and have been used in public involvement forums. The latest of these is dated 3/16/93 and is attached to this report.

A document of relevant adopted local and regional policy on high capacity transit was prepared for Milwaukie by David Evans and Associates. Titled "Feasibility of High Capacity Transit in the City of Milwaukie," this was provided to the Council earlier.

The earliest data research document submitted by Milwaukie is titled "North-South Transit Corridor Study Research," January 26, 1993. It was done for Milwaukie by David Evans and Associates and includes initial information on the nine criteria as they apply to a corridor segment from Milwaukie's northern border to downtown Milwaukie to the Clackamas Town Center. This was used by the Metro technical staff team.

Throughout the past 12 months Study data methodologies and data results have been reviewed and refined by several groups, most notably an Expert Review Panel, the North-South Transit Study Technical Advisory Committee and the North-South Transit Study Project Management Group.

Also, a North-South Transit Study Citizen Advisory Committee was formed. This Committee will make a final recommendation on Priority Corridors to the Metro Council. A representative from Milwaukie has served on this Citizen Advisory Committee, as well as a representative for the area between Milwaukie's eastern boundary and the Clackamas Town Center.

Summary of Technical Data

- A. The nine local evaluation criteria cited earlier are summarized on the 3/16/93 Working Paper attached to this report. These criteria were applied specifically to two southern Study area corridor options. The conclusion is that the Milwaukie Corridor merits further study as the Southern Priority Corridor of this Study.
- B. Two branches are shown on the attached Map 2 for the Southern Corridor. These show a possible terminus at Clackamas Town Center or a terminus at Oregon City, or both. Selection of the Southern Priority Corridor does

not imply a terminus selection; that evaluation will occur in the Alternatives Analysis step.

- C. The Metro Findings and Recommendation Report finds that the I-5 North Corridor merits further study as the Northern Priority Corridor of this Study. A separate recommendation identifies a corridor from Portland International Airport to Downtown Portland as a separate study option.
- D. An examination of the Milwaukie Comprehensive Plan concludes that the Milwaukie Corridor complies with adopted local transit and land use policies. In addition, the Milwaukie Corridor is consistent with the Regional Transportation Plan. This Corridor also shows distinct promise for transit development through Tri-Met's previous McLoughlin Corridor Study.

Public Involvement

Metro has sponsored two sets of public meetings, one at the earlier stage of the data conclusions and one near the ending (Milwaukie Center Open House, March 1, 1993). A newsletter has been published and local and regional staff people have met with numerous groups about the corridors.

Prior to the March 1st Open House, the City of Milwaukie sent a special letter to those on the Milwaukie Pilot list, summarizing Study conclusions and identifying ways and methods to contribute public input. Comments received so far overwhelmingly support the Milwaukie Corridor as the next transit corridor for the region. (See attached letters and comments).

Conclusions

On March 9, 1993, the Milwaukie Planning Commission held an open public meeting followed by a recommendation to the City Council as follows:

Based on the summary of data in the 3/9/93 Working Paper; the preliminary recommendations of the Metro North-South Transit Study staff; and the fact that the Milwaukie Corridor meets all the elements of the Milwaukie Comprehensive Plan as outlined in the 2/26/93 document titled "Feasibility of High Capacity Transit in the City of Milwaukie," the Planning Commissions endorses the Milwaukie/I-5 North Corridor options as the Preferred Corridors that most merit consideration for Phase II of the Regional High Capacity Study.

This recommendation is made on a study of information concerning Ridership Forecasts; Capital and Operating Costs; Cost-Effectiveness; Land Use and Economic Development; Transportation Impacts; Environmental Impacts; Social Equity Issues; Financial Analysis; and Public Opinion.

This recommendation is also the City staff recommendation.

A Resolution based upon the Planning Commission recommendation is attached for your consideration and action.

Memo to Council
March 16, 1993
Page 4

Attachments

1. Draft Resolution
2. Working Paper on Criteria for Selection of a High Capacity Transit Corridor, 3/16/93 (four pages)
3. Nine Items Related to Public Involvement
4. Priority Corridor Analysis Findings and Recommendations, Metro, 1993

DRAFT

CITY OF MILWAUKIE

RESOLUTION NO. _____

A RESOLUTION RECOMMENDING PREFERRED HIGH CAPACITY TRANSIT CORRIDORS FOR FURTHER ANALYSIS.

WHEREAS, on May 19, 1992, the City of Milwaukie entered into an intergovernmental agreement with Metro to examine several high capacity transit corridor options in a Preliminary Alternatives Analysis Study; and

WHEREAS, the Preliminary Alternatives Analysis Phase I evaluates broad corridor options and selects Priority Corridor(s) for further evaluation of a smaller set of modal and alignment options to incorporate into a more detailed Alternatives Analysis and Draft Environmental Impact Statement stage; and

WHEREAS, the City of Milwaukie has participated in the development of methodology, data-gathering, selection of evaluation criteria, conceptual alternatives, and corridor evaluation throughout this Study; and

WHEREAS, the City of Milwaukie has participated in assessing public opinion about the feasibility of several corridor segments under consideration; and

WHEREAS, the technical data and public opinion have indicated that the Milwaukie Corridor and the I-5 North Corridor appear to be the most cost-effective corridors, considering projected transit ridership and cost-effectiveness; and

WHEREAS, on March 9, 1993, the Milwaukie Planning Commission, having reviewed technical data and considered nine decision-making criteria, recommended selection of the Milwaukie/I-5 North Corridors as the preferred corridors to take into the Alternative Analysis phase; and

WHEREAS, the Milwaukie/I-5 North Corridors comply with all policy elements in the Milwaukie Comprehensive Plan;

NOW, THEREFORE, BE IT RESOLVED by the City of Milwaukie, a municipality of the State of Oregon, that Milwaukie hereby endorses and recommends to the Metro Council that the Milwaukie/I-5 North Corridors be selected as the priority and preferred corridors for the Alternatives Analysis stage of the Regional High Capacity Transit Study.

PASSED this 16th day of March, 1993, by the City Council
of the City of Milwaukie.

Craig J. Lomnicki, Mayor

Attest:

Approved as to form:

Pat DuVal, City Recorder

City Attorney

WORKING PAPER ON CRITERIA FOR SELECTION OF A HIGH CAPACITY TRANSIT CORRIDOR

North South Transit Corridor Study

DESCRIPTION OF STUDY AREA FOR CORRIDOR SELECTION

The analytic work is based on a "representative alignment" for each Corridor.

Two options are being considered for a Priority South Corridor, the Milwaukie Corridor and the I-205 Corridor. The Milwaukie Corridor is a light rail transit alignment connecting downtown Portland, Milwaukie, Clackamas Town Center, and Oregon City (see attached MAP 1). Also being considered are shorter alignments with endings in Milwaukie and at the Clackamas Town Center (see attached MAP 2).

The I-205 South Corridor is a light rail transit alignment connecting downtown Portland, Clackamas Town Center and Oregon City by way of the existing MAX line to Gateway and a new alignment south on I-205 (see attached MAP 1). This Corridor does not include a segment from downtown Portland to downtown Milwaukie. Also being considered is a shorter alignment that uses the Gateway line and new alignment only to the Clackamas Town Center (see attached MAP 2).

CRITERION ONE: TRANSIT RIDERSHIP FORECAST

McLoughlin Boulevard is currently and will continue to be more congested than I-205. All of the representative highway segments analyzed on McLoughlin Boulevard are at or approaching Level of Service E, while all of the representative segments on I-205 are well below capacity. The Milwaukie Corridor is projected to attract over twice as many high capacity transit daily riders, in the year 2010, as the I-205 South Corridor. In the year 2010, evening peak-hour, peak direction riders in the Milwaukie Corridor are projected to be 2.3 to 5.0 (depending on the location) times greater than in the I-205 Corridor.

CRITERION TWO: CAPITAL AND OPERATING COSTS

The capital cost of the full-length (Clackamas Town Center and Oregon City) system is 22 percent higher in the Milwaukie Corridor than in the I-205 Corridor. For the \$157 million premium, the Milwaukie Corridor serves Milwaukie directly while the I-205 South Corridor does not. The Milwaukie Corridor is projected to exhibit almost twice the farebox recovery rate of that in the I-205 South Corridor. The Milwaukie Corridor provides greater long-term high capacity transit capacity than does the I-205 South Corridor.

CRITERION THREE: COST-EFFECTIVENESS

The total annualized cost-per-high-capacity-transit-rider in the Milwaukie Corridor is almost 60 percent better than in the I-205 South Corridor.

WORKING PAPER ON CRITERIA

Page 2

CRITERION FOUR: LAND USE AND ECONOMIC DEVELOPMENT

The Milwaukie Corridor contains more existing and year 2010 population and employment than the I-205 South Corridor. The Milwaukie Corridor, due to its longer length, contains more developable and redevelopable land than the I-205 South Corridor.

CRITERION FIVE: TRANSPORTATION IMPACTS

The Milwaukie Corridor exhibits a more urban and denser developed land use pattern; transit service in this corridor will encourage denser redevelopment along the selected alignment, providing more opportunities to establish multi-modal patterns in a continuous manner. From Gateway south, the I-205 South Corridor exhibits a more suburban land use pattern, which is more auto-oriented in nature. Transit service in this corridor will more easily link suburban activity centers with each other, implying continued need to upgrade street and road systems. Fewer opportunities to establish multi-modal patterns in a continuous manner are available in the I-205 South Corridor.

CRITERION SIX: ENVIRONMENTAL IMPACTS

In overall terms, the Milwaukie Corridor has a greater potential for environmental risks than does the I-205 South Corridor.

CRITERION SEVEN: SOCIAL EQUITY ISSUES

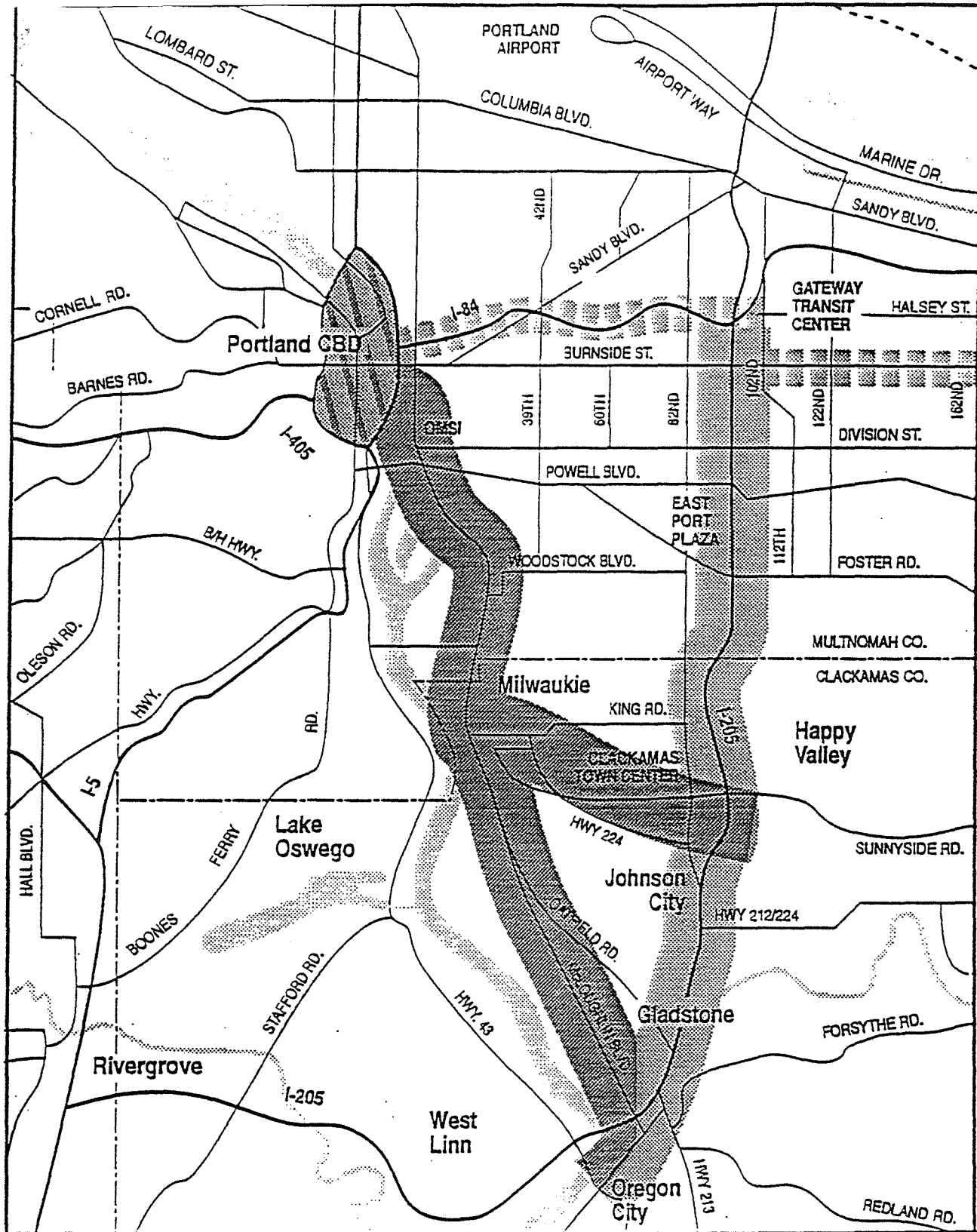
The Milwaukie Corridor serves a larger population of minority, poor, youth, and elderly than does the I-205 South Corridor.

CRITERION EIGHT: FINANCIAL ANALYSIS




Ability to apply and get federal funding is generally based on the most positive ratios of projected transit demand, capital and operating costs, and general cost-effectiveness (see discussions above).

CRITERION NINE: PUBLIC OPINION

As of this writing, endorsements for the Milwaukie-I-5 North Corridors have been received from the Ardenwald-Johnson Creek Neighborhood Association, the Milwaukie Downtown Development Association Board of Directors, the Milwaukie Center/Community Advisory Board, and the North Clackamas County Chamber of Commerce. The Milwaukie Planning Commission has recommended the Milwaukie-I-5 North Corridors as the Preferred Corridors that most merit consideration for Phase II of the Regional High Capacity Study.

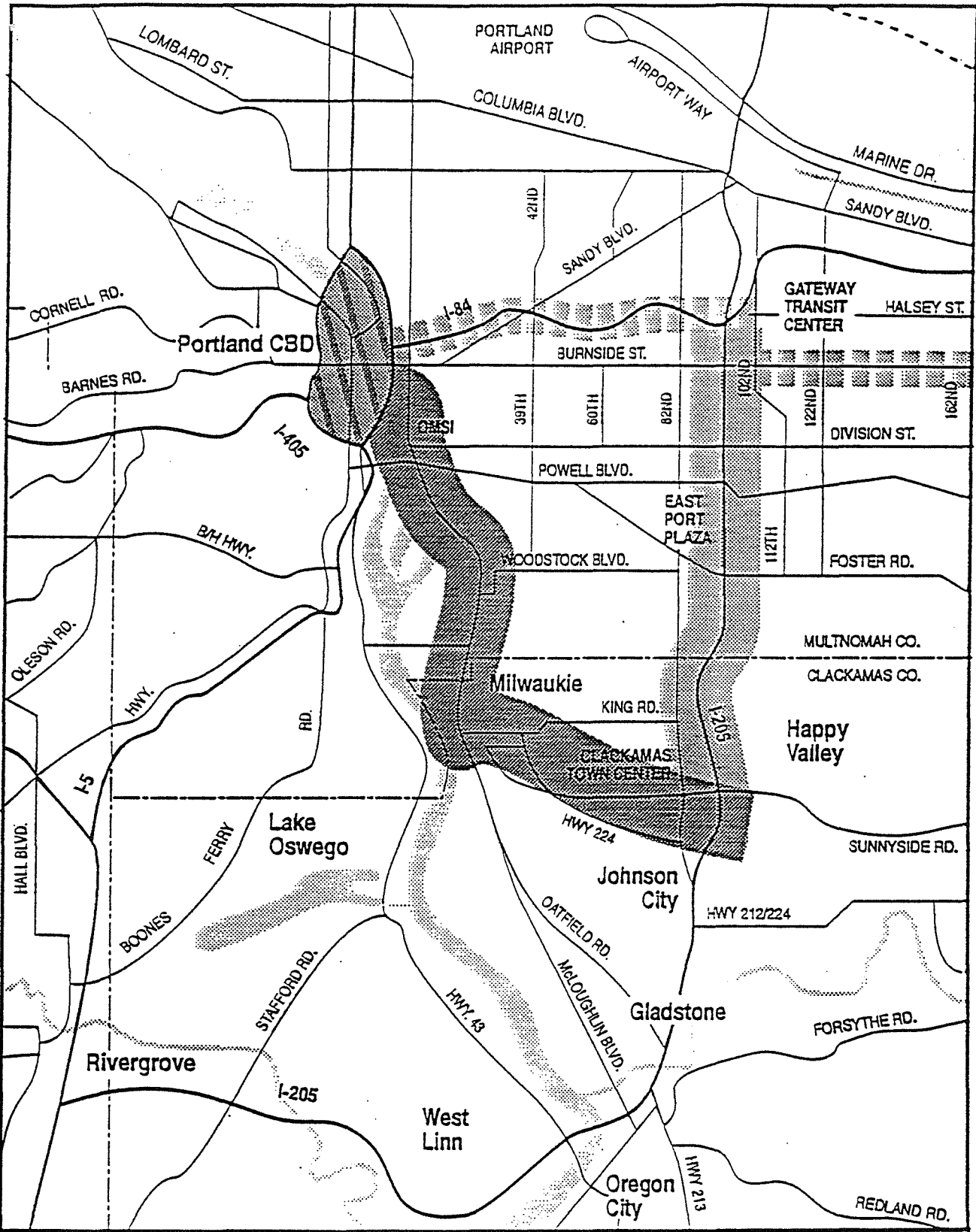


North/South Transit Corridor Study: South Study Area **MAP 1**




-  = Milwaukie corridor to Oregon City
-  = I-205 South corridor to Oregon City
-  = Existing light rail



METRO



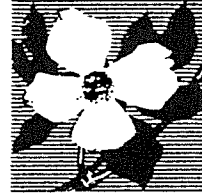
North/South Transit Corridor Study: South Study Area **MAP 2**

-  = Milwaukie corridor to Clackamas Town Center
-  = I-205 South corridor to Clackamas Town Center
-  = Existing light rail



METRO

CITY OF MILWAUKIE



GREETINGS,

There are few historic moments in the evolution of a city where citizens and city leaders can deliberately and profoundly impact and direct the course of their future. Milwaukie is at the threshold of such an historic moment and it is important that we voice our opinions now.

Regional governments and agencies - including Metro, Portland, Tri-Met, Clackamas County, and others - have been working with Milwaukie for over ten years in studying the potential of light rail coming through our community. In the last several years the region has been conducting an extensive study on two potential light rail corridors - one along I-205, and the other along McLoughlin Boulevard. On April 22, 1993, the Metro Council will make a decision on which corridor is next for light rail. Their decision will be based in part on public input and recommendations by local governments.

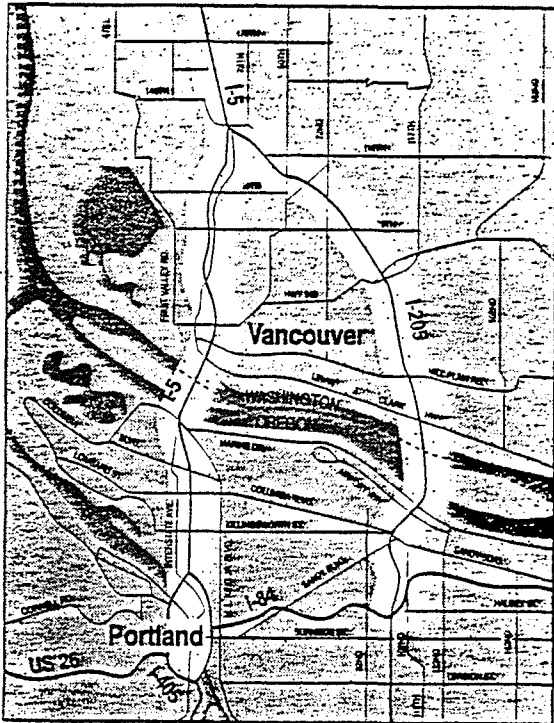
I INVITE THE CITIZENS OF MILWAUKIE TO ATTEND AND PARTICIPATE IN THE MEETINGS AND PUBLIC HEARINGS THAT ARE SCHEDULED IN MARCH 1993. The dates are shown on the back of this letter. Written comments addressed to the City Council are much appreciated. Our decision now will have significant impacts on transportation, land use, and business development in the City of Milwaukie for the next fifty years. I encourage you to get involved and be a part of the process that will shape the livability of our community in the future.

Sincerely,

Craig J. Lomnicki
Mayor of Milwaukie

The North-South Corridors - An Overview

The maps below show the two light rail corridors being considered by Metro; they are each divided into "North" and "South" sections. (The "North" sections are shown to illustrate the entire corridors being considered.) The two potential "South" corridors are the Milwaukie Corridor, which would follow McLoughlin Boulevard, and the I-205 Corridor.



I-5 North and I-205 North Corridors

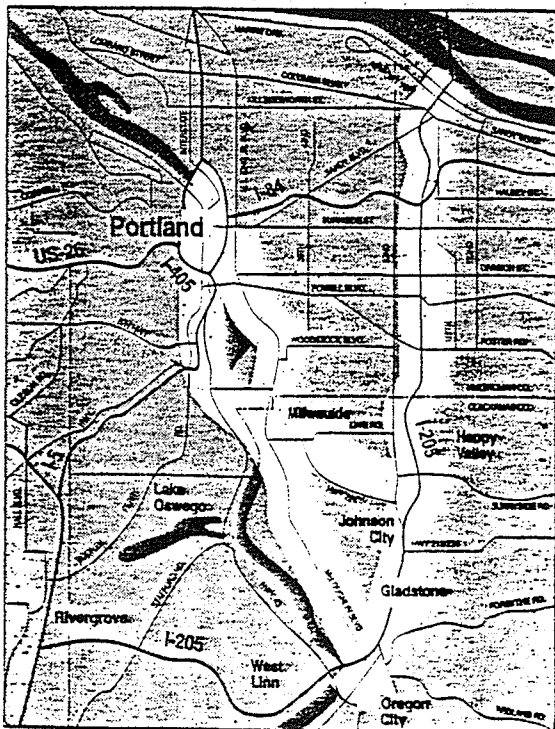
North Corridors

I-205 North

Connects the Gateway Transit Center to Clark County, Washington, via Vancouver Mall, to 179th Street

I-5 North

Connects downtown Portland, downtown Vancouver and north to 179th Street



Milwaukie and I-205 South Corridors

Milwaukie and I-205 South Corridors

I-205 South

Connects the Portland Airport, Gateway Transit Center, Clackamas Town Center, and Oregon City

Milwaukie

Connects downtown Portland, Milwaukie, Clackamas Town Center, and Oregon City

Criteria for Priority Corridor Selection

The decision as to which "North" and which "South" corridor(s) will be the next priority for development will be based on the nine criteria outlined below. An analysis is given for each criterion in relation to the two potential corridors.

Milwaukie Corridor

1. **Transit Ridership Forecast**
For year 2010: Daily LRT ridership (either to Clackamas Town Center or to Oregon City) = 16,800.
2. **Capital and Operating Costs**
1990 dollars: \$678 million. 1993 dollars: \$740.8 million.
3. **Cost Effectiveness**
1990 dollars: (Downtown Portland to Clackamas Town Center) = \$10.35 per High Capacity Transit Trip.
4. **Land Use and Economic Development**
More housing and employment exists in the Milwaukie and I-5 Corridors than the I-205 Corridors. This is projected to the year 2010. Substantial developable and redevelopable land is also available. Urban form, considered to be more supportive of high capacity transit, is evident to a greater extent in the Milwaukie and I-5 Corridors. Because of higher existing and projected population and employment numbers in the Milwaukie and I-5 North Corridors, it appears that these would be more supportive of the Goal 12 Rule in the planning period than the I-205 Corridors.
5. **Transportation Impacts**
The Milwaukie and I-5 North Corridors are more urban and densely developed. Transit service in those corridors will encourage denser redevelopment all along the transit line. This will provide more opportunities for future multi-modal patterns along the transit line.
6. **Environmental Impacts**
More historic resources at possible risk; parks and open spaces disruptions about the same in Milwaukie and I-205 Corridors.
7. **Social Equity Issues**
Things being measured include the impacts of High Capacity Transit on Accessibility to Transportation options; Neighborhood Cohesion; Displacement; and Neighborhood Quality. Data suggests about even trade-offs in both Corridors, taken as whole-line segments, and including Northern segments. Impacted population groups include minority, elderly, and those groups below poverty level. In general, the Corridors, as whole-line segments, are even in possible impacts.
8. **Financial Analysis**
Funding mechanisms include programs specific to Oregon or Washington, federal transit funding programs, and local (regional) general obligation bonds.
9. **Public Opinion**
To be determined through meetings and other expressions.

I-205 Corridor

1. **Transit Ridership Forecast**
For year 2010: Daily LRT ridership (Airport to Oregon City) = 14,100.
2. **Capital and Operating Costs**
1990 dollars: \$730.6 million. 1993 dollars: \$798.3 million.
3. **Cost Effectiveness**
1990 dollars: (Gateway to Oregon City) = \$30.41 per High Capacity Transit Trip.
4. **Land Use and Economic Development**
There is more land, in larger parcels available for development and redevelopment in these Corridors. There is substantial developable and redevelopable land. Because of more vacant and redevelopable lands, it is possible that beyond Year 2010, the I-205 Corridor could be more supportive of the Goal 12 Rule.
5. **Transportation Impacts**
The I-205 Corridors are more suburban and auto-oriented in nature. Transit service in those corridors will link suburban activity centers with each other. Existing and future impacts to street and road systems will continue to be addressed. Multi-modal patterns will most easily occur at activity centers.
6. **Environmental Impacts**
Fewer right-of-way acquisitions; parks and open space disruptions about the same in Milwaukie and I-205 Corridors.
7. **Social Equity Issues**
See analysis under Milwaukie Corridor.
8. **Financial Analysis**
See analysis under Milwaukie Corridor.
9. **Public Opinion**
To be determined through meetings and other expressions.

MILWAUKIE, OREGON 97222
• 10722 S.E. MAIN STREET •
CITY OF MILWAUKIE



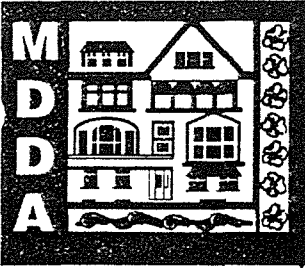
YOU'RE INVITED TO THESE MEETINGS

- March 1 Metro public input meeting (open house)
3:00 to 9:00 p.m.
Milwaukie Center
5440 SE Kellogg Creek Dr. (in North Clackamas Park)

- March 9 Milwaukie Planning Commission meeting
7:00 to 8:00 p.m.
Milwaukie Center
5440 SE Kellogg Creek Dr. (in North Clackamas Park)

- March 16 Milwaukie City Council meeting
7:00 p.m.
Milwaukie Center
5440 SE Kellogg Creek Dr. (in North Clackamas Park)

Written comments may be mailed to: The Milwaukie City Council,
10722 SE Main St., Milwaukie OR 97222.



Milwaukie Downtown Development Association

10952 SE 21st Street, Suite 5 - Milwaukie, Oregon 97222 (503)653-0378

Manager

Sharon Dixon

Board

■ President

Pamela Reynolds

Statements Plus

■ Vice President

Champ Husted

Milwaukie Bowl

■ Treasurer

Larry Froland, O.D.

Optometrist

Dan Bartlett

Milwaukie City Manager

Arlie Brown

Perry Pharmacy

Dave Libbey

Libbey's Restaurant

Craig Lomnicki

Mayor of Milwaukie

Gary McClain

Mundorff, McClain & Kovac

Steve Morse

Milwaukie Lumber Co.

Jean Myers

Milwaukie Popkorn Products
Candyland

Doug Naef

Milwaukie Insurance

Keith Richey

Peake Memorial Chapel

Steering Committee

Kent Frutiger

Gary Hubbard

Hubbard Dairy Queen

Bill Hupp

Ron Kinsella

S.A. Fing Rivelli

Fing Rivelli Agency

Rick Warf, D.M.D.

March 1, 1993

To Whom It May Concern:

The Milwaukie Downtown Development Association (MDDA) has voted unanimously to endorse the McLoughlin Light Rail Corridor. They also would suggest that the route go through, or as reasonable to, the downtown area.

As a representative of the board, I personally look forward to the light rail system in Milwaukie.

Champ Husted, who is on the Citizens Advisory Committee, also is in favor of the McLoughlin Corridor through Milwaukie.

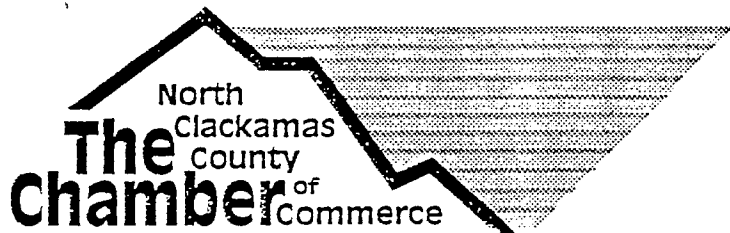
Thank you for your consideration in this matter.

Sincerely,

Keith Richey

Keith Richey
Peake Memorial Chapel

cc: Champ Husted



7740 S.E. Harmony Rd.
Milwaukie, OR 97222-1269
(503) 654-7777

March 10, 1993

Metropolitan Service District
2000 SW First
Portland, OR

Attention: George Van Bergen

The North Clackamas County Chamber of Commerce is a non-profit corporation made up 600 businesses and individuals in the North Clackamas County area. We have been representing businesses in the area for over 38 years.

The North Clackamas County Chamber of Commerce has closely followed the region's discussions on light rail expansion into Clackamas County. As a Chamber of Commerce, there is considerable support among our members for such expansion. The Chamber of Commerce has considered the alternative routes being discussed by Metro and the Citizen Advisory Committee. It was the unanimous direction of the North Clackamas County Chamber of Commerce's Board of Directors to support and lobby for the Milwaukie Route. Although many of our members have businesses in the I-205 corridor, they also support the Milwaukie route as the best route for Clackamas County.

Thank you for your consideration of our letter of support.

Sincerely,

Rob Carnahan
President 1992-93

March 10, 1993

North Clackamas County Chamber of Commerce
Board of Directors
7740 S.E. Harmony Road
Milwaukie, OR 97222-1269

re: North/South Study Area Recommendation
Light Rail

Dear Board of Directors,

On behalf of the Area and Economic Development Committee, and after soliciting input during our last A&EDC meeting, it is the recommendation that the North Clackamas County Chamber of Commerce endorse the Milwaukie/McLoughlin route for the Southern choice of light rail.

This recommendation is made with the alternative for the southern route being the 205 corridor.

There is an understanding with this recommendation that the light rail project terminate at Clackamas Town Center in either case.

Please see the attached Exhibit "A" for further details. This Exhibit is a copy of the South Study Area Findings from the North/South Transit Corridor Study-Phase I: Priority Corridor Analysis which was prepared in March of 1993.

If you would like to participate in further input on this decision making process, please see Exhibit "B" entitled Phase I Decision Making Process-Draft Schedule-North/South Transit Corridor Study. The starred dates are the targeted meetings.

MOTION: The Area and Economic Development Committee hereby recommends the North Clackamas County Chamber of Commerce Board of Directors affirm the Milwaukie route.

P.S. Time is running out

Respectfully submitted,

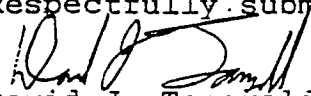

David J. Tangvald
Vice President
Area and Economic Development

Exhibit "A"

SOUTH STUDY AREA FINDINGS

Land Use and Economic Development

1. The Milwaukie Corridor contains more existing and year 2010 population and employment than the I-205 South Corridor.
2. The Milwaukie Corridor, due to its longer length, contains more developable and redevelopable land than the I-205 South Corridor.

Traffic and Transit Ridership

3. McLoughlin Boulevard is currently and will continue to be more congested than I-205. All of the representative highway segments analyzed on McLoughlin Boulevard are at or approaching Level of Service E, while all of the representative segments on I-205 are well below capacity.
4. The Milwaukie Corridor is projected to attract over twice as many HCT daily riders, in the year 2010, as the I-205 South Corridor.
5. P.M. peak-hour, peak direction riders in the Milwaukie Corridor are projected to be 2.3 - 5.0 [depending on the location] times greater, in the year 2010, than in the I-205 South Corridor.

Environmental Sensitivity

6. In overall terms, the Milwaukie Corridor has a greater potential for environmental risks than does the I-205 South Corridor.

Equity

7. The Milwaukie Corridor serves a larger population of minority, poor, youth and elderly than does the I-205 South Corridor.

Operating Costs and Efficiencies

8. The Milwaukie Corridor is projected to exhibit almost twice the Farebox Recovery Rate of that in the I-205 South Corridor.
9. The Milwaukie Corridor provides greater long-term HCT capacity than does the I-205 South Corridor.

Capital Costs

10. The capital cost of the full-length [Clackamas Town Center and Oregon City] system is 22 percent higher in the Milwaukie Corridor than in the I-205 South Corridor. For the \$157 million premium, the Milwaukie Corridor serves Milwaukie directly while the I-205 South Corridor does not.




Cost Effectiveness

11. The total annualized cost-per-HCT rider in the Milwaukie Corridor is almost 60 percent less than in the I-205 South Corridor.

Exhibit "B"

Phase I Decision Making Process
DRAFT SCHEDULE
North/South Transit Corridor Study
as of February 24, 1993

- February 24 CAC; Discussion of Results Reports
- February 25 PMG; Discussion of Results Reports
- February 26 Joint TPAC/RTC-RTAC; Status Report
- March 1 Public Open house; North Clackamas Park (Milwaukie)
- March 3 Public Open house; Clark College (Vancouver)
- March 4 Public Open house; Westminster Presbyterian (Portland)
- March 4 PMG; Discussion of Results Reports, comments to staff
- March 9 PMG; Preparation of draft recommendation
- March 9 Metro Planning Committee; Study update
- ★ March 10 CAC; Review public comments, issue draft recommendation on priority corridors
- March 11 - April 8 Local Jurisdictional Comment and Review Period
- March 11 JPACT; Discussion of Results Reports and CAC and PMG draft recommendations
- March 11 PMG/TAC; Discussion following JPACT briefing
- March 15 Mailing describing CAC and PMG draft recommendations to public
- ★ March 16 JRPC/C-Tran Board; Discussion of Results Reports and CAC and PMG draft recommendations
CITY OF MILWAUKIE PUBLIC HEARING 7:00 PM
- March 17 RTC-RTAC; Recommendation on North Priority corridor
- March 19 TPAC Mailing
- March 23 PMG; If necessary
- March 23 Metro Planning Committee; Briefing on Results Reports
- March 25 TAC

-  March 30 JPACT Public Hearing (evening)
- March 31 PMG; Review public comments, issue final recommendation
-  March 31 *return* CAC; Review public comments, issue final recommendation
- April 1 TPAC; Special meeting for recommendation on priority corridors to JPACT
- April 2 JPACT mailing for priority corridor decision meeting
- April 6 RTC Board/JRPC/C-Tran Board; Decision on north priority corridor
- April 8 JPACT; Decision on priority corridors
- April 8 Metro Council; Briefing on Results Reports
- April 13 Metro Planning Committee Hearing; Recommendation to Metro Council on priority corridors
-  April 22 Metro Council Hearing; Decision on priority corridors



The Parish of St. John the Evangelist

Episcopal

Founded 1851 on the Banks of the Willamette

2036 S.E. Jefferson Street
Milwaukie, Oregon 97222

Diocese of Oregon
The Rt. Rev. Robert L. Ladehoff, Bishop

Telephone (503) 653-5880

The Reverend Richard K. Toll, Rector
The Reverend Lark Stephenson, Associate

Dear Craig -

We be in Jerusalem at the time of the hearings on the Council.

I want to say that my hope is that the Milwaukie Council will be chosen. I realize the final placement is not to be decided yet but it is my hope as a part of the challenge to stimulate the downtown area and look forward to a strong future. Please count me as an advocate of the Milwaukie Council.

Faithfully

Richard K. Toll

ARDENWALD-JOHNSON CREEK
NEIGHBORHOOD ASSOCIATION
c/o Sherri Campbell, President
3803 S.E. Filbert Street
Milwaukie, OR 97222

February 11, 1993

To Whom It May Concern:

On February 9, 1993, the Ardenwald-Johnson Creek Neighborhood Association voted unanimously to support selection of the McLoughlin/I-5 North Corridor as the next regional transit corridor.

Our neighborhood area is unique in that it comprises residents from two cities, Portland and Milwaukie, and two counties, Clackamas and Multnomah. It was pointed out that the McLoughlin Corridor would benefit all of us by bringing new development into our area. It was also noted that a transit corridor will give people travel choices while linking one part of the region to another.

Neighborhood Association members stated that they are not endorsing a particular alignment at this time. They look forward to future involvement in deciding the best alignment and to working with the Cities of Milwaukie and Portland.

Sincerely,

Sherri S. Campbell

Sherri Campbell, President

SC/mgh



CLAIR KUPPENBENDER

10753 S. E. 29th Avenue
Milwaukie, Oregon 97222
(503) 654-8870

RECEIVED
CITY OF MILWAUKIE

'93 FEB 29 AM 8 27

February 28, 1993

Milwaukie City Council
10722 S. E. Main Street
Milwaukie, OR 97222

Re: TRANSIT CORRIDOR

After reviewing the potential transit corridor, it appears there is only one logical location based upon the two presented. That corridor should be the corridor from downtown Portland south to Oregon City. This should be similar to the historic streetcar route used for many years. My reasons are:

- 1) That route has a much higher residential density as well as that route will service more small businesses;
- 2) Since the McLoughlin corridor is more established, such service would serve more older patrons who have a much higher need for public transportation;
- 3) Downtown Portland is attempting to reduce vehicular traffic into that area and this route would more readily meet that criteria;
- 4) Residents in the eastern area are generally younger and more mobile and would tend to rely on their own personal vehicles more and use public transit less;
- 5) Traffic to the airport generally would serve fewer people's needs where service to downtown would serve their needs more for shopping, medical and business requirements;
- 6) Without good, adequate service through (near) downtown Milwaukie, the downtown area will cease to exist as any kind of a retail center;
- 7) McLoughlin Boulevard, even with its new improvements, will continue to be a difficult means to downtown Portland where I-205 will continue to meet its goals for several years;
- 8) With the goal of establishing the Oregon Trail Center in Oregon City, this service would provide good transportation for tourists;

February 28, 1993
Milwaukie City Council
Clair Kuppenbender

9) The I-205 Corridor can receive consideration at a later time when the needs can be established;

10) The Sellwood-Milwaukie-Oak Grove-Jennings Lodge-Oregon City route was served for many years and should be re-established as a viable transportation link of those communities;

11) A spur or route to the Clackamas Town Center from Milwaukie would enhance all of the previous comments.

I strongly believe that the City of Milwaukie, Clackamas County and even the State of Oregon would be highly remiss if they do not plan immediately to make this transportation corridor the next one built.

Sincerely,



Clair L. Kuppenbender

City Council:

my family & I
would much prefer
the Milwaukee Corridor
for the light rail.

I know that we
would use this much
more frequently and
I think it might
stimulate the down
town Milwaukee
business. They would
sure use it. Also the
route along the river
is much more
attractive to the
passengers. Thanks

Barbara M. Curran, Esq.

RECEIVED
CITY OF MILWAUKEE
93 FEB 28 PM 12 47

To: Charlie Leeson, city of Oregon City
Tom Hoffman, Oak Lodge Water District
Cheryl Broetje, Oak Lodge Community Council
Jim Cannici, Oak Lodge Fire District
Dan Bartlett, city of Milwaukie
Kent Squires, Oak Lodge Sanitary District

two pages

From: Ron Partch, city of Gladstone

- Here's a copy of our draft letter in case you are planning to do something similar.

March 9, 1993

Joint Policy Advisory Committee on Transportation
Metro
2000 S.W. First Avenue
Portland, OR 97201-5398

DRAFT

Re: South Corridor High Capacity Transit

The purpose of this letter is to provide comment for a decision relating to the Phase I North/South Transit Corridor Study.

We understand that the Joint Policy Advisory Committee on Transportation (JPACT) is scheduled on April 8, 1993 to make a recommendation to the Metro Council on priority corridors, and the Metro Council is scheduled to make a decision concerning this matter on April 22, 1993.

We further understand that the South Study Area basically consists of two options:

- *The I-205 South Corridor generally extending from the Gateway Transit Center to Oregon City, and*
- *The Milwaukie Corridor generally extending from the Portland Central Business District (CBD) to Oregon City.*

As you know, a decision will be made later on alignments concerning the Milwaukie Corridor which generally consist of the corridor extending from the Portland CBD to near the Clackamas Town Center and/or the corridor extending from the Portland CBD to Oregon City. The city of Gladstone looks forward to participation at a later date in any evaluation process concerning alignments of the Milwaukie Corridor.

The city of Gladstone has carefully evaluated the two options of the I-205 South Corridor and the Milwaukie Corridor. We understand that the two options represent about the same construction cost. However, study "conclusions" relating to the two options

Joint Policy Advisory Committee on Transportation
Metro
March 9, 1993
Page Two

generally favor the Milwaukie Corridor. Furthermore, in our judgment, the location of the Milwaukie Corridor is more suitable to serve higher density and generally lower income residential areas, thereby providing more convenient service to people more likely to need it compared to the I-205 Corridor. In addition, for many years the city of Gladstone has contemplated possible ways to revitalize its Portland Avenue Business District and selection of the Milwaukie Corridor would allow opportunity to extend it along Portland Ave to Oregon City. Based on these considerations, the city of Gladstone encourages JPACT to recommend the Milwaukie Corridor as the preferred option.

The city of Gladstone appreciates the excellent work reflected in the Phase I North/South Transit Corridor Study and the dedication of elected officials who serve on JPACT.

CITY OF GLADSTONE

Wade Byers
Mayor



METRO

The North/South Transit Corridor Study

Priority Corridor Analysis: Findings And Recommendations

DRAFT FOR PUBLIC REVIEW

MARCH 1993

Task Manager:

Metro

Consultant:

Steven M. Siegel & Associates

Contributing Agencies:

Metro

In cooperation with:

City of Milwaukie

City of Portland

City of Vancouver

Clackamas County

Clark County

C-TRAN

Multnomah County

Oregon Dept. of Transportation

Port of Portland

Regional Transportation Council

Tri-Met

Washington State Dept. of Transportation

"The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Transit Administration and by the Washington State Department of Transportation. The opinions, findings and conclusions expressed in this report are not necessarily those of the Federal Transit Administration or the Washington State Department of Transportation."

PRIORITY CORRIDOR ANALYSIS: FINDINGS AND RECOMMENDATIONS

Executive Summary

I. PURPOSE OF THE ANALYSIS

- [a] The primary purpose of this report is to evaluate and recommend the Priority Corridor in the South Study Area and the Priority Corridor in the North Study Area. The Priority Corridor designation has two implications:
 - [i] It has been locally determined that further and more detailed analyses of High Capacity Transit [HCT] options in the corridor are warranted, and
 - [ii] The corridor is locally determined to be the priority corridor for Federal Transit Administration [FTA] High Capacity Transit funds [Section 3 New Start funds] in the Study Area it serves.
- [b] Improvement strategies will also be prepared for those corridors which are not selected as a Priority Corridor. These "non-Priority Corridor" improvement strategies may include further consideration of HCT options. However, such analyses would be prepared without FTA involvement and, therefore, any resulting project would not be eligible for FTA funds [unless Alternatives Analysis/Draft Environmental Impact Statement [AA/DEIS] activities were later undertaken].
- [c] A second purpose of this report is to define the relationship between the Priority Corridors for the North and South Study Areas. Specifically, the report evaluates and recommends whether the South Priority Corridor should proceed into the AA/DEIS and funding stages ahead of the North Priority Corridor, as currently prescribed by adopted regional policy, or if the two Priority Corridors should proceed concurrently.
- [d] While data is shown for shorter alignment options, the issue at hand is not the selection of a terminus. The data for the terminus options is shown to demonstrate that the conclusions being drawn are independent of the ultimate selection of a terminus.

II. SOUTH STUDY AREA RECOMMENDATION

- [a] Based on the findings summarized in Table ES-1, the Milwaukie Corridor is recommended to be the Priority Corridor in the South Study Area.
- [b] Staff is directed to refine and analyze alignment, station and terminus options in the Milwaukie Corridor as part of Phase II of the Preliminary Alternatives Analysis and

return to JPACT with a recommendation on a small set of promising options for Alternatives Analysis and preparation of a Draft Environmental Impact Statement.

- [c] It is recommended that the Airport Corridor, which runs along I-205 between the Gateway Transit Center and Portland International Airport, be uncoupled from the I-205 South Corridor and further analyzed as set forth in Section IV, below.

III. NORTH STUDY AREA RECOMMENDATION

- [a] Based on the findings summarized in Table ES-2, the I-5 North Corridor is recommended to be the Priority Corridor in the North Study Area.
- [b] Staff is directed to refine and analyze alignment, station and terminus options in the I-5 North Corridor as part of Phase II of the Preliminary Alternatives Analysis and return to JPACT with a recommendation on a small set of promising options for Alternatives Analysis and preparation of a Draft Environmental Impact Statement.

IV. AIRPORT STUDY AREA RECOMMENDATION

- [a] Based on the findings summarized in Table ES-3, it is recommended that staff analyze the design and possible funding sources for constructing and operating an HCT corridor to the Portland International Airport, as a non-Priority Corridor.
- [b] Staff is directed to return to JPACT, at the conclusion of Phase II of the Preliminary Alternatives Analysis, with a recommendation on whether and, if applicable, how to proceed with an Airport Corridor HCT project.

V. RECOMMENDATION ON NON-PRIORITY CORRIDORS

- [a] Staff is directed to prepare an intermediate-term improvement strategy for the I-205 South and I-205 North [into Clark County] Corridors which do not include HCT improvements.

VI. RECOMMENDED ACTION PLAN

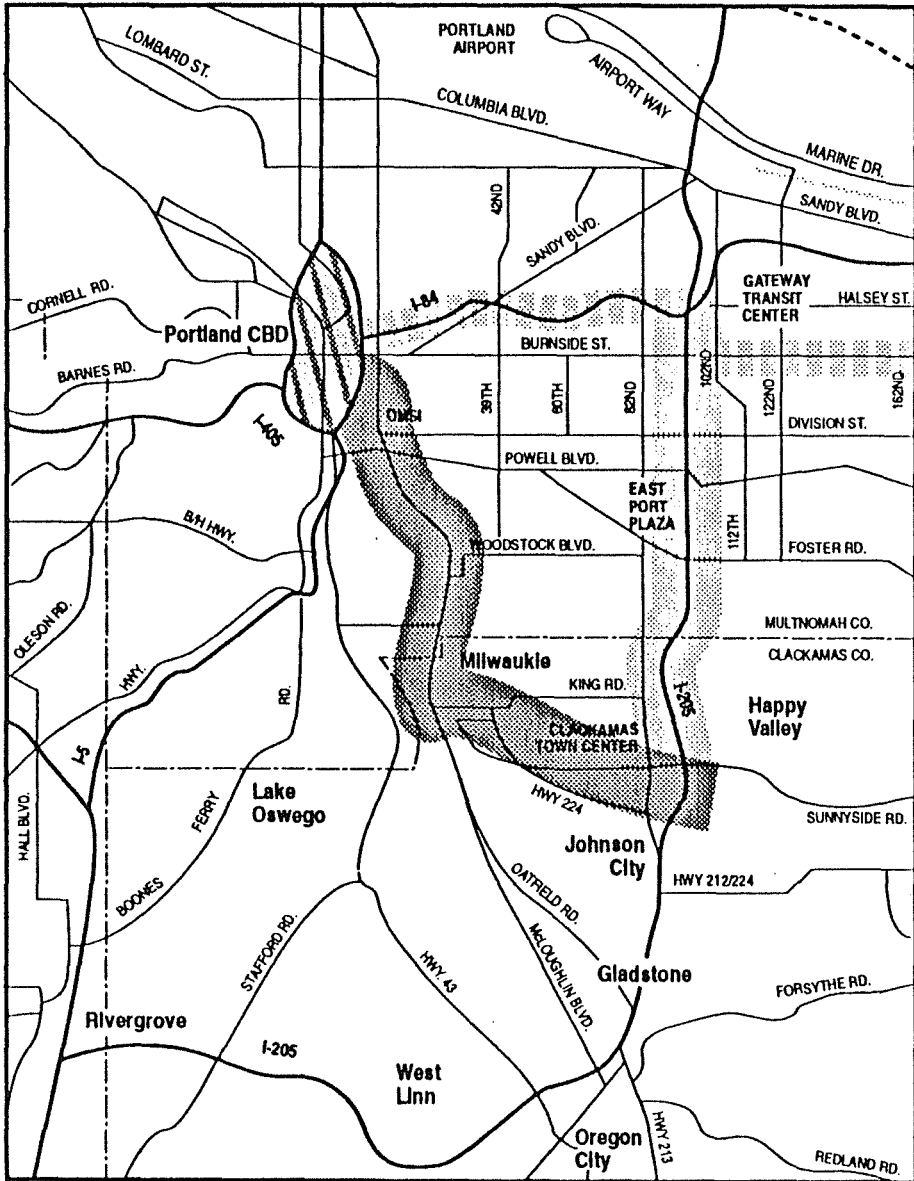
Based on the findings summarized in Table ES-4, the following Action Plan is recommended:

- [a] Seek to concurrently prepare Alternatives Analysis and the Draft Environmental Impact Statement on both Milwaukie Corridor and I-5 North Corridor HCT alternatives.
 1. Request assistance from the Oregon and Washington congressional delegations to include a provision in the FY 1994 federal Appropriations Bill to permit the concurrent preparation of AA/DEIS work in both corridors.




[b] Seek to concurrently secure financing for an HCT alternative in both the Milwaukie Corridor and the I-5 North Corridor.

1. Take all steps necessary to seek the maximum practical authorization of Section 3 New Start funds for a North/South Corridor in the upcoming federal transportation authorization bill. The actual amount of federal funds, matching ratio and distribution of federal funds between corridors is to be determined on the basis of further technical, financial and political analyses.
2. The acquisition of federal authorization for a North/South Corridor must be done in the context of first/concurrently completing the funding for the Westside LRT and the Hillsboro Extension.
3. Since the possibility exists that a federal transportation authorization bill could occur as early as federal FY 1995, regional funding activities, including the approval of state and local funding sources in both Washington and Oregon, should be completed prior to this date.
4. The development and implementation of a funding package for the North/ South Corridor should be done in the context of funding the long-term HCT system.

[c] In addition to seeking the capital funds for a North/South HCT project, the region should take all steps necessary to secure sufficient funds to operate a North/South HCT project and related bus feeder system.

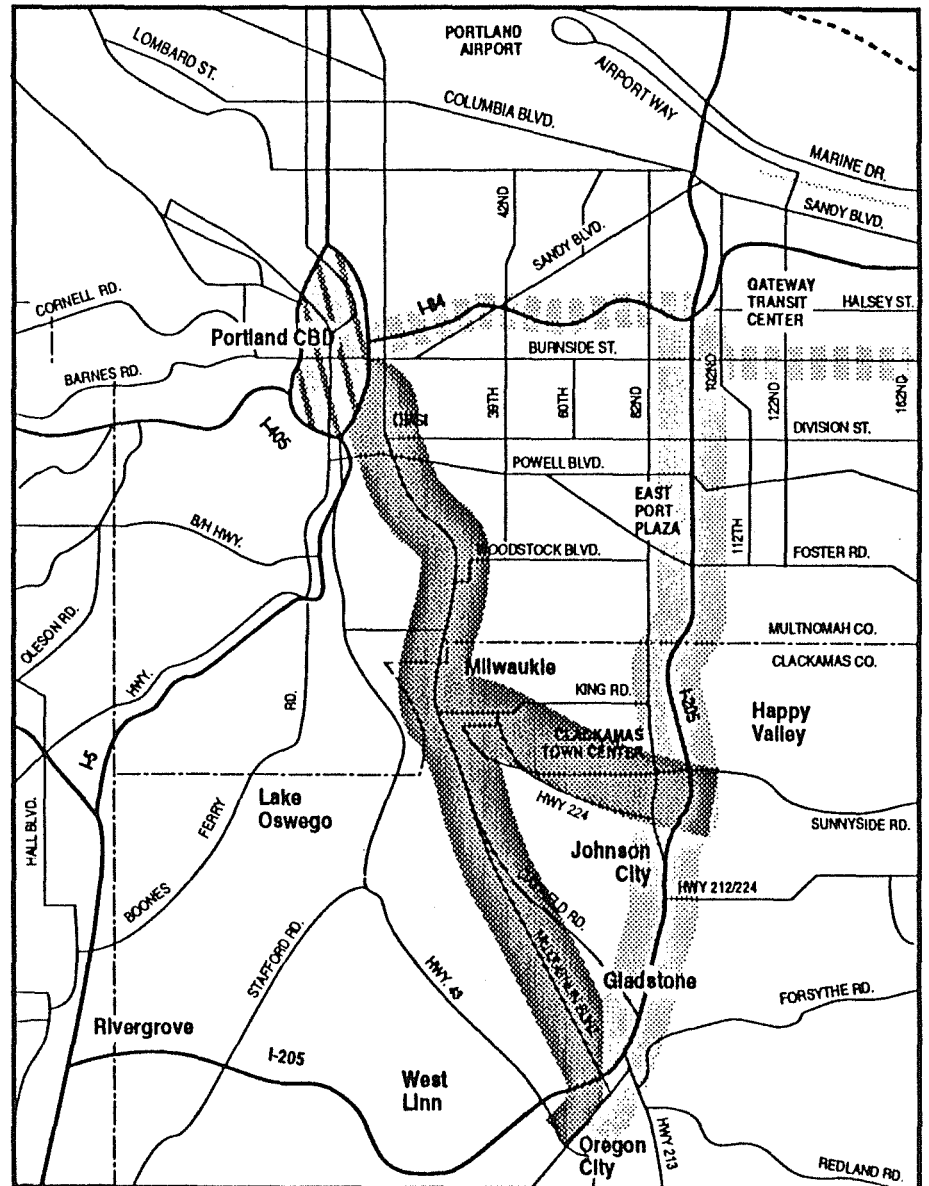


North/South Transit Corridor Study: South Study Area




-  = Milwaukie corridor to Clackamas Town Center
-  = I-205 South corridor to Clackamas Town Center
-  = Existing light rail



METRO

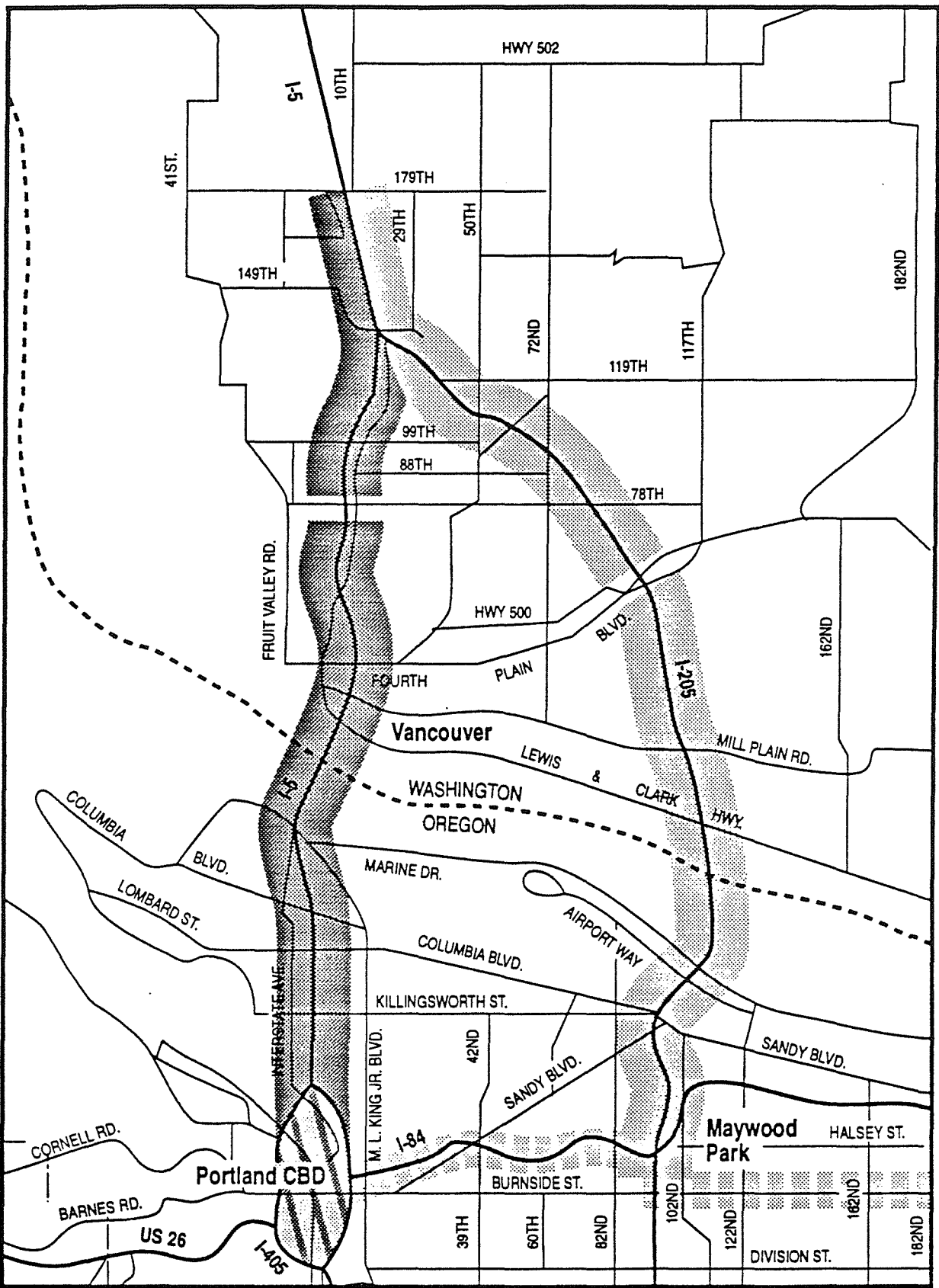


North/South Transit Corridor Study: South Study Area

-  = Milwaukie corridor to Oregon City
-  = I-205 South corridor to Oregon City
-  = Existing light rail



METRO



North/South Transit Corridor Study: North Study Area

- = I-5 North corridor
- = I-205 North corridor
- = existing light rail



METRO

**TABLE ES-1
SOUTH STUDY AREA FINDINGS**

Land Use and Economic Development

1. The Milwaukie Corridor contains more existing and year 2010 population and employment than the I-205 South Corridor.
2. The Milwaukie Corridor, due to its longer length, contains more developable and redevelopable land than the I-205 South Corridor.

Traffic and Transit Ridership

3. McLoughlin Boulevard is currently and will continue to be more congested than I-205. All of the representative highway segments analyzed on McLoughlin Boulevard are at or approaching Level of Service E, while all of the representative segments on I-205 are well below capacity.
4. The Milwaukie Corridor is projected to attract over twice as many HCT daily riders, in the year 2010, as the I-205 South Corridor.
5. P.M. peak-hour, peak direction riders in the Milwaukie Corridor are projected to be 2.3 - 5.0 [depending on the location] times greater, in the year 2010, than in the I-205 South Corridor.

Environmental Sensitivity

6. In overall terms, the Milwaukie Corridor has a greater potential for environmental risks than does the I-205 South Corridor.

Equity

7. The Milwaukie Corridor serves a larger population of minority, poor, youth and elderly than does the I-205 South Corridor.

Operating Costs and Efficiencies

8. The Milwaukie Corridor is projected to exhibit almost twice the Farebox Recovery Rate of that in the I-205 South Corridor.
9. The Milwaukie Corridor provides greater long-term HCT capacity than does the I-205 South Corridor.

Capital Costs

10. The capital cost of the full-length [Clackamas Town Center and Oregon City] system is 22 percent higher in the Milwaukie Corridor than in the I-205 South Corridor. For the \$157 million premium, the Milwaukie Corridor serves Milwaukie directly while the I-205 South Corridor does not.

Cost Effectiveness

11. The total annualized cost-per-HCT rider in the Milwaukie Corridor is almost 60 percent better than in the I-205 South Corridor.

TABLE ES-1 (b)
SUMMARY STATISTICS FOR THE SOUTH CORRIDOR

FACTOR/TERMINUS OPTION	MILWAUKIE CORRIDOR	I-205 SOUTH CORRIDOR
NUMBER OF HOUSEHOLDS [2010]		
Full ¹	31,300	21,200
Short ²	23,600	14,100
CORRIDOR EMPLOYMENT [2010]		
Full	65,800	50,900
Short	58,200	30,600
CORRIDOR CONGESTION: 2010-NO BUILD PEAK HOUR V/C RATIOS IN CORRIDOR	0.91 - 1.40	0.54 - 0.88
CORRIDOR HCT RIDERSHIP [2010]		
Full	19,100	9,500
Short	16,800	6,700
CAPITAL COST: WITH DOWNTOWN IMPVTS. \$1993, Millions		
Full	\$ 864	\$ 707
Short	\$ 599	\$ 467
NET ANNUAL OPERATING COST [2010]		
Full	\$ 6.51	\$ 7.33
Short	\$ 3.95	\$ 3.63
FAREBOX RECOVERY RATIO [2010]		
Full	29.4%	15.5%
Short	39.1%	20.7%
COST-EFFECTIVENESS ³		
Full	\$13.21	\$30.41
Short	\$10.35	\$25.73

¹ HCT line between Downtown Portland, Clackamas Town Center and Oregon City

² HCT line between Downtown Portland and Clackamas Town Center

³ A local cost effectiveness measure was used in this analysis

**TABLE ES-2
NORTH STUDY AREA FINDINGS**

Land Use and Economic Development

1. The I-5 North Corridor contains more existing and year 2010 population and employment than the I-205 North Corridor.
2. The I-205 North Corridor contains more developable and redevelopable land than the I-5 North Corridor.

Traffic and Transit Ridership

3. I-5 is currently and will continue to be more congested than I-205. By the year 2010, almost all of the representative highway segments analyzed on I-5 are approaching or exceeding Level of Service (LOS) E, while almost all of the representative segments on I-205 are at LOS D or better.
4. The I-5 North Corridor is projected to attract twice as many HCT daily riders, in the year 2010, as the I-205 North Corridor.
5. Year 2010 p.m. peak-hour, peak direction riders in the I-5 North Corridor are projected to be 85 percent more than in the I-205 North Corridor.

Environmental Sensitivity

6. In overall terms, the I-5 North Corridor has a greater number of environmentally sensitive sites than the I-205 North Corridor, although the I-205 North Corridor has greater ecosystem risks.

Equity

7. The I-5 North Corridor serves a larger population of minority, poor and elderly than does the I-205 North Corridor. The amount of "youth" in both full-length corridors is roughly the same.

Operating Costs and Efficiencies

8. LRT in the I-5 North Corridor is projected to exhibit a 10 percent better Farebox Recovery Rate of than a Busway in the I-205 North Corridor.
9. The I-5 North Corridor provides greater long-term HCT capacity than does the I-205 North Corridor.

Capital Costs

10. The capital cost of the full-length I-5 North LRT is substantially higher than the I-205 North Busway. This difference is due to the different mode assumed for the I-205 North Corridor, not the location, configuration or characteristics of the corridor itself.

Cost Effectiveness

11. In spite of its higher capital cost, the total annualized cost-per-HCT rider in the full-length I-5 North Corridor is almost 20 percent less than in the I-205 North Corridor. The difference is even greater with a North Vancouver terminus option.

TABLE ES-2 (b)
SUMMARY STATISTICS FOR THE NORTH CORRIDOR

FACTOR/TERMINUS OPTION	I-5 NORTH CORRIDOR	I-205 NORTH CORRIDOR
NUMBER OF HOUSEHOLDS [2010]		
Full ¹	35,700	33,000
Short ²	24,900	19,200
CORRIDOR EMPLOYMENT [2010]		
Full	74,400	30,700
Short	67,700	23,000
CORRIDOR CONGESTION: 2010 NO-BUILD PEAK HOUR V/C RATIOS IN CORRIDOR	0.77 - 1.21	0.69 - 0.85
CORRIDOR HCT RIDERSHIP [2010]		
Full	21,800	10,900
Short	19,300	9,300
CAPITAL COST: WITH DOWNTOWN IMPVTS. \$1993, Millions	LRT	BUSWAY
Full	\$ 914	\$ 383
Short	\$ 709	\$ 288
NET ANNUAL OPERATING COST [2010]	LRT	BUSWAY
Full	\$ 7.00	\$ 4.13
Short	\$ 4.33	\$ 3.64
FAREBOX RECOVERY RATIO [2010]		
Full	31 %	27 %
Short	39 %	27 %
COST-EFFECTIVENESS		
Full	\$10.82	\$13.28
Short	\$ 8.02	\$11.35

- ¹ HCT line between Downtown Portland and 179th Street in Clark County
² HCT line between Downtown Portland and North Vancouver [78th Street/Vancouver Mall]

**TABLE ES-3
AIRPORT STUDY AREA FINDINGS**

Land Use and Economic Development

1. Under the Metro forecasts, year 2010 employment in the Airport Study Area is projected to be 22,600. PDX and PIC combined represent about 9,500 employees. The forecasted employment is lower than the other Study Areas, this Area is smaller and much more concentrated.
2. The Port of Portland, based on the Master Plans for the Portland International Center and the Airport, forecasts that year 2012 employment at PDX and PIC will be about 18,400, almost twice the amount in the Metro forecasts.
3. PDX is a unique trip attractor in that the major reason for considering an HCT connection to PDX is to serve passenger trips, not work trips. The PDX Master Plan projected the number of annual passengers to grow from about 8 million today to about 16 million in the year 2012 [35,500/day].

Traffic and Transit Ridership

4. The level of service on I-205 in the Airport Study Area is currently at acceptable levels, and expected to generally remain below capacity.
5. Using the Metro model, year 2010 daily HCT ridership in the Airport Study Area is forecasted to be about 4,600, lower than in the other Study Areas. A 1988 study by Peat Marwick found that transit mode splits to airports in the U.S. with a rail connection ranged between 4 and 15 percent. Using the high end of the range found by Peat Marwick and the Port of Portland employment and passenger projections, the number of transit riders in the Airport Study Area would be almost twice that projected by the Metro model.

Environmental Sensitivity/Equity

6. The environmental risks are low.
7. Because the Airport Study Area does not have a large population base, there are relatively small amounts of "disadvantaged" and "transit dependent" sub-groups in the Study Area.

Operating Costs and Efficiency/Capital Cost

8. The Net Annual HCT Operating Cost of the Airport Corridor is \$2.15 million, significantly less than the other corridors examined. The projected Farebox Recovery Rate is about 23 percent. This rate could double if the Port of Portland and/or Peat Marwick assumptions prove out.
9. The capital cost of an Airport LRT to be \$214.5 million, much lower than the other corridors examined. Tri-Met engineers have indicated that this estimate includes costs which may not be needed with a "starter" line or can be deferred. This lower cost option will be estimated in Phase II.

Cost Effectiveness

10. The cost-effectiveness index is \$19.83, better than the I-205 South Corridor, but not as good as the others. This cost-per-rider would be substantially less if the Port of Portland, Peat Marwick and/or Engineering Staff assumptions prove out.

**TABLE ES-4
FUNDING OPTION FINDINGS**

1. Given the estimated capital costs of a North/South HCT project, it is likely that federal funds will be necessary if funding for both projects is concurrently pursued in the next few years.
2. To have a reasonable chance of securing Section 3 New Start funds, it is necessary to secure an earmarked authorization for the project[s] in the next federal authorization bill. Whether these funds should be for a South Corridor Project or a combination North/South Corridor depends on technical, financial and political analyses that must be undertaken.
3. While the ISTEA is authorized through federal FY 1997, a mini-authorization bill or an extension of the ISTEA is anticipated for federal FY 1995 at the time Congress designates the National Highway System.
4. The acquisition of federal authorization for a North/South corridor must be done in the context of first/concurrently completing the funding of the Westside LRT project and the Hillsboro extension.
5. To maximize the likelihood of securing federal authorization, two principles should be followed:
 - [a] The further a project proceeds through the FTA AA/DEIS process, the more likely it is that a substantial federal authorization can be achieved. Accordingly, the region should take steps to complete AA/DEIS work as expeditiously as possible. It may not be realistic to have this work complete in time for a FY 1995 mini-authorization bill [if one happens], but this work is certainly able to be completed in time for FY 1998 authorization bill [if this one happens].
 - [b] The closer the region is to having secured commitments for all of its state and local funding, the more likely it is that a substantial federal authorization can be achieved. Accordingly, the region should take all steps to secure these commitments prior to federal FY 1995.
6. The HCT funding requirements and procedures in the State of Washington are in a state of flux. It is likely critical that C-TRAN secure approval of a substantial amount of state HCT funding no later than the 1994 legislative session.
7. Local [C-TRAN] funding will likely also be necessary. To obtain local funding, C-TRAN will have to seek voter approval of the project and, under existing law, the funding source. Possible local funding sources include a local option Sales and Use Tax and/or Motor Vehicle Excise Tax and/or Employer Tax in Clark County.
8. Assuming a FY 1995 mini-authorization bill, it may be desirable to have the local vote in 1994.
9. The funding possibilities in the State of Oregon are also in flux. It would be extremely helpful to gain approval of the state transit funding options in the current legislative session. This includes the constitutional amendment, emissions fee [or an equivalent] and the STP fund transfer to transit. If any one of these options fail in the 1993 session, it will be essential that they, or an equivalent, be approved in the 1995 session.
10. Local [Tri-Met] funding will also likely be necessary. Assuming that voter approval of one or more sources may be necessary, it may be desirable to have the local vote in 1994.

3. Community Relations

Strengthen and expand communications with the City's residents using elements of the draft action plan. These elements include: The development of a support system for neighborhood association start-up; an effort to continue to get the word out to citizens about what positive things are happening in the City; evaluation of an Office of Community Relations; and holding town hall meetings twice each year to inform citizens of Council programs and goals and receive in-put from citizens.

KEY COUNCIL COMMENTS:

- * Work to define Council and staff responsibility
- * Establish means of communication with neighborhood groups
- * Provide recognition of associations under general guidelines

ACTION PLAN

Item	Lead	Date
1. Neighborhood Groups/Involvement (6)	Maggie	
a. Allocate staff and resources into office of community information--includes neighborhood associations		
b. Establish and implement a Neighborhood Advisory Committee Program City-wide.	Maggie	
i) Establish purpose, title, composition of Neighborhood Advisory Committees (See Draft Framework Proposal - Page 8)	Maggie/C.D. PC	September to October, 1992
ii) Review and refine Draft Proposal	C.D./PC Admin./CC	October, 1992
iii) Adopt necessary ordinances and procedure documents	CC	October, 1992
iv) Implement Neighborhood Advisory Committee Plan for Six Months	C.D./Other City Staff	November '92 April 1993
v) Evaluate Program; make necessary modifications	City Staff PC/CC NAC's	May, 1993
c. Neighborhood groups--visitations by fire-rescue companies to neighborhood gathering (coffee groups/block picnics)	Dept. Heads Council	Summer '92

REVITALIZED CITIZEN INVOLVEMENT PROGRAM FRAMEWORK

City of Milwaukie

This framework is structured to meet Statewide Planning Goal One (Citizen Involvement) requirements and to fulfill adopted citizen involvement program policies in the Milwaukie Comprehensive Plan.

GOAL:

Establishment and smooth implementation of five Neighborhood Advisory Committees.

PURPOSE AND DUTIES:

1. The first purpose is to provide neighborhood input and comment on planning applications and requests affecting individual neighborhoods. This fulfills Goal One requirements. Comments and recommendations are forwarded to staff, Planning Commission, Historic Review Committee, etc., or to City Council, in a timely manner, depending on the request.
2. The second purpose is to provide comments and suggestions on items of Citywide interest. This could include programs proposed by Police, Fire, Public Works, Parks & Recreation, the Library; or could be topic-based, such as recycling, light rail, housing density, etc. All City Departments would have access to the Committee agenda to use these groups for input.
3. The third purpose is to have a channel to voice concerns by each neighborhood area. These might include needs for latchkey programs, traffic problems, litter problems, etc. -- whatever livability concerns might arise.

COMPOSITION:

Five to seven members who geographically represent each "district" outlined in the Comprehensive Plan. No more than two realtors should serve at the same time. The five to seven members are considered the voting members, and they elect a chairperson and a secretary.

STAFFING AND MEETINGS:

Community Development personnel are responsible for serving as staff for these Committees. Each Committee must meet at least nine times each year. Meeting agenda are required.

FEEDBACK:

Assigned staff would be responsible for forwarding questions, comments and recommendations to the appropriate bodies. Responses would be cycled back to each group.

CITY OF MILWAUKIE



COMMUNITY DEVELOPMENT
PUBLIC WORKS

6101 S E JOHNSON CREEK BLVD

TELEPHONE 852-4410

MEMORANDUM

TO: Mayor and City Council

THRU: Dan Bartlett, City Manager *DB*

FROM: R. Tim Corbett, Public Works Director *RTC*

SUBJECT: Adoption of the North Clackamas Service Area Sewerage
and City of Milwaukie Facilities Plan

DATE: March 5, 1993

Action Requested

Consider the attached Resolution adopting the North Clackamas Service Area and City of Milwaukie Sewerage Facilities Plan.

Background

The Milwaukie City Council reviewed the Facilities Plan recommendation during a December 1, 1992 work session (staff report attached). Based on the information received in the work session, City Council directed staff to draft the attached letter for the Mayor's signature indicating Council's support of the Plan recommendation and offering to participate in a joint Public Hearing to consider adoption of the plan .

The City of Milwaukie and Clackamas County have scheduled a joint Public Hearing for March 10, 1993 (staff report attached). To ensure public input in the process, City and County Staff also worked with a Citizen Advisory Committee in the development of the Sewerage Facilities Plan. During the joint Public Hearing, additional public input will be received.

The Sewerage Facilities Plan and the Plan recommendation have been formulated in consideration of both public input and technical issues. Adoption of the Sewerage Facilities Plan and the recommendation by both the City Council and County Board of Commissioners is the final step in the facilities planning process.

2

Recommendation

Staff will formulate its recommendation after reviewing Public testimony received at the joint Public Hearing scheduled for March 10, 1993.

attachments

RTC/rtc

RESOLUTION NO. _____

A RESOLUTION OF THE CITY OF MILWAUKIE, OREGON, ADOPTING THE NORTH CLACKAMAS SERVICE AREA AND CITY OF MILWAUKIE SEWERAGE FACILITIES PLAN WHICH INCLUDES SPECIFIC IMPROVEMENTS TO BE MADE AT THE KELLOGG WASTEWATER TREATMENT PLANT

WHEREAS, both the City of Milwaukie and Clackamas County have worked cooperatively in the development of the Sewerage Facilities Plan; and

WHEREAS, the Plan recommendation was put forth by a Citizen Advisory Committee which was assembled to ensure public input was received throughout the development of the plan; and

WHEREAS, the City had substantial representation on the Citizen Committee by citizens interested and impacted by the final recommendation; and

WHEREAS, these improvements will provide odor control and sight mitigation in addition to maintaining plant capacity while a regional approach to sewerage treatment is examined, therefore

BE IT RESOLVED by the City Council of the City of Milwaukie that it hereby adopts the North Clackamas Service Area and City of Milwaukie Sewerage Facilities Plan.

Introduced and adopted by the City Council on

_____.

Craig J. Lomnicki, Mayor

ATTEST:

Pat Duval, City Recorder

APPROVED AS TO FORM:

O'Donnel, Ramis, Crew & Corrigan

4

CITY OF MILWAUKIE



COMMUNITY DEVELOPMENT
PUBLIC WORKS

6121 S.E. JOHNSON CREEK BLVD

TELEPHONE 852-4211

MEMORANDUM

TO: Milwaukie City Council &
Clackamas County Board of Commissioners

THRU: Dan Bartlett, City Manager *NTC for DLB*

FROM: R. Tim Corbett, Public Works Director *NTC*

SUBJECT: Adoption of the North Clackamas Service Area Sewerage
and City of Milwaukie Facilities Plan

DATE: March 1, 1993

Action Requested

Hold a joint Public Hearing and consider citizen input regarding the adoption of the North Clackamas Service Area Sewerage Facilities Plan.

Background

The City of Milwaukie and Clackamas County have been working together since January of 1991 to develop a long range Sewerage Facilities Plan for the North Clackamas service area to ensure that adequate sewerage services will be provided over the next 20 years. City and District staff worked with CH2M Hill and the Citizen Advisory Committee to ensure that public input was considered in the development of the Sewerage Facilities Plan.

The study has been completed and the Sewerage Facilities Plan recommendation has been formulated in consideration of both public input and technical issues. Adoption of the Sewerage Facilities Plan and the recommendation is the final step in the facilities planning process. The Milwaukie City Council reviewed the Facilities Plan recommendation in a December 1, 1992 work session (staff report attached). Based on the information received in the work session, City Council directed staff to draft the attached letter for the Mayor's signature indicating Council's support of the Plan recommendation and offering to participate in a joint Public Hearing to adopt the plan .

Discussion

If the Facilities Plan is adopted by both the Council and Board of Commissioners, short term capital improvements will begin this summer. Necessary plant upgrades will occur over the next 5 years totaling \$10.2 million and additional \$3.2 million will be spent on odor and sight mitigation.

The plant upgrades are designed to maintain current capacity of 10.2 million gallons per day (MGD) and to ensure that the treatment plant's permit standards are not violated. It is anticipated that with these operating improvements, plant capacity will be sufficient to serve Milwaukie and Service District until approximately 2005. This will provide adequate time to assess regional alternatives in addition to the long term alternatives outlined in the Sewerage Facilities Plan.

The plant will be located in the Milwaukie river front area for at least the next 8 to 12 years and if the plan is adopted, mitigation of odor problems will be accomplished over the next two years. Mitigation efforts were viewed to be of major importance to numerous groups represented on the Citizen Committee and to City and County staff.

The attached Resolution which adopting the Plan will be placed on the March 16, 1993 Council Agenda for consideration.

attachments

RTC/rtc

6

CITY OF MILWAUKIE



COMMUNITY DEVELOPMENT
PUBLIC WORKS
6101 S E JOHNSON CREEK BLVD
TELEPHONE 652-4410

MEMORANDUM

COPY

TO: Mayor and City Council

THRU: Dan Bartlett, City Manager *DB*

FROM: R. Tim Corbett, Public Works Director *RTC*

SUBJECT: Sewerage Facilities Plan Recommendation

DATE: November 19, 1992

Action Requested

Review the attached Sewerage Facility Plan recommendation and provide input and direction to Staff regarding acceptance of the recommendation.

Background

City staff has been working with CH2M Hill, Clackamas County Sewer District #1 and a Citizens Advisory Committee in a joint effort to develop a Sewerage Facilities Plan for the North Clackamas County area. This joint effort began in January of 1991 and will continue until final plan adoption. A draft Facilities Plan was completed in August of 1992.

City and County staff have worked closely with the Citizen Advisory Committee in developing the attached Sewerage Facility Plan recommendation. Milwaukie was well represented on the Citizen Committee with members from the Island Station Neighborhood, the Milwaukie Citizen Utility Advisory Committee and Planning Commission. Adoption of the plan and recommendation are the final steps in the process.

Discussion

Clackamas County Service District 1 (CSD 1) staff has requested that the City Council review the attached recommendation and provide input to the County Commissioners prior to their final adoption of the Facilities Plan. Adoption of the Facilities Plan will allow the recommended improvements to be implemented.

A synopsis of the recommendations which are relevant to the Kellogg Treatment Plant follows:

1. Construct 10.2 million dollars in improvements when needed to allow the plant to meet discharge requirements and meet growth needs in the near future (10 - 12 years). These improvements are outlined in Table 5-3 from the Draft Sewerage Facilities plan (attached).
2. Implement level B short term mitigation improvements aimed at reducing odor and enhancing landscaping at the plant (see attached table 6-3).
3. Proceed immediately with design development for level B short term mitigation improvements outlined above. Work with the Milwaukie Planning Commission and other interested citizens from the Citizen Advisory Committee in a design review process.
4. Complete a regional study to look at regional alternatives to treat sewage in North Clackamas County with other service providers in the region.
5. Select a long term alternative for Sewage Treatment by 1995 from alternatives outlined in the Sewerage Facilities Plan and additional alternatives which might be recommended in the proposed regional study.

This recommendation, if implemented would have the following results:

1. An increase in rates for residential users is anticipated in the amount of \$1.84 per month for level B mitigation purposes. This does not include rate increases which are anticipated as a result of increased costs for collection system maintenance. Additional rate increases are also expected as a result of the 10.2 million dollars of identified improvements to meet discharge requirements and to ensure adequate capacity for the next 10 to 12 years.
2. Odors from the Kellogg plant would be virtually eliminated following level B mitigation improvements. Higher levels of mitigation would be expected to increase the implementation period by at least one year.
3. Approximately \$200,000 would be included in level B mitigation for landscape improvements at the plant.
4. Additional time would be "bought" by making the recommended 10.2 million dollars of additional improvements and provide time to assess regional alternatives. The ability to assess regional options could lead to cost savings related to long term treatment.

Staff has already begun to work with CSD 1, Portland, Oak Lodge Sanitary District, and Tri Cities (West Linn, Oregon City and Gladstone) to consider implementation of a regional facilities study. A scope of work is being developed and an Inter-Governmental Agreement will be presented to Council in the near future to consider Milwaukie's participation in the study.

Conclusion/Recommendation

The Citizen Advisory Committee and City staff involvement in the development of the Sewerage Facilities Plan provided an excellent opportunity for the City's concerns to be recognized in the development of the final recommendation. The recommendation was agreed upon through consensus by City and County staff as well as by the varied interests represented on the Citizens Advisory Committee.

In light of the cooperative effort in the development of the Facilities Plan, Staff recommends that Council support the attached recommendation of the North Clackamas Sewerage Advisory Committee. It is further recommended that Council direct staff to draft a letter to the County Commissioners for signature by the Mayor indicating acceptance and agreement with the Sewerage Facilities Plan recommendation.

RTC/rtc

attachments

RECOMMENDATION
OF THE
NORTH CLACKAMAS SEWERAGE FACILITY ADVISORY COMMITTEE
ON THE
SEWERAGE FACILITIES PLAN - OCTOBER 22, 1992

The North Clackamas Service Area/Milwaukie Sewerage Facilities Plan (SFP) is a dynamic document. The first version of the plan is nearing completion.

The North Clackamas Sewerage Facilities Committee has been meeting since June 1991 to review the ongoing preparation of the SFP, and to ensure that community concerns were addressed. The Committee's recommendation summarizes the preliminary decisions which have been made and provides a schedule for updating the document and making future decisions.

This section summarizes 1) the advisory committee's concerns with existing sewerage facilities, 2) the public input process in 1991-92, and 3) the committee's recommendation on the Sewerage Facilities Plan. Additional public input may occur as the Milwaukie City Council and Clackamas County Board of Commissioners review the SFP and the Committee/staff recommendations

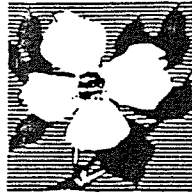
Facilities Advisory Committee Input

Early in the advisory committee process, 35 items of concern were identified regarding existing facilities (see Attachment 1). The committee held 15 meetings in 1991-92. The committee's initial concerns covered about 11 areas:

1. As is, the plant will not be able to meet the growth needs of its service area at ultimate build-out.
2. The plant may not be able to meet new discharge requirements as is.
3. The plant produces odors.
4. The plant blocks public access to the river front.
5. The plant occupies strategic land on the river front hindering development of downtown Milwaukie.
6. The plant is unsightly.
7. The plant creates traffic problems.
8. New construction will be costly.

1. Construct the improvements to the collection system as shown in Table 5-2 of Chapter 5 (see Attachment 2) when needed to meet growth demands.
2. Implement the necessary short-term improvements to meet regulatory and operational concerns as described in the Treatment System Analysis portion of Chapter 5 in the Preliminary Sewerage Facilities Plan (see Table 5-3 in Attachment 3). Completion of these short term improvements will ensure that capacity of the Kellogg Creek Plant will meet district needs until around 2005. This will allow time to complete and update the facilities plan (see recommendation 7).
3. Implement short-term mitigation features through Level B, Positive Odor Control (place covers over primary clarifiers) and Landscaping to achieve positive odor control and enhanced landscaping by summer of 1994. See Table 6-3 of Chapter 6 (Attachment 4).
4. Proceed immediately with design development for the recommended short-term improvements in items 2 and 3 above. Coordinate design development and site plan with the Milwaukie Planning Commission and other interested citizens of the district in a joint design review process similar to the existing Facilities Advisory Committee process. The staff should develop the designs within the costs in Tables 5-3 and 6-3 as adjusted for inflation.
5. Expedite completion of the feasibility study for the development of a regional plant that could serve the growth needs of the North Clackamas Service Area, Lake Oswego, Oak Lodge, and Tri-City areas. Coordinate this investigation with the sewage service providers in the region. Complete this study by the end of 1994.
6. By the end of 1995, select a long-term alternative for meeting the future sewerage needs with input from the Facilities Advisory Committee. Update the facilities plan to reflect the community's growth, plant performance and operational needs, regulatory changes, and the results of the regional investigation. Develop a financing strategy considering contribution from future growth. A Facilities Advisory Committee should be convened for this facilities planning update.

CITY OF MILWAUKIE



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FAX (503) 652-4433

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December 9, 1992

Clackamas County Board of Commissioners
906 Main Street
Oregon City, OR 97045

Subject: Sewerage Facility Advisory Committee Recommendation

Dear Commissioners:

The Milwaukie City Council has reviewed the recommendation of the North Clackamas Sewerage Facility Advisory Committee in a recent work session. On behalf of the Milwaukie City Council, I would like to extend our appreciation for the efforts put forth to develop a process in which all interested parties had an opportunity for input into this important decision.

We are particularly pleased that the diverse group of citizens comprising the Citizen Committee was able to reach consensus. After considering the quality of the public process and the consensus reached by the community, the City Council voted unanimously to support the recommendation of the Citizen Advisory Committee.

The City Council would like to offer assistance in moving the Sewerage Facility Plan process forward in any manner which you and your staff deem appropriate. We would like to offer our participation in a joint public hearing when the Facilities Plan is considered for adoption. The process has presented an excellent opportunity for us to work together in a coordinated fashion on an issue that affects customers from both of our jurisdictions.

Thank you for the efforts put forth by you and your staff.

Sincerely,

A handwritten signature in cursive script that reads "Craig J. Lomnicki". The signature is written in dark ink and is positioned above the printed name of the Mayor.

Craig J. Lomnicki
Mayor

c: Helene Lichtman
Bruce Erickson

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
MARCH 2, 1993**

The one thousand six hundred and sixty-sixth meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:05 p.m. in the Milwaukie Center with the following Councilmembers present:

Craig Lomnicki,
Mayor
Rick Farley

Jean Schreiber
Rob Kappa
Bob Knudson

Also present:

Dan Bartlett,
City Manager
Mike Robinson,
City Attorney
Charlene Richards,
Assistant to the
City Manager

Maggie Collins,
Community Development
Director
Pat DuVal,
Recorder/Secretary

PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

Historic Moments

Mayor Lomnicki discussed the early nursery and fruit business in the Milwaukie area. An ox-drawn wagon was loaded with 700 young fruit trees in the mid-west and arrived in this area in 1847. About one-half of the trees survived the journey and were planted on a five-acre cleared area which is now Waverley. This was an early phase of our thriving Northwest fruit business.

Milwaukie Downtown Development Association (MDDA) Annual Report

Larry Froland, MDDA Treasurer, 14110 SE Fair Oaks Way, discussed the 1993 budget and the results of a recently compiled business survey. He discussed several of the planned expenditures; the recruitment for the vacant Downtown Manager's position; and the downtown parking enforcement program.

Froland discussed the facade improvement project. MDDA is offering up to \$500 for improvements and is working in conjunction with local banks to make additional low interest loans to downtown business owners. He said residents can look forward to cosmetic improvements in the downtown district.

CITY COUNCIL MEETING - MARCH 2, 1993

Froland discussed the recently completed downtown business survey. Owners indicated that they felt they were doing better and that there was potential for increased business. They also indicated support for the parking program and the facade improvement project.

Councilmember Kappa said the survey indicated that not many of the businesses advertise on a regular basis. **Froland** said many of the downtown businesses responding were in the service industry and did not usually advertise. Other businesses were very small and did not have the funds to advertise.

Froland addressed the amount budgeted for payroll and contingency.

Councilmember Schreiber asked if there would be a profit and loss statement for Council review. **Pam Reynolds**, MDDA President, said there was a profit and loss statement for the end of 1992 available.

Froland said the revenue source has not changed dramatically since last year.

Councilmember Schreiber asked if last year's promotions had generated any income. **Froland** said about \$6,000 was raised last year. He said he could provide Council with information on upcoming promotions.

Councilmember Knudson asked for additional information on the facade improvement program. **Froland** said a design review committee had been formed that would review the applications from downtown business owners. They would attempt to standardize the look of the downtown area.

Councilmember Knudson asked if there would be any carpentry work on the storefronts. **Froland** said business owners could make as many improvements as they liked as long as the design criteria were met. He added that there had also been a discussion of landscaping and benches, but the grants were only for facade improvements.

Councilmember Schreiber said she understood there was a cooperative program with Milwaukie High School. **Froland** said Principal Winder was receptive to working with the MDDA and discussed the Applause Program.

Councilmember Kappa asked **Froland** which promotions were most successful. **Froland** said the "Share the Lights Festival" at Christmas and the "May Plant Sale" were the most successful.

PUBLIC HEARING

Consider Revision of City Sign Ordinance, File No. ZA-92-01
- Ordinance

Mayor Lomnicki called the public hearing on adoption of revisions to the City Sign Ordinance to order at 7:26 p.m.

Mayor Lomnicki said the purpose of the hearing was to consider adoption of revisions to the City Sign Ordinance located in Title 14 of the Milwaukie Municipal Code as recommended by the Milwaukie Planning Commission.

Mayor Lomnicki reviewed the conduct of the hearing. He said the applicant had the burden of proving that the proposed rezoning of the property is consistent with the City of Milwaukie's Zoning Ordinance and Comprehensive Plan.

Mayor Lomnicki said that all testimony and evidence must be directed toward criteria in the plan or land use regulation which one believes applies to the decision. Failure to address a criterion or to raise any other issue with sufficient specificity to afford the decision maker and the parties an opportunity to respond precludes an appeal to the Land Use Board of Appeals based on that criteria or issue.

There were no ex parte contacts or conflicts of interest announced. There was no challenge to any member's impartiality or jurisdiction to consider the proposal.

Staff Report: Maggie Collins, Community Development Director, presented the staff report in which the City Council was requested to consider an ordinance that would revise the City Sign Ordinance located in Title 14 of the Milwaukie Municipal Code as recommended by the Milwaukie Planning Commission. The Planning Commission began work on this project in October, 1992 and undertook a thorough revision of the sign ordinance. The Commission held a series of three public work sessions on this project and prepared six drafts of proposed revisions.

Collins announced that the City Attorney had advised that an additional finding be added to the proposed ordinance referring to Statewide Planning Goals and Guidelines. She reviewed the findings in the proposed ordinance. She said the Planning Commission and the Milwaukie Downtown Development Association (MDDA) had reviewed and endorsed the proposed ordinance.

CITY COUNCIL MEETING - MARCH 2, 1993

Councilmember Kappa referred to 14.20.010 Signs prohibited. He asked if this section would also prohibit the placement of garage sale signs in the right-of-way. He asked how the City would deal with a person who placed a garage sale sign in the public right of way. **Bartlett** said signs placed on a traffic control signal or in the public right-of-way would be taken down. The City would store these signs for 30 days and would dispose of them after 30 days if not claimed.

Mayor Lomnicki asked if sign owners would be notified of code violations. **Bartlett** said staff does not do this unless a chronic problem is identified.

Councilmember Schreiber asked if "For Sale" signs in a vehicle window were prohibited. **Mike Robinson**, City Attorney, said it was the attorney's opinion that it was not advisable to regulate car signs. The Oregon Constitution, however, prohibits and regulates the contents.

Councilmember Farley said anything could be put in or on a vehicle. He asked if signs attached to a balloon were prohibited. **Collins** said attaching a sign to a balloon was not allowed. She said that signs are for identification and based upon reasons.

Correspondence: None.

Testimony in Support: None.

Testimony in Opposition: None.

Staff Comments: None.

Questions of Clarification: None.

Close Public Testimony: **Mayor Lomnicki** closed the public testimony portion of the hearing at 7:43 p.m.

Discussion among Councilmembers: **Councilmember Kappa** said he believed it was a good document and expressed his gratitude to the Planning Commission and Community Development staff.

It was moved by **Councilmember Schreiber** and seconded by **Councilmember Kappa** to read the ordinance repealing Title 14 of the Milwaukie Municipal Code and subsequent amendments thereto, entitled the "Sign Ordinance of the City of Milwaukie, Oregon" and recreating the "Sign Ordinance of the City of Milwaukie, Oregon" (ZA-92-01) for the first time by title only. Motion passed 5 - 0 with the following vote: **Mayor Lomnicki**, **Councilmember Farley**, **Councilmember Schreiber**, **Councilmember Kappa**, and **Councilmember Knudson** aye; no nays; no abstentions. The ordinance was read for the first time by title only.

CITY COUNCIL MEETING - MARCH 2, 1993

It was moved by Councilmember Kappa and seconded by Councilmember Farley to read the ordinance repealing Title 14 of the Milwaukie Municipal Code and subsequent amendments thereto, entitled the "Sign Ordinance of the City of Milwaukie, Oregon" and recreating the "Sign Ordinance of the City of Milwaukie, Oregon" (ZA-92-01) for the second time by title only. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions. The ordinance was read for the second time by title only.

It was moved by Councilmember Farley and seconded by Councilmember Knudson to adopt the ordinance repealing Title 14 of the Milwaukie Municipal Code and subsequent amendments thereto, entitled the "Sign Ordinance of the City of Milwaukie, Oregon" and recreating the "Sign Ordinance of the City of Milwaukie, Oregon" (ZA-92-01). Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

ORDINANCE NO. 1733:

AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,
REPEALING TITLE 14 OF THE MILWAUKIE MUNICIPAL CODE
AND SUBSEQUENT AMENDMENTS THERETO, ENTITLED THE
"SIGN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON"
AND RECREATING THE "SIGN ORDINANCE OF THE CITY OF
MILWAUKIE, OREGON" (ZA-92-01).

Consider Code Amendment Establishing Criteria for Sister
City Relationships - Ordinance

Mayor Lomnicki called the public hearing to consider adoption of the Sister City Ordinance to order at 7:45 p.m.

Mayor Lomnicki said the purpose of the hearing was to consider adoption of an ordinance that would amend the Milwaukie Municipal Code by adopting an ordinance establishing criteria for Sister City relationships.

Mayor Lomnicki reviewed the conduct of the hearing.

Staff Report: Dan Bartlett, City Manager, presented the staff report in which the City Council was requested to consider an ordinance that would amend the Milwaukie Municipal Code by establishing criteria for Sister City relationships. This would give authority to a Sister City organization. He said the City has been working with the City of Iwaki, Japan, since April, 1990, and Mayor Kodera visited the City in August, 1991. Milwaukie has joined the Sister Cities International and reviewed documents from the cities of Portland and Gresham regarding Sister City

CITY COUNCIL MEETING - MARCH 2, 1993

relationships. After adoption of the proposed ordinance, members of the community can form a Sister Cities Association and prepare for a proposed visit by the Mayor of Iwaki, tentatively scheduled for June 4, 5, and 6.

Bartlett reviewed the process of this project and the relationship that was promoted in 1963 as part of the "People to People Program." This was a predecessor to the Sister City Program and was considered non-active in 1967.

Councilmember Kappa asked who initiated the contact. **Bartlett** said the City of Iwaki was seeking a Sister City relationship in this area and had contacted Professor Kodachi at Lewis & Clark College. Mayor Kodera and Professor Kodachi assessed several cities in the area, and Milwaukie was recommended. Dr. Haga visited Milwaukie in May, 1990 as an Iwaki representative to assess the possible affiliation.

Councilmember Knudson asked if the visitors coming in June would be able to visit the Public Safety Building. **Bartlett** said they would be able to tour the facility, but it would not be completed by June.

Bartlett discussed the Rotary Exchange Program and the Japanese Exchange Program at Milwaukie High School. He attended a session at Milwaukie High School to recruit freshman students to participate in the exchange, and the students were agreeable to meeting the Iwaki visitors. He discussed the exchange program in Yakima, Washington.

Councilmember Farley asked in what areas of agriculture the Iwaki visitors were interested. **Bartlett** said on their tour of Milwaukie, the visitors had been interested in the Oregon Cutting Systems tools and the work done at Pendleton.

Councilmember Schreiber said the Iwaki visitors had been interested in the Native Americans and perhaps this could be covered in more depth on their next trip.

Bartlett reviewed the tentative plans for the June visit.

Correspondence: None.

Audience Participation: None.

Staff Comments: None.

Questions of Clarification: None.

Close Public Hearing: Mayor Lomnicki closed the public testimony portion of the hearing at 8:05 p.m.

Discussion among Councilmembers: None.

CITY COUNCIL MEETING - MARCH 2, 1993

It was moved by Councilmember Schreiber and seconded by Councilmember Kappa to read the ordinance establishing criteria for City of Milwaukie Sister City relationships and adding Section 2.44 to the Municipal Code for the first time by title only. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions. The ordinance was read for the first time by title only.

It was moved by Councilmember Kappa and seconded by Councilmember Farley to read the ordinance establishing criteria for City of Milwaukie Sister City relationships and adding Section 2.44 to the Municipal Code for the second time by title only. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions. The ordinance was read for the second time by title only.

It was moved by Councilmember Schreiber and seconded by Councilmember Kappa to adopt the ordinance establishing criteria for City of Milwaukie Sister City relationships and adding Section 2.44 to the Municipal Code. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

ORDINANCE NO. 1734:

AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,
ESTABLISHING CRITERIA FOR CITY OF MILWAUKIE SISTER
CITY RELATIONSHIPS AND HEREBY ADDING TO THE
MUNICIPAL CODE OF MILWAUKIE SECTION 2.44.

AUDIENCE PARTICIPATION

None.

OTHER BUSINESS

Consider Portland General Electric Franchise Agreement -
Ordinance

This agenda item was held over to March 16, 1993.

Consider Appropriation of Contingency - Resolution

Dan Bartlett, City Manager, presented the staff report in which the City Council was requested to consider a resolution transferring budget appropriations. He said it had been the practice in developing budgets that funds for salary increases be held in contingency until all salary figures were known. The proposed resolution also transferred \$55,263 to the Library Fund and \$80,880 to the Fire Rescue Fund.

Bartlett discussed the amount of money left in contingency. The audit identified \$872,000 ending fund balance. It is the City's goal to end the 1992-1993 budget year with an ending fund balance of \$700,000.

It was moved by Mayor Lomnicki and seconded by Councilmember Kappa to adopt the resolution transferring funds from contingency to various appropriation categories.

Councilmember Kappa asked what would happen if the City had an emergency. Bartlett said the balance of funds were not shown in the General Fund. The funds were in the Local Government Investment Pool.

Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

RESOLUTION NO. 5-1993:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, TRANSFERRING FUNDS FROM CONTINGENCY TO VARIOUS APPROPRIATION CATEGORIES.

Consider Letter Supporting Metro Greenspaces Grant

Dan Bartlett, City Manager, presented the staff report in which the City Council was requested to authorize the Mayor to sign a letter supporting the Metro Greenspaces grant application. This would continue inner-city restoration projects; trails and greenway planning; environmental education; and public outreach. Metro is also applying for funds to establish a Greenspaces pilot land acquisition fund. Bartlett pointed out that the City has already benefitted from some of the Metro projects.

CITY COUNCIL MEETING - MARCH 2, 1993

It was moved by Councilmember Knudson and seconded by Councilmember Farley to authorize the Mayor to sign a letter supporting the Metro greenspaces grant application. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

Commission Appointments

It was moved by Councilmember Kappa and seconded by Councilmember Knudson to appoint Greg Gibson to the Traffic Safety Commission; Dr. Don Simpson to the Parks and Recreation Commission; Scott McClure to the Planning Commission; and reappoint Don Trotter to the Planning Commission. Mayor Lomnicki explained that the Council believed that it was in the public interest to extend the appointment of Don Trotter to the Planning Commission beyond the two term limitation. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

Council directed staff to prepare a letter of appreciation to Betty Fulmore for serving on the Planning Commission.

Gang Task Force

Councilmember Kappa discussed correspondence from Senator Dave McTeague regarding a meeting on Wednesday, March 3. He said he had been requested to attend and give a general overview of the activities in Clackamas County.

North/South Transit Corridor

Bartlett said he and Mayor Lomnicki would attend a meeting of the Clackamas County Board of Commissioners and County staff regarding the proposed light rail corridor.

CONSENT AGENDA

It was moved by Councilmember Schreiber and seconded by Councilmember Kappa to adopt the Consent Agenda which consisted of the City Council Minutes of February 16, 1993. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

CITY COUNCIL MEETING - MARCH 2, 1993

INFORMATION

Councilmember Schreiber announced Casino Night on March 12.

Mayor Lomnicki reminded voters that the ballots would be mailed on March 5 for the Sheriff's 3-Year Serial Levy.

Mayor Lomnicki announced an executive session to be held immediately following adjournment of the regular session pursuant to ORS 192.660 1(b)(h).

ADJOURNMENT

Mayor Lomnicki adjourned the meeting at 8:28 p.m.

Pat DuVal, Recorder/Secretary

EXECUTIVE SESSION

Mayor Lomnicki called the meeting to order under ORS 192.660 (b)(h). The Council reviewed code enforcement complaints against a City employee and heard comments from Tim Corbett, Maggie Collins, Charlene Richards, Mike Robinson, and Dan Bartlett. Councilors reviewed the history of code enforcement and discussed their concerns.

The Council did not take any action on the complaint or staff presentation. Bartlett indicated that he would handle the matter administratively.

Mayor Lomnicki adjourned the meeting at 9:30 p.m.

Dan Bartlett, City Manager

MILWAUKIE PLANNING COMMISSION
MINUTES
TUESDAY, January 12, 1992

COMMISSION PRESENT

Chairman Trotter
Gordon Jones
John Littlehales
Bill Johnson
Pat Lent

COMMISSIONERS ABSENT

Carolyn Tomei
Betty Fulmore

STAFF PRESENT

Maggie Collins,
Community Dev. Dir.
Dave Krogh,
Associate Planner
Paul Roeger, Office
Engineer
Shirley Richardson,
Hearings Reporter

1.0 CALL TO ORDER

Chairman Trotter called the meeting to order at 6:35 p.m.

2.0 PROCEDURAL QUESTIONS

Chairman Trotter informed the audience that a second consideration item was to be added to the agenda. Tonight the Commission would also be considering 5.2, Recommendation for Street Vacation of 23rd Avenue. He then explained the meeting format and the public hearing process. He asked the audience if there were any questions. There were none.

3.0 CONSENT AGENDA

3.1 PLANNING COMMISSION MINUTES - December 8, 1992

Pat Lent moved to approve the minutes of December 8, 1992, as presented. Bill Johnson seconded. MOTION CARRIED 4-0 with one abstention. John Littlehales was not at that meeting.

4.0 PUBLIC COMMENT - None.

5.0 CONSIDERATION ITEMS

5.1 Applicant: North Clackamas Parks and Recreation District
Property Owner: City of Milwaukie
Location: 11022 SE 37th Avenue
Proposal: To install a sign in an R-5 Zone (CI-92-01)

Chairman Trotter opened the discussion on the consideration of the proposal from the North Clackamas Parks and Recreation District to install a sign in an R-5 Zone. There was no audience present.

R-5 Zone. There was no audience present.

Dave Krogh passed out pictures of the subject site. The representative from the North Clackamas Parks and Recreation District was unable to attend tonight's meeting. A copy of the site plan and elevation drawing of the proposed sign was included in the Staff Report.

The North Clackamas Parks and Recreation District offices are located at the former Milwaukie City Fire Administration offices on 37th Avenue. The District proposes a small, free-standing sign with a sign face area of 3 feet by 2 feet by four inches. The sign is 3 feet, 6 inches above the top of the support post. It is set back 23 feet from the edge of the street. The pictures show accurate setbacks and that the sign does not infringe upon clear vision concerns.

Staff feels the sign is attractive, in a suitable location, and an adequate size for this type of use. Staff recommends approval.

QUESTIONS OF STAFF BY THE COMMISSIONERS

Bill Johnson asked if the sign was up before permit approval? **Dave Krogh** stated that the sign was not up; the pictures show the sign sitting in posts, but the posts are not set.

John Littlehales noted that references in the Staff Report should be "Section 3.01.3" instead of "4.01.3."

John Littlehales moved to approve CR-92-01 based on the findings as stated in the Staff Report with the corrections in the first finding of "3.01.3 of the Sign Ordinance." **Bill Johnson** seconded. MOTION CARRIED 5-0.

5.2 STREET VACATION OF 23RD AVENUE

Chairman Trotter explained that this consideration item was added to the agenda tonight. The results of the consideration will be a recommendation to City Council. A full hearing before City Council will be held on January 19, 1993.

Maggie Collins submitted to the Commission a packet containing an information sheet explaining the procedures the City uses to evaluate a request for street vacation, a Staff Report from Paul Roeger, Office Engineer, and a copy of the 23rd Avenue Closure of Traffic Impact Report.

The criteria the City Staff uses to evaluate the benefit and/or detriment of a street vacation to the City is outlined in the procedures. If the Commission chooses to make a recommendation tonight, it will be useful to keep these criteria in mind.

Maggie Collins stated that the procedures indicate that prior to the final hearing at City Council, the Planning Commission has the street vacation on its agenda, it can take testimony and may make a recommendation on the proposal to City Council.

QUESTIONS OF STAFF FROM THE COMMISSIONERS

Chairman Trotter noted that this was the first time the Commissioners have seen this information and he asked what the notice process was for the Planning Commission consideration item and for the City Council hearing. **Maggie Collins** stated that the notice provisions for the City Council hearing are found in ORS language contained in the packet information. Notice is two weeks prior to the Council hearing and that all affected property owners are to be notified.

For the Planning Commission consideration hearing, notice is given to adjacent property owners, a sign posted on the subject property, and those who signed the petition for street vacation are considered notified.

APPLICANT'S PRESENTATION

Speaking: Paul Roeger, Office Engineer, City of Milwaukie

Paul Roeger reported that he had received a petition from the North Clackamas School District that 23rd Avenue from Willard Street north about 400 feet be vacated in order to expand the high school into the right-of-way.

Milwaukie High School is the only school in the District where students have to cross the street to get from class to class. Pedestrian safety is a prime concern of the School District.

There are public utilities within the right-of-way that the City will retain easements over. There are some utilities that will be required to be moved. Relocated easements will be provided for.

There is a proposed turn-around at the south end of 23rd and Washington that will meet Fire and Public Works Departments' standards. Emergency access will be retained across the portion that is being vacated. Conditions have been set by the Fire Department that emergency access be retained and the method will be determined during construction if the vacation is approved.

The Traffic Safety Commission recommended approval of this vacation last night, January 11, 1993. There was a concern expressed at that meeting by property owners in the area that there will be an increase of students cutting through a parking lot between two doctors' offices, adjacent to the high school.

The Public Works Department requested a test vacation as part of the traffic study. One of the property owners put a traffic counter at the end of Adams

Street to determine the increase of traffic vs. the traffic before the street vacation. Basically there were 20 cars a day or a 100-vehicle increase in this area during the five-day test period.

Paul Roeger then pointed out on the map the proposed street vacation and improvements. The Traffic Safety Commission is recommending a condition that the dead end turn-around area be used for school staff parking; this will eliminate students going through the doctors' parking lots.

A memo was received from the Police Department; there were no objections to the proposed street vacation. The Fire Marshall's Office did not make a formal recommendation for approval or denial but recommendations were made for emergency access and access to the existing fire protection system on the buildings.

The intent of this closure is to improve pedestrian safety for the students and staff that cross 23rd Avenue going to and from classes.

QUESTIONS FROM THE COMMISSIONERS

Pat Lent asked if a traffic count was done on 27th Avenue? **Paul Roeger** indicated that all the surrounding streets were surveyed. It was determined that there was no increase in the level of traffic. The Summary on Page 33 of the Survey Report states that Level A service will remain at all intersections except at 21st and Washington currently, with the proposed closure, or in the future, projecting to the year 2010.

Bill Johnson asked if the parking lot was intended to be a through parking lot from Adams Street to 23rd Avenue. **Paul Roeger** stated that it is a paved driveway and has been this way for many years.

Bill Johnson asked about the possibility of barricading the end of Adams Street to prevent traffic from going through the parking lot to 23rd. **Paul Roeger** stated that there has not been a request for a barricade.

Chairman Trotter asked if this street vacation was considered before and if so, what has changed since the last consideration. **Paul Roeger** stated that this street vacation was considered by the City in 1986. There was no traffic study conducted at that time. One of the requirements from this consideration was that a traffic study be conducted to determine the effect on the surrounding streets and intersections.

Chairman Trotter asked how much the businesses are effected by this street closure and what percentage of their business is from drive-by traffic? **Paul Roeger** stated that the traffic report did not give information on the effects of an increase in traffic on the surrounding businesses.

Speaking: Dave Church, North Clackamas School District

Mr. Church stated that he was made aware this very afternoon that public testimony would be given. If there had been more time, other representation from the school and parents would be here to testify on why this street vacation is needed. There will be more participation at the City Council meeting.

Mr. Church stated that this request is different from 1986 because at that time the School District was only proposing parking improvements and a mall situation for the safety of the students.

With the passage of their bond issue in 1991, significant improvements to Milwaukie High School were approved. Included in that bond issue was a 12,000-14,000 square foot addition to the school facility. This addition will allow for improvements to the computer technology section of the building, bringing them into an instructional program of the 1990's.

After looking at the campus of Milwaukie High School, it was determined that these kinds of instructional activities were being held in an inappropriate area; an old building across the street called The Annex. It was once a church and it was converted in the mid 1960's on a very limited budget. It has had heating problems for years. The basement is full of water most of the winter. It was suggested that this building be demolished and the activities moved into the main structure.

The school's cafeteria/kitchen does not meet code and is inadequate for the number of students attending the high school. There is an office complex in this basement and it needs to be relocated.

It seemed most appropriate to relocate the cafeteria, kitchen, and offices into a new structure and completely remodel the basement of Milwaukie High School into computer application labs. The architect determined that it would be difficult, if not impossible, to accomplish the goals of the construction of this addition within the confines of the existing property. Part of this goal is to connect the second floor of the main walkway through the building with the main floor of the gymnasium. A cafeteria area and office space will also be included in this new structure. The best alternative is to close 23rd Street in this area only and use a portion of that vacated right-of-way for the new building. This alternative will also accomplish another goal to increase parking. The proposal will provide an increase of 60 parking spaces and focus the bus traffic solely on the south side of the campus.

Mr. Church pointed out on a map the proposed changes to the school. The goal is to have the student focus in one area, realigning the Willard Street entrance to Lake Road at a 90 degree angle, and cutting off Willard Street. Traffic flow and bus loading will be improved.

The temporary closure was very positive for the School District. Comments were received that traffic patterns improved. There were fewer problems with busses. There were fewer problems with students interacting with busses and cars interacting with traffic.

Mr. Church stated that the School District is more than willing to work with adjacent property owners regarding students cutting through the doctors' driveway. He is convinced that once this closure becomes permanent, when the parking and signage is all appropriate and the student focus is placed on the south side of the school, the issue of the parking lot usage will be eliminated. If this is still an issue after the closure, the School District is willing to

mitigate with signage, "no through traffic," or any other suggestions that may relieve the problem.

Mr. Church stated that the public will be better served by this improvement in that it will lessen the incidents of unauthorized people at the campus. Testimony will be given at the City Council meeting on the incidents of undesirable people that are around the campus. This is hard to control because the school is on a public street. With this proposed mall situation, or enclosed campus, the number of incidents of unlawful activity and undesirables will be significantly improved.

Willard Street will be widened to accommodate bus loading and it should significantly reduce the congestion now being experienced.

QUESTIONS FROM THE COMMISSIONERS

Chairman Trotter asked if the drawing presented tonight was the drawing reference in the Staff Report as Exhibit #2. **Dave Church** stated that the drawing on the board was not Exhibit #2. That Exhibit was not provided. It was a rough schematic that was presented before the design specifications were developed.

TESTIMONY FROM THE AUDIENCE

Speaking: Dr. Richard Peterson, 23rd Street

Dr. Peterson stated that there have been many meetings on this issue and there were not a lot of favorable comments. There were three different drawings previously presented. These drawings are not depicted tonight.

Speaking: Paul Olson, 11165 SE 23rd Avenue, Milwaukie

Dr. Olson stated that his property abuts the property school staff has proposed for parking. **Dr. Olson** presented a map of the City and he passed out information containing minutes of the prior public hearing in 1986.

Dr. Olson stated that the School District decided to purchase this property on the west side of 23rd Street in 1960. It is not the adjacent property owners' problem that the school is now complaining the students can't safely get across the street. This should have been considered at the time of purchase.

23rd Avenue is a busy street as stated, but this is not the only school in the area with traffic fronting the school. St. John's School has classroom buildings on both sides of the street and the students are younger; they too have to contend with crossing a busy street and they do not have a problem.

Dr. Olson stated that he purchased a traffic counter and placed it at Washington and 32nd. Seven professionals share the parking lot next to the school. There are dentists, orthodontists, a surgical ophthalmologist, and dispensing opticians. It is a busy parking lot, which is used by the elderly who have had eye surgery to very young dental patients. Many patients are being helped to and from cars and some are having a hard time seeing to getting out of the parking lot. This increased traffic through the parking lot is going to affect the safety of these patients.

The traffic counter showed a 38% increase of traffic in this parking lot. This may be a safe situation for the high school student, but not for patients. The School District's traffic study did not include Adams Street. In closing 23rd Street, the only alternative streets that connect Lake Road and Highway 224 are 27th and 34th Streets. Residents are already unhappy with all the traffic on 34th street to the Milwaukie Marketplace. Closure of 23rd Street will only deflect more traffic to 27th Street.

A traffic counter was also placed at Milwaukie Elementary School on Monday morning at 7:00 a.m. and removed Friday evening at about 6:00 p.m. During this test period, 5,000 cars used 27th Street. During the closure of 23rd Street, there was an 8 percent increase of traffic on 27th Street.

Dr. Olson stated that in 1986 he measured the bus loading area in front of Milwaukie High School and Milwaukie Elementary School. The street area at Milwaukie Elementary was 15 feet narrower than the area at Milwaukie High School. Maybe we should be discussing the widening of 27th Street.

Joe Daminico at Farmers Insurance Company has assured **Dr. Olson** that if there is an increase in accidents, he could expect changes in insurance premiums or trouble getting insurance all together.

Dr. Olson stated that the businesses will be affected by this closure. Their businesses need exposure and they need for customers to see where they are. Customers need convenience and access to these businesses. Property owners need access to their property. **Dr. Olson** does not want to be in the situation of being a health care professional on a dead end street.

Dr. Olson stated that in 1986 there was testimony given that there had never been a documented injury accident on this street. In the information he

passed out is a copy of a letter he wrote to the Police Chief with a reply that to date, there have been no documented accidents in this area on 23rd or 27th Streets; however, there have been several near-misses.

Milwaukie High School was built in 1925 in a downtown, city location. The inconvenience of parents dropping their students off will last only four years; the professional plan to continue their business for many years. Education and business need to co-exist and not be a burden to the other.

Dr. Olson stated that the parking lot is also used by students to cut through when the train is passing through the railroad crossing.

Professionals are sometimes in need of an ambulance. An ambulance service was just across the street, but has recently moved to another location. The three available ambulance locations are a ways away; Clackamas, Oak Lodge, or King Road. The closure of this street would mean that the ambulance companies would also have to use 27th or 34th. This will result in a decrease in service to their customers.

Dr. Olson stated that he is in support of education and wants very much to see the school do well. He suggested that the band building be demolished and used for a bus terminal for loading and unloading of the students. This would eliminate the need to build across the street.

On March 7, 1986, the professionals in this area saw about 486 patients a day; these same figures are applicable today. There are more patients coming into this area than students to the high school and he is concerned about his patients' safety.

Milwaukie High School is open 182 days a year from 7:30 a.m. to 2:15 p.m. The health care facility is open 6 days a week from 7:00 a.m. to 5:30/6:00 p.m.

Dr. Olson stated that in the minutes of the last hearing, Gregg Newstrand, former Commissioner, moved for denial of the project because it was not shown that the benefits to the public would outweigh the possible adverse impacts of the use. The motion passed unanimously. **Dr. Olson** hopes that this Planning Commission will come to the same conclusion.

QUESTIONS FROM COMMISSIONERS

Pat Lent asked what changes would occur to the businesses if the street were closed? **Dr. Olson** stated that he now has one vacancy. He feels that the dead-end street would be a detriment to him getting someone to occupy this vacancy. He stated that the professional building across the street has been unable to fill its vacancies since 1986. This property owner is also concerned about the dead-end situation.

Speaking: Orville Boyle, Dentist, Suite 23, 2236 SE Washington, Milwaukie

Dr. Boyle stated that he has been in this location 35 years. Everyone is a strong supporter of the high school and wishes to see the property enhanced.

There were three plans presented; one that kept the street intact, one that closed the street, and one that made an adaption by changing the street structure but maintaining the thoroughfare.

At the first meetings, the project was unanimously approved by the business people in attendance. They were pleased to see the street modifications and felt the proposed improvements would facilitate everyone's needs.

Eight months ago, the thoroughfare idea was eliminated. Discussion on deterring traffic has slowed down since the beginning of these meetings and now the schematics reflect none of the previously proposed plans.

Dr. Boyle stated that other considerations could have been made to control the traffic on this street if the School District really desired it. What the School District desires is complete closure of the street and construction of a new building out into the right-of-way.

Dr. Boyle stated that he gave testimony last night at the Traffic Safety Committee. His concerns were strictly for the safety of the students with the increase of traffic on the narrow, confined 27th Street. The increase in traffic at 23rd and Washington will also affect the pedestrian traffic at that intersection.

Many patients in his practice are also patients of other health care professionals in this block. Dr. Boyle stated that increase in traffic would not be in the best interest of public safety. Once the street is closed, there will be no recourse.

APPLICANTS CLOSING COMMENTS

Speaking: Dave Church, North Clackamas School District

Mr. Church stated that closure of 23rd Street is in the best interest of citizens of Milwaukie. It was stated that 443 patients use the professional offices; there are 1200 plus students, 100 school staff, and approximately 2400 parents that use this school. They too have a vested interest in the future and what goes on in Milwaukie.

The School District is not out to ruin anyone's business and are more than willing to work with the professionals. The Traffic Study shows a decrease in traffic.

The School District is concerned about both the school use and the use of the patients. This street closure will improve the environment of the surrounding

businesses by not having the constant interaction with students morning, noon, and night. It will make it a more desirable place to have a business.

Mr. Church stated that he has been a client of this dental office for 30 years. Residents in the area know the school is there and they go around.

The school is in use from 7:00 a.m. to 11:00 p.m., Monday through Friday, serving students and parents.

One of the issues that determined the feasibility of a new building was to try to make the school handicapped accessible. There were previous discussions about making the band building a bus loading zone, but it was determined that there is not enough room to provide adequate off-street area for 20 busses.

The School District is providing a fully appropriate cul-de-sac for turn around of emergency vehicles. Emergency vehicle access will be improved on the north end of 23rd Street by the elimination of school buses and student traffic.

Mr. Church stated that he feels this project will be an enhancement to the City. It will encourage students to be at school and at the same time reduce undesirable elements.

The traffic study was done by a professional registered traffic engineer in the State of Oregon and it does meet all the City requirements. The School District relied on this information in making their determinations.

The comparison of high school students and elementary students crossing a busy street is not an issue. Elementary students are required to cross streets under the supervision of their teacher, instructional assistant, or parent. High school students don't have that option; they are crossing back and forth and interacting with the street traffic. These kids drive cars and they park on the public street. The only control the School District has is on the school side of the street.

This is actually the third time this street has been considered for closure; there was an application in 1969/1970. It has been a long-term goal of the district to give Milwaukie High School a more appropriate campus.

There were three drawings proposed and the School District felt that the safety of a closed campus was the most desirable alternative for improvement.

Vacation of the street meets the criteria. Because of the impact that this proposal will have on the 1200 students at Milwaukie High School, it is in the best interest of the citizens of Milwaukie to effect the street vacation.

QUESTION FROM COMMISSIONERS

Gordon Jones asked about buffering for the surrounding buildings. There is

a lot of traffic from students, coaches, teachers, and parents going behind the gym. **Mr. Church** stated that the proposed structure will provide for a gate and a bridge over the area to the gym. Traffic will be limited to service vehicles and staff. The decrease in traffic at this intersection will allow for some sort of identifying sign that would explain that there are other buildings down this dead-end street.

DELIBERATION AMONG COMMISSIONERS

Chairman Trotter asked Dr. Olson when he received a copy of the Staff Report, Application, and Traffic Study. **Dr. Olson** stated that in 1986, he received notification in the mail. In regards to this hearing, he read in the news paper yesterday that City Council was going to meet on January 19th. He called and talked to Mr. Roeger and found that the City Council meeting would be held on January 19th, the Planning Commission meeting would be held on January 12th and that the Safety Committee had been held last night. He was told that notification was different than it was in 1986.

Chairman Trotter asked if adequate notice was given to the public? **Paul Roeger** stated that ORS prescribes the method of notification as notices in newspaper two weeks in advance, published once each week. The first notice must be at least 14 days prior to public hearing. There must be posting of the site at least 14 days prior to the public hearing with a sign within the area to be vacated. There is no requirement to send notification to individual property owners. Two-thirds of the area, within the affected property site, signed the petition for vacation. Proper notice was given.

Pat Lent asked about the petition process and who is allowed to sign. **Paul Roeger** stated that it is up to the Applicant to take the petition around. There must be signatures of 100 percent of the abutting property owners. In this case, all of the abutting property is owned by the School District. Then there must be signatures from at least two-thirds of the affected area (400 feet off of each end of the area to be vacated and 200 feet laterally, each side).

The petition is considered notification, and two-thirds of the petition was signed by the School District. Six property owners signed the petition.

Chairman Trotter stated that he did not received information on this consideration until this evening. **Dr. Olson** has testified that he did not get information until yesterday. **Mr. Church** testified that other people would be testifying had they known testimony would be taken tonight. It is not the opponents, but proponents who are not here because there was no notification that testimony would be taken this evening.

Chairman Trotter stated that he was unable to make a recommendation to City Council based on partial information from testimony because the citizens have not had an opportunity to review and digest the information received.

John Littlehales stated that the Planning Commission is being asked to serve as advisory body and a resource for the City Council to make a recommendation. He cannot respond or react to testimony received when has not had adequate time to review information.

Four years ago, this was a full application for a community service overlay for a different portion of the street. There was a full hearing. This is a major street vacation and it is being treated as a consideration item. He does not feel comfortable making a recommendation.

Pat Lent stated that she does not feel she has had a fair chance to study the submitted information, and she has not had a fair chance to hear testimony from both sides. The notification process seems biased. She does not feel prepared to make a recommendation to City Council.

Gordon Jones stated that he has no problem passing this consideration on to City Council without a recommendation. He does feel, however, that there could be more creativity to lessen the impacts on the surrounding businesses. Once the street is closed, there will be little incentive to do much more.

John Littlehales stated that he was concerned that the vacation of the street is going to be the key concern. The infill on the campus is not going to have much effect on the community. This vacation has slipped through the Planning Commission and he is afraid City Council will not pay attention to all the particulars.

Gordon Jones moved to recommend closure of 23rd Avenue north of Willard Street to Washington Street with a condition that the surrounding business be mitigated for adverse impacts. **Bill Johnson** seconded.

Discussion followed on language for the condition.

Gordon Jones revised motion to recommend to City Council approval of the vacation of 23rd Avenue north of Willard Street to Washington Street with the condition that the final plan include reasonable mitigation such as enhanced landscaping and signage to identify the affected property owners at the intersection of Washington and 23rd. **Bill Johnson** concurred.

Pat Lent stated that she would be voting against the motion because she does not feel it is a benefit to the City to cut off one more street, especially one so near the railroad crossing. Being a resident in the area, she knows that when the train comes through the traffic pattern changes entirely. She is not convinced that the traffic patterns will change on 27th Street where the grade school is. Right now it gets a lot of traffic from the high school. The school produces a lot of traffic and she does not feel vacation of the street will be a benefit to the City.

Gordon Jones stated that he had dropped his kids off at this high school for four years now. He feels that the way the street works now is unsatisfactory. The vacated street will give new life and vitality to the area.

There will be a much safer campus environment which will improve the city. The traffic study shows no serious traffic impacts. The only real concern is the opposing property owners concerns. These concerns do need to be mitigated.

Chairman Trotter stated that he has not had an opportunity to read the traffic study and he cannot say if there is anything in the Staff Report that would sway his decision one way or another. Lack of information presented prior to this meeting did not allow him to get an understanding of the criteria of the street vacation; he does not know if the testimony tonight even addressed the criteria. He is voting in opposition to this motion because he does not have enough information on either side of the issue to make a recommendation to the Council.

John Littlehales stated that he is voting in opposition. He does not have enough information to vote either way.

MOTION FAILED 3 - 2; Bill Johnson and Gordon Jones voting "aye."

Chairman Trotter moved to forward the request on street vacation to City Council with a statement that the Planning Commission was unable to make a recommendation based on the testimony presented this evening. This is in part due to the lack of information regarding the criteria and the impacts on the surrounding properties caused by the late arrival of the Planning Commission packet information on this issue. John Littlehales seconded. MOTION CARRIED 4-1 with Bill Johnson voting "Nay."

6.0 PUBLIC HEARINGS

6.1 Applicant: City of Milwaukie
Property Owner: City of Milwaukie
Location: Chevron Site
Proposal: Continuation of parking lot request from
November 24, 1992
(CSO-92-06/CU-92-04/VR-92-14/MC-92-01)

Chairman Trotter opened the public hearing on the City 's parking lot request. He informed the Commission that the Applicant has asked for a continuation until January 26, 1993. This is the second continuation and Chairman Trotter suggested that Staff request a waiver to the limitation on the 120-day clock.

John Littlehales moved to continue the hearing on the parking lot proposal until January 26, 1993, if the City agrees to waive the 120 day limit. Bill Johnson second. MC 5-0.

6.2 Applicant: City of Milwaukie
Property Owner: N/A
Location: N/A
Proposal: Legislative Proposal to update the City Sign Ordinance (ZA-92-01)

Chairman Trotter opened the public hearing on the legislative proposal to update the City Sign Ordinance. He stated that this was a continuation of a hearing scheduled for Dec. 8 and rescheduled for this evening. He asked if there were any conflicts of interest or ex-parte contacts to declare since the last meeting. There were none.

There have been four worksessions on this document. **Chairman Trotter** proposed a loose hearing format. Comments will be accepted from the audience and Commission on any portion of the draft Sign Ordinance as written. After testimony, Staff recommendations, and audience concerns will be addressed.

Dave Krogh explained that ZA-92-01 was a legislative process to update and revise the City Sign Ordinance. Two primary issues were the main reason for the revision, constitutionality, and signage within the right-away. The current draft has expanded on these primary issues and several other concerns from the Planning Commission and several other parties as well have been included.

Copies of the draft were sent out to companies who would be applying for sign permits and other interested property and business owners who would have input. This revised draft has been sent to the Milwaukie Downtown Development Association (MDDA), North Clackamas Chamber of Commerce and other City staff.

Correspondence was received from Blaze Signs. Verbal comments were received from Howard Dietrich, Mill End Store and Sharon Dixon, Milwaukie Downtown Development Association. No additional correspondence has been received since Commission packets were mailed.

COMMENTS FROM THE AUDIENCE ON THE DRAFT DOCUMENT

Speaking: Howard Dietrich, Property Manager, Mill End Store

Mr. Dietrich stated that he is pleased with the response from community, government and City employees. He complimented the City on the good working relationship they have developed.

Mr. Dietrich stated that he contacted the City to get a generic sign for a right turn problem that their business was having. Section 5.02 of this sign ordinance will solve some of the problems they are having. He requested that the Mill End Store be added to list of generic uses for signs on frontage streets.

Speaking: Gary Michaels, 11907 SE 19th, Milwaukie

Mr. Michaels commended the Commission for reviewing the Sign Ordinance. He stated that he was concerned that allowing sandwich board signs would be a large step backwards in an effort to make downtown Milwaukie an inviting, attractive, and user-friendly place. Several reasons were cited to support his opposition to these signs.

Mr. Michaels stated that he feels the sandwich board signs violate the purpose of the Sign Ordinance, to make Milwaukie a safe and attractive place. The sidewalks are not wide enough to accommodate these signs. There are adequate provisions in the Sign Ordinance for identifying and advertising one's business. The sidewalks belong to the tax-paying public, not the business owners downtown; why should they get free use of public property? The sandwich board signs are ugly. One business had 31 signs in the window, four signs on the building, and a sandwich board sign out front; this is too much.

There are no other communities which provide for this type of sign in their ordinances. In some cities they have been tolerated.

Only sign people like the signs because they provide them work and advertisers like the signs because they effectively intrude into the viewers' perceptions.

Mr. Michaels stated that he is a supporter of downtown Milwaukie. He has chaired a committee for three years to redevelop the downtown waterfront area. The answer to Milwaukie's downtown problems is not to make it more ugly. The problems will not be solved with more signs. Fewer and better signs would be a positive step.

Several bad decisions have hurt Milwaukie's downtown image; the sewage treatment plant on prime waterfront land, putting the Senior Center in such an out-of-the-way place, moving City offices outside the downtown area, and promoting the idea of a large shopping center just outside the downtown area. We should be keeping jobs downtown, encouraging new jobs to come in, and making housing available. There should be trees planted and good design required. Businesses should be able to depend upon customers who work and live in and near downtown Milwaukie. Putting sandwich boards on public sidewalks will not attract new customers.

COMMISSION COMMENTS ON THE DRAFT DOCUMENT

John Littlehales voiced concerns on:

Page 11, Paragraph 3 - Residential Zone Illumination - There is no restriction on the milliamperes of bulbs, and there is in Commercial and Manufacturing Zones.

Page 15, Paragraph 5 - Same comment

Section 404.1A - The last sentence, "...1200 sq. ft. total signage..." is not consistent with the M and BI Zones where it allows only 1000 sq. ft.

Page 14 - Daily Display Sign Location - First sentence misleading. Daily display signs are proposed to be allowed off premise, but the opening sentence does not allow these signs.

Page 17 - Paragraph 8C - Same comment

Page 17 - Paragraph 9 - "...within 500 feet of any residentially zoned property..." not consistent with M and BI Zones which state 800 feet.

Page 18 - Section 405.1 Free Standing Sign - not consistent with Commercial Zone which allows 1200 sq. ft. total display surfaces.

Page 20 - Paragraph 7 - "...800 feet of any residentially zoned..." not consistent with the Commercial Zoning.

Page 26 - Section 803 - Need new language for first sentence.

DISCUSSION AND COMMENTS ON TESTIMONY

Gordon Jones stated that he shared a lot of Mr. Michael's feelings. He stated that he is hopeful that the monitoring and restrictions being put on this Ordinance will alleviate some of the concerns.

Bill Johnson stated that this Ordinance included requests from the downtown merchants and they have no problem with the draft ordinance. He sees no future problems with this ordinance.

Chairman Trotter asked if other jurisdictions addressed sandwich board signs in their ordinances. **Dave Krogh** stated that other jurisdictions do not have sandwich board sign language in their ordinances; however a number of jurisdictions seem to be ignoring sandwich board signs as long as they don't pose a public nuisance.

Chairman Trotter stated that the Commission has discussed these signs at length. In response to downtown merchants, the Commission has tried to regulate the signs to enhance the visual effect of the City. The Sign Ordinance is in two phases. The Milwaukie Downtown Association is trying to come up with a special sign district and the second phase will be an evaluation of how phase one is working.

DISCUSSION ON THE DRAFT DOCUMENT

Illumination of bulbs in all zones were discussed. Staff was asked to rewrite language to better address this issue.

The total square footage for sign surfaces and the distance from residentially zoned property needs to be more consistent throughout all the zones.

Daily Display Sign Location language is not clear. Daily display signs may be allowed off premise or within the public right-of-way, subject to the standards of Section 5.04.

The Commissioners and audience then reviewed the twelve concerns voiced at the December 8, 1992, worksession. All changes were accepted except:

Item #6 - Changed to read, "Broken or missing sign and lighting panels shall be replaced within 30 days notification."

Item #8 - Modify #1 and #4 for clarity.

The Commissioners and audience reviewed the five concerns voiced by Blaze Signs of America.

Item 1(a) - Extend permit expiration date to 180 days is acceptable.

Item 1(b) - Request that changeable message signs be allowed. This sign is not allowable in the Ordinance. It was the consensus of the Commission that message signs are not appropriate.

Item 1(c) - Staff will reconsider language.

Item 1(d) - Accept definition of 32 square feet per face.

Item 1(e) - Staff will revise language to include "...external illumination only..."

Recess was taken at 7:55 p.m. and reconvened at 8:10 p.m.

The following changes were made to the draft ordinance:

Section 6.02 - Eliminate entire first sentence. New #4: "These general lighting provisions are applicable for all sign districts except as noted elsewhere in this Ordinance."

Changed all "Except where noted" references:

P. 11 - First sentence in #3 read, "Signs in R-Zones may have external illumination only. Illuminate except as where otherwise noted."

P. 13 - First sentence in #7 modified to, "Signs in ROC or R-1 Zones may have external illumination only."

P. 15 - First sentence in #5 modified to, "Signs in CM Zones may have external illumination in addition to lighting as noted in section 6.02."

P. 17 - First sentence in #9 modified to, "Signs in commercial zones may be illuminated."

P. 20 - First sentence in #7 modified to, "Signs in Manufacturing zone may be illuminated." Change 800 feet to 500 feet.

FINAL COMMENTS FROM THE AUDIENCE - None.

DELIBERATION AMONG COMMISSIONERS

Pat Lent moved to recommend acceptance of the final draft (pink copy) of Sign Ordinance as revised this evening by the Commission to City Council. **Gordon Jones** seconded. MOTION CARRIED 5-0.

7.0 OLD BUSINESS - None.

8.0 OTHER BUSINESS

8.1 Community Development Report

Maggie Collins submitted the proposed draft of the Annual Report to the Commission. Discussion was continued until the next meeting on January 26, 1993.

Maggie Collins passed out information on the site survey locations of the Visual Preference Survey. 32 sites and times are listed.

Maggie Collins passed out copies of the Municipal Code, Section 2.16010 which has been amended in terms of the Planning Commission duties and responsibilities.

8.2 Planning Commission By-Laws

By-laws will be put on the February 2, 1993, agenda.

9.0 NEXT MEETING: January 26, 1993

9.1 City Parking Lot (CSO-92-06/CU-92-04/VR-92-14/MC-92-01) Continued from January 12, 1992)

9.2 Cunningham (NR-92-06)

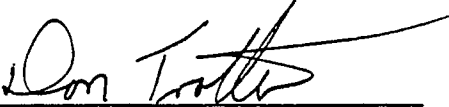
9.3 The Development Group (PR-92-01)

9.4 Milwaukie Christian Church Extension (CSO-89-02/VR-89-01)


9.2 City Parking Lot (CSO-92-06/CU-92-04/VR-92-14/MC-92-01)

CITY OF MILWAUKIE PLANNING COMMISSION
MINUTES OF JANUARY 12, 1993
PAGE 19

Bill Johnson moved to adjourn the meeting of January 12, 1993. Pat Lent seconded.
MOTION PASSED UNANIMOUSLY 5-0. Meeting adjourned at 11:10 p.m.



Don Trotter,
Chairman



Shirley Richardson,
Hearings Reporter

MILWAUKIE PLANNING COMMISSION
MINUTES
TUESDAY, January 26, 1993

COMMISSION PRESENT

Chairman Trotter
Gordon Jones
Bill Johnson
Pat Lent
John Littlehales
Carolyn Tomei

STAFF PRESENT

Maggie Collins,
Community Dev. Dir.
Dave Krogh,
Associate Planner
Paul Roeger, Office
Engineer
Tim Corbett,
Public Works Director
Shirley Richardson,
Hearings Reporter

COMMISSIONERS ABSENT

Betty Fulmore

1.0 CALL TO ORDER

Chairman Trotter called the meeting to order at 6:35 p.m.

2.0 PROCEDURAL QUESTIONS

Chairman Trotter explained the meeting format and the public hearing process. He asked the audience if there were any questions. There were none.

3.0 CONSENT AGENDA

3.1 PLANNING COMMISSION MINUTES - January 12, 1993

Bill Johnson moved to approve the minutes of January 12, 1993, as corrected. John Littlehales seconded. MOTION CARRIED 6-0.

4.0 PUBLIC COMMENT - None.

5.0 PUBLIC HEARINGS

5.1 Applicant: City of Milwaukie Public Works Department
Property Owner: City of Milwaukie
Location: 10808 SE McLoughlin Blvd (Tax Lot 1100 of Tax Map T1S, R1E, 25AA)
Proposal: Parking Lot in C-L/MC Zone (CSO-92-06, CU-92-04, VR-92-14, and MC-92-01)

Chairman Trotter opened the public hearing on the City's proposal for a parking lot in the C-L/MC Zone. He asked if there were any conflicts of interest or ex-parte contacts to declare. There were none. He asked if there

were any Commissioners who visited the site since the last hearing; three hands were raised. None of the Commissioners who raised their hand noticed anything different from what is stated in the Staff Report.

Dave Krogh reviewed Applications CSO-92-06, CU-92-04, VR-92-14, and MC-92-01 with the Commission. This is a request by the City of Milwaukie, Public Works Department, to construct a temporary parking lot on the former Chevron site located on McLoughlin Blvd. in downtown Milwaukie. This matter came before the Planning Commission on November 24, 1992. There were concerns raised at that time that the design did not meet the standards of the City relative to the downtown area. Concerns were expressed over the landscaping and buffering along McLoughlin Blvd. as required by the McLoughlin Corridor Overlay Zone. Continuation was requested to allow City Staff time to rework the design and cost-estimate, and to meet some of the concerns aired by the Planning Commission.

Correspondence was received from Milwaukie Popkorn Products, 10821 Main Street, Milwaukie.

APPLICANT'S PRESENTATION

Speaking: Paul Roeger, Office Engineer, City of Milwaukie

Mr. Roeger stated it was his understanding, after the November 24th Planning Commission meeting, that three guidance criteria were to be met: One, a 10-ft landscape strip on McLoughlin Blvd, required under the McLoughlin Corridor Overlay Zone; two, maximize parking spaces; and three, include landscaping in the parking lot.

Mr. Roeger presented a site plan to the Commission. He then pointed out the proposed 10-foot landscaping strip on McLoughlin Blvd, landscaping along the south and north sides of the parking lot, and a small landscaping island in the middle.

It is their intention to eliminate space #24 on the proposed plan and incorporate it into the landscaping as part of the middle island. This was done because it was found that the curve here is really tight. The overall parking footage may end up 6-12 inches short, but this shortage will add a total of 80 square feet to that landscape strip making it the same width as the other island.

Staff has received two landscaping plans; one from the Environmental Learning Center and the other from Carl Mosely. They were asked to submit plans utilizing draught-resistant plants and keeping in mind the temporary basis of the site. The landscape plan in front of the Commission is that of the Environmental Learning Center. The Public Works Department will submit landscaping plans for Staff review before making a decision.

Public Works has no problem accepting the conditions as set forth in the Staff Report. One correction was noted; in the conclusions on Page 8 of the Staff Report, "...with the exception of the landscaping requirements of the MC Zone...", Mr. Roeger stated that they do meet the requirements of the MC Zone.

The City is requesting a variance within the parking lot to allow 7.4% landscaping rather than 10% requirement.

Dave Krogh stated that the reference on page 8 to "MC" is a typo and should be "C-L" instead.

QUESTIONS OF THE APPLICANT FROM THE COMMISSIONERS

Carolyn Tomei asked if the 80 square feet was added, what then would be the landscape percentage? **Mr. Roeger** stated that the landscaping would be about 8%.

Chairman Trotter asked if there was a irrigation system proposed? **Mr. Roeger** stated that no irrigation system is proposed.

Carolyn Tomei asked what type and size of the trees and shrubs were recommended by the Environmental Learning Center. **Mr. Roeger** indicated that the proposed landscaping would include Pines and Lodge Pole, Balled in Burlap; Mt. Ash, 1-inch caliper; Sumac; Oregon grape, 1 gallon size; and Barberry, 2 gallon size.

John Littlehales asked if the type-3 barricade along the McLoughlin frontage was necessary? **Mr. Roeger** stated that while the vegetation is small, it would be appropriate to put up the barricade as a safety feature. People may not see the curb drop and could accidentally drive over it. Until shrubs get bigger, it would be advisable to use the barricade.

The barricade consists of 3 2x8 pieces of wood standing on 4x4 posts. The barricade is proposed to be about 5 feet high.

Chairman Trotter asked if there was a water separator for the catch basin in the middle of the landscape area. How do you get to the catch basin for maintenance without destroying vegetation? **Mr. Roeger** stated that a concrete or asphalt channel with a swale will be constructed to keep the water within that channel and direct it to the basin.

Chairman Trotter asked if curbs would be put around part of the landscaping? **Mr. Roeger** stated that there will be extruded curb along the west and south side of all the landscaping areas. There will be a small break in the curb to get water to the catch basin.

Tim Corbett, Public Works Director, explained another option for the drainage. A bubble-type extension of pipe can be run underground to connect the catch basins. Either method can be used; the concrete swale or the bubble pipe.

Carolyn Tomei asked if the adjacent neighbors to the east will be using the driveway? **Mr. Roeger** stated that he had talked with the neighbor's attorney and they are working with them on a joint easement through this area. A major portion of the driveway is owned by the City. Parker Investment owns the property directly east of the driveway. They would need an access across City property.

Gordon Jones indicated that previous plans showed diagonal parking and an extra row. **Mr. Roeger** indicated that the adjacent property owners have been parking up against their building and this could area have been mistaken as part of City ownership.

Mr. Corbett stated that the xeriscape landscaping was looked at as an opportunity for educating the community as to what types of landscaping can be done to encourage water conservation.

Chairman Trotter asked if there was a requirement in the Ordinance that landscaped areas must be irrigated? **Dave Krogh** stated that there is no requirement, but it has been more a matter of Planning Commission policy.

TESTIMONY IN FAVOR OF THE APPLICATION

Speaking: **Pamela Reynolds**, President, Milwaukie Downtown Development Association (MDDA), 1935 SE Washington, Milwaukie

Ms. Reynolds stated that it was the Association's position that employees need additional parking in the downtown area. They are in favor of this application. A downtown development workshop is planned for Feb 6, 1993. One of the issues to be discussed is McLoughlin visibility.

A landscaped parking lot with 40 cars will be much more attractive than the current situation. They realize the parking lot is temporary; therefore, they are most appreciative of the landscaping proposed.

Pat Lent asked if the MDDA was aware of the proposed barricades. **Ms. Reynolds** stated that she was not. They were under the impression that the parking perimeter would be landscaped. There is concern about the barricades, and it is her hope that the landscaping will help mitigate the situation.

QUESTIONS OR COMMENTS ON THE APPLICATION - None.

TESTIMONY IN OPPOSITION - None.

DELIBERATION AMONG COMMISSIONERS

Pat Lent asked for clarification on the purpose of the barricades. **Mr. Corbett** stated that Mike Clark, Supervisor, Street Maintenance, felt very strongly that if you have a driveway approach, on a dark, rainy night, it is not clear that this is not a driveway. Staff is willing to work with the Commission on height if this is an issue. Safety is the reasoning for the barricade.

Mr. Roeger stated that the difference between a Type 1 and Type 2 barricade is the number of boards on the barricade. The City could accept a decrease in the height. The one shown in the drawing is three 2x8's and will be about 4-5 feet high.

Gordon Jones asked what the purpose was for leaving the two existing driveway ramps and not pouring curbs to close off the driveways. **Mr. Corbett** indicated that the decision was a cost issue; \$2,100 to pour curbs versus \$300 for barricades.

These driveways are within the State right-of-way and would require approval. Barricading is the preferred method. The barricades will be red and white and visible in the dark.

Carolyn Tomei stated that she was not happy with size of the trees. They are too small and will take too long to grow. There is too much variety. **Mr. Roeger** stated that the variety of plantings is to provide color throughout the seasons and to make it look good all the time.

Carolyn Tomei stated that the Pines are very slow growing and don't provide much shade. **Mr. Roeger** stated that the majority of the plants were picked based upon how well they will grow in this situation.

John Littlehales asked how much of the lot will be resurfaced? **Mr. Roeger** stated that all gaps will be plugged and the entire surface will be resurfaced with asphalt.

Pat Lent stated that she would like to see a condition indicating that Staff would work with the Public Works Department to insure that the barricades are as low as possible and still meet the State requirements for right-of-way. Striping color alternatives should be considered.

Chairman Trotter stated that he did not see how two 40-foot barricades are going to beautify or enhance the McLoughlin Corridor. He does not feel a barricade solution is the one that meets the intent of the Ordinance. A condition would be appropriate, "If the State requires that the two access from McLoughlin be blocked in some manner, that they be replaced with curbs.

Carolyn Tomei stated that she feels the City should set an example. This site must be pleasing to the community.

Chairman Trotter asked Staff how to add wording to the condition to get some reasonably established landscaping rather than seedlings. **Dave Krogh** stated that the Planning Commission has in past set size requirements of 2-inch caliper DBH and a 6-foot minimum height.

Maggie Collins suggested that language be used which expressed landscaping results that provide uniform cover, with a variety provided by a tree canopy throughout the McLoughlin strip. Do a description of what you would like to see, rather than getting into sizes.

Chairman Trotter asked how the landscaping plan took into account the clear site distances on the corner? **Mr. Roeger** stated that this is a signalized intersection; site distance is not an issue. In the Commercial Zone, you can build right to a property line.

Gordon Jones pointed out that in the Milwaukie Marketplace, landscaping requirements indicate vegetation with a 2-1/2 inch caliper, 8 feet tall, with irrigation. The City is not setting a good example and is asking for approval for a proposal that no other individual or company applying would be able to get approved. He would like to see a condition that the caliper of trees be in the 2" to 2-1/2" range, 6 feet tall when planted, and the existing driveways be replaced with curbs and sidewalks.

Pat Lent stated that she agrees the City should be an example, but this application is only temporary. She would like to see the trees start at 4 feet high.

Chairman Trotter explained that there is a difference in the two zones; CSC does require landscape plans and an irrigation system, the C-L Zone does not.

Gordon Jones stated that there is no set time on the temporary status of this proposal. It may be five years, it may be fifty years. Once it becomes a parking lot, there is no process for change. The tone for the atmosphere of downtown Milwaukie needs to be set right, not cheap.

John Littlehales moved to approve CSO 92-06, CU-92-04, VR-92-14, and MC-92-01 adopting the analysis and conclusions that are reached with the following amendments: Page 7, first variance criteria, striking the first sentence addressing where the property is unique. Public Ownership does not fall under that criteria. In the conclusion on Page 8, change typo in the next to the last line from "MC" to "C-L."

Further moved to adopt the five conditions as proposed in the Staff Report, adding a Condition #6, "If ODOT requires the accesses to be blocked, that curbs be installed in lieu of the barricades." Condition #7, "Trees that are installed in the landscape plan be a minimum of 6 feet high and a minimum caliper of 2 to 2-1/2 inches when planted. **Don Trotter** seconded.

Discussion centered on whether or not to have this landscaping plan come back to the Commission for review and approval or have Staff approve.

Gordon Jones amended the condition by adding on to the last sentence, "and that the final landscaping plan be brought back to the Planning Commission for review. Carolyn Tomei seconded.

Pat Lent suggested that descriptive language be used as a final overall picture, as suggested by Maggie Collins, rather than specifying measurements in inches and feet.

A vote was taken on amendment to the main motion to add Condition #7. MOTION CARRIED 5-1. Pat Lent voted in opposition.

Vote was taken on the main motion with the seven conditions. MOTION CARRIED 6-0.

Recess was taken at 7:42 p.m. and the meeting reconvened at 7:55 p.m.

5.2 Applicant: The Development Group
Property Owner: Hayden Corp c/o The Hillman Powell Co.
Location: Southeast corner of Milwaukie Marketplace (Tax Lot 12500 of Tax Map T1S, R1E, 36AC Supplemental)
Proposal: Plan review for dental clinic in C-CS Zone (PR-92-01)

Chairman Trotter opened the public hearing on The Development Group's plan review for a dental clinic in the C-CS Zone. He asked if there were any conflicts of interest or ex-parte contacts to declare. There were none. He asked if there were any Commissioners who visited the site since the last hearing; six hands were raised. None of the Commissioners who raised their hand noticed anything different from what is stated in the Staff Report.

Dave Krogh reviewed Application PR-92-01 with the Commission. This is a plan review to allow development of a dental clinic/building in the Milwaukie Marketplace Center. The zoning is Community Shopping Commercial (CSC). This Zone requires plan review for new construction. The Applicant in this case is The Development Group, and the property owner is the Hayden Corp. c/o the Hillman Powell Co.

Slides were shown of the subject property and surrounding area. McGrath's is the closest structure to this site. The drainageway is part of the wetlands reserve. The bulk of the wetland reserve area was established as part of the original Plan Review for the Milwaukie Marketplace in 1987.

The subject site was graded during construction of the Marketplace. This proposal will be utilizing the existing accessways. None of the development will encroach on the wetlands area. The Applicant is planning to expand the

generic drainage ditch to 37th. There is a section of this site that is being reserved for a possible phase-two of this development. The Applicant will have to come back before the Planning Commission before filing a final plan of that second phase.

Samples of construction materials were passed to the Commission. All requirements have been addressed. The Applicant has provided adequate information beyond what was asked for. The additional designation of drainageway toward the wetland reserve will do a better job of protecting the wetlands drainage system currently in place.

The Milwaukie Marketplace site is not covered by the Natural Resource Overlay Zone. As part of their Plan Review, they were required to protect and provide mitigation areas for the drainage areas, but they did not get designated for the Natural Resource Overlay Zone.

Part of the recommendation tonight is providing for that Overlay Zone. Staff feels that NR designation would provide for better protection.

Staff recommends approval of the Plan Review with the four conditions as listed in the Staff Report. Secondly, Staff recommends that the Planning Commission initiate a NR review for this site to get a specific boundary outline on the Comprehensive Plan maps.

A response was received from the Division of State Lands requesting that no fill be proposed for the wetland areas. Don Trotter asked if the Development Group provided a topography map? A copy of this topography map is included in tonight's packet. Basically the bulk of the site is level except for the wetland reserve area.

Don Trotter also requested Staff to check the landscaping plan for the wetlands to see how this proposal's plan fits with prior landscaping plans. There was an overall landscape plan developed for the wetlands area and provided by Scientific Resources, Inc. in September, 1988. They proposed general landscaping requirements for the wetland areas. The individual pad sites were responsible for their own sites. McGrath's and Shari's did have to do some wetland support around the existing pond site, but not within the designated wetlands reserve area as shown on the 1988 plan.

In comparing McGrath's landscaping plan with the one proposed tonight, non-wetland landscaping is very similar, compatible, and has continuity with Shari's and McGrath's. The Development Group will also be following through with enhancement of the wetland on their site.

The issue of extending the sidewalk to 37th was raised. Even though this is a separate site, the intent is that there would be some type of sidewalk extending from Oak Street to 37th. The Applicant is proposing frontage sidewalk to the area called "Phase-two."

QUESTIONS OF STAFF FROM THE COMMISSIONERS

Pat Lent indicated that the Staff Report states, "...33 existing spaces shared with Shari's..." Should this be, "...shared with McGrath's?" **Dave Krogh** stated that these parking spaces are existing right now and there is no set number specific to Shari's or McGrath's. The Parking Ordinance does not address shared-parking issue. The Applicant is proposing 87 spaces; 33 of which now exist. Page 4 should be corrected to reflect "McGrath's," not "Shari's."

Gordon Jones asked if setbacks were discussed for the future 9,000 square foot building proposed in Phase-two? **Dave Krogh** stated that no discussion was necessary since there was no specific information. Phase-two is strictly conceptual.

Gordon Jones asked if the CSC Zone require that the building be oriented inward or could a future building face 37th? **Chairman Trotter** explained that this would have to be worked out when an application is submitted that requested this type of orientation.

Don Trotter asked if the Fire Marshall, Corps of Engineers, etc. have been notified? **Dave Krogh** stated that the only response received was from the Fire Marshall and he indicated that his review would be more appropriate at the time of construction plan submittal. Mart Hughes, Wetland Conservancy, was also notified and no response was received from him.

Carolyn Tomei asked if three and a half feet from the wetlands area was enough space? **Dave Krogh** stated that the City does not have a concern that there will be runoff or uncontrolled drainage from the parking area. Shari's and McGrath's parking lots are about the same distance from the wetland area.

Chairman Trotter explained that the reason for raising the question about the old landscape plan was to see if the wetland areas on this application are the same or greater than what was on previous plan. **Dave Krogh** stated that proposed open space-wetland area is greater, with expansion along the south property line to catch the additional narrow ditching that occurs there now.

No other correspondence was received.

APPLICANT PRESENTATION

Speaking: Tom Wissen, Western Architect

Mr. Wissen stated that the existing parking lot was very close to the wetlands. They tried to angle away and started pulling back from the wetlands. Their wetlands people, ASCG Environmental, have no problem with what is proposed.

Discussions are going on about phase-two. A branch financial institution is being considered. Other people have expressed interest. Setbacks were reviewed as plans were being sketched. He will check the setbacks if this is an issue.

Mr. Wissen stated that he was asked to comment on this use versus a retail use. They feel the clinic will have less impact on the shopping center than a 40 foot retail building. There will be less traffic, parking, signage, and landscape maintenance. It will be a big benefit to the Milwaukie Marketplace.

Retail would not fit in this location because it is not amenable to handicap access. The way the subject site is oriented, a wheelchair person would have to have his back to the road; most people want to face the traffic. Retail also needs to face an access road; this site does not get a lot of visibility.

The wetland is a big feature for this building. The clinic users will be looking out on it every hour, every day. The area will be well maintained.

As far as the architectural design of the building, the Applicant did not copy the design of the Marketplace anchor tenant. They did not want it to look like a retail building; they wanted to distinguish themselves. The design is very compatible with Shari's and McGrath's.

QUESTIONS OF THE APPLICANT FROM THE COMMISSIONERS

Pat Lent asked if the roof would follow the same design of the shopping center? **Mr. Wissen** stated that the roof would be somewhat different. It will be green metal, but the design will not be like the other stores.

Chairman Trotter asked the Applicant what the rationale was for stopping the sidewalk at the east edge of the parking area and not going all the way to 37th Street? **Mr. Wissen** stated they would prefer not to build now; the sidewalk will be difficult to protect during construction of something on the phase-two area.

Gordon Jones complimented the Applicant on a well-prepared presentation.

TESTIMONY IN FAVOR OF THE APPLICATION - None.

QUESTIONS OR COMMENTS ON THE APPLICATION - None.

TESTIMONY IN OPPOSITION OF THE APPLICATION - None.

DELIBERATION AMONG COMMISSIONERS

John Littlehales asked what procedure to use to initiate the NR boundary line? **Maggie Collins** informed the Commission that the Milwaukie Marketplace is not designated on the Comprehensive Plan Map and is in need of a NR boundary. The Commission can initiate it by motion a request to have a NR

application to cover the Milwaukie Marketplace. The rationale would be that there are wetlands there so it can be considered a national resource site.

Dave Krogh stated that he will be starting a year-end Comprehensive Plan Map update project. This Natural Resource boundary can be done as part of this process.

Maggie Collins stated that the Planning Commission can initiate this action. It will take a Comprehensive Plan Amendment to put this site on the Natural Resource list.

Chairman Trotter explained that there are no sidewalks between 37th and the proposed site. The Applicant has indicated that the sidewalks are strictly a construction item; it will have to be protected. No one has an idea as to when the additional building will be built. He feels it is appropriate to require the sidewalks. All of the property is under one ownership. He is in favor of a condition for the sidewalk.

John Littlehales suggested allowing a 18 month time extension for the sidewalks. **Gordon Jones** stated that he agrees with the time extension because the heavy equipment and construction will only tear up the sidewalk if it is put in now. Maybe there should be some type of barricade to prevent 4-wheel drivers from using this property.

Carolyn Tomei moved to approve PR-92-01 based on the findings 1-14 in the Staff Report as corrected this evening and the four conditions as proposed by Staff. **Pat Lent** seconded.

Carolyn Tomei moved to amend the motion to include Condition #5, "A sidewalk be constructed continuously between the site and 37th Street." **Pat Lent** seconded.

Gordon Jones moved to amend the motion to include Condition #5, "Sidewalks will be placed continuous from site to 37th street. The applicant is allowed 18-months after issuance of the building permit, with a provision that a bond be posted to cover the cost of construction for this sidewalk, prior to construction." **John Littlehales** seconded.

Don Trotter stated that he felt that overlooking pedestrian safety to save a few bucks would be a grave mistake.

Vote was taken on the amendment for a Condition #5 with the 18-month extension. MOTION FAILS 3-3. Chairman Trotter, Pat Lent and Bill Johnson opposed.

Vote was taken on the amendment for a Condition #5 that the Applicant provide a sidewalk from 37th to site. MOTION CARRIED 4-2. John Littlehales and Gordon Jones opposed.

Vote was taken on the main motion to approve Application PR-92-01 with five conditions. MOTION CARRIED 6-0.

- 5.3 Applicant: Lynn Cunningham
Property Owner: Robert & Ann Yoshitomi
Location: 3764 SE Licyntra Ct.
(Tax Lot 2600 of Tax Map T2S, R1E, 1AA)
Proposal: Natural Resource review (NR-92-06)

Chairman Trotter opened the public hearing on Lynn Cunningham's proposal for a Natural Resource Review. He asked if there were any conflicts of interest or ex-parte contacts to declare. There were none.

Dave Krogh reviewed Application NR-92-06 with the Commission. Mr. Cunningham represents the Yoshitomi's who reside at 3764 SE Licyntra Court. This area is zoned R-10. This site has an existing residential site with landscaping down to Kellogg Creek. The subject property is designated NR and this Zone requires a development review whenever new construction is proposed.

Slides were shown of the subject property. The Applicant is proposing an addition to the back side of the existing house. The proposal is to establish a boundary line for the NR area approximately 15 feet above the top of bank.

There is only a 15-foot designated area because of prior existing residential development along the Creek. Most of the riparian vegetation already gone. This 15-foot is consistent with other Natural Resource reviews done in the past.

Findings are provided on Pages 2 and 3 of the Staff Report with two recommendations of approval pertaining to the establishment of the boundary: using the 15-foot mark above the northerly bank of the Creek, and requiring that outdoor lighting be shielded away from the that point.

QUESTIONS OF STAFF FROM THE COMMISSIONERS

Pat Lent asked where the boundary line would be? **Dave Krogh** explained that the contour line 93.2 as shown on Exhibit #2 is the proposed NR boundary line.

Pat Lent asked if there was any upland habitat? **Dave Krogh** informed the Commission that upland habitat does not exist on this site.

Gordon Jones stated that in the Zoning Ordinance, Section 3.221.6, Natural Resource Overlay Zone, it states that the boundary of the Overlay Zone shall be the same as the 100-year flood plain. He would like to know where the 100-

year flood plain is on this map. **Dave Krogh** stated that the flood plain boundary is intended to be more of a general guide. Other provisions in the NR Zone allow for refinement. Because of the pre-existing landscaping, the natural vegetation is no longer there; why provide protection when the natural resource has been limited? Page 322/4, Subsection 5, talks about maintenance of riparian vegetation. "Such vegetation shall be maintained for a minimum distance of 15 feet from the normal high water line."

APPLICANT PRESENTATION

Speaking: Lynn Cunningham, Representative for Robert & Ann Yoshitomi

Mr. Cunningham stated that he has followed all requirements and hopes this application is granted.

QUESTIONS FOR THE APPLICANT FROM THE COMMISSIONERS - None.

There was no audience present to testify on this application.

DELIBERATION AMONG COMMISSIONERS

Pat Lent stated that the reason for using the 15 feet, due to prior development, is like saying that non-conformance in the zone should dictate the use in the zone. This is not a good reason.

Chairman Trotter stated that by establishing the contour line as the Natural Resource Boundary, the Applicant can't do anything within this area without mitigation. They are not required to mitigate anything right now.

Gordon Jones moved to recommend approval of NR-92-06 including the two conditions in the Staff Report with a change in Condition #1 that the Natural Resource Overlay Zone boundary line shall be established at the 93.2 contour line but at a minimum of 25 feet from the northerly bank of Kellogg Creek as shown in Exhibit #5. **Carolyn Tomei** seconded.

John Littlehales stated that he would be voting in opposition to this motion because he feels the 93.2 contour line is enough; the 25 foot part of motion should be deleted.

Pat Lent stated that she too disagrees with the 25 foot portion.

Gordon Jones amended his motion to "The Natural Resource Overlay Zone boundary shall be established at the 93.2 contour line but not to exceed the 100-year flood plain." **Carolyn Tomei** concurred. MOTION FAILED 3-3. Chairman Trotter, Pat Lent and John Littlehales opposed.

Chairman Trotter explained that the Natural Resource Overlay Zone is trying to protect the environment to the Creek, riparian areas adjacent to the Creek, and wooded areas adjacent to the Creek.

The purpose of Natural Resource Overlay Zone was to establish boundaries based on the actual conditions and definitive analysis of each individual site. The Ordinance does require certain conditions. There are wetland areas, wooded areas, habitat areas, and riparian areas to consider. A Natural Resource survey can be conducted that delineates all of these various things and how they can be saved.

In this particular situation, the existing condition of the property is limited. There are no natural resources in it; it is basically lawn. The purpose of this Zone is to establish boundaries based on an analysis of each individual site.

Carolyn Tomei stated that the Natural Resource Boundary Committee's position was that areas are protected so that hopefully they can be mitigated and brought back to a natural resource. People are being educated and realize it is in their best interest, and the best interest of the community to allow natural vegetation when possible.

Chairman Trotter asked for the natural resource designation on this site. **Dave Krogh** reported that this site carries a riparian designation.

Chairman Trotter stated that according to the Ordinance, in the riparian area, the boundary of this overlay zone shall be the same as the 100-year flood plain.

John Littlehales moved to approve NR-92-06 with the five findings as proposed and the conditions as follows: Leaving the second condition as it stands and amending Condition #1 to read , "The Natural Resource boundary shall be established at contour line 93.2." Also, change evaluation criteria in Finding #2 to reflect the 93.2 contour line. **Pat Lent** seconded. MOTION CARRIED 6-0.

6.0 CONSIDERATION ITEMS

6.1 Applicant: Milwaukie Christian Church
Property Owner: Milwaukie Christian Church
Location: 5197 SE King Road
(Tax Lots 2203-2209 of Tax Map T1S, R2E, 30DC)
Proposal: Time extension (CSO-89-02 and VR-89-01)

Chairman Trotter opened the discussion on the Milwaukie Christian Church request for a time extension.

Dave Krogh reviewed CSO-89-02 and VR-89-01 with the Commission. In 1989, the Milwaukie Planning Commission heard a request from Milwaukie Christian Church for three separate applications; replat of an existing subdivision; vacation of a portion of SE 53rd Street; and request for a variance to the current paving requirements for parking lots and Community Service Overlay for the parking purposes.

The Applicants were given three years to complete these conditions. The time period expired and a request was made for a continuation/time extension. This extension request was heard by the Planning Commission on May 26, 1992. They were granted a six-month time extension and this expired on December 12, 1992. They filed a timely request for an additional extension on December 8, 1992, and it was scheduled for this evening.

Attached to the Staff Report is a three-page list of all the prior conditions required of the Applicant. The replat was of prime importance to the City. It has been finalized and signed by the City. This replat is still in the process of recording at the County Surveyor's Office. The replat is complete. The extension for temporary parking is the only remaining issue.

A letter was sent to the Applicant with notification of questions to be addressed. A copy of this letter is included in the packet. Response has not yet been received back from the Applicant. Therefore, Staff does not feel comfortable in providing a recommendation to the Commission.

QUESTIONS OF STAFF FROM THE COMMISSIONERS - None.

APPLICANT'S PRESENTATION

Speaking: Leo Welch, Chairman Trustee, Milwaukie Christian Church, 5197 SE King Road, Milwaukie

Mr. Welch introduced Earl Ladd, another Trustee from the Church. He then stated that he would answer the questions on the letter from the City.

1. How much longer does the church need to use the graveled overflow parking lot on an interim basis?

This is difficult to answer. At the present time they have this overflow parking lot. It has been lined out and railroad ties placed for bumpers. When there are more people in the present paved parking lot than it can handle, drivers must come to this graveled lot. There may be two to three cars on occasion. They do not know how long they will need to have this as an overflow parking lot. It's been used very, very little since being in the facility.

2. What are the reasons for continuing use of the graveled parking area?

This parking lot is used, but not continually. It is used when needed for overflow.

3. What is the commitment of the church to either paving the overflow parking area or providing structural expansion into the site?

As the congregation grows and funds become available, an additional structure will be added to the area. When they have funds, they will request permission to add another structure. There are no immediate plans now, but

future plans would call for further development. At that time the parking lot will be paved and extended. They hope to expand to a better facility for the community.

QUESTIONS OF THE APPLICANT FROM COMMISSION

Pat Lent asked if they owned the property? **Mr. Welch** stated they did.

Pat Lent asked if all of the 53rd Street vacation requirements had been taken cared of? **Mr. Welch** stated that he just signed a paper for responsibility of improvements to the street if it becomes necessary.

Pat Lent asked if the original application was based on the fact that they planned on building on this gravel parking lot site? **Mr. Welch** stated that they are hopeful that they can expand and develop better facilities for use in the community. They are continually improving the property to make it nicer. They have made provisions for a picnic area and a place for the children to swing and play. When they purchased the property, there was a lot of maintenance to be done.

Pat Lent asked about the "interim" part of this application. Is the "interim" for later construction of a parking lot or for later construction of a building? **Mr. Welch** stated that there was a congregation at the church before they purchased the property. They were renting these parking lots for overflow parking. Right now, they only use it for overflow parking.

Chairman Trotter asked with the facilities on the site, how much of the parking on the current site meets standards? **Dave Krogh** stated that he had not checked to see if the Church parking is up to code.

Don Trotter asked if gravel parking areas are allowed under our parking standards? **Dave Krogh** stated that Section 500 is very specific that all parking areas must be paved. This is why the Applicant came in for a variance to paving in 1987. At that time, Steve Simonson indicated that the Church was contemplating a structural expansion to this area and that is the reason they did not want to pave. The Planning Commission was concerned about granting a permanent parking lot on this site, so they put a three-year limit on the application.

Don Trotter asked how many extensions have been granted and what total time has elapsed since the start of this process? **Dave Krogh** stated that the Planning Commission granted one time extension. The original approval was for a three year period; this expired and they requested an additional extension, and a six-month extensions was granted. There has been 42 months time involved in this application.

Chairman Trotter asked if another structure had been added to the site. **Dave Krogh** stated that the Community Development Director allowed as a minor modification of the placement of a modular unit for a classroom.

Chairman Trotter asked if a study had been done to see if this overflow parking is required? **Dave Krogh** stated that no study was done at this time.

Don Trotter proposed a continuance for two weeks to give Staff an opportunity to address whether this interim parking is overflow or required parking.

Pat Lent stated that she feels this is no longer interim. It needs to be paved or eliminated. She is in favor of continuance.

Gordon Jones asked if this use should be changed from interim to intermittent. If the lot is only used for overflow, it would fall under intermittent.

Chairman Trotter stated that the original proposal was for interim parking. The Commission needs to decide if this parking is needed or not.

Dave Krogh stated that parking was reviewed as part of the original request. The church parking requirement was based on 1 space per 80 square feet of floor area. With 5,500 square feet of assembly area, 69 parking spaces were required. That requirement has not changed.

The Applicant currently has 88 parking spaces on paved portion, which is a surplus of 19 for church functions. The classroom building has two classroom. Parking requirements are one space per employee or an additional 2 spaces; still a surplus of 17 spaces for parking.

Reasons given for additional parking area was due to many church members consisting of single-parents or individuals and special functions.

Pat Lent moved to deny the request for time extension on CSO-89-02 and VR - 89-01 because the interim use for which it was originally intended has turned into a permanent use. **Chairman Trotter** seconded.

John Littlehales suggested that the parking lot be graveled, parking bumpers installed, and to continue review of this application every 18 months. He is in favor of continuing to allow time to assess the parking needs.

Chairman Trotter voiced concern about allowing the church to use the parking lot on an intermittent use. This is stretching the use to fit a situation. The consideration should be continued until Staff can come up with a good alternative to approve based on usage.

Pat Lent stated that she would not vote on an extension on an interim basis. She does agree that the consideration should be continued to allow time to get more information.

Vote was taken on the motion to deny the applications. MOTION FAILED 3-2 with one abstention; Gordon Jones did not vote on the applications. Bill Johnson, Pat Lent, and Chairman Trotter opposed.

Gordon Jones move to continue this consideration until February 9, 1993, to allow Staff time to prepare a recommendation on information received this evening. Carolyn Tomei seconded. MOTION CARRIED 6-0.

7.0 OLD BUSINESS - None.

8.0 OTHER BUSINESS

8.1 Natural Resource Designation

Chairman Trotter asked Staff to give some input as to what the Commission needs to do to initiate the Natural Resource Designation. **Dave Krogh** stated that all that was needed was a motion instructing Staff to initiate the NR review.

Pat Lent moved to instruct Staff to initiate the process of NR Overlay Zone designation for wetlands and natural reserve areas on the Milwaukie Marketplace site. Carolyn Tomei seconded. MOTION CARRIED 6-0.

8.2 Community Development Department Report

Maggie Collins submitted to the Commission the draft annual report. There were comments and concerns on the report and because of the lateness of the evening, it was decided to continue this discussion until the worksession scheduled for February 9, 1993.

Maggie Collins submitted the status reports. There were no comments.

Maggie Collins then reviewed with the Commission the status of the North/South Transit Corridor Study. Staff has been doing background work with Metro and other people involved with the Study. It is now time to concentrate on the first corridor decision of that Study.

The decision on which corridor, or segments of corridors, will continue to be examined for light-rail options must be made by May of this year.

Maggie Collins then reviewed some illustrative boards with the Commission that outlined selected transportation analysis zones. Portland, Milwaukie center, and the Clackamas Town Center are areas being analyzed for one of the corridors. The boards reflected the information that the City provided to Metro for this study; Employment Data, Market Information, Areas Open for Development, Significant Natural Resources, and Parks and Public Places.

A copy of the data that was submitted to Metro was passed out to the Commissioners. This information provides background for the nine criteria upon which a corridor selection will be based. Nine criteria will be reviewed: three are federal--transit ridership, ridership forecast, and cost effectiveness; the other six are local criteria.

The MDDA board wants to make a recommendation to City Council before February 10. Community Development Department will be working with MDDA to make the recommendation.

8.3 Escrow for Milwaukie Marketplace

Gordon Jones informed the Commission that several years ago \$100,000. was extracted from the developers of Milwaukie Marketplace and put into an escrow for road improvements to International Way and the intersection of 37th Street and Highway 224. If this money is not used for those improvements in five years, it will be lost.

He asked that Staff look into this agreement and find out what intentions are being made to make improvements to this intersection at this time.

8.4 Visual Preference Survey

Chairman Trotter invited all who had not attended yet, to participate in the Visual Preference Survey. There was one here at the Milwaukie Center last night; there was one downtown at Portland State for the Commissioners; and there will be another one at the Milwaukie Center on February 10.

At the meeting, you are asked to view 240 slides, 80 in each group. The first 80 have to do with what you would like to see within walking distance of a transit center; the second, walking distance of a commercial corridor or main street; and the third, walking distance within your home.

At the end of the presentation you are given an opportunity to fill out a registration blank to go to the third annual regional rail summit. This will be on March 6, 1993.

8.5 Meeting Format Change

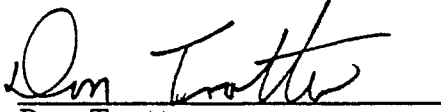
Chairman Trotter explained that tonight he tried a new tactic for speeding up the deliberation process. When there is a deliberation issue that cannot be settled, a motion can be made and then the main motion can be amended to allow discussion on parts of the motion. This way a part of the motion can be changed without redoing the entire motion.

The idea was well received by the Commission.

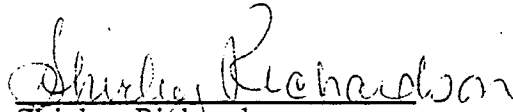
- 9.0 NEXT MEETING: January 26, 1993
- 9.1 CPA-91-01 (Parks Master Plan)
- 9.2 Springwater Corridor Master Plan
- 9.3 Planning Commission By-Laws
- 9.4 32nd Avenue Transportation Network Study
- 9.5 Street vacation procedures

CITY OF MILWAUKIE PLANNING COMMISSION
MINUTES OF JANUARY 26, 1993
PAGE 20

Bill Johnson moved to adjourn the meeting of January 26, 1993. **Pat Lent** seconded.
MOTION PASSED UNANIMOUSLY 6-0. Meeting adjourned at 10:50 p.m.



Don Trotter,
Chairman



Shirley Richardson,
Hearings Reporter

**MILWAUKIE
CIVIL SERVICE COMMISSION
MINUTES - October 13, 1992**

A meeting of the Milwaukie Civil Service Commission was held on October 13, 1992, in the Council Chambers at City Hall. The following members were present:

Terri Nelson, Acting Chairperson
John Siefer
Heidi Brockett
Dave Graf

Staff Present:

Charlene Richards, Assistant to the City Manager
Cynthia Nagy, Personnel Assistant

Audience: None

I. CALL TO ORDER

Meeting was called to order at 6:30 pm by Terri Nelson, Chairman.

II. MINUTES

John Siefer made a MOTION that the Minutes of May 13, 1992, be approved as written. Heidi Brockett SECONDED. MOTION PASSED UNANIMOUSLY.

III. INFORMATION

Heidi Brockett was introduced as the newest commission member.

IV. OLD BUSINESS

A. Civil Service Board Selection Process

Ms. Richards read questions to/and answers from the City Attorney regarding interpretation of Charter Rules.

1. The City can appoint a labor person to a non-labor position, but not vice-versa.
2. The City Council cannot appoint a labor person to a labor position if the City's unions do not submit names to be considered.
3. The City cannot set up procedures that would allow them to appoint the labor representatives from names not submitted by the bargaining unit.
4. The City can move a person into a non-labor position, thus creating a vacancy in a labor position requiring another labor appointment, subject to the two (2) term limit in Section 37 of the Charter.

The attorney also brought up the fact that we have an invalid Civil Service Rule - 41.100. The rule gives the City Council authority to make its own selection based on the criteria in the Charter, if no names are provided, or if less than 6 are provided and the Council cannot make a selection from the list. This rule is in conflict with the Charter, and should be repealed since we are out of compliance with the Charter.

We can wait to do this when we talk about the appeal grievance form process change we need to make.

Mr. Siefer voiced his concern that we would not be able to fill any labor positions due to the unions having no need for the appeal board since they use the grievance procedure.

Ms. Richards felt that if we make it clear to the bargaining units that we cannot appoint anyone to labor without receiving the six names from them, and we will not have a full commission without their cooperation, they will submit names.

Mr. Siefer questioned the possibility of having a change to the City Charter in the spring of 1995 since it has to be an odd year for elections.

Ms. Richards explained that there is a cost involved in making changes to the Charter such as the election fee. The Council will need to weigh the cost.

Mr. Graf wanted to know if the Civil Service Commission will be used for appeals.

Ms. Richards stated that it will only be used by the non-represented personnel, not the unions. Unions have arbitration, which gives them an unbiased person to look at both sides of the problem.

Mr. Graf was of the opinion there should be a state board used for appeals of municipalities.

Ms. Richards replied that we had just attended an LGPI conference in Wilsonville, and they said that due to budget problems, the Employment Relations Board is cutting staff. Right now they are mandated to do certain arbitrations, we do not meet the criteria based on nonreps.

Non represented people need an avenue to handle their problems. My time and Cynthia's at the present, is used to staff the Commission. We have to hire an outside person to staff or represent the City if there is an appeal. If we were able to use the ERB, rather than the Commission, we would staff the City. If an attorney

was required, we would probably have approximately the same cost.

Mr. Siefer talked about a case where the union was required to represent non reps in case of a grievance. This could possibly be the answer in this case. We need to bring the process into the twentieth century.

Ms. Richards explained why it couldn't be the answer in this case. Public employees have different rights. We have exempt and non exempt positions. The ERB sets what can be covered by the union. If you are exempt, we can not require the union to represent them.

Ms. Brockett said that we could set up a process.

Ms. Richards informed the Commission that we already have a process for the non reps. We have the grievance process that takes them up to the City Manager. What we don't have is the step after that. We can look at some other entities that don't have Civil Service.

We could have another meeting in four months, and I could get examples of what other cities do for their non reps.

Mr. Graf felt that the commission members time could be better used in other areas.

Ms. Richards wanted the commission to understand that it has been very helpful to have the kind of discussions we have had with them. They are a representation of the community. It is useful to have another viewpoint and have our external customers give us feedback.

The Personnel Rules were a resolute of discussions with the commission and employees. You can help direct us in what direction you would like to see us go.

Mr. Siefer wanted to know if it was possible to have some kind of a tickler to remind the commission we need to bring up the question of changing the Charter in the spring of '95.

Ms. Richards said there is an agenda in the computer that goes out as far as two years. Between that and the minutes we should be able to flag it.

Ms. Nelson felt that we (the commission) have accomplished a lot in a short period of time. They have revised the rules and had their first hearing.

Discussion followed regarding the appeal hearing and what has taken place since the hearing.

V. New Business

A. Appeal Form

Mr. Siefer felt that the grievance/appeal form would meet the needs of the employee, but would like them to have more space on certain sections to complete the information.

Ms. Nagy said that we could add a sentence like we use in the application forms that tells them to attach extra paper if necessary.

John Siefer MOVED to accept the form as typed, with the revision allowing them to attach extra paper if needed. Dave Graf SECONDED. MOTION PASSED UNANIMOUSLY.

B. Amendment of Civil Service Rules

Ms. Richards brought up the need to amend the rules, page 3, Section 3-000 Filing of Appeals., to include "Appeals shall not be considered filed until a completed Civil Service Commission, Official Appeal Form is received by the Personnel Director".

Siefer wanted to add "or designee" behind the Personnel Director.

Dave Graf MOVED the amendment as written above, adding or designee behind Personnel Director. John Siefer SECONDED. MOTION PASSED UNANIMOUSLY.

Discussion followed regarding attorney's reference to 41.100 of the rules. It was determined the attorney had a copy of the old rules, and the section does not apply.

Mr. Siefer opened discussion on the need to modify or eliminate the commission.

The commission members said they were open to discussing options used by other cities for an appeal above the City Manager's decision for non reps.

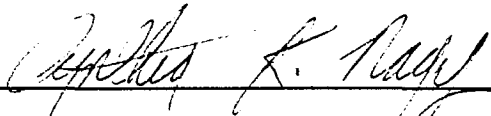
Ms. Richards said that an advisory board could be used. If a panel of peers were used for grievances, they are normally harder on the employees.

Ms. Brockett said it sounds like it would cost less to use outside arbitrators, but would the employees want someone outside of the community to hear their grievances.

It was determined that Ms. Richards would get guidelines that are used by other cities and the private sector. After the Commission receives them, they will select those they wish to pursue and a representative to come and discuss how they work.

VI. ADJOURN

Heidi Brockett MOVED to adjourn. **Dave Graf** SECONDED. MOTION PASSED UNANIMOUSLY. Meeting adjourned at 7:45 p.m.



Cynthia K. Nagy, Personnel Assistant

TRAFFIC SAFETY COMMISSION
City Council Chambers
February 8, 1993

I CALL TO ORDER

Chair Baker called the meeting to order at 7:33 pm. Present were:

Dick Baker, Chair
Bruce Bergman
Joe Precourt

Larry Cowling
David Cookson

ABSENT:

Michelle Harris

STAFF PRESENT:

Officer Donald Dodd
Paul Roeger, Office. Eng.
Connie Leasure, Staff Ass't

II APPROVAL OF MINUTES

Cookson MOVED and Cowling SECONDED that the January minutes be approved. Motion passed unanimously.

III AUDIENCE PARTICIPATION - None.

IV SPECIAL PRESENTATION

Roeger introduced Susan Hartnett, Program Manager for the City of Portland's Neighborhood Traffic Management Program for Local Service Streets. Ms. Hartnett gave a brief history of the program, which was begun in 1984 in response to citizen requests and the community wish for equality in enforcement. Hartnett explained that previous to this program, there was an inequality in enforcement due to the "squeaky wheel" syndrome; the Neighborhood Traffic Management Program addressed this problem by forming a traffic committee which evaluates volume, speed, location of schools and bike routes for each project. Hartnett also runs the SPEED WATCH program, which loans radar guns and materials to help local residents monitor vehicle speeds in their neighborhoods. The SPEED WATCH program trains the volunteers, who then write down the vehicle license number, radar indicated speed, date, time and location of the offenders; SPEED WATCH then sends out courtesy letters on City of Portland letterhead to the registered owners of the vehicles.

Hartnett then described the new COLLECTOR RECOVERY program, geared toward 75% residential streets, and is aimed at slowing drivers down in these areas. This program is currently ongoing on only two streets.

Hartnett explained that she has two staff people and two engineers, and all decisions must be agreed upon by both the traffic committee and the program people before any installations are begun. When a program is undertaken, residents of the subject area receive postcards telling them that the area is being studied, and inviting them to participate by attending local open houses and/or volunteering to serve the traffic committee being formed for the project. Hartnett explained that the group prefers to work with local residents, as opposed to neighborhood associations, as projects may cross the neighborhood association boundaries and local politics can become a problem.

Hartnett then presented slides of various devices used in traffic management, including traffic circles, divertors, speed bumps, median islands, curb extensions, and "thresholds". The slides showed devices of various ages and designs, and Hartnett explained the evolution of the devices and rationale behind the various placements. Hartnett explained that speed bumps were approved by Portland City Council in June 1992, after 18 months of testing and investigation by her group, and are one of the devices being tested in the COLLECTOR RECOVERY program. Striping bike lanes is another device used to visually narrow a roadway; drivers seem to respect the lane even when no bikers are present, and the narrowed streets do show a decrease in vehicle speed.

Roeger asked Hartnett to discuss the rules determining placement of traffic circles, etc. Hartnett said that solid traffic engineering is the main "rule", but as a policy traffic circles are not used on collectors, or placed on anything but flat streets, to avoid vehicle sight distance problems. Speed bumps are a concern for fire and emergency vehicles, but 22' bumps have been accepted by the fire dept., which has found that they can be taken by the engines at about 20 mph, and not unacceptably slow down emergency response. An audience member asked about the cost of speed bumps; Hartnett said that each bump in an average installation costs about \$2,000, \$900 of which goes for markings and signs. Maintenance costs have yet to be determined, but some problems with the test bumps indicate that maintenance could be significant, as the materials used are fairly expensive. Portland's policy regarding the use of STOP signs was also discussed; Hartnett said that while STOPS had once been placed in response to citizen petition, this had resulted in far too many STOP signs, and the practice was discontinued.

Patty Wisner of 3325 SE Wister asked about street classifications, and how they can be changed. Hartnett replied that Portland upgrades its' classifications every 5 to 8 years, and there are some changes each time it is done. Wisner asked how reclassification is accomplished; Hartnett noted that she does not know how Milwaukie handles its' program, but Portland accepts requests from citizens, and changes are done in response to the City's needs as a whole. She mentioned that many of the changes are a direct result of redundancies in the current classifications.

Baker asked how Portland staffs the SPEED WATCH program; Hartnett said that one administrative assistant manages this program. One training session is given to the requester(s), usually in the evening, outlining the parameters for using the equipment and proper use and care of the radar gun. Hartnett noted that the SPEED WATCH program is so popular that there is often a nine month's wait for use of the guns, but during the winter the wait can be much less. Wisner commented that Hartnett's observation that repeat requests are not uncommon seemed to illustrate that citizen monitoring of speed does not achieve any real "fix" of the speed problem. Hartnett agreed, but noted that as opposed to having nothing to offer citizens, the SPEED WATCH program does empower citizens and raises local awareness that we all contribute to local traffic problems.

Wisner asked about residents funding traffic circles independently; Hartnett said that liability questions aside, the problem would be that once the installation is in place, the City would have responsibility for maintenance, and at \$500 + per year, the maintenance costs alone could become an unexpected burden if residents were allowed to install circles at will. Bergman asked about liability for signs and divertors in the street; Hartnett replied that if good engineering practices are used, the neighborhood is given advance notification of the proposed installation, and the best grade of signs are employed, an independent review by Kittleson & Associates showed no more single-car accidents and fewer multi-car accidents in intersections which had circles installed. Hartnett commented that the accident rates were based on reported accidents - maintenance workers observed enough scrapes and dings to the circles that it is likely that single-car accident rates are actually somewhat higher than reported.

V

OLD BUSINESS

A. POLICE REPORT

Officer Dodd reported that 302 traffic citations were issued in January, which seems to show that raising officer awareness does have an effect on the numbers of citations issued, despite the lack of a dedicated traffic officer. The department is in the process of hiring two officers, and there have been enough applicants to allow experienced officers to be acquired, cutting down the amount of time it will take to get them effectively on the street. One officer will be assigned to traffic, and meantime each existing officer will continue to write one traffic ticket per shift.

B. PROJECT STATUS

1. McLoughlin Blvd. - nothing new.
2. Sunrise Corridor - nothing new.

C. SAAD REPORT - None.

D. TRAFFIC CONTROL DEVICE REQUESTS

1. Lake Road Citizen Petition - Roeger reported that while the County had returned the signed draft Speed Control Board change, they had not received the final Speed Control Board order, and had not changed the signs to date.

2. Monroe Street Citizen Petition - Roeger reported that an appeal to the TSC's denial of the petition had gone to Council, which denied the request pending a study which Council ordered to determine the effect of a weight restriction on other local streets. Council ordered the Engineering Dept. to engage a traffic engineer within one month to complete the study, and Roeger noted that some temporary closures of Monroe and/or other local streets may be needed to obtain good results.

3. 34th Avenue - There was some discussion about the information presented by Susan Hartnett during the Special Presentation earlier in the meeting. Baker and Bergman noted that they had attended a pedestrian/bicycle traffic seminar at Clackamas Community College on 2/6/93 which had addressed a number of the same concerns that the 34th Avenue Neighborhood Task Force had taken up. The key point made during the seminar was that community liveability is affected by the fact that more vehicle mileage is being accrued by everyone every year, and the sheer number of vehicles makes the prospect of biking or walking to a local destination less appealing as time passes. Baker mentioned that perhaps 34th Avenue would be a good place for the TSC to begin their own SPEED WATCH program similar to what Hartnett had described. Baker has access to similar equipment to loan, and would be amenable to hold training in its' use. He will update TSC after getting further information about the equipment.

4. Fieldcrest Drive NO PARKING on corners request
Roeger noted that he had mailed a letter to each of the 13 residents on the subject corners, and had received three replies in return. Jimmy Yoshida of 4727 SE Fieldcrest asked about opposition to the request; Roeger replied that one of the respondents had not objected, while another had objected to the prospect of a 24-hour NO PARKING zone, requesting restrictions during school hours only.

Mr. King of 4904 SE Fieldcrest Drive, one of the respondents who did not favor the 24-hour NO PARKING zones, rose to say that the neighborhood as a whole would not object to the NO PARKING zones, but with limited parking available on the street, he feels that

restricting the zones to the outside of the curves (rather than both sides) would provide sufficient room without unduly restricting on-street parking. Roeger asked Precourt if that would be acceptable; Precourt replied that it would not, as bus drivers have had problems negotiating the curves when only one side was restricted by a parked car. He feels that both sides would be necessary. Discussion ensued about different types of restrictions, such as restricted times or two-way zones, but it was determined that enforcement would then become a problem without providing sufficient benefit. Finally, Roeger agreed to meet with Precourt and the affected neighbors on the street and have a bus go around the street so that critical areas can be marked. This was agreeable to all.

5. TOW-AWAY ZONES - 25th Ave. & Johnson Creek Blvd. - Roeger reported that the TSC recommendations had been forwarded to the City Manager for his approval and signature, which was expected shortly.

6. NO PARKING on McBrod Avenue - Roeger reported this was also in the City Manager's office for signature.

7. Hand Operated STOP light @ 26th & Harrison - Roeger sent a letter of denial to the applicant, with the information about the crosswalk at 28th & Harrison as directed by TSC.

E. S.E. 23rd Avenue Street Vacation between Washington and Willard Streets - Roeger reported that this vacation had been approved by the City Council. Roeger noted that in contrast to the Traffic Safety Commission meeting, there was no testimony in opposition to the request. He felt that those who had opposed the vacation at the January TSC meeting had had their questions answered at the TSC and Planning meetings, both of which had occurred prior to the Council meeting. The most important objection had been that the access through the medical building parking lot to Adams presented a potential hazard to pedestrians; the school's plan to make the adjacent parking lot strictly for faculty would eliminate the majority of misuse.

V

NEW BUSINESS

- A. TRAFFIC CONTROL DEVICE REQUESTS - None.
- B. OBSERVED TRAFFIC HAZARDS

1. Precourt noted that if the North Clackamas School District adopts increased student walking distances, there will be a need for increased public education in regard to NO PARKING in bike paths, etc. It was suggested that this type of information could be released through the NCSD#12 paper, which distributed throughout the district.

VI

ADJOURN

Baker passed out a draft TSC Annual Report for discussion; after some minor language adjustments, the members approved the report for presentation to City Council on February 16th.

There being no further business, the meeting was adjourned at 10:15 pm.

DESCRIPTION	BUDGETED AMOUNT	MONTH AMOUNT	YTD AMOUNT	YTD BUDGET VARIANCE	ENCUMBERED AMOUNT	VARIANCE INCL ENC.	PCT USED
11 000	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CITY COUNCIL	32100.00	12708.31	27039.67	5060.33	8099.83	-3039.50	84.24
CITY MANAGER	208805.91	15506.86	114288.71	94517.20	553.01	93964.19	54.73
DATA PROCESSING	188536.00	16431.86	106243.04	82292.96	11690.27	70602.69	56.35
CITY ATTORNEY	69460.00	0.00	17199.22	52260.78	0.00	52260.78	24.76
PERSONNEL	133964.74	14301.27	66956.16	65008.58	3480.50	61528.08	51.47
SENIOR CENTER	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LIBRARY	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PARKS & RECREATION	0.00	0.00	0.00	0.00	0.00	0.00	0.00
RECYCLING PROGRAM	54785.00	2310.07	15467.12	39317.88	0.00	39317.88	28.23
POLICE ADMINISTRATION	113808.80	10256.11	63381.83	50426.97	77.00	50349.97	55.69
POLICE FIELD SERVICES	1498090.78	116833.20	842102.69	655988.09	35686.25	620301.84	56.21
POLICE SUPPORT SERVICES	25329.06	187.96	4964.50	20364.56	621.89	19742.67	19.60
DISPATCH CENTER OPERATIONS	356331.62	21675.26	144879.88	211451.74	8867.00	202584.74	40.66
FIRE SERVICES	0.00	0.00	0.00	0.00	0.00	0.00	0.00
COMMUNITY DEVELOPMENT	311153.63	25564.68	140758.66	170394.97	28743.59	141651.38	45.24
PUBLIC WORK ADMINISTRATION	286919.01	21851.56	132007.04	154911.97	3480.85	151431.12	46.01
PUBLIC WORKS ENGINEERING	227533.70	9738.90	94057.58	133476.12	35789.25	97686.87	41.34
PUBLIC WORKS STRUCTURAL SAFETY	61969.23	6689.25	59213.09	2756.14	613.72	2142.42	95.55
FACILITY MAINTENANCE	403845.00	34308.27	210052.49	193792.51	188985.84	4806.67	52.01
PARKING FACILITIES	40827.00	0.00	0.00	40827.00	1756.00	39071.00	0.00
FINANCE ADMINISTRATION	99494.60	8461.71	54024.42	45470.18	38.12	45432.06	54.30
GENERAL GOVERNMENT	213500.00	9212.16	168686.14	44813.86	12504.90	32308.96	79.01
DATA PROCESSING	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MUNICIPAL COURT	70465.49	5501.07	37611.78	32853.71	0.00	32853.71	53.38
ACCOUNTING	199681.22	20459.15	128065.91	71615.31	4414.25	67201.06	64.14
FACILITIES MAINTENANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER	2233756.49	167885.47	968963.47	1264793.02	0.00	1264793.02	43.38
GENERAL FUND TOTAL	6830357.28	519883.12	3397963.40	3432393.88	345402.27	3086991.61	49.75
22 000	1242001.65	62612.51	408184.20	833817.45	71127.30	762690.15	32.87
FACILITY MAINTENANCE	0.00	1236.43	6815.49	-6815.49	7957.82	-14773.31	0.00
STATE GAS TAX/STREET FUND TOTAL	1242001.65	63848.94	414999.69	827001.96	79085.12	747916.84	33.41
23 000	55010.00	0.00	13888.80	41121.20	0.00	41121.20	25.25
BIKE PATH FUND TOTAL	55010.00	0.00	13888.80	41121.20	0.00	41121.20	25.25
25 000	128585.00	0.00	0.00	128585.00	0.00	128585.00	0.00
WATER SDC FUND TOTAL	128585.00	0.00	0.00	128585.00	0.00	128585.00	0.00
26 000	705114.00	0.00	0.00	705114.00	0.00	705114.00	0.00
SEWER SDC FUND TOTAL	705114.00	0.00	0.00	705114.00	0.00	705114.00	0.00
27 000	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CENTER OPERATIONS	459179.93	0.00	51242.31	407937.62	0.00	407937.62	11.16
CENTRAL CAPITAL PROJECTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PARKS AND REC - OPERATIONS	225782.98	0.00	55548.45	170234.53	1673.00	168559.53	24.60
PARKS ASAP OPERATIONS	64015.10	0.00	3723.23	60291.87	0.00	60291.87	5.82
PARKS CAPITAL PROJECTS	48595.00	0.00	680.00	47915.00	0.00	47915.00	1.40

DESCRIPTION	BUDGETED AMOUNT	MONTH AMOUNT	YTD AMOUNT	YTD BUDGET VARIANCE	ENCUMBERED AMOUNT	VARIANCE INCL ENC.	PCNT USED
FACILITY MAINTENANCE	0.00	0.00	4246.12	-4246.12	0.00	-4246.12	0.00
PARKS DISTRICT TOTAL	797573.01	0.00	115440.11	682132.90	1673.00	680457.90	14.47
LIBRARY	581118.19	41000.17	298604.34	282513.85	17732.85	264781.00	51.38
FACILITY MAINTENANCE	0.00	1166.79	3300.97	-3300.97	3105.31	-6406.28	0.00
LIBRARY SERVICES FUND TOTAL	581118.19	42166.96	301905.31	279212.88	20838.16	258374.72	51.95
FIRE ADMINISTRATION	164558.03	7802.77	57252.87	107305.16	9375.63	97929.53	34.79
FIRE OPERATIONS	1666849.00	128695.24	892622.47	774226.53	46286.17	727940.36	53.55
FIRE PREVENTION	120000.00	8567.88	39164.25	80835.77	85362.93	-4527.16	32.64
FACILITY MAINTENANCE	0.00	939.54	8336.04	-8336.04	8088.79	-16424.83	0.00
FIRE RESCUE SERVICES FUND TOTAL	1951407.03	146005.43	997375.61	954031.42	149113.52	804917.90	51.11
31 000	1672614.00	84507.92	637957.08	1034656.92	90082.07	944574.85	38.14
FACILITY MAINTENANCE	0.00	10618.31	59655.54	-59655.54	68229.93	-127885.47	0.00
WATER FUND TOTAL	1672614.00	95126.23	697612.62	975001.38	158312.00	816689.38	41.71
32 000	1937714.89	78242.62	761535.54	1176179.35	554474.01	621705.34	39.30
FACILITY MAINTENANCE	0.00	1748.58	7111.36	-7111.36	6163.38	-13274.74	0.00
SEWER FUND TOTAL	1937714.89	79991.20	768646.90	1169067.99	560637.39	608430.60	39.67
33 000	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACILITY MAINTENANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
STORM SEWER FUND TOTAL	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51 000	970579.00	1880.25	7109.44	963469.54	0.00	963469.54	0.73
KOLL MARK ROLL 124	21505.00	0.00	18252.50	3252.50	0.00	3252.50	84.88
IMPROVEMENT BOND SINKING FUND TOTAL	992084.00	1880.25	25361.94	966722.04	0.00	966722.04	2.56
52 000	638831.00	0.00	345345.86	293485.14	0.00	293485.14	54.06
PUBLIC SAFETY DEBT SERVICE FND TOTAL	638831.00	0.00	345345.86	293485.14	0.00	293485.14	54.06
64 000	4927484.00	177351.91	1197527.81	3729956.19	2313161.86	1416794.33	24.30
FACILITY MAINTENANCE	0.00	0.00	0.00	0.00	650.00	-650.00	0.00
CAPITAL PROJECTS FUND TOTAL	4927484.00	177351.91	1197527.81	3729956.19	2313811.86	1416144.33	24.30
71 000	423025.32	45306.91	360041.54	62983.76	99345.71	-36361.93	85.11
FLEET SERVICES FUND TOTAL	423025.32	45306.91	360041.54	62983.76	99345.71	-36361.93	85.11
93 000	5000.00	0.00	0.00	5000.00	0.00	5000.00	0.00
FORFEITURE TRUST FUND TOTAL	5000.00	0.00	0.00	5000.00	0.00	5000.00	0.00
FINAL TOTAL	22887919.37	1171550.95	8636109.63	14251809.74	3728221.03	10523588.71	



CITY OF MILWAUKIE
CHART OF ACCOUNTS - OBJECT CODES

RESOURCES/REVENUES (R):

FUND BALANCE AVAILABLE (R0):

Fund Balance Available 4001
Working Capital Available 4002

TAX REVENUES (R1):

CURRENT YEAR TAXES 4011
PRIOR YEAR TAXES 4021

Other Tax Revenues 4030

FRANCHISE FEES (R2):

Franchise Fees 4400
Electric 4410
Gas 4420
Telephone 4430
Cable 4440
Garbage 4450

CHARGES FOR SERVICES (R3):

Water User Fees 4240
Water system development charges 4241
Sewer User Fees 4242
Sewer system development charges 4243
Miscellaneous fees & charges 4250
Intragovernmental charges 4260
After School Program 4633
Summer Field Trips 4634

SPECIAL ASSESSMENTS (R4):

Assessment collections - Bonded 4621
Assessment collections - Unbonded 4622

LICENSES AND PERMITS (R5):

Business Licenses 4210
Building Permits 4220
Mechanical Permits 4221
Plan Check Fees 4222
Alarm Permits 4223
Planning Fees 4230
Misc Fees & Charges 4250
Lien Search Fees 4251

INTERGOVERNMENTAL REVENUES (R6):

State Grants 4120
Cigarette Tax 4122
Liquor Tax 4123
State Gas Tax 4124
State Shared Revenues 4125
911 Tax Revenues 4126
Metro Grants 4129
County Grants 4130
Hotel/motel Tax 4131

2

County Library Coop	4132
Parks District	4139
FINES AND FORFEITURES (R7):	
Traffic fines	4310
Parking fines	4311
Other court fines	4312
Library fines	4320
Forfeitures	4321
TRANSFERS-IN (R8):	
Transfers from Fund 11 (General Fund)	4911
Transfers from Fund 22 (Gas Tax Fund)	4922
Transfers from Fund 25 (Water SDC Fund)	4925
Transfers from Fund 26 (Sewer SDC Fund)	4926
Transfers from Fund 31 (Water Fund)	4931
Transfers from Fund 32 (Sewer Fund)	4932
Transfers from Fund 83 (Trust Fund)	4983
OTHER FINANCING SOURCES (R9):	
Interest earned - Investments	4510
Interest earned - Other Sources	4511
Rental revenues - Parks	4520
Rental revenues - Senior Center	4521
Rental revenues - Other	4522
Gifts & donations	4610
Recovered expenditures	4620
Proceeds from sale of fixed assets	4623
Cash short or (over)	4625
Other revenues	4630
Bond proceeds	4631
Loan repayment - fleet	4632

CITY OF MILWAUKIE
CHART OF ACCOUNTS - OBJECT CODES

EXPENDITURES/EXPENSES (E):

PERSONNEL SERVICES (01):

Salaries - Unclassified	5110
Salaries - Classified	5120
Salaries - Classified Police	5130
Salaries - Classified Fire	5140
Salaries - Temporary	5150
Overtime - Regular	5210
Educational Incentive	5310
Shift differential	5311
EMT Incentive Pay	5312
Rescue incentive pay	5313
Special incentive	5314
Clothing allowance	5320
Car Allowances	5330
Social security (FICA)	5510
Unemployment	5520
Tri-Met	5525
Workers compensation	5530
PERS Pick-Up (6%)	5605
PERS	5610
Life insurance	5650
Long term disability	5660
Employee assistance	5665
Medical benefits	5670
Dental benefits	5680

MATERIALS & SERVICES (02):

Professional services	6010
Contractual services	6020
Repairs & maintenance - Facilities	6100
Repairs & maintenance - Vehicles	6110
Repairs & maintenance - Operating Equip	6120
Repairs & maintenance - Office Equip	6130
Office supplies & expense	6210
Public Safety supplies & expense	6220
Advertising & publicity	6230
Fees & licenses	6240
Dues & subscriptions	6250
Travel - Food & Lodging	6260
Education & training	6270
Rents & leases	6310
Bad Debt Expense	6312

Utilities:

Telephone	6318
Electricity	6319
Natural gas	6322

Water & sewer	6325
Other Utilities	6329

Insurance premiums	6330
Bond - Principal Payments	6440
Bond - Interest Payments	6445
Paying Agent Fees & Expenses	6447

CAPITAL OUTLAY (03):

Land	7110
Buildings & improvements	7120
Motor vehicles	7130
Operating equipment	7140
Office furniture & equip	7150
Library circulation materials	7160
Computer software	7165
Capital Improvement Projects - General	7510
Capital Improvement Projects - Parks	7511
Capital Improvement Projects - Streets	7520
Capital Improvement Projects - Water	7530
Capital Improvements Projects - Sewer	7531

TRANSFERS-OUT (04):

Transfers to Fund 11 (General Fund)	8111
Transfers to Fund 22 (Street Fund)	8122
Transfers to Fund 27 (Parks Fund)	8127
Transfers to Fund 28 (Library Fund)	8128
Transfers to Fund 29 (Fire Svc Fund)	8129
Transfers to Fund 32 (Sewer Fund)	8132
Transfers to Fund 64 (Capital Projects)	8164
Transfers to Fund 71 (Fleet Service)	8171

RESERVES/LOANS (05):

Refund of prior year revenues	9199
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CONTINGENCY (06):

Contingencies (Budgetary Account Only)	9510
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CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41017	A T & T	11 313 6130 0000	MAINTENANCE: 12/28 - 01/27	47.46	47.46
41018	A T & T	11 621 6318 3006	LONG DISTANCE SVC/DEC 1992	63.49	94.73
		11 621 6318 3012	LONG DISTANCE SVC/DEC 1992	29.33	
		11 621 6318 3024	LONG DISTANCE SVC/DEC 1992	1.91	
40927	ACCOUNTING SYSTEMS	11 731 6210 0000	5000 ACCOUNTS PAYABLE CHECKS	751.75	751.75
40928	ACE OVERHEAD DOOR SPEC	29 420 6110 0000	PORTABLE DOOR OPENER	39.60	39.60
40929	ACTION ARC WELDING SUPPLY	71 000 6110 0000	WELDING SUPPLIES	9.50	9.50
41119	AFSCME COUNCIL 75	11 000 2138 0000	UNION DUES W/H FROM DEC P/R	418.00	924.00
		22 000 2138 0000	UNION DUES W/H FROM DEC P/R	132.00	
		28 000 2138 0000	UNION DUES W/H FROM DEC P/R	132.00	
		31 000 2138 0000	UNION DUES W/H FROM DEC P/R	88.00	
		32 000 2138 0000	UNION DUES W/H FROM DEC P/R	110.00	
		71 000 2138 0000	UNION DUES W/H FROM DEC P/R	44.00	
41019	ALBERTSON'S	31 000 6260 0000	SUPPLIES FOR SAFETY MEETINGS	6.78	94.33
		32 000 6100 0000	SUPPLIES FOR SAFETY MEETINGS	14.78	
		11 511 6260 0000	SUPPLIES FOR MEETINGS	23.15	
		11 611 6260 0000	SUPPLIES FOR MEETINGS	49.62	
41120	AMERICAN FAMILY LIFE	11 000 2150 0000	INS PREM W/H FROM DEC P/R	312.26	571.70
		22 000 2150 0000	INS PREM W/H FROM DEC P/R	26.70	
		28 000 2150 0000	INS PREM W/H FROM DEC P/R	27.16	
		29 000 2150 0000	INS PREM W/H FROM DEC P/R	141.76	
		31 000 2150 0000	INS PREM W/H FROM DEC P/R	9.00	
		32 000 2150 0000	INS PREM W/H FROM DEC P/R	37.12	
		71 000 2150 0000	INS PREM W/H FROM DEC P/R	17.70	
40930	AMERICAN GIRL	28 233 7160 0000	ONE YEAR SUBSCRIPTION	19.95	19.95
41121	AMERICAN LIBRARY ASSN	28 233 6210 0000	POSTERS/BOOKMARKS/MURALS	60.70	60.70
41021	AMERICAN MANAGEMENT ASSN	11 211 6250 0000	MEMBERSHIP DUES	160.00	160.00
41175	AMERIGAS-FORTLAND	29 420 6100 0000	YEARLY TANK RENT BEGIN: 2/1/93	35.00	35.00
41172	ANDERSON CONSTRUCTION CO	11 000 4222 0000	REFUND:OVERPAID CONSULTATION	100.00	100.00
40931	ANGUS ANDERSON	*11 711 6260 0000	REIMBURSE/MILEAGE/MEALS/ETC.	550.20	550.20
41022	ANGUS ANDERSON	*11 711 5686 0000	VISION ALLOWANCE	100.00	0.00
		11 711 5686 0000	VOID CHECK	- 100.00	
41176	ANGUS ANDERSON	*11 711 5686 0000	VISION ALLOWANCE	100.00	100.00



CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
40932	ASSOCIATED LIBRARIES, INC	28 233 7160 0000	TITLES AS LISTED	27.24	
		28 233 7160 0000	SHIPPING & HANDLING	1.83	29.07
41023	ATLAS ELECTRICAL	11 621 6100 0000	INSTALLED LIGHTS AT JCB	128.00	128.00
41122	AUTOMATED OFFICE SYSTEMS	11 314 6310 0000	MTLY BILLING ON CANON COPIER	264.19	264.19
40934	BAKER & TAYLOR BOOKS	28 233 7160 0000	TITLES AS LISTED	17.25	17.25
41123	BAKER & TAYLOR BOOKS	28 233 7160 0000	PROCURE SERVICE ACCT #10991	80.24	80.24
41178	BAKER & TAYLOR BOOKS	28 233 7160 0000	TITLES AS LISTED	45.65	45.65
41179	BAKER & TAYLOR BOOKS	28 233 7160 0000	PROCURE SERVICE ACCT #10991	15.34	15.34
40933	BAKER & TAYLOR CO	28 233 7160 0000	62 TITLES ACCOUNT #L-11318-3	712.57	712.57
41177	BAKER & TAYLOR CO	28 233 7160 0000	ACCT # L-11318-3	775.04	775.04
41024	BANKAMERICA LEASING	71 000 6310 0000	STREET SWEEPER/LEASE	2,547.32	
		11 213 6310 0000	ST SWEEPER/COMP EQ LEASE	1,382.32	
		11 213 6310 0000	COMPUTER/MEDICAL EQ/LEASE	154.57	
		29 411 6310 0000	MEDICAL EQUIPMENT/LEASE	1,276.33	
		29 411 6310 0000	COMPUTER/MEDICAL EQ/LEASE	185.73	5,546.27
40935	BAXTER AUTO PARTS	71 000 6110 0000	AUTO-TRUCK PARTS	84.76	
		71 000 6110 0000	AUTO-TRUCK PARTS	27.70	
		71 000 6110 0000	2% 10TH DISCOUNT	-2.24	110.22
41025	BEN-KO-MATIC BRUSH &	71 000 6110 0000	PARTS FOR ELGIN STREET SWEEPER	32.99	32.99
41026	BEN-MAR AUTO PARTS	71 000 6110 0000	AUTO-TRUCK PARTS	41.85	
		71 000 6110 0000	AUTO-TRUCK PARTS	416.70	
		71 000 6110 0000	AUTO-TRUCK PARTS	32.25	
		71 000 6110 0000	AUTO-TRUCK PARTS	14.25	
		71 000 6110 0000	AUTO-TRUCK PARTS	2.65	
		71 000 6110 0000	AUTO-TRUCK PARTS	34.00	
		71 000 6110 0000	AUTO-TRUCK PARTS	6.65	
		71 000 6110 0000	AUTO-TRUCK PARTS	23.85	
		71 000 6110 0000	AUTO-TRUCK PARTS	97.10	
		29 420 6220 0000	AUTO PARTS/EQUIPMENT/SUPPLIES	13.15	
		29 420 6220 0000	AUTO PARTS/EQUIPMENT/SUPPLIES	7.95	
		29 420 6220 0000	AUTO PARTS/EQUIPMENT/SUPPLIES	6.50	696.90
40936	BENZ SPRING CO.	71 000 6110 0000	H D REAR SPRINGS #6514	220.55	220.55
40937	BIO-MED OF OREGON	29 420 6010 0000	MEDICAL WASTE MANAGEMENT	10.45	10.45

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41181	BIO-SAFETY SYSTEMS	29 420 6220 0000	INFECTION CONTROL	333.25	333.25
41027	BOB FRINK CHEVROLET INC	71 000 6110 0000 11 312 6110 0000	PARTS & SERVICE REPAIRS TO POLICE VEHICLE	13.41 100.00	113.41
41182	BOB FRINK CHEVROLET INC	71 000 6110 0000 71 000 6110 0000	PARTS & SERVICE PARTS & SERVICE	63.38 43.75	107.13
41217	BOB KNUDSON	11 111 6240 0000	COUNCIL STIPEND FEBRUARY 1993	150.00	150.00
41083	BOB PETERSON	*31 000 6220 0000	REIMBURSE: DAMAGED EAR PLUGS	45.00	45.00
41242	BOB PETERSON	*31 000 6260 0000	MEALS/GRESHAM	18.00	18.00
40938	BONNIE EISENMEN	28 233 6210 0000	REPAIR VIDEOS	17.70	17.70
41252	BONNIE S. SHIELDS	*11 731 6260 0000	MILEAGE/TIGARD OMFOA SEMINAR	26.88	26.88
40939	BUCK AMBULANCE & HEALTH	29 420 6220 0000 29 420 6220 0000 29 420 6220 0000	MEDICAL SUPPLIES/EQUIPMENT MEDICAL SUPPLIES/EQUIPMENT MEDICAL SUPPLIES/EQUIPMENT	209.00 380.74 435.65	1,025.39
41029	BUCK AMBULANCE & HEALTH	29 420 6220 0000	MEDICAL SUPPLIES/EQUIPMENT	279.00	279.00
41124	BUILDING CODES AGENCY	11 621 6240 0000	ELEVATOR PERMIT/LIBRARY	74.08	74.08
41183	BUILDING CODES AGENCY	11 621 6100 0000	ELEVATOR SAFETY/ANNUAL INSPECT	101.12	101.12
41030	BUILDING TECH BOOKSTORE	11 612 6210 0000	'92 DR PLUMBING SPECIALTY CODE	146.60	146.60
41031	BUSINESS & LEGAL REPORTS	22 000 6220 0000 31 000 6220 0000 32 000 6220 0000	SUPPLEMENT SAFETY/HEALTH TRAIN SUPPLEMENT SAFETY/HEALTH TRAIN SUPPLEMENT SAFETY/HEALTH TRAIN	11.98 11.98 11.99	35.95
41125	CARBON DIOXIDE, INC	29 420 6120 0000	EQUIP FOR NEW KME ENGINE	133.50	133.50
41126	CARL P MOSELEY	64 000 7510 2014 64 000 7510 2014	CONST MGMT SERVICES MILEAGE	2,261.00 44.75	2,305.75
40940	CARLSON TESTING	64 000 7510 2013	TESTING FOR PUBLIC SAFETY BLDG	1,178.00	1,178.00
41020	CAROL J AMBRUSO	11 111 6020 0000	PERSONAL SERVICES CONTRACT	3,485.00	3,485.00
41184	CARSON OIL COMPANY	71 000 1502 0000 71 000 1503 0000	2320 GALS UNLEADED 1000 GALS DIESEL	2,241.82 647.30	2,889.12
40941	CASCADE FORM SYSTEM	11 731 6210 0000	BUSINESS LICENSES	222.54	222.54

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CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41037	CITY OF PORTLAND	11 511 6010 0000	REGIONAL VISUAL PREFERENCE SRV	1,500.00	1,500.00
41038	CLACKAMAS COMMUNICATIONS	11 312 6120 0000	REPAIRED MIKE CORD PD	89.60	89.60
41186	CLACKAMAS COMMUNICATIONS	11 312 6120 0000	ANNUAL MAINT FOR POLICE DEPT	- 230.00	
		11 312 6120 0000	ANNUAL MAINT FOR POLICE DEPT	27.50	
		11 312 6120 0000	ANNUAL MAINT FOR POLICE DEPT	82.50	
		11 312 6120 0000	ANNUAL MAINT FOR POLICE DEPT	200.00	80.00
40945	CLACKAMAS COUNTY CRIMINAL	11 311 6250 0000	DUES FOR CALENDAR YEAR 1993	50.00	50.00
41039	CLACKAMAS COUNTY FINANCE	11 312 6220 0000	IMMOBILIZATION NOTICES	143.41	
		11 314 6210 0000	POLICE/FIRE DISPATCH CARDS	392.15	
		11 731 6210 0000	DOOR HANGERS	125.70	661.26
41187	CLACKAMAS COUNTY FINANCE	11 312 6220 0000	30-MINUTE FLARES W/O SPIKES	432.72	
		11 314 6020 0000	E9-1-1 ADMINISTRATIVE CHARGES	406.83	839.55
40946	CLACKAMAS COUNTY FIRE	29 430 6020 0000	SOUTH METRO FIRE/JOINT VENTURE	8,567.88	8,567.88
40916	CLACKAMAS COUNTY RECORDER	29 000 2149 0000	PAYMENT W/H DEC P/R	569.00	569.00
41040	CLACKAMAS COUNTY RECORDER	11 612 6240 0000	RECORDER FEE	25.00	25.00
41188	CLACKAMAS COUNTY RECORDER	11 612 6210 0000	RECORDERS FEE	5.00	
		11 612 6240 0000	RECORDERS FEE	10.00	15.00
41273	CLACKAMAS COUNTY RECORDER	29 000 2147 0000	CASE # CCV92-10-174	569.00	569.00
40913	CLACKAMAS FEDERAL C U	11 000 2144 0000	CREDIT UNION W/H DEC P/R	8,003.25	
		22 000 2144 0000	CREDIT UNION W/H DEC P/R	1,349.00	
		28 000 2144 0000	CREDIT UNION W/H DEC P/R	1,886.00	
		29 000 2144 0000	CREDIT UNION W/H DEC P/R	4,952.75	
		31 000 2144 0000	CREDIT UNION W/H DEC P/R	1,125.00	
		32 000 2144 0000	CREDIT UNION W/H DEC P/R	712.00	
		71 000 2144 0000	CREDIT UNION W/H DEC P/R	515.00	18,543.00
41114	CLACKAMAS FEDERAL C U	11 000 2144 0000	C/R DED FROM 1/15/93 P/R	5,113.00	5,113.00
41270	CLACKAMAS FEDERAL C U	11 000 2144 0000	CREDIT UNION W/H JAN P/R	7,180.00	
		22 000 2144 0000	CREDIT UNION W/H JAN P/R	1,226.00	
		28 000 2144 0000	CREDIT UNION W/H JAN P/R	1,350.50	
		29 000 2144 0000	CREDIT UNION W/H JAN P/R	2,829.00	
		31 000 2144 0000	CREDIT UNION W/H JAN P/R	575.00	
		32 000 2144 0000	CREDIT UNION W/H JAN P/R	594.50	
		71 000 2144 0000	CREDIT UNION W/H JAN P/R	515.00	14,270.00
41041	CLACKAMAS WATER DISTRICT	27 000 3999 0000	FINAL 5440 SE KELLOGG CK DRIVE	0.47	0.47

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41032	CASCADE FORM SYSTEM	11 731 6210 0000	UTILITY BILLS 8 1/2 X 11	653.45	653.45
41127	CASE POWER & EQUIPMENT	71 000 6110 0000	BACKHOE PARTS FOR #6438	54.55	54.55
40942	CELLULAR ONE	11 621 6318 3000	CELLULAR ONE DECEMBER 1992	163.43	
		22 621 6318 3000	CELLULAR ONE DECEMBER 1992	2.60	
		29 621 6318 3000	CELLULAR ONE DECEMBER 1992	337.55	
		31 621 6318 3000	CELLULAR ONE DECEMBER 1992	46.78	
		31 621 6318 3000	CELLULAR ONE DECEMBER 1992	35.81	586.17
41033	CENTER FOR POPULATION	11 231 6210 0000	DEMOGRAPHIC HOUSING/CLACK CNTY	30.00	30.00
40943	CENTRAL OFFICE TELEPHONE	11 621 6318 3000	TELEPHONE NOVEMBER 1992	10.58	
		11 621 6318 3000	TELEPHONE DECEMBER 1992	10.17	
		11 621 6318 3006	TELEPHONE NOVEMBER 1992	75.00	
		11 621 6318 3006	TELEPHONE DECEMBER 1992	75.00	
		11 621 6318 3012	TELEPHONE NOVEMBER 1992	44.62	
		11 621 6318 3012	TELEPHONE DECEMBER 1992	47.47	
		11 621 6318 3024	TELEPHONE NOVEMBER 1992	9.86	
		11 621 6318 3024	TELEPHONE DECEMBER 1992	21.53	
		22 621 6318 3012	TELEPHONE NOVEMBER 1992	3.57	
		28 621 6318 3018	TELEPHONE NOVEMBER 1992	0.94	
		28 621 6318 3018	TELEPHONE DECEMBER 1992	3.39	
		29 621 6318 3006	TELEPHONE NOVEMBER 1992	17.31	
		29 621 6318 3006	TELEPHONE DECEMBER 1992	14.38	
		31 621 6318 3012	TELEPHONE NOVEMBER 1992	1.20	
		31 621 6318 3012	TELEPHONE DECEMBER 1992	1.98	
		32 621 6318 3012	TELEPHONE NOVEMBER 1992	1.16	
		32 621 6318 3012	TELEPHONE DECEMBER 1992	0.11	338.27
41034	CENTRIC ELEVATOR CORP	11 621 6100 0000	MAINT CONTRACT LIBRARY ELEVATR	110.62	110.62
41035	CH2M-HILL	11 612 6010 0000	ENGINEERING SVCS/MONROE ST	250.00	250.00
40969	CHARLES A. MANSFIELD	*11 311 6260 0000	REIMBURSEMENT/MEALS	22.10	22.10
41223	CHARLES A. MANSFIELD	*11 311 6260 0000	PARKING	10.00	10.00
41185	CHEVRON U.S.A., INC	11 312 6110 0000	GASOLINE	4.44	4.44
41128	CHRIS & JOHN'S AUTO BODY	29 420 6120 0000	PAINTING STEEL PANELS KME ENG	90.00	90.00
41129	CHRISTIAN SUPPLY	28 233 7160 0000	SELECTED CD'S	222.70	222.70
41036	CITY COUNTY INSURANCE SVS	11 311 6270 0000	REGISTRATION:LIABILITY SEMINAR	150.00	
		11 312 6270 0000	REGISTRATION:LIABILITY SEMINAR	150.00	300.00
40944	CITY OF PORTLAND	32 000 6020 0000	SEWAGE TREATMENT AUG/SEPT '92	11,762.44	11,762.44

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41130	CLYDE/WEST, INC.	22 000 6310 0000	SANDER RENTAL/2ND MONTH	1,500.00	1,500.00
41189	COFFEE BISTRO	11 111 6260 0000 11 111 6260 0000 11 111 6260 0000	COFFEE SERVICES COFFEE SERVICES COFFEE/LUNCES/SCONES	18.00 22.50 52.50	93.00
41190	COFFEY LABORATORIES INC	31 000 6020 0000	VOLATILE ORGANIC CHEM SAMPLES	945.00	945.00
41042	COMMERCIAL INFO SYSTEMS	11 312 6310 0000	INFORMATION REQUIRED	125.00	125.00
41191	COMMUNICATION ENTERPRISES	29 420 6120 0000 29 420 6120 0000	INSTALL ANTENNA INSTALL ANTENNA	242.69 185.78	428.47
41192	CONCANNON PAPER	11 621 6100 0000	JANITORIAL SUPPLIES	60.00	60.00
41193	COOPERS & LYBRAND	11 731 6010 0000	AUDIT FOR FY 1991-92	4,300.00	4,300.00
41221	CRAIG LOMNICKI	11 111 6240 0000	COUNCIL STIPEND FEBRUARY 1993	200.00	200.00
41043	CRIME PREVENTION	11 111 6250 0000	MEMBERSHIP RENEWAL	35.00	35.00
41195	CRR-ASPRS	11 211 6270 0000	REGISTRATION: "GIS IN ACTION"	50.00	50.00
40947	D & A JANITORIAL	11 621 6100 0000	JANITORIAL SERVICE	2,986.33	2,986.33
40915	D H R CHILD SUPPORT PRGRM	22 000 2147 0000 22 000 2147 0000 22 000 2147 0000 22 000 2147 0000	CASE #05180600141 CASE #005000074041 CASE #0052691SED41 CASE #005009217341	272.46 100.00 215.00 351.00	938.46
41272	D H R CHILD SUPPORT PRGRM	22 000 2147 0000 22 000 2147 0000 22 000 2147 0000 22 000 2147 0000	CASE #05180600141 CASE #005000074041 CASE #0052691SED41 CASE #005009217341	272.46 100.00 215.00 351.00	938.46
41044	DANCDR LTD/PTS	11 312 6270 0000 11 312 6270 0000	OFFICER SURVIVAL/PATROL TACTIC OFFICER SURVIVAL/PATROL TACTIC	125.00 125.00	250.00
41197	DARE AMERICA	11 312 6230 0000 11 312 6230 0000 11 314 6210 0000	EMPROIDERED POLO SHIRT FLYER/ORNAMENT/CLIP HOLDER SQUEEZE BOTTLE/INSULATED MUG	25.97 54.73 45.35	126.05
41142	DARRELL G. LYONS	*11 235 6260 0000 11 235 6260 0000	PARKING FOR METRO MTG MILEAGE	2.00 67.20	69.20
41131	DARRIT CONSTRUCTION INC	64 000 2022 2013 64 000 7510 2013	RETAINAGE TO PO#5612 A101/CM CONTRACT/PUB SFTY BLDG	-8,404.45 168,089.00	159,684.55

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41043	DATA DEVICES, INC.	11 213 6130 0000	PRINTER/THINNET	124.39	124.39
41046	DAVID EVANS AND ASSOCIATE	11 511 6010 0000	SERVICES NORTH-SOUTH CORRIDOR	1,250.00	1,250.00
41057	DAVID KROGH	*11 511 6260 0000 11 511 6270 0000	MILEAGE MS-DOS CLASSES	20.16 165.00	185.16
41171	DEBRA A REAKSECKER	11 000 2004 0000 11 000 2010 0000 11 000 2013 0000 11 000 4310 0000	BAIL REFUND CITATION #181682 BAIL REFUND CITATION #181682 BAIL REFUND CITATION #181682 BAIL REFUND CITATION #181682	65.00 -16.00 -7.00 -35.00	7.00
41198	DEMCO EDUCATIONAL CORP	28 233 6210 0000 28 233 6210 0000 28 233 6210 0000 28 233 6210 0000	4 CAPACITY CASSETTE ALBUMS 6 CAPACITY CASSETTE ALBUMS 8 CAPACITY CASSETTE ALBUMS SHIPPING & HANDLING	34.14 56.90 57.90 6.88	155.82
41199	DEQ / BUSINESS OFFICE	11 621 6240 0000	2 TANKS JCB ASSESSMENT	50.00	50.00
41258	DICK TORFEY	*31 000 6260 0000	MEALS/GRESHAM	18.00	18.00
41200	DICTAPHONE CORPORATION	11 314 6120 0000	MAINTENANCE CONTRACT	2,908.00	2,908.00
40748	DON DEVLAMINCH, R.P.L.S.	64 000 7510 2012	SURVEYING SERVICES	300.00	300.00
41135	ELLA GOSSETT	*11 314 6260 0000	LUNCH/CITY OF VANCOUVER	12.00	12.00
41208	ELLA GOSSETT	*11 314 6260 0000 11 314 6260 0000	LUNCH/MILEAGE REIMBURSEMENTS/OAKLAND	10.76 184.24	195.00
40749	ENERGY TRANSFER	71 000 6270 0000	ANTILOCK BRAKE SYSTEM SEMINAR	295.00	295.00
41049	ENGINEERED CONTROL PROD	31 000 6100 0000 31 000 6100 0000 31 000 6100 0000 31 000 6100 0000	PARTS FOR CHLORINE EQUIPMENT PARTS FOR CHLORINE EQUIPMENT PARTS FOR CHLORINE EQUIPMENT PARTS FOR CHLORINE EQUIPMENT	7.85 34.02 200.69 378.15	620.71
41201	EXECUTIVE DEPARTMENT	11 314 6310 0000	JAN LEDS LEASING MONTHLY	274.00	274.00
40950	F D S I	11 213 6020 0000	12 HOURS OF CONSULTATION	540.00	540.00
41132	F D S I	11 213 6020 0000	8 HOURS OF CONSULTATION	360.00	360.00
41202	FAMILIAN NW	31 000 6100 0000 31 000 6100 0000	MISC PLUMBING SUPPLIES MISC PLUMBING SUPPLIES	13.42 122.93	136.35
41133	FEDERAL EXPRESS CORP	29 420 6210 0000	SHIPPING CHARGES ON KME INFO	11.50	11.50



CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41138	I B M	11 213 7165 0000	49 EA: AADU VERSION 2.1	3,882.06	
		11 213 7165 0000	49 EA: AADU VERSION 2.1	85.00	
		11 213 7165 0000	49 EA: AADU VERSION 2.1	124.03	
		11 213 7165 0000	49 EA: AADU VERSION 2.1	595.00	4,686.09
41054	I T C, INC.	11 312 6270 0000	REGISTER: TACTICAL HANDGUN	375.00	375.00
41139	IAFF LOCAL 1159	29 000 2135 0000	UNION DUES W/H FROM DEC P/R	844.74	844.74
41012	ICMA	11 000 2124 0000	DEFERRED COMP FROM DEC P/R	4,680.00	
		22 000 2124 0000	DEFERRED COMP FROM DEC P/R	373.00	
		28 000 2124 0000	DEFERRED COMP FROM DEC P/R	905.00	
		29 000 2124 0000	DEFERRED COMP FROM DEC P/R	266.00	
		31 000 2124 0000	DEFERRED COMP FROM DEC P/R	375.00	
		32 000 2124 0000	DEFERRED COMP FROM DEC P/R	125.00	6,724.00
41210	ICMA	11 213 6250 0000	SUBSCRIPTION: MICROSOFT NEWS	130.00	130.00
41211	IDENTI-KIT COMPANY	11 312 6310 0000	QUARTERLY RENTAL	102.00	102.00
40959	INDOOR BILLBOARD/NW	32 000 6100 0000	SAFETY MATS	50.50	
		32 000 6100 0000	SAFETY MATS	51.26	101.76
41212	INDOOR BILLBOARD/NW	32 000 6100 0000	MONTHLY CLEANING SAFETY MATS	50.50	
		32 000 6100 0000	MONTHLY CLEANING SAFETY MATS	50.50	101.00
41213	INTERNATIONAL ASSOCIATION	11 311 6250 0000	ANNUAL MEMBERSHIP DUES, 1993	100.00	100.00
40960	INTERNATIONAL CONFERENCE	11 613 6210 0000	'91 UBC - LODSE LEAF	173.40	
		11 613 6210 0000	'91 UBC - STANDARDS	70.10	
		11 613 6210 0000	'91 UMC - LOOSE LEAF	36.45	
		11 613 6210 0000	'91 UNIFORM CODE DANGEROUS BLD	8.50	
		11 613 6210 0000	'91 UNIFORM CODE DANGEROUS BLD	23.20	
		11 613 6210 0000	'91 UNIFORM CODE BLDG CONSERV	8.50	
		11 613 6210 0000	DISASTER MITIGATION	19.95	340.10
41214	INTERSTATE BUSINESS FORMS	11 731 6210 0000	500 EA MAILER 5060M	164.00	164.00
41241	JACK PERRY	*32 000 6230 0000	SLIDES: MANAGING INFACTS REG	38.25	38.25
41162	JANNETTE VALLANDINGHAM	*11 211 6260 0000	MILEAGE	21.84	21.84
41155	JAY SAATKAMP	*31 000 5686 0000	VISION ALLOWANCE	100.00	100.00
41249	JEAN SCHREIBER	11 111 6240 0000	COUNCIL STIPEND FEBRUARY 1993	150.00	150.00
41206	JEANNE GARST	*11 511 6260 0000	MEAL/MILEAGE	32.95	32.95

40951	FILING SYSTEMS SPECIALIST	11 312 6210 0000	YEAR LABEL CRT	17.40	17.40
41204	FINANCIAL CONSULTING	31 000 6010 0000	WATER COST-OF-SERVICE STUDY	990.97	990.97
41134	FLINK'S EXCAVATING	22 000 6100 0000	CATCH BASINS/MAHNOLE/DRN PIPE	5,823.00	5,823.00
41164	FORTIS BENEFITS INSURANCE	11 000 2117 0000	LIFE INS FREM DEC P/R	18.20	
		29 000 2117 0000	LIFE INS FREM DEC P/R	14.70	32.90
41050	FRED MEYER INC.	11 312 6220 0000	6 EA 2-PKS POLAROID 600 FILM	113.94	113.94
41196	GABRIELLE CUDA	*28 233 5686 0000	VISION ALLOWANCE	47.00	47.00
40952	GALE RESEARCH INC	28 233 7160 0000	PROCURE REFERENCE MATERIAL	101.37	
		28 233 7160 0000	PROCURE REFERENCE MATERIAL	101.37	202.74
41205	GALE RESEARCH INC	28 233 7160 0000	PROCURE REFERENCE MATERIAL	77.19	77.19
41048	GAYLE G. EASTERDAY	*11 312 6260 0000	MEALS/BEND	125.00	125.00
41207	GOLDHAMMERS TRANSMISSIONS	71 000 6110 0000	AUTO TRANS>CARS & LIGHT TRUCKS	780.00	780.00
40953	GOODYEAR	71 000 6110 0000	CAR & TRUCK TIRES	154.30	154.30
41136	GUMDROP BOOKS	28 233 7160 0000	TITLES AS LISTED	301.13	301.13
40955	GUTHRIE MACHINERY CO.	71 000 6120 0000	SANDER CHAIN	540.00	540.00
40956	H D FOWLER CO	31 000 6100 0000	BRASS PARTS/PIPE FITTINGS	98.00	98.00
41051	H D FOWLER CO	31 000 6100 0000	BRASS PARTS/PIPE FITTINGS	58.40	58.40
41137	H D FOWLER CO	31 000 6100 0000	BRASS WATER SUPPLY PARTS	570.25	570.25
41052	HISTORIC PRESERVATION	11 511 6250 0000	MEMBERSHIP DUES	35.00	35.00
40957	HOOPER DETOXIFICATION CEN	11 312 6020 0000	CIVIL HOLD ADMISSIONS	150.00	150.00
41053	HOOPER DETOXIFICATION CEN	11 312 6020 0000	CIVIL HOLD ADMISSIONS	250.00	250.00
41209	HYDRAULICS, INC.	71 000 6110 0000	HYD. HOSE/FITTINGS/BATTERIES	340.00	340.00
40958	I B M	11 213 6130 0000	MAINTENANCE 1/1/93 - 1/31/93	466.00	
		11 213 6310 0000	PAYMENT DUE 1/1/93	3,105.92	
		11 213 6310 0000	PAYMENT DUE 1/1/93	28.44	
		11 213 6310 0000	LEASE 1/1/93 - 1/31/93	402.47	
		11 213 6310 0000	LEASE 1/1/93 - 1/31/93	124.74	
		11 213 6310 0000	LEASE 1/1/93 - 1/31/93	717.00	
		11 213 6310 0000	INSTALLMENT PAYMENT DUE 1/1/93	368.05	5,212.62

14

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41055	JIM SMITH EXCAVATING, INC	22 000 7510 0000	STANDARD CURB REPLACEMENT	120.00	120.00
41091	JOHN RONFELD	*22 000 5686 0000	VISION ALLOWANCE	100.00	100.00
41028	KEITH BROWNING	*22 000 5686 0000	VISION ALLOWANCE	100.00	100.00
40961	KELLY SERVICES, INC.	11 711 6020 0000	W/E 12/20 WJ SELOVER	44.00	44.00
41216	KELLY SERVICES, INC.	11 312 6020 0000	WJ SELOVER/RECEPTIONIST POLICE	70.40	70.40
40962	KENT LAYDEN	11 111 6020 0000	OPINION LEADER/CITIZEN SURVEY	7,500.00	7,500.00
40920	KEY BANK	11 000 2105 0000	FIT/FICA/MEDI W/H DEC P/R	49,896.37	
		22 000 2105 0000	FIT/FICA/MEDI W/H DEC P/R	3,301.05	
		28 000 2105 0000	FIT/FICA/MEDI W/H DEC P/R	6,871.97	
		29 000 2105 0000	FIT/FICA/MEDI W/H DEC P/R	24,324.25	
		31 000 2105 0000	FIT/FICA/MEDI W/H DEC P/R	3,439.14	
		32 000 2105 0000	FIT/FICA/MEDI W/H DEC P/R	3,600.62	
		71 000 2105 0000	FIT/FICA/MEDI W/H DEC P/R	2,033.50	93,466.90
40963	KOVATCH MOBILE EQUIP CORP	71 000 7130 0000	FINAL PAYMENT-FIRE APPARATUS	22,257.00	22,257.00
40964	L N CURTIS & SONS	29 420 6120 0000	HURST 2-CYCLE LUBE	57.48	57.48
41218	LACEY'S CATERING	11 111 6260 0000	CATERED BREAKFAST FOR 7	24.50	
		11 111 6260 0000	CATERED BREAKFAST FOR 12	30.00	
		11 111 6260 0000	HALL RECEPTION AT CENTER	315.00	
		29 411 6260 0000	BOX LUNCHESES-EMERGENCY ACTION	250.00	619.50
40965	LANDEEN WELDING SUPPLIES	29 420 6120 0000	COMPRESSED GAS CYLINDER RENTAL	4.15	4.15
41219	LAW ENFORCEMENT TV NETWORK	11 312 6270 0000	LETN CABLE SERVICE FEB 1993	388.00	388.00
41140	LEAGUE OF OREGON CITIES	11 311 6250 0000	NEWSLETTER SUBSCRIPTION	10.00	
		29 411 6250 0000	NEWSLETTER SUBSCRIPTION	10.00	
		11 611 6250 0000	NEWSLETTER SUBSCRIPTION	10.00	30.00
40966	LEGACY (LACC)	71 000 6240 0000	PHYSICAL FOR DEAN PENNI	48.00	48.00
41173	LETTIA L FOSTER	11 000 3999 0000	OVERPAYMENT/CITATION #11413	15.00	15.00
41058	LIBBEY'S RESTAURANT	11 611 6260 0000	ORAL BOARD LUNCHESES/OFFICE ASST	19.95	19.95
40967	LIGHTNING POWDER CO. INC.	11 312 6220 0000	CATALOG #1-0107, KIT F	209.65	
		11 312 6220 0000	CATALOG #1-02000 ZEPHYR BRUSH	7.95	
		11 312 6220 0000	ESTIMATED SHIPPING	3.96	221.56
41141	LIGHTNING POWDER CO. INC.	11 312 6220 0000	FIBERGLASS FINGERPRINT BRUSHES	58.25	58.25

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41220	LOCAL GOVERNMENT	11 000 3999 0000	POLICE OFFICER TESTING	1,390.00	1,390.00
40968	LONE STAR NORTHWEST	22 000 6100 0000 22 000 6100 0000	MISCELLANEOUS PAVING MATERIALS MISCELLANEOUS PAVING MATERIALS	169.91 191.25	361.16
41059	LONE STAR NORTHWEST	31 000 6100 0000	1" + ROCK	881.19	881.19
41143	MACKENZIE/SAITO & ASSOC	22 000 7520 2030	TRAFFIC STUDY-MILWAUKIE P S	930.40	930.40
41222	MACKENZIE/SAITO & ASSOC	64 000 7510 2014	ARCHITECTURAL FEES	4,600.16	4,600.16
41144	MARKS BROTHERS INC.	31 000 6120 0000	ALUMINUM PLATE FOR METER VAULT	44.00	44.00
41016	MARY ANN HOYT	11 000 2004 0000 11 000 2010 0000 11 000 2013 0000 11 000 4310 0000	BAIL REFUND CITATION #12621A BAIL REFUND CITATION #12621A BAIL REFUND CITATION #12621A BAIL REFUND CITATION #12621A	90.00 -16.00 -7.00 -30.00	37.00
41060	MCKEEVER/MORRIS, INC.	11 511 6010 0000 11 511 6010 0000 11 511 6010 0000	PROFESSIONAL SVCS 103-92-P PROFESSIONAL SVCS 103-92-P PROFESSIONAL SVCS 103-92-P	391.68 271.50 1,264.27	1,927.45
41224	MCDOUGHLIN COMPUTERS	11 712 7150 0000 11 712 7150 0000 11 712 7150 0000	MSI 486-25SX COLORADO 250 MG TRAKKER RETURN CREDIT COLORADO AB-15	1,483.00 494.00 - 448.00	1,529.00
41061	MCMINNVILLE HOME LAUNDRY	29 420 6210 0000	SERVICE FOR LINENS/DEC 1992	208.17	208.17
41062	MEL DEINES	11 611 6020 0000	REFUSE HAULING DEC 1992	282.60	282.60
41180	MERLIN BECKER	*11 213 6260 0000	MILEAGE	20.96	20.96
41225	METRO	11 211 6270 0000	REGISTER: EARTHQUAKE WORKSHOP	30.00	30.00
41226	METROFUELING, INC.	11 312 6220 0000 11 312 6220 0000 11 312 6220 0000	FEDRL SURPLUS FUEL ALLOCATION FEDRL SURPLUS FUEL ALLOCATION FEDRL SURPLUS FUEL ALLOCATION	242.51 358.46 48.79	649.76
41170	MICHAEL C GEORGE	11 000 2004 0000 11 000 2004 0000 11 000 2013 0000	GEORGE, MICHAEL C/#12734A GEORGE, MICHAEL C/#12734A GEORGE, MICHAEL C/#12734A	65.00 -20.00 -7.00	38.00
40970	MILLER, NASH, WEINER	11 231 6010 0000	SERVICES THRU 10/31/92	3,974.74	3,974.74
41147	MILW POLICE EMPLOYEE ASSN	11 000 2132 0000	UNION DUES W/H FROM DEC P/R	746.00	746.00
41227	MILWAUKIE DOWNTOWN	11 999 6020 4210 11 999 6020 4220 11 999 6020 4230	PROPERTY TAX SURCHARGE CONTRACTURAL SERVICES BUSINESS LICENSE SURCHARGES	13,751.00 18,000.00 8,290.47	40,041.47

ACCOUNTS PAYABLE - AF7030
93
CITY OF MILWAUKIE

AF TRANSACTIONS BY VENDOR/CHECK NUMBER
FOR PERIOD 01/02/93 THRU 01/31/93

1:09PM 02/01/93

PAGE 12

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
40971	MILWAUKIE FLORAL	11 111 6210 0000	FLOWERS	88.15	88.15
41063	MILWAUKIE GLASS CO	71 000 6110 0000	WINDSHIELD REPAIR	39.95	39.95
41228	MILWAUKIE LOAVES & FISHES	11 111 6260 0000	CITY COUNCIL DINNERS/COOKIES	86.00	86.00
41064	MILWAUKIE LUMBER CO	31 000 6100 0000 32 000 6100 0000 29 420 6100 0000 11 621 6100 0000 11 621 6100 0000	BUILDING MATERIALS BUILDING MATERIALS BUILDING SUPPLIES, HARDWARE BUILDING MATERIALS BUILDING MATERIALS	16.09 7.98 28.99 66.98 41.44	161.48
41145	MILWAUKIE LUMBER CO	22 000 6100 0000 22 000 6100 0000	MISCELLANEOUS BLDG MATERIALS MISCELLANEOUS BLDG MATERIALS	30.99 220.48	251.47
40972	MILWAUKIE PLUMBING	11 621 6100 0000	REPAIR TOILET IN PD	55.15	55.15
41146	MILWAUKIE PLUMBING	28 621 6100 0000	PLUMBING REPAIRS TO LIBRARY	493.35	493.35
41148	MORNINGSTAR	28 233 7160 0000	RENEWAL SUBSCRIPTION - 1 YEAR	395.00	395.00
41149	MOTOR MAGAZINE	71 000 6250 0000	2 YEAR SUBSCRIPTION	34.00	34.00
41150	MOTOR VEHICLES DIVISION	11 312 6270 0000	TUITION: DEFENSIVE DRIVING	25.00	25.00
41066	MOTOROLA, INC.	71 000 6110 0000	2 CHANNEL RADIO W/ANTENNA	374.00	374.00
40973	MYERS TIRE SUPPLY	71 000 7140 0000 71 000 7140 0000	99-999 FMC 87185 ADAPTER 99-999 FMC 87066 CINTERNG CONE	249.00 23.95	272.95
40925	MYLES, O'DONNELL & CO	11 000 4223 0000	REFUND ALARM PERMIT FEE	30.00	30.00
40914	NANCY ELAINE TOLL	11 000 2150 0000	PAYMENT W/H DEC P/R	900.00	900.00
41271	NANCY ELAINE TOLL	11 000 2150 0000	SUPPORT W/H JAN P/R	900.00	900.00
41067	NATIONAL PUBLIC EMPLOYER	11 231 6250 0000	MEMBERSHIP: CHARLENE RICHARDS	85.00	85.00
41068	NATIONAL SEMINARS GROUP	11 511 6270 0000	STRESS REDUCTION SEMINAR	49.00	49.00
41069	NORTH CLACKAMAS COUNTY	11 211 6270 0000 11 211 6270 0000	REGISTER: BUSINESS ROUNDTABLE REGISTER: BUSINESS ROUNDTABLE	10.00 10.00	20.00
41229	NORTHSIDE FORD	71 000 6110 0000 71 000 6110 0000 71 000 6110 0000 71 000 6110 0000 71 000 6110 0000 71 000 6110 0000 71 000 6110 0000	CHECKED FOR NO START RETURNED AXLE 3100 BRK FT VLV REPAIR PINCHED WIRE SHUTTERSTA SOLENOID VALVE ASSY	143.15 - 437.57 56.99 62.90 47.54 105.95 67.72	46.68

16

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41070	NORTHWEST NATURAL GAS CO	22 621 6322 3036	NATURAL GAS 11/30 - 12/31	54.04	
		28 621 6322 3018	NATURAL GAS 12/02 - 01/05	529.08	
		31 621 6322 3042	NATURAL GAS 11/30 - 12/31	105.53	688.65
41230	NORTHWEST NATURAL GAS CO	11 621 6322 3012	NATURAL GAS 12/16 - 1/19	956.48	956.48
41231	O A C A	11 721 6250 0000	MEMBERSHIP DUES: VIRGINIA KOPP	35.00	35.00
41071	O C F D A	11 511 6250 0000	O C PLANNING DIRECTORS DUES	25.00	25.00
40975	O'DONNELL, RAMIS, CREW &	31 000 6010 0000	LEGAL SERVICES/WATER CONTAM	36.50	36.50
40980	O'SON ORIGINALS	11 231 6230 0000	LAYOUT OF MILWAUKIE PILOT	121.00	121.00
41238	O'SON ORIGINALS	11 231 6230 0000	LAYOUT OF MILWAUKIE PILOT	121.00	121.00
40974	OAK LODGE SANITARY DIST	32 621 6325 3000	SEWER SERVICE 11/01 - 01/01/93	80.00	
		32 621 6325 3000	SEWER SERVICE 11/01 - 01/01/93	600.00	
		32 621 6325 3000	SEWER SERVICE 11/01 - 01/01/93	400.00	1,080.00
41072	OFFICER ALIVE!	11 311 6010 0000	CHAPLAINCY SERVICES	300.00	300.00
41232	OLA	28 233 6210 0000	SUMMER READING PROGRAM ITEMS	24.50	24.50
41233	OLSON BROS SERVICE INC	11 312 6110 0000	TIRE REPAIR	12.95	12.95
41234	OMEGA OFFICE SYSTEMS, INC	11 312 6130 0000	LAP-TOP COMPUTER REPAIR	35.00	35.00
41073	ON GUARD	29 420 6250 0000	SURVIVING HAZ MAT TEXTBOOKS	2,028.34	
		29 420 6250 0000	DAMAGED PRODUCT	-25.90	2,002.44
41235	ONE CALL CONCEPTS	31 000 6020 0000	92/93 UTILITY LOCATE CALLS	29.24	
		32 000 6020 0000	92/93 UTILITY LOCATE CALLS	29.24	58.48
41074	OREGON CHAPTER, FBINA	11 312 6250 0000	DUES FOR 1993	17.00	17.00
40976	OREGON CITY JSEC	71 000 6270 0000	SEMINAR/HARASSMENT	25.00	
		11 611 6270 0000	SEMINAR/HARASSMENT	25.00	50.00
40921	OREGON DEPT OF REVENUE	11 000 2108 0000	STATE W/H FROM DEC P/R	11,647.62	
		22 000 2108 0000	STATE W/H FROM DEC P/R	784.33	
		28 000 2108 0000	STATE W/H FROM DEC P/R	1,615.11	
		29 000 2108 0000	STATE W/H FROM DEC P/R	5,939.23	
		31 000 2108 0000	STATE W/H FROM DEC P/R	803.54	
		32 000 2108 0000	STATE W/H FROM DEC P/R	835.27	
		71 000 2108 0000	STATE W/H FROM DEC P/R	475.79	22,100.89
40977	OREGON FIRE EQUIPMENT CO.	29 420 6220 0000	RANGER KNEE BOOT	64.08	
		29 420 6220 0000	TURBOJET NOZZLE/TRILOCKS	464.13	
		29 420 6220 0000	CIRCLE D 500 WATT LIGHT	268.95	797.16

ACCOUNTS PAYABLE - AF7030
93
CITY OF MILWAUKIE

AF TRANSACTIONS BY VENDOR/CHECK NUMBER
FOR PERIOD 01/02/93 THRU 01/31/93

1:09PM 02/01/

PAGE 14

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41236	OREGON FIRE EQUIPMENT CO.	29 420 6110 0000	HAND TOOLS/EQUIPMENT	277.10	
		29 420 6110 0000	HAND TOOLS/EQUIPMENT	347.26	
		29 420 6110 0000	HAND TOOLS/EQUIPMENT	423.60	
		29 420 6110 0000	MOUNTING PLATE	75.68	
		29 420 6110 0000	HAND TOOLS/EQUIPMENT	383.08	
		29 420 6110 0000	HAND TOOLS/EQUIPMENT	107.28	
		29 420 6220 0000	PROTECTIVE EQUIPMENT	200.00	1,814.00
41237	OREGON HEALTH DIVISION	31 000 6270 0000	RENEWAL: BOB PETERSON	20.00	20.00
41075	OREGON MAYORS ASSOCIATION	11 111 6250 0000	MEMBERSHIP DUES, 1993	55.00	55.00
40978	OREGON MUNICIPAL FINANCE	11 711 6250 0000	ANNUAL OMFOA MEMBERSHIP	50.00	
		11 731 6250 0000	ANNUAL OMFOA MEMBERSHIP	50.00	100.00
41076	OREGON SECTION, ICMA	11 211 6250 0000	MEMBERSHIP DUES 1993	122.50	122.50
41151	OREGON STATE HEALTH DIV	22 000 6240 0000	CERTIFICATION RENEWAL	40.00	40.00
41077	OREGON STATE LIBRARY	28 233 7160 0000	OVERDUE BILLING	30.00	
		28 233 7160 0000	OVERDUE BILLING	30.00	60.00
40979	OREGON TRAIL COORDINATING	28 233 7160 0000	ORCC PACKET	4.95	4.95
41078	OREGONIAN AGENCY #17	11 211 6250 0000	SUBSCRIPTION: CITY HALL	87.65	87.65
41079	ORKIN EXTERMINATING INC.	11 621 6100 0000	MONTHLY TREATMENTS	55.00	
		11 621 6100 0000	MONTHLY PEST CONTROL TREATMENT	45.00	
		11 621 6100 0000	MONTHLY PEST CONTROL TREATMENT	35.00	
		11 621 6100 0000	MONTHLY PEST CONTROL TREATMENT	57.00	
		11 621 6100 0000	MONTHLY PEST CONTROL TREATMENT	45.00	237.00
41174	OUT OF THE BLUE	11 000 4210 0000	REFUND OF DUPLICATE PAYMENT	60.00	
		11 000 4211 0000	REFUND OF DUPLICATE PAYMENT	53.74	113.74
41115	P E R S	11 000 2126 0000	PER CONT FROM DEC P/R	27,026.12	
		11 000 2129 0000	PER CONT FROM DEC P/R	94.79	
		22 000 2126 0000	PER CONT FROM DEC P/R	1,959.84	
		28 000 2126 0000	PER CONT FROM DEC P/R	3,948.06	
		29 000 2126 0000	PER CONT FROM DEC P/R	14,484.45	
		29 000 2129 0000	PER CONT FROM DEC P/R	48.73	
		31 000 2126 0000	PER CONT FROM DEC P/R	2,072.75	
		31 000 5610 0000	PER CONT FROM DEC P/R	37.77	
		32 000 2126 0000	PER CONT FROM DEC P/R	1,991.61	
		71 000 2126 0000	PER CONT FROM DEC P/R	783.72	
		71 000 5610 0000	PER CONT FROM DEC P/R	76.51	
		11 211 5610 0000	PER CONT FROM DEC P/R	-37.95	
		28 233 5610 0000	PER CONT FROM DEC P/R	0.01	
		11 314 5610 0000	PER CONT FROM DEC P/R	242.42	
		29 420 5610 0000	PER CONT FROM DEC P/R	-0.02	

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41115	P E R S	11 511 5610 0000	PER CONT FROM DEC P/R	-0.01	52,728.80
41152	PACIFIC AIRGAS, INC.	29 420 6220 0000	REFILL FIRE EXTINGQUISHERS	4.96	4.96
41080	PACIFIC COAST INDUSTRIAL	71 000 6310 0000 11 621 6100 0000	COVERALLS & SHIRTS CLEANING SUPPLIES & CARPETS	134.80 54.50	189.30
40981	PACIFIC COAST PRINTING	11 231 6230 0000 11 231 6230 0000 11 312 6220 0000 11 312 6220 0000 11 312 6220 0000	PRINTING CITY NEWSLETTER PRINTING CITY NEWSLETTER BUSINESS CARDS FOR STOCK BUSINESS CARDS: STERLING BUSINESS CARDS: MARTHALLER	350.00 325.00 138.50 18.25 18.25	850.00
41081	PACIFIC COAST PRINTING	11 721 6210 0000	ENVELOPE RETURN ADDRESS	46.15	46.15
41239	PACIFIC COAST PRINTING	11 231 6230 0000 11 231 6230 0000	PRINTING CITY NEWSLETTER PRINTING CITY NEWSLETTER	325.00 450.20	775.20
40982	PACIFIC DETROIT	29 420 6110 0000	REPAIRS FOR STARTING ENGINE	338.14	338.14
40983	PACIFIC STATIONERY	22 000 6210 0000 31 000 6210 0000 32 000 6210 0000 11 211 6210 0000 11 211 6210 0000 11 211 6210 0000 11 211 6210 0000 11 231 6210 0000 11 231 6210 0000 28 233 6210 0000 28 233 6210 0000 28 233 6210 0000 11 312 6210 0000 11 312 6210 0000 11 314 6210 0000 29 420 6210 0000 11 611 6210 0000 11 611 6210 0000 11 712 6210 0000 11 712 6210 0000	REFILL, CALENDAR, DESK REFILL, CALENDAR, DESK REFILL, CALENDAR, DESK SHEET PROTECTORS SHEET PROTECTORS DRYLINE ADHESIVE REFILL PENCIL SHARPENER GREY ELITE REMARKABLE EASEL PENCIL SHARPENER CALENDAR STAMP PAD INK CORRECTION TAPE/IBM SELECTRIC PENS BUSINESS CARD FILE CORRECTION TAPE COPY PAPER 3-HOLE PUNCH TYPEWRITER RIBBONS COPY PAPER FILE PACKETS	0.66 0.67 0.67 16.10 6.98 5.86 17.47 240.00 17.48 3.98 14.99 44.40 20.70 11.99 27.00 21.50 58.00 48.60 107.50 124.00	788.55
41082	PAPER IMPRESSIONS	11 731 6210 0000 11 731 6210 0000	RIBBONS FOR IBM 4234-MODEL 013 DISCOUNT 1%	100.00 -1.00	99.00
41047	PAT DUVAL	*11 211 5686 0000	VISION ALLOWANCE	100.00	100.00
40919	PATRICK WALSH	*11 731 6210 0000	REIMBURSE:BULK POSTAGE AREA 1	400.00	400.00

ACCOUNTS PAYABLE - AF7030
93
CITY OF MILWAUKIE

AP TRANSACTIONS BY VENDOR/CHECK NUMBER
FOR PERIOD 01/02/93 THRU 01/31/93

1:09PM 02/01/93

20

PAGE 16

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41065	PAULA MISHAGA	*28 233 5686 0000	VISION ALLOWANCE	100.00	100.00
40926	PAULINE L OLSON	11 000 2004 0000	BAIL REFUND CITATION #12777A&B	155.00	
		11 000 2010 0000	BAIL REFUND CITATION #12777A&B	-16.00	
		11 000 2013 0000	BAIL REFUND CITATION #12777A&B	-10.00	
		11 000 4310 0000	BAIL REFUND CITATION #12777A&B	-40.00	89.00
41240	PERFORMANCE AUTO	71 000 6270 0000	DAY SCHOOL: DEQ CERTIFICATION	160.00	160.00
40984	PETERS-DE-LAET, INC.	71 000 6110 0000	MISC FITTINGS/NUTS/BOLTS ETC.	126.83	126.83
41056	PHILIP KORTEN	11 313 6310 0000	RENT:5 PARKING SPACES JAN 1993	50.00	50.00
41085	PHILLIP CURTIS FARMS	22 000 6100 0000	GRASS-GROUND COVER BACK OF JCB	48.33	
		31 000 6100 0000	GRASS-GROUND COVER BACK OF JCB	48.34	
		32 000 6100 0000	GRASS-GROUND COVER BACK OF JCB	48.33	145.00
40986	PINKEY'S CAR WASH	11 311 6110 0000	OCTOBER/NOVEMBER CAR WASHES	2.95	
		11 312 6110 0000	OCTOBER/NOVEMBER CAR WASHES	59.00	61.95
40987	FLATT ELECTRIC SUPPLY	29 420 6120 0000	PARTS FOR MAINTENANCE	98.63	
		29 420 6120 0000	PARTS FOR MAINTENANCE	262.15	360.78
41244	FORTLAND ADVENTIST	29 420 6010 0000	FITNESS EVALUATIONS 92-121	975.00	975.00
40988	FORTLAND GENERAL ELECTRIC	11 621 6319 3003	ELECTRICITY 11/30 - 12/29	12.30	
		11 621 6319 3003	ELECTRICITY 11/30 - 12/29	596.68	
		11 621 6319 3006	ELECTRICITY 11/30 - 12/29	103.96	
		11 621 6319 3024	ELECTRICITY 11/30 - 12/28	379.54	
		22 621 6319 3004	ELECTRICITY 11/24 - 12/23	14.34	
		22 621 6319 3004	ELECTRICITY 11/24 - 12/24	111.51	
		22 621 6319 3004	ELECTRICITY 11/25 - 12/28	107.30	
		22 621 6319 3004	ELECTRICITY 11/25 - 12/28	179.34	
		22 621 6319 3004	ELECTRICITY 11/30 - 12/28	103.22	
		22 621 6319 3004	ELECTRICITY 11/30 - 12/28	24.31	
		22 621 6319 3004	ELECTRICITY 11/30 - 12/29	46.15	
		22 621 6319 3004	ELECTRICITY 11/30 - 12/29	83.66	
		22 621 6319 3004	ELECTRICITY 11/30 - 12/29	86.44	
		22 621 6319 3004	ELECTRICITY 11/30 - 12/29	87.31	
		22 621 6319 3004	ELECTRICITY 11/30 - 12/29	101.67	
		29 621 6319 3036	ELECTRICITY 11/24 - 12/23	288.29	
		31 621 6319 3042	ELECTRICITY 11/24 - 12/23	800.59	
		31 621 6319 3048	ELECTRICITY 11/24 - 12/23	250.72	
		31 621 6319 3048	ELECTRICITY 11/24 - 12/23	212.20	
		31 621 6319 3060	ELECTRICITY 11/24 - 12/23	26.37	
		31 621 6319 3066	ELECTRICITY 11/25 - 12/28	2,342.96	
		31 621 6319 3072	ELECTRICITY 11/25 - 12/28	1,110.91	
		31 621 6319 3081	ELECTRICITY 11/25 - 12/28	640.87	
		31 621 6319 3082	ELECTRICITY 11/25 - 12/28	7.10	
		32 621 6319 3090	ELECTRICITY 11/25 - 12/28	68.27	

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
40988	PORTLAND GENERA ..CONTINUED	32 621 6319 3096	ELECTRICITY 11/30 - 12/29	50.63	7,836.64
41086	PORTLAND GENERAL ELECTRIC	11 621 6319 3003	ELECTRICITY 8/5 - 9/4	12.32	
		11 621 6319 3003	ELECTRICITY 11/05 - 12/07	12.32	
		11 621 6319 3006	ELECTRICITY 8/27 - 9/28	696.43	
		11 621 6319 3006	ELECTRICITY 8/27 - 9/28	62.26	
		11 621 6319 3006	ELECTRICITY 8/27 - 9/28	46.94	
		11 621 6319 3006	ELECTRICITY 11/30 - 12/29	563.31	
		11 621 6319 3006	ELECTRICITY 11/30 - 12/29	65.65	
		11 621 6319 3006	ELECTRICITY 11/30 - 12/29	53.52	
		11 621 6319 3012	ELECTRICITY 8/28 - 9/29	757.55	
		11 621 6319 3012	ELECTRICITY 12/01 - 12/30	982.21	
		11 621 6319 3121	ELECTRICITY 12/07 - 01/07	17.70	
		22 621 6319 3004	ELECTRICITY 8/27 - 9/28	16.91	
		22 621 6319 3004	ELECTRICITY 8/27 - 9/28	10.68	
		22 621 6319 3004	ELECTRICITY 8/27 - 9/28	79.39	
		22 621 6319 3004	ELECTRICITY 8/27 - 9/25	44.24	
		22 621 6319 3004	ELECTRICITY 11/30 - 12/28	17.75	
		22 621 6319 3004	ELECTRICITY 11/30 - 12/29	10.81	
		22 621 6319 3004	ELECTRICITY 11/30 - 12/29	80.07	
		22 621 6319 3004	ELECTRICITY 11/30 - 12/29	54.88	
		31 621 6319 3036	ELECTRICITY 8/24 - 9/24	59.14	
		31 621 6319 3036	ELECTRICITY 11/24 - 12/23	169.09	
		31 621 6319 3054	ELECTRICITY 8/26 - 9/25	3,615.94	
		31 621 6319 3054	ELECTRICITY 11/25 - 12/28	2,155.58	
		31 621 6319 3060	ELECTRICITY 8/24 - 9/24	298.18	
		31 621 6319 3060	ELECTRICITY 11/24 - 12/23	358.97	
		31 621 6319 3078	ELECTRICITY 8/27 - 9/29	1,082.83	
		31 621 6319 3078	ELECTRICITY 12/01 - 12/30	1,307.32	
		31 621 6319 3080	ELECTRICITY 8/27 - 9/28	255.29	
		31 621 6319 3080	ELECTRICITY 11/30 - 12/29	248.31	
		32 621 6319 3084	ELECTRICITY 8/28 - 9/29	14.40	
		32 621 6319 3084	ELECTRICITY 12/01 - 12/30	19.81	
		32 621 6319 3102	ELECTRICITY 8/26 - 9/25	10.82	
		32 621 6319 3102	ELECTRICITY 11/25 - 12/28	40.98	
		32 621 6319 3108	ELECTRICITY 8/26 - 9/25	116.55	
		32 621 6319 3108	ELECTRICITY 11/25 - 12/28	200.90	13,539.05
41153	PORTLAND GENERAL ELECTRIC	11 621 6319 3003	STREET LIGHTING 12/09 - 1/11	21,479.70	21,479.70
41087	PORTLAND ROAD & DRIVEWAY	31 000 6100 0000	SPOILS DUMPING FEE	40.00	40.00
40989	PORTLAND WATER BUREAU	31 621 6325 30B2	WATER SERVICE 10/28 - 11/25	238.00	238.00
41245	PORTLAND WATER BUREAU	31 621 6325 30B2	WATER SERVICE 11/25 - 12/29	289.00	289.00
41246	PRO AD CO	11 235 6020 0000	DECALS: MULTI-FAMILY RECYCLING	302.73	
		11 235 6020 0000	1%-10 DAYS DISCOUNT	-3.00	299.73

ACCOUNTS PAYABLE -- AP7030
93
CITY OF MILWAUKIE

AP TRANSACTIONS BY VENDOR/CHECK NUMBER
FOR PERIOD 01/02/93 THRU 01/31/93

1:09PM 02/01/93

PAGE 18

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
40990	PROLINE INDUSTRIES, INC.	11 312 6220 0000	VIDEOTAPES AND CASES	47.50	47.50
40991	R & R UNIFORMS	11 311 6220 0000	L/S SHIRT W/GOLD "P"	46.10	
		11 311 6220 0000	SPEAKER/BRACKET/SIREN/ETC.	508.46	
		11 312 6220 0000	ITEMS FOR POLICE DEPARTMENT	83.19	
		29 420 6220 0000	UNIFORM SUPPLIES	284.76	
		29 420 6220 0000	UNIFORM SUPPLIES	250.00	
		29 420 6220 0000	UNIFORM SUPPLIES	112.00	1,284.51
41088	R & R UNIFORMS	29 420 6220 0000	UNIFORM SUPPLIES	155.77	
		29 420 6220 0000	UNIFORM SUPPLIES	76.00	231.77
41247	R & R UNIFORMS	11 312 6220 0000	ITEMS FOR POLICE DEPARTMENT	78.00	
		11 312 6220 0000	ITEMS FOR POLICE DEPARTMENT	9.08	
		11 312 6220 0000	ITEMS FOR POLICE DEPARTMENT	83.19	
		11 312 6220 0000	ITEMS FOR POLICE DEPARTMENT	103.00	273.27
40992	R R BOWKER	28 233 7160 0000	A-ZOO:SUB GD CHLD PCK BLDS,4TH	52.75	52.75
41089	RAND	11 511 6210 0000	URBAN AMERICA PUBLICATION	22.00	22.00
41090	REITMEIER MECHANICAL	11 621 6100 0000	SERVICE HVAC SYSTEMS	171.50	171.50
40993	RELIABLE	11 312 6210 0000	TELEPHONE MESSAGE BOOKS	14.85	
		11 314 6210 0000	TELEPHONE MESSAGE BOOKS	14.85	
		11 314 6210 0000	SHIPPING	0.99	30.69
40994	RESOURCES CONSERVATION	31 000 6100 0000	2500 DYE TABLETS	200.00	200.00
40995	RICE SAFETY EQUIPMENT	32 000 6220 0000	CHECK INST AND CALIB	50.00	
		32 000 6220 0000	CHECK INST AND CALIB/REFUND	-50.00	
		32 000 6220 0000	CHAIR TONGUE/STEEL HOOK	178.32	178.32
41203	RICK FARLEY	11 111 6240 0000	COUNCIL STIPEND FEBRUARY 1993	150.00	150.00
41215	ROB KAPPA	11 111 6240 0000	COUNCIL STIPEND FEBRUARY 1993	150.00	150.00
41154	RODDA PAINT CO	28 621 6100 0000	PAINT FOR LIBRARY	15.23	15.23
41248	RON TONKIN DODGE	71 000 6110 0000	CYL PKG	12.37	12.37
40954	RONALD L. GRAY	11 721 6010 0000	5 AM COURT SESSIONS	500.00	
		11 721 6010 0000	5 PM COURT SESSIONS	750.00	1,250.00
41268	S A I F CORPORATION	11 000 2120 0000	WORKMANS COMP QTR END 12/31/92	- 176.64	
		22 000 2120 0000	WORKMANS COMP QTR END 12/31/92	50.40	
		22 000 5530 0000	WORKMANS COMP QTR END 12/31/92	1,846.79	
		28 000 2120 0000	WORKMANS COMP QTR END 12/31/92	140.00	
		29 000 2120 0000	WORKMANS COMP QTR END 12/31/92	201.50	
		31 000 2120 0000	WORKMANS COMP QTR END 12/31/92	58.80	

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41268	S A I F CORPORA ..CONTINUED	31 000 5530 0000	WORKMANS COMP QTR END 12/31/92	2,152.90	
		32 000 2120 0000	WORKMANS COMP QTR END 12/31/92	50.40	
		32 000 5530 0000	WORKMANS COMP QTR END 12/31/92	1,658.08	
		71 000 2120 0000	WORKMANS COMP QTR END 12/31/92	21.00	
		71 000 5530 0000	WORKMANS COMP QTR END 12/31/92	1,220.31	
		11 211 5530 0000	WORKMANS COMP QTR END 12/31/92	209.95	
		11 213 5530 0000	WORKMANS COMP QTR END 12/31/92	51.67	
		11 231 5530 0000	WORKMANS COMP QTR END 12/31/92	115.14	
		28 233 5530 0000	WORKMANS COMP QTR END 12/31/92	678.85	
		11 235 5530 0000	WORKMANS COMP QTR END 12/31/92	30.23	
		11 311 5530 0000	WORKMANS COMP QTR END 12/31/92	742.76	
		11 312 5530 0000	WORKMANS COMP QTR END 12/31/92	13,619.16	
		11 314 5530 0000	WORKMANS COMP QTR END 12/31/92	320.70	
		29 411 5530 0000	WORKMANS COMP QTR END 12/31/92	79.78	
		29 420 5530 0000	WORKMANS COMP QTR END 12/31/92	8,135.37	
		11 511 5530 0000	WORKMANS COMP QTR END 12/31/92	948.02	
		11 611 5530 0000	WORKMANS COMP QTR END 12/31/92	759.42	
		11 612 5530 0000	WORKMANS COMP QTR END 12/31/92	745.30	
		11 613 5530 0000	WORKMANS COMP QTR END 12/31/92	512.16	
		11 711 5530 0000	WORKMANS COMP QTR END 12/31/92	104.36	
		11 721 5530 0000	WORKMANS COMP QTR END 12/31/92	84.21	
		11 731 5530 0000	WORKMANS COMP QTR END 12/31/92	174.35	34,534.97
41092	SAFEWAY, INC.	11 111 6260 0000	COUNCIL REFRESHMENTS	8.83	
		11 111 6260 0000	COUNCIL REFRESHMENTS	6.49	
		11 231 6260 1000	EMPLOYEE XMAS PARTY	31.66	
		11 231 6270 0000	IN CAT REFRESHMENTS	11.79	
		11 312 6260 0000	POLICE OFFICER ORAL BOARD	11.21	69.98
41093	SAHLBERG	22 000 6220 0000	RAIN GEAR	469.56	
		22 000 6220 0000	1.5 % DISCOUNT	-7.04	
		31 000 6220 0000	RAIN GEAR	469.56	
		31 000 6220 0000	1.5 % DISCOUNT	-7.04	
		32 000 6220 0000	RAIN GEAR	541.80	
		32 000 6220 0000	1.5 % DISCOUNT	-8.12	
		71 000 6220 0000	RAIN GEAR	144.48	
		71 000 6220 0000	1.5 % DISCOUNT	-2.16	
		11 612 6220 0000	RAIN GEAR	90.30	
		11 612 6220 0000	1.5 % DISCOUNT	-1.37	
		11 613 6220 0000	RAIN GEAR	90.30	
		11 613 6220 0000	1.5 % DISCOUNT	-1.36	1,778.91
40985	SARAH JOHNSON OR	32 000 6210 0000	PETTY CASH W/E 01/08/93	17.89	
		71 000 6110 0000	PETTY CASH W/E 01/08/93	16.20	
		71 000 6120 0000	PETTY CASH W/E 01/08/93	23.84	
		11 111 6210 0000	PETTY CASH W/E 01/08/93	11.00	
		11 231 6260 1000	PETTY CASH W/E 01/08/93	59.75	
		28 233 6210 0000	PETTY CASH W/E 01/08/93	38.44	
		11 235 6260 0000	PETTY CASH W/E 01/08/93	6.99	
		11 312 6220 0000	PETTY CASH W/E 01/08/93	56.42	



CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL			
40985	SARAH JOHNSON DR ..CONTINUED	11 312 6260 0000	PETTY CASH W/E 01/08/93	3.43	397.07			
		11 313 6210 0000	PETTY CASH W/E 01/08/93	14.05				
		29 411 6210 0000	PETTY CASH W/E 01/08/93	5.94				
		29 411 6220 0000	PETTY CASH W/E 01/08/93	29.52				
		29 420 6110 0000	PETTY CASH W/E 01/08/93	44.72				
		29 420 6110 0000	PETTY CASH W/E 01/08/93	23.05				
		29 420 6120 0000	PETTY CASH W/E 01/08/93	21.95				
		11 511 6210 0000	PETTY CASH W/E 01/08/93	4.28				
		11 621 6100 0000	PETTY CASH W/E 01/08/93	6.60				
		11 711 6210 0000	PETTY CASH W/E 01/08/93	3.00				
		11 731 6260 0000	PETTY CASH W/E 01/08/93	10.00				
		41084	SARAH JOHNSON DR	71 000 6100 0000		PETTY CASH W/E 01/15/93	18.45	116.16
				71 000 6110 0000		PETTY CASH W/E 01/15/93	33.63	
11 111 6260 0000	PETTY CASH W/E 01/15/93			29.95				
28 233 6210 0000	PETTY CASH W/E 01/15/93			2.15				
11 312 6220 0000	PETTY CASH W/E 01/15/93			21.98				
29 411 6260 0000	PETTY CASH W/E 01/15/93			10.00				
41243	SARAH JOHNSON DR	31 000 6100 0000	PETTY CASH W/E 01/29/93	26.95	353.45			
		31 000 6230 0000	PETTY CASH W/E 01/29/93	2.52				
		32 000 6210 0000	PETTY CASH W/E 01/29/93	21.23				
		32 000 6230 0000	PETTY CASH W/E 01/29/93	11.07				
		32 000 6270 0000	PETTY CASH W/E 01/29/93	25.00				
		71 000 6110 0000	PETTY CASH W/E 01/29/93	33.16				
		71 000 6120 0000	PETTY CASH W/E 01/29/93	14.90				
		11 111 6210 0000	PETTY CASH W/E 01/29/93	5.39				
		11 111 6260 0000	PETTY CASH W/E 01/29/93	6.00				
		11 231 6210 0000	PETTY CASH W/E 01/29/93	11.21				
		28 233 6210 0000	PETTY CASH W/E 01/29/93	31.25				
		11 312 6110 0000	PETTY CASH W/E 01/29/93	5.00				
		11 312 6210 0000	PETTY CASH W/E 01/29/93	2.00				
		11 312 6260 0000	PETTY CASH W/E 01/29/93	20.91				
		29 411 6260 0000	PETTY CASH W/E 01/29/93	7.50				
		29 420 6110 0000	PETTY CASH W/E 01/29/93	19.00				
		29 420 6120 0000	PETTY CASH W/E 01/29/93	4.00				
		11 511 6210 0000	PETTY CASH W/E 01/29/93	2.00				
		11 612 6210 0000	PETTY CASH W/E 01/29/93	45.39				
		11 612 6260 0000	PETTY CASH W/E 01/29/93	4.00				
11 613 6210 0000	PETTY CASH W/E 01/29/93	29.18						
11 712 6210 0000	PETTY CASH W/E 01/29/93	25.56						
11 731 6210 0000	PETTY CASH W/E 01/29/93	0.23						
41094	SECRETARY OF STATE	11 731 6240 0000	FEE FOR REVENUE AUDIT REPORT	200.00	200.00			
41250	SECRETARY OF STATE	11 211 6250 0000	APPLICATION: NOTARY PUBLIC	20.00	20.00			
41095	SHARP FINANCIAL SERVICES	11 611 6310 0000	SHARP 9800 COPIER LEASE	319.20	638.40			
		11 712 6310 0000	SHARP 9800 COPIER LEASE	319.20				

ACCOUNTS PAYABLE - AF7030
93
CITY OF MILWAUKIE

AP TRANSACTIONS BY VENDOR/CHECK NUMBER
FOR PERIOD 01/02/93 THRU 01/31/93

1:11 M 02/01/
PAGE 21

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41251	SHARP FINANCIAL SERVICES	11 611 6310 0000	SHARP 7800 COPIER LEASE	319.20	319.20
41096	SHIRLEY RICHARDSON	11 511 6020 0000	HEARINGS REPORTER	97.50	97.50
40996	SHOMER-TEC	11 312 6220 0000 11 312 6220 0000 11 312 6220 0000	RED GUN TRAINING GUN RED GUN TRAINING GUN SHIPPING	35.00 35.00 5.00	75.00
40997	SMITHSONIAN BOOKS &	28 233 7160 0000	COLE PORTER AMERICAN SONGBOOK	19.05	19.05
41097	SONITROL PACIFIC	11 611 6020 0000	92/93 J C B ALARM MONITORING	196.00	196.00
41098	SOUTHERN PACIFIC TRANS	11 712 6310 0000	MILWAUKIE PUBLIC PARKING	200.00	200.00
41156	SOUTHWEST PUBLIC SAFETY	11 311 6220 0000	STACK RACK	89.94	89.94
41099	SPRINGCREEK APARTMENTS	11 313 6310 0000	RENT:7 PARKING SPACES JAN 1993	70.00	70.00
41157	STAR RENTALS	11 621 6100 0000	60' SNORKEL	320.75	320.75
41253	STATE OF OREGON	11 000 2012 0000	SURCHARGE/FEE REPORT	207.30	207.30
41254	STATE OF OREGON	71 000 6240 0000 11 312 6110 0000	P A'S REQUESTED 3750.00 FUEL, UNLEADED	11.00 225.00	236.00
41100	SUNRIVER LODGE & RESORT	11 311 6260 0000 11 312 6260 0000	RESERVATION #10339232/3 NIGHTS RESERVATION #10339232/3 NIGHTS	150.56 150.55	301.11
41101	SUNSET FUEL CO.	11 621 6100 0000 11 621 6100 0000	901 GALLONS FURNACE OIL 647 GALLONS FURNACE OIL (C H)	701.88 504.01	1,205.89
41158	SUNSET FUEL CO.	11 621 6100 0000	DIP STICKS FOR OIL TANKS	15.00	15.00
41102	TACOMA PUBLIC LIBRARY	28 233 7160 0000	1 OVERDUE ILL	4.95	4.95
41103	TASHMAN ASSOCIATES	11 511 6010 0000	SVCS:PORTLAND TRACTION CO ROW	695.39	695.39
41159	TECHWELD COMPANY	29 420 6110 0000	ALUM TRAY/KME	70.00	70.00
40998	TELECOMM	22 000 6310 0000 31 000 6310 0000 32 000 6310 0000 11 611 6310 0000	DISPLAY & VIB, PAGERS RENTAL DISPLAY & VIB, PAGERS RENTAL DISPLAY & VIB, PAGERS RENTAL DISPLAY & VIB, PAGERS RENTAL	5.18 5.18 5.18 14.96	30.50
41255	TELECOMM	11 312 6310 0000	PAGER RENT/DEC 1992	70.00	70.00
41160	THE CONFERENCE COMPANY	32 000 6270 0000 32 000 6270 0000	REGISTRATION:STORMWATER SEMNR REGISTRATION:STORMWATER SEMNR	115.00 115.00	230.00

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41269	THE CONFERENCE COMPANY	31 000 6270 0000 31 000 6270 0000	REGISTRATION: CHLORINE SYSTEMS REGISTRATION: CHLORINE SYSTEMS	295.00 295.00	590.00
41256	THE DELI	11 311 6260 0000	LUNCH: DISPATCH TEST BOARD	14.95	14.95
40999	THE REVIEW	28 233 7160 0000 29 411 6230 0000 29 411 6230 0000 29 411 6230 0000	ONE YEAR SUBSCRIPTION/LIBRARY AD: TIE ONE ON FOR SAFETY AD: HOLIDAY GIFT GUIDE AD: CHRISTMAS GREETINGS	18.00 10.00 40.00 10.00	78.00
41104	THE REVIEW	11 511 6230 0000 11 511 6230 0000 11 511 6230 0000 11 712 6230 0000	AD:PUBLIC NOTICE ZC-91-01 AD:PUBLIC NOTICE AN-92-01 AD:PUBLIC NOTICE ZA-92-01 AD:BUSINESS LICENSES NOTICE	130.50 145.00 87.00 25.38	387.88
41257	THE REVIEW	31 000 6270 0000 31 000 6270 0000 31 000 6270 0000 31 000 6270 0000	REGISTRATION: CHLORINE SYSTEMS REGISTRATION: CHLORINE SYSTEMS VOID CHECK VOID CHECK	295.00 295.00 - 295.00 - 295.00	0.00
41194	TIM CORBETT	*11 611 6260 0000	LUNCH REIMBURSEMENT	12.50	12.50
41000	TIME WARNER VIEWER'S EDG	28 233 7160 0000	TITLES AS LISTED	18.98	18.98
41001	TIMMS JEWELRY	11 231 6260 1000	GOLD WATCH/GLENN BURKI/30 YRS	87.00	87.00
41105	TRI-CITY ELECTRIC	22 000 6100 0000 31 000 6100 0000 32 000 6100 0000	RUN CMFTR CABLE FOR TIME CLOCK RUN CMFTR CABLE FOR TIME CLOCK RUN CMFTR CABLE FOR TIME CLOCK	67.00 67.00 67.00	201.00
41259	U S DEPT OF COMMERCE	28 000 3999 0000	INTERLIBRARY LOAN	5.00	5.00
41106	U S NATIONAL BANK	32 000 6447 0000 51 000 6447 0000	ASSESSMENT COLLECTION FEE ASSESSMENT COLLECTION FEE	687.85 1,880.25	2,568.10
41107	U S NATIONAL BANK	11 111 6210 0000 11 111 6210 0000 11 211 6260 0000	VISA CHARGES DEC 1992 VISA CHARGES DEC 1992 VISA CHARGES DEC 1992	73.25 50.00 69.85	193.10
41108	U S POSTAL SERVICE	11 712 6210 0000 11 731 6210 0000	REPLENISH POSTAGE METER REPLENISH POSTAGE METER	4,503.81 496.19	5,000.00
41109	U S POSTAL SERVICE	11 731 6210 0000	AREA 2 BILLING-BULK PERMIT 990	900.00	900.00
41110	U S WEST COMMUNICATIONS	27 000 3999 0000 29 420 6318 3036 29 420 6318 3036 11 621 6318 3006 11 621 6318 3006 11 621 6318 3006	COMMUNICATION LINE DEC 1992 COMMUNICATION LINE 10/28 - 11/ COMMUNICATION LINE DECEMBER 19 COMMUNICATION LINE DECEMBER 19 COMMUNICATION LINE DECEMBER 19 COMMUNICATION LINE DEC 1992	50.48 37.65 37.65 34.90 37.65 946.23	

22

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41110	U S WEST COMMUN ..CONTINUED	11 621 6318 3012	COMMUNICATION LINE DECEMBER 19	92.08	
		11 621 6318 3012	COMMUNICATION LINE DECEMBER 19	31.30	
		11 621 6318 3024	COMMUNICATION LINE 10/28 - 11/	37.65	
		11 621 6318 3024	COMMUNICATION LINE DECEMBER 19	45.81	
		11 621 6318 3024	COMMUNICATION LINE DECEMBER 19	21.85	
		11 621 6318 3024	COMMUNICATION LINE DECEMBER 19	21.85	
		11 621 6318 3024	COMMUNICATION LINE DECEMBER 19	17.45	
		11 621 6318 3024	COMMUNICATION LINE DECEMBER 19	17.45	
		11 621 6318 3024	COMMUNICATION LINE DECEMBER 19	34.90	
		11 621 6318 3024	COMMUNICATION LINE DECEMBER 19	17.45	
		11 621 6318 3024	COMMUNICATION LINE DECEMBER 19	37.65	
		11 621 6318 3024	COMMUNICATION LINE DECEMBER 19	37.65	
		11 621 6318 3024	COMMUNICATION LINE DEC 1992	619.62	
		11 621 6318 3030	COMMUNICATION LINE DEC 1992	522.41	
		11 621 6318 3036	COMMUNICATION LINE DECEMBER 19	34.90	
		11 621 6318 3036	COMMUNICATION LINE DECEMBER 19	21.95	
		11 621 6318 3060	COMMUNICATION LINE DECEMBER 19	17.45	
		11 621 6318 3060	COMMUNICATION LINE DECEMBER 19	17.45	
		22 621 6318 3012	COMMUNICATION LINE DECEMBER 19	67.46	
		28 621 6318 3018	COMMUNICATION LINE DECEMBER 19	53.00	
		28 621 6318 3018	COMMUNICATION LINE DEC 1992	71.80	
		29 621 6318 3006	COMMUNICATION LINE DECEMBER 19	50.82	
		29 621 6318 3006	COMMUNICATION LINE DECEMBER 19	21.85	
		29 621 6318 3036	COMMUNICATION LINE DECEMBER 19	56.86	
		29 621 6318 3036	COMMUNICATION LINE DECEMBER 19	21.85	
		29 621 6318 3036	COMMUNICATION LINE DECEMBER 19	17.45	
		29 621 6318 3036	COMMUNICATION LINE DEC 1992	66.49	
		31 621 6318 3012	COMMUNICATION LINE DECEMBER 19	67.47	
		31 621 6318 3036	COMMUNICATION LINE DECEMBER 19	21.95	
		31 621 6318 3042	COMMUNICATION LINE DECEMBER 19	43.90	
		31 621 6318 3060	COMMUNICATION LINE DECEMBER 19	31.30	
		31 621 6318 3066	COMMUNICATION LINE DECEMBER 19	52.20	
		31 621 6318 3078	COMMUNICATION LINE DECEMBER 19	52.20	
		32 621 6318 3012	COMMUNICATION LINE DECEMBER 19	67.47	
		32 621 6318 3084	COMMUNICATION LINE 10/28 - 11/	43.85	
		32 621 6318 3084	COMMUNICATION LINE DECEMBER 19	43.85	
		32 621 6318 3090	COMMUNICATION LINE 10/28 - 11/	43.85	
		32 621 6318 3090	COMMUNICATION LINE DECEMBER 19	43.85	
		32 621 6318 3096	COMMUNICATION LINE DECEMBER 19	43.85	
		32 621 6318 3102	COMMUNICATION LINE DECEMBER 19	43.85	
		32 621 6318 3108	COMMUNICATION LINE DECEMBER 19	43.85	3,862.45
41260	U S WEST COMMUNICATIONS	11 213 6318 3006	COMMUNICATION LINE 12/13 - 1/1	47.91	
		11 213 6318 3006	COMMUNICATION LINE 1/13 - 2/13	48.04	
		29 621 6318 3006	COMMUNICATION LINE 1/13 - 2/13	46.69	142.64
41002	U S WEST PAGING	22 000 6310 0000	PAGER RENT	7.76	
		31 000 6310 0000	PAGER RENT	7.77	
		32 000 6310 0000	PAGER RENT	7.77	23.30

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41005	WASTE MANAGEMEN ..CONTINUED	29 621 6323 3036	REFUSE DISPOSAL DECEMBER '92	159.35	1,227.15
41163	WATER ENVIRON FEDERATION	32 000 6250 0000	MEMBERSHIP: JACK FERRY	185.00	185.00
41006	WATER FOOD & RESEARCH LAB	31 000 6020 0000	LEAD & COPPER SAMPLES	52.00	
		31 000 6020 0000	LEAD & COPPER SAMPLES	13.00	65.00
41264	WATER FOOD & RESEARCH LAB	31 000 6020 0000	BAC TEE SAMPLES	256.25	256.25
41265	WESTERN STATES AUTO	11 312 6250 0000	MEMBERSHIP 1/1/93 - 12/31/93	15.00	15.00
41007	WESTON WOODS	28 233 7160 0000	SIX TITLES AS LISTED	89.70	
		28 233 7160 0000	SHIPPING & HANDLING	6.50	96.20
41008	WEYERHAEUSER PAPER CO	11 235 6020 0000	BUSINESS RECYCLING CONTAINERS	39.25	39.25
41165	WICHITA FEED & HARDWARE	31 000 6100 0000	MISCELLANEOUS HARDWARE	81.14	
		32 000 6100 0000	MISCELLANEOUS HARDWARE	75.76	
		71 000 6110 0000	MISCELLANEOUS HARDWARE	20.21	
		29 420 6100 0000	PARTS/EQUIPMENT/HARDWARE SPLY	121.31	
		11 621 6100 0000	MISCELLANEOUS HARDWARE	87.74	386.16
41266	WILLAMETTE FALLS HOSPITAL	29 420 6270 0000	ADVANCED CARDIAC LIFE SUPPORT	600.00	600.00
41166	WILLIAM L OWEN & ASSOC.	11 611 7510 0000	ARBORIST SERVICES	970.40	970.40
41113	WOLF SUPPLY COMPANY, INC.	71 000 6100 0000	CAR & TRUCK PARTS	38.48	
		71 000 6100 0000	CAR & TRUCK PARTS	29.40	
		71 000 6100 0000	CAR & TRUCK PARTS	6.76	
		71 000 6100 0000	CAR & TRUCK PARTS	66.57	
		71 000 6100 0000	CAR & TRUCK PARTS	111.01	
		71 000 6100 0000	CAR & TRUCK PARTS	17.36	
		71 000 6100 0000	CAR & TRUCK PARTS	12.64	
		71 000 6100 0000	CAR & TRUCK PARTS	169.29	
		71 000 6100 0000	CAR & TRUCK PARTS	72.87	
		71 000 6100 0000	CAR & TRUCK PARTS	4.16	
		71 000 6100 0000	CAR & TRUCK PARTS	-23.95	
		71 000 6100 0000	CAR & TRUCK PARTS	4.62	
		71 000 6100 0000	CAR & TRUCK PARTS	3.62	
		71 000 6100 0000	CAR & TRUCK PARTS	475.00	
		71 000 6100 0000	CAR & TRUCK PARTS	21.58	
		71 000 6100 0000	CAR & TRUCK PARTS	10.68	
		71 000 6100 0000	CAR & TRUCK PARTS	-35.43	
		71 000 6100 0000	CAR & TRUCK PARTS	-236.38	
		71 000 6100 0000	CAR & TRUCK PARTS	185.50	
		71 000 6100 0000	CAR & TRUCK PARTS	1.44	
		71 000 6100 0000	CAR & TRUCK PARTS	2.71	937.93





ACCOUNTS PAYABLE - AP7030
 93
 CITY OF MILWAUKIE

AP TRANSACTIONS BY VENDOR/CHECK NUMBER
 FOR PERIOD 01/02/93 THRU 01/31/93

1:09PM 02/01/93

PAGE 26

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
41009	WOMACK AUTO BODY, INC.	71 000 6110 0000	REPAIR VADALISM DAMAGE	599.00	
		71 000 6110 0000	REPLACE BACK WINDOW #6611	677.00	
		71 000 6110 0000	REPAIR BODY DAMAGE #6602	375.00	1,651.00
41267	WOMACK AUTO BODY, INC.	71 000 7130 0000	PAINT DUMP BOX #6405	2,433.55	2,433.55
41010	XEROX CORPORATION	28 233 6310 0000	RENT: XEROX COPIER	123.56	
		29 411 6310 0000	RENT: XEROX COPIER	124.73	248.29
41011	ZUMAR INDUSTRIES, INC	22 000 6100 0000	12" X 18" 1 HR PARKING SIGNS	442.90	442.90
894	TOTAL CHECKS		**** REPORT TOTAL ****		702,290.67

BILL KENNUMER
Clackamas County
District 12

DEPUTY TO ADDRESS UNRELATED

Donna Chambers
Salem, Oregon 97310-1347
Phone 503-601-6
8 S.E. Madred Way
Salem, Oregon 97267
Phone 503-653-3071



OREGON STATE SENATE

THIS WEEK AT THE CAPITOL

FEBRUARY 22, 1993

THIS WEEK AT THE CAPITOL SLOW PROGRESS IS MADE ON THE STATE BUDGET, THE OREGON HEALTH PLAN IS IN A BIND, THE POSSIBILITY OF A SALES TAX IS EYED AND DISCUSSION ON SENATE BILL 15 IS SCHEDULED.

LEADERS OF BOTH PARTIES DENY THERE IS GRIDLOCK IN SALEM CONCERNING THE STATE BUDGET. THEY INSIST THAT THE PROGRESS MADE ON THE BUDGET MUST BE SLOW AND CAUTIOUS. THE LEGISLATURE MUST CUT OR TAX \$1.2 BILLION IN GENERAL FUND PROGRAMS TO COMPENSATE FOR THE LOSS OF REVENUE CREATED BY MEASURE 5. THE BUDGET SOLUTION MAY REQUIRE A REVENUE TAX INCREASE, CUTS TO PROGRAMS, OR BOTH. THESE ARE THE CRITICAL AND MOST TROUBLING ISSUES OF THIS SESSION.

THE OREGON SCHOOL BOARDS ASSOCIATION WANTS THE CONSIDERATION OF A SALES TAX TO DIRECTLY BENEFIT LOCAL SCHOOLS. MOST FUNDING TO LOCAL SCHOOLS IS BEING LOST BECAUSE OF THE MEASURE 5 PROPERTY TAX LIMIT. THE SCHOOL BOARD ASSOCIATION HELD A NEWS CONFERENCE ON MONDAY TO START WORK ON THE PROPOSED 5% SALES TAX. AT THE SAME TIME THE HOUSE REVENUE COMMITTEE WILL CONSIDER TWO REVENUE RELATED BALLOT MEASURES PROPOSED BY HOUSE SPEAKER, LARRY CABELL. ONE WOULD USE ALL MONEY FROM BEER AND WINE TAXES TO FINANCE ALCOHOL AND DRUG TREATMENT PROGRAMS. THE OTHER WOULD ASK VOTERS TO ALLOW LOTTERY REVENUE TO BE USED FOR SCHOOLS.

CABELL SAYS THAT WITHOUT SOME SORT OF TAX INCREASE THAT THE STATE MAY HAVE TROUBLE EXTENDING HEALTH CARE TO OVER 120,000 OF THE STATE'S WORKING POOR. " THE OREGON PLAN " WHICH RECEIVED NATIONAL ATTENTION DURING THE 1992 PRESIDENTIAL CAMPAIGN MAY BE JEOPARDIZED BY THE SHORT FALLS IN THE STATE'S BUDGET. THE PROPOSED HEALTH CARE PLAN IS ONE MORE PROGRAM COMPETING FOR THE LIMITED FUNDS.

AND FINALLY, I AM PERSONALLY LOOKING FORWARD TO THE DISCUSSION ON SENATE BILL 15. SENATE BILL 15, AS MANY OF YOU MAY KNOW, IS A BILL THAT I AM SPONSORING THAT WOULD REQUIRE A CRIMINAL BACKGROUND CHECK FOR ALL TEACHERS, ADMINISTRATORS AND SCHOOL NURSES. THE HEARING IS SCHEDULED FOR MARCH, 3 AT 3:00 IN ROOM 343 HERE IN

THE CAPITOL
CELLAR

IF YOU HAVE ANY QUESTIONS OR COMMENTS OR CONCERNS PLEASE
FEEL FREE TO CONTACT MY OFFICE AT 800-378-6377 OR 378-8076 OR
WRITE ME AT THE CHAMBERS S-318, STATE CAPITOL BUILDING, SEASIDE, OR 97310

CONTACT CHERIE MCGINNIS 378-8076

CONSTRUCTION PROGRESS REPORT #6

February 6 - March 5, 1993

SITework

Still no work outside of the building. Earlier in the project, the streets had been dug up in several places to allow underground lines to be connected. Milwaukie's ever-vigilant citizens have been quick to report when the temporary asphalt patches have started to crumble. They call Public Works, Public Works calls me, and the patches are replaced. Once the street improvement work begins later this spring, the surrounding streets will receive new "permanent" pavement.

BUILDING CONSTRUCTION

Good progress this month. All concrete block work is completed on the building. A black waterproofing coating has been applied over the block walls, to be followed by the brick veneer. The two contrasting brick colors can be seen on the southwest section of the building, where the brick work has begun. Finishing the concrete block walls has allowed the steel roof joists to be placed over the second floor area. Metal decking is being welded in place over the joists.

Inside the building, all first floor walls are framed. Plumbing lines are almost completed to all bathrooms and sinks, and electrical outlets and communications conduits have been installed. Overhead, ductwork continues to spread from room to room, and sprinkler pipes are now making their appearance. Door frames are even in place.

Prospective communication wiring installers walked through the site in preparation for submitting their bids. They seemed pleased with the location and quantity of the communications conduits and panels.

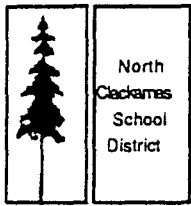
WORK TO COME

This month the push will be to get the roof installed and the building's interior protected from the elements. The roof should be done by month's end--if Mother Nature allows. Windows will arrive near the end of March to be installed as quickly as possible. The brick veneer work will continue, dodging rain storms. Work inside the building will be about the same, moving upstairs as soon as the roof structure is a little further along.

SCHEDULE

There were a couple of delays this last month. Unusually cold weather stopped masonry work for a few days. (We won't discuss the 10" of white stuff that kept most workers home on a Friday.) There was an informational picket at the site, protesting the presence of a non-union subcontractor. Most work stopped for that day as a result. A two-gate entrance system has now been established, allowing union workers to enter by one gate and non-union workers to enter by the other.

The completion date stands at early August.



NORTH CLACKAMAS SCHOOL DISTRICT 12

4444 S.E. Lake Road, Milwaukie, OR 97222-4799 (503) 653-3601

SUPERINTENDENT

Ben A. Schellenberg

BOARD OF DIRECTORS

Robert P. Johnson, Chair

Joanne Lisac, Vice Chair

Jan Foley, Director

Terry Mohr, Director

Carol Storment, Director

Jay Waldron, Director

Diane West, Director

Feb. 22, 1993

For more information contact:

Ben Schellenberg, Superintendent/653-3601

Joe Krumm, Community Relations Specialist/653-3650

Mark Nelson, Nelson Report President/363-7084

For immediate release:

Survey shows "outstanding" support for NC12 schools

The community's residents gave the North Clackamas School District an "outstanding" job rating in a recent telephone survey, according to Mark Nelson, president of The Nelson Report, the firm which conducted the survey.

The community also gave high marks to the District's efforts in the state's education reform movement and the information provided to the public by the District.

Nelson reported that 70% of the community rated NC12 as "excellent" or "pretty good" when asked for an overall job rating for the District.

Nelson said he viewed this rating as among the top 2% among school districts statewide.

The survey was conducted when 330 District residents were contacted Feb. 3-6 by telephone. The survey has an error factor of just more than 5%.

The survey also showed very strong community support for many facets of the Oregon Education Act for the 21st Century. Nelson said the District received higher marks than other districts around the state in the four reform areas discussed in the survey: the Certificate of Initial Mastery, the Certificate of Advanced Mastery, alternative learning resources, and work with social service agencies.

In each case, more than 70 percent of the public favored these reform approaches.

EDUCATING FOR TOMORROW ... TODAY

There was also overwhelming positive regard for the District's Nine Goals for the '90s. These goals include efforts to reduce dropout, improve the curriculum, expand the relationship with the community and improve staff and student accountability. While only 30 percent said they knew of the goals, close to 90 percent said they approved of them after hearing a description.

The survey showed that 60 percent of the public considers the information provided by the District as either "excellent" or "pretty good." It showed that the community relies primarily on school and District newsletters to learn news of the District. Further, it showed that the newsletters were the most trusted source of District news.

The District conducted the survey to determine community attitudes on budget priorities, reform components, and a potential bond proposal. Residents were asked to evaluate 37 different programs and positions. They were asked to evaluate whether each one should remain as is, be reduced, or be eliminated.

The District sought early community views on a possible bond proposal which may go to voters in March 1994. The bond would be used to build for student growth and repair District buildings. While no dollar value has been set, the bond would increase the property tax rate outside the limits set by Measure 5.

The survey asked what the community considers to be the biggest problems facing the community and the schools.

The top issues facing the community are crime/drugs followed by schools/school funding, and the economy. The fact that crime leads the list is contrary to statewide surveys where the category usually runs third.

The top issues facing education, from the community's point of view, are school funding, schools/education, lack of money, and overcrowding.

Did You Know?

25 remarkable things about North Clackamas Schools

1. The District's annual drop-out rate dipped to 3.9 percent in 1991-92.
2. District SAT scores are 43 points higher than the national average and 17 points higher than the state average. Oregon's scores are the nation's highest.
3. Over the past five years, 87 students have been honored in the National Merit Scholarship program; this is 600 percent above the national average for a school District of this size.
4. Graduating seniors received more than \$3.6 million in scholarships last year.
5. Graduates saved more than \$120,000 in college tuition by completing Project Challenge courses and earned college credit in high school.
6. The District has qualified more students to international Odyssey of the Mind competition than any district in the world.
7. The District serves 134 students with limited English proficiency in 15 different languages.
8. There is one administrator or supervisor for every 21 employees in the District. One-third of all administrative staff has been reduced in the past 10 years.
9. District staff members this year received state employee of the year honors in counseling, community education, science, mathematics, building construction, soccer, student leadership, and media services.
10. District students each December collect more than 30,000 cans of food to help provide holiday meals for 525 needy families in the community.
11. Special education is provided to 1,200 students in the District.
12. 10.7 percent of students in grades 1-12 are in the Talented and Gifted program.
13. Students gave the largest clothing donation ever to the Kendall Community Center.
14. School bus stop arms are now located on every bus, thanks to community donations.
15. The District has 3,000 volunteers and more than 500 business relationships.
16. About \$14 million has been reduced from District budgets since 1982.
17. More than 600 school districts worldwide have sought information on the District's Discipline program.
18. The District Character Education program is used as a model by other districts in Oregon and across the country. It was featured in an article in *USA Weekend*.
19. The District's Physical Plant staff maintains more than 1.5 million square feet of building space and almost 350 acres of developed property.
20. Fourteen schools have received state or national educational excellence awards from the National School Recognition Program.
21. By being self-insured the past 14 years, NC12 has saved more than \$2 million.
22. The Community Education program offers more than 650 classes. More than 8,000 people participate each year.
23. A curriculum created by District teachers to provide daily lessons in the basics has been adopted by schools in six western states.
24. National Basic Skills tests show the District performing above the 65th percentile while the nation performs at the 50th percentile.
25. The Sabin Skills Center provides professional-technical education to more than 1,000 students. Unique in Oregon, it is used as a model by districts nationwide.

Help Our Schools Set Budget Priorities

The community is invited to help set budget priorities for 1993-94.

Attend a meeting on one of the following evenings. You will be briefed on the details of the budget.

You will be asked to make recommendations on what programs and positions should be given top priority.

March 8:

7 p.m.
Milwaukie Elementary

5 and 7 p.m.
Mount Scott Elementary

8 p.m.
Clackamas High

7 p.m.
Riverside

March 9:

7 p.m.
Campbell Elementary

7:30 p.m.
Concord Elementary

7 p.m.
Bilquist Elementary

March 11:

7 p.m.
Lewelling Elementary

7 p.m.
Wichita Elementary

7 p.m.
Ardenwald Elementary

7 p.m.
North Oak Grove

7 p.m.
Clackamas Elementary

March 15:

7 p.m.
Milwaukie High

7 p.m.
Putnam High

7 p.m.
Sunrise Junior High

7 p.m.
McLoughlin Junior High

7 p.m.
Rowe Junior High

7 p.m.
Milwaukie Junior High

**You and hundreds of residents will help decide priorities
for the 1993-94 budget.**

Jay Waldron's Speech
at Salem Capitol Rally
on February 19, 1993

THANK YOU VERY MUCH. I WOULD LIKE ALL 500 OF YOU TO GIVE YOURSELVES A BIG HAND, FOR TAKING THE TIME TO COME DOWN HERE TODAY.

I WANT TO THANK PARTICULARLY, JOE KAUMM FROM THE SCHOOL DISTRICT, WHO PUT MOST OF THIS RALLY TOGETHER.

YOU KNOW THAT EVERY TIME I TALK ABOUT EDUCATION, I SPEAK MY MIND. I AM HERE REPRESENTING 80,000 PARENTS AND TAXPAYERS IN THE NORTH CLACKAMAS SCHOOL DISTRICT. I AM HERE REPRESENTING 13,000 CHILDREN WHO RECEIVE THEIR EDUCATION FROM THE DISTRICT AND THE 3,000 VOLUNTEERS WHO MAKE THE DISTRICT GREAT. MY MOST IMPORTANT MESSAGE IS THAT I AM HERE REPRESENTING A WORLD CLASS SCHOOL DISTRICT THAT THE MEDIA AND THE LEGISLATURE ALL TOO OFTEN IGNORE.

AS YOU WILL NOTICE THE MEDIA RECORDED AND PHOTOGRAPHED THE GOVERNOR, BUT THE MEDIA IGNORES STATEMENTS ABOUT OUR SCHOOL DISTRICT.

WHY ARE WE HERE? WE ARE HERE TO SEND A VERY SIMPLE MESSAGE "DON'T BALANCE THE BUDGET OF THIS STATE ON THE BACKS OF CHILDREN". IT'S AS SIMPLE AS THAT.

WE ARE HERE TO TELL THE LEGISLATURE AND THE EXECUTIVE WHAT IS GOING ON IN THE REAL WORLD, NOT WHAT IS GOING ON IN THE POLITICAL TRADE-OFFS THAT OCCUR HERE IN SALEM.

I WANT TO TALK ABOUT THREE ISSUES TODAY. FIRST, WHY OUR SCHOOL SYSTEM IS WORLD CLASS; SECOND TO DEMONSTRATE THAT THE EXECUTIVE AND THE LEGISLATURE ARE DEFYING THE VOTERS AND DEFYING WHAT THE SPONSORS OF BALLOT MEASURE 5 PROMISED IN ORDER TO PASS IT BY ONLY 2% OF THE VOTE, AND THIRD I AM HERE TO TELL YOU THAT NORTH CLACKAMAS IS A MODEL FOR THIS LEGISLATURE TO LEARN HOW TO ESTABLISH PRIORITIES AND TO MAKE CUTS.

WHY DO I SAY THAT WE ARE WORLD CLASS? WELL LET'S GO THROUGH SOME OF THE ACCOMPLISHMENTS OF THIS SCHOOL DISTRICT WHICH REFLECT MOST OF THE SCHOOL DISTRICTS IN THIS STATE. OUR DROPOUT RATE IS NOT THE 25% THAT YOU READ ABOUT IN THE OREGONIAN EVERY DAY. IT IS 3.9%.

OF EVERY 24 CHILDREN THAT ENTER INTO THE FIRST GRADE WE GRADUATE 23 OF THEM. THERE ISN'T ANOTHER ORGANIZATION IN OUR SOCIETY THAT EVEN COMES CLOSE TO THIS RECORD OF ACHIEVEMENT.

WE HEAR ALL THE STORIES ABOUT CHILDREN WHO CAN'T READ OR WRITE OR CAN'T DO THE CASH REGISTER WORK AT MCDONALDS. WELL OUR DISTRICT GUARANTEES. WE GUARANTEE, TO ANY EMPLOYER THAT EMPLOYS A CHILD FROM NORTH CLACKAMAS SCHOOL DISTRICT, THAT THEY CAN READ, WRITE AND DO MATH AT AN ACCOMPLISHED LEVEL AT ANY REASONABLE JOB WHEN THEY LEAVE HIGH SCHOOL, AND IF NOT, THE EMPLOYER CAN TAKE THAT GUARANTEE AND ASK THE CHILD TO BE RE-EDUCATED AT OUR EXPENSE - WE HAVE HAD THAT GUARANTEE FOR TWO YEARS AND WE HAVE HAD NO REQUESTS TO RE-EDUCATE.

PAGE 2

YESTERDAY I READ A VERY STRANGE ARTICLE IN THE OREGONIAN. IT TALKED ABOUT HOW GERMANY DOES A VERY GOOD JOB WITH PROFESSIONAL/TECHNICAL EDUCATION. WHY DID THEY HAVE TO SEND THEIR WRITER ON A BOONDOGGLE TO GERMANY WHEN THEY COULD HAVE COME TO CLACKAMAS OREGON AND VISITED OUR SABIN SKILL CENTER?

SOMEHOW THE MEDIA WRITERS CAN'T DRIVE FROM DOWNTOWN PORTLAND, TO THE SKILL CENTER, WHICH HAS BEEN ACKNOWLEDGED BY THE SECRETARY OF EDUCATION AS ONE OF THE TWO OR THREE FINEST PROFESSIONAL/TECHNICAL EDUCATION MODELS IN THIS COUNTRY AND THE EQUAL OF ANY IN GERMANY.

PEOPLE TALK ABOUT AN INVESTMENT IN SCHOOLS. LAST YEAR OUR STUDENTS EARNED 3.6 MILLION DOLLARS (~~\$3,600,000.00~~) IN SCHOLARSHIPS. THAT'S WHERE YOUR INVESTMENT WENT TAXPAYERS. WE ALSO HAVE 600% MORE MERIT SCHOLARS IN THE LAST FIVE YEARS THAN SCHOOL DISTRICTS OF COMPARABLE SIZE. YOU NEVER READ ABOUT COLLEGE BOARDS OTHER THAN NEGATIVES ABOUT THEIR DECLINE. OUR SCHOOL DISTRICT COLLEGE BOARDS ARE 43 POINTS HIGHER THAN THE NATIONAL AVERAGE; 17 POINTS HIGHER THAN THE STATE AVERAGE AND THEY ARE SOME OF THE HIGHEST COLLEGE BOARD SCORES IN THE UNITED STATES AND WE ARE NOT IN AN ELITE HIGH CLASS SUBURB SPENDING A FORTUNE ON EDUCATION. WE ARE A DIVERSE URBAN, RURAL AND SUBURBAN DISTRICT SPENDING RELATIVELY LITTLE ON EDUCATION AND WE STILL ACCOMPLISHED THOSE ACHIEVEMENTS.

I SAY TO YOU THE SAME THING I'VE SAID OFTEN IN OUR OWN DISTRICT, WHAT IS THE BEST THING THAT GOVERNMENT DOES IN THIS STATE? IT'S PUBLIC EDUCATION. DO YOU REALIZE THAT OREGON HAS THE FINEST PUBLIC EDUCATION SYSTEM IN THE UNITED STATES AND NORTH CLACKAMAS IS RIGHT AT THE TOP OF THAT SYSTEM. DO YOU REALIZE THAT OUR BEST STUDENTS COMPARE WITH JAPAN AND GERMANY. THE TRUTH IS THAT WE PROVIDE A PUBLIC EDUCATION IN THIS STATE, THAT IS COMPARABLE TO JAPAN AND GERMANY; AND YET THE VERY THING, THE FIRST THING THAT THE EXECUTIVE AND THE LEGISLATURE DECIDE TO CUT, IS THE ONE THING THAT WE ARE DOING VERY VERY WELL- PUBLIC EDUCATION.

PEOPLE ASK ABOUT WHAT ARE THE VALUES THAT WE ARE TEACHING OUR CHILDREN. WELL, WE HAVE A CHARACTER EDUCATION PROGRAM IN OUR DISTRICT THAT IS WORLD CLASS. IT HAS NOW BEEN IMITATED BY ALMOST 60 DISTRICTS AROUND THE UNITED STATES. WE TEACH OUR CHILDREN CHARACTER. WE PRODUCE CHILDREN THAT ARE SMART. WE PRODUCE CHILDREN THAT ARE ABLE TO GET JOBS RIGHT OUT OF HIGH SCHOOL AFTER THEY ATTEND THE SKILL CENTER. WE DON'T HAVE DROPOUTS AND WE DON'T GET ENOUGH CREDIT FOR OUR EXCELLENT RESULTS IN THE MEDIA, FROM THE GOVERNOR OR FROM THE LEGISLATURE.

MY SECOND POINT IS-I DO DISAGREE WITH THE GOVERNOR ABOUT THE COMPETITION FOR FUNDS, EVERYONE HAS CHANGED THE GROUND RULES. WHY DO I SAY THAT? I DEBATED DON MACINTIRE ON TELEVISION A FEW DAYS BEFORE THE BALLOT MEASURE 5 VOTE AND DON MACINTIRE GOT ANGRY WITH ME. HE THREATENED ME BECAUSE HE SAID 'YOU'RE SO STUPID, WALDRON, THERE'S GOING TO BE NO HARM TO EDUCATION FROM BALLOT MEASURE 5. WE TOLD THE VOTERS AND THAT IS WHY IT'S GOING TO PASS YOU SHOULD SUPPORT IT AS

PAGE 3

GOOD FOR EDUCATION". I SAID CHILDREN AND PARENTS DON'T HAVE POLITICAL CLOUT WITH THE LEGISLATURE LIKE OTHER INTEREST GROUPS. THE LEGISLATURE IS GOING TO BECOME A SUPER SCHOOL BOARD, THEY ARE GOING TO BALANCE THE BUDGET OUT OF BASIC SCHOOL SUPPORT FUNDS AND IT IS THE CHILDREN THAT ARE GOING TO LOSE, NOT BIG GOVERNMENT SPENDING THAT YOU'RE AFTER. HE SAID "NO THEY'LL NEVER DO THAT."

I AM GOING TO READ YOU THE QUOTE FROM AN AD THAT MCINTIRE'S GROUP PUT IN THE OREGONIAN JUST BEFORE BALLOT MEASURE 5 PASSED BY ONLY 2% OF THE VOTE. "THE OREGON CONSTITUTION IS VERY CLEAR, THE OREGON ASSEMBLY SHALL PROVIDE BY LAW FOR THE ESTABLISHMENT OF A UNIFORM AND GENERAL SYSTEM OF PUBLIC SCHOOLS, THAT IMPLIES THAT IT IS THE RESPONSIBILITY OF THE LEGISLATURE, NOT PROPERTY OWNERS TO PROPERLY FUND THE SYSTEM. SCHOOLS WILL NOT LOSE MONEY. ANY REVENUES LOST AS A CONSEQUENCE OF BALLOT MEASURE 5 MUST BE REPLACED FROM THE STATE'S GENERAL FUND." THAT WAS THE PROMISE THAT CARRIED BALLOT MEASURE 5 AND IT IS BEING BROKEN TODAY BY THE EXECUTIVE AND BY THE LEGISLATURE. HOW QUICKLY WE FORGET, POLITICIANS.

AS MANY OF YOU KNOW, I AM AN ATTORNEY AND AM INVOLVED WITH SOME OF THE LARGER CORPORATIONS IN THIS STATE. I CAN TELL YOU THAT THERE IS NOT A CORPORATION IN THIS STATE AS LEAN AS THE NORTH CLACKAMAS SCHOOL DISTRICT AND I CHALLENGE ANY CORPORATION TO TAKE A LOOK AT OUR BUDGET. WE HAVE CUT \$14,000,000.00 SINCE THE EARLY 80'S FROM OUR BUDGET; WE HAVE CUT \$4,000,000.00 SINCE THE PASSAGE OF BALLOT MEASURE 5. THIS YEAR THEY NOW ARE TELLING US TO CUT BETWEEN 5 AND 7 MILLION DOLLARS FROM A WORLD CLASS SCHOOL DISTRICT IN ORDER TO BALANCE THE BUDGET. DO YOU KNOW THAT WE HAVE REDUCED OUR ADMINISTRATIVE STAFF BY ONE THIRD SINCE 1982? DO YOU THINK THAT INTEL OR FRED MEYER CAN SAY THAT? DO YOU KNOW WE HAVE A RATIO OF 1 ADMINISTRATOR TO 19 PEOPLE TEACHING OR DEALING DIRECTLY WITH CHILDREN? DO YOU THINK THAT RATIO PREVAILS AT FRED MEYER OR INTEL? NO! THERE IS NO SIGNIFICANT FAT IN OUR BUDGET AND I'LL CHALLENGE ANYONE TO COME TO OUR DISTRICT AND SHOW US FAT IN OUR BUDGET.

MY FINAL COMMENT IS THE ONE THAT I STARTED WITH: IT'S YOUR JOB TO LET THE LEGISLATURE AND THE GOVERNOR KNOW THAT THE MOOD OF THIS STATE IS TO CUT BIG GOVERNMENT, IT IS NOT TO CUT EDUCATION AND DESTROY OUR FUTURE. DON'T BALANCE THE BUDGET ON THE BACKS OF CHILDREN. THANK YOU.

Jay Waldron

NO. Clackamas School Bd,

WHAT'S UP??

WITH TRANSPORTATION, LAND USE AND GROWTH MANAGEMENT IN THE PORTLAND METRO REGION??

METRO

1. **Region 2040 Study**

The METRO study process geared to assess future growth options through the year 2040 throughout the tri-county region. Region 2040 has offered three growth concepts for public review and comment.

For more information contact METRO at 221-1646

2. **Regional High Capacity Transit (RHCT): System Plan**

A region wide transit system plan which operates primarily in its own right of way, allowing large numbers of riders to move through an area at high speeds.

For more information contact METRO at 221-1646

3. **Preliminary Alternatives Analysis (Pre-AA)**

A type of transit system planning for capitol improvements projects. Pre-AA is used to select a region's priority corridor for high capacity transit improvements and to identify promising mode and alignment alternatives in that specified corridor. Development of this information allows a region to apply to the Federal Transit Administration, then enter into the next phase designated by the federal government: the Alternatives Analysis.

For more information contact METRO at 221-1646

4. The Land Use, Transportation, Air Quality Connection (LUTRAQ)

METRO has undertaken the modeling for the LUTRAQ study. LUTRAQ is a project of 1000 Friends of Oregon which seeks to develop and quantify a comprehensive solution to Washington County transportation problems. The study focuses on changes in land use, improved transit services and transportation demand policies. The LUTRAQ solution is being offered as an alternative to the construction of a new bypass freeway in Washington County.

The LUTRAQ alternative contains three primary components:

- (1) Most of the future growth in Washington County could be accommodated within walking distance of existing and proposed future transit services (such as Westside Light Rail), instead of at the urban fringe.
- (2) The second component is based on an ambitious strategy for improving transit service in the county.
- (3) The third part of the LUTRAQ alternative is a series of transportation DEMAND management policies.

Taken together, these three components comprise a comprehensive strategy intended to promote livability; provide for transportation options; encourage transit use, bicycling and walking; and enhance community values.

For more information contact Keith Bartholomew at 1000 Friends of Oregon at 497-1000.

Tri-Met

1. Strategic Plan: Pursuing a Shared Vision

The Tri-Met Strategic Plan is intended to achieve two purposes;

- (1) Raise the question: "What do we want this community to look like 20 years from now?"

The vision Tri-Met offers for discussion calls for compact, well-planned urban development rather than today's suburban sprawl; increased reliance; and full integration of land use transportation planning to create lively and livable neighborhoods.

(2) Tri-Met's new mission statement and six strategic goals aimed at improving mobility throughout the region. The goals:

- Improve customer service,
- Increase ridership,
- Provide superior customer service
- Obtaining additional funding and increasing efficiency
- Diversify service,
- Expanding the transit system,
- Advocating land use that supports greater mobility.

For more information contact G.B. Arrington at 238-4977

City of Portland

Department of Transportation

1. Transportation Element

(Formerly the Arterial Streets Classification Policy - ASCP)
The ASCP, adopted in 1977 and updated in 1983 and 1992, is intended to direct future development of Portland's transportation system. As the ASCP is policy rather than a plan; no specific projects or changes in traffic movement or transit service are mandated.

The 1992 ASCP update was adopted as the Transportation Element of the City's Comprehensive Plan and now translates into criteria which the City uses to review land use cases.

The Transportation Element calls for a transportation network that can best accommodate divergent trends and promote the city's goals of economic development, mobility, and neighborhood livability. The Transportation Element sets out a clear hierarchy of transit and traffic corridors. In addition, there are special classifications which focus on collector recovery programs, truck, bicycle, pedestrian and beautification needs.

For more information contact Greg Jones at 823-7733

2. Regional Rail Program

A City of Portland Office of Transportation program which was adopted by City Council in 1989. The goals of the Regional Rail Program are:

- To encourage the completion of the Regional Rail System as quickly as possible in order to meet our growing transportation needs.
- Grassroots outreach and education programs directed at involving the public in discussion and decision making regarding transportation systems in the city/region. Including: transit oriented development, housing densities, mixed use areas, overall mobility of the region..

The Regional Rail Program promotes light rail transit as a necessary means of transportation now and in meeting our future growth needs. The City of Portland believes a light rail transit system is; less expensive than building new highways, economic to operate, reduces air pollution and dependency on foreign oil, as well as promoting more efficient growth patterns limiting sprawl.

For more information contact Wendy Novick at 823-7738

3. Reclaiming Our Streets

Reclaiming Our Streets is the City of Portland's Traffic Safety Initiative. Under the Bureau of Traffic Management the program's mission is to:

- reduce vehicle speeds and volumes on neighborhood streets,
- encourage bicycling and walking as a means of transportation, including increased safety measures,
- reducing fatalities and injuries from not using safety belts and from DUII, and promoting alternative transportation.

For more information contact Robin Gunn at 823-6828

Portland Bureau of Planning

4. Livable City Project

The Portland metropolitan area is expected to grow by half-a-million people over the next 20 years. If we are inadequately prepared for such growth it could mean more sprawl, traffic, air pollution and poorly designed environments.

In 1991, the City of Portland Bureau of Planning began work on a draft proposal for the Livable City Project (L.C.P.). The mission of the L.C.P. is to accommodate Portland's share of the regional growth while strengthening the livability of our neighborhoods.

The L.C.P. has developed six growth concepts to initiate a dialogue within the community in order to actively involve citizens in the decision making process. The six growth concepts currently being discussed are:

Transit Stations: Focused housing and mixed-use buildings creating urban villages around existing and planned light rail stations.

Main Streets: Adding housing above storefront commercial areas where transit service plays a key role in appeal and mobility.

Designed Infill: Adding carefully designed dwellings, such as add-a-rentals, to existing homes ensuring compatibility and enhancement of existing neighborhoods.

Central City Plan Area: More housing in and around downtown close to existing jobs and services, as well as areas targeted for new jobs and service centers.

Opportunity Sites: Identified sites, such as neighborhood 'eyesores', where the neighborhood can be improved and strengthened.

Existing Patterns: The type of housing currently being developed in the city and region.

After extensive public input the growth concepts will be developed into growth strategies to help guide growth management in Portland.

For more information contact the Livable City Staff at 823-7700

5. Community Plans

Community Plans are the way the Bureau of Planning updates the Comprehensive Plan. The community plan covers housing, transportation, open space, historic preservation and economic development.

Portland has been divided into eight planning areas with a community plan developed for each. The first effort was the Central City Plan; the second, the Albina Community Plan is scheduled for hearings before City Council in May. The third is the plan for the Outer Southeast, Which is currently being developed.

For more information contact the Community Planning Staff 823-7700

State of Oregon

Oregon Department of Transportation (ODOT)

1. Oregon Transportation Plan (OTP)

The purpose of the Oregon Transportation Plan is to develop a safe, convenient and efficient transportation system which promotes economic prosperity and livability for all Oregonians.

The goals of the OTP are:

(1) System Characteristics

To enhance Oregon's comparative economic advantage and quality of life by the provision of a transportation system with the following characteristics:

- o Balance
- o Accessibility
- o Safety
- o Financial Stability
- o Efficiency
- o Environmental Responsibility
- o Connectivity Among Places
- o Connectivity Among Modes

(2) Livability

To develop a multimodal transportation system that provides access to the entire state, supports acknowledged comprehensive land use plans, is sensitive to regional differences, and supports livability in urban and rural areas.

(3) **Economic Development**

To promote the expansion and diversity of Oregon's economy through the efficient and effective movement of goods, services and passengers in a safe, energy efficient and environmentally sound manner.

(4) **Implementation**

To implement the Transportation Plan by creating a stable but flexible financing system, by using good management practices, by supporting transportation research and technology, and by working cooperatively with regional and local governments, the private sector and citizens.

For more information contact ODOT Region 1 at 653-3090

Land Conservation and Development Commission (LCDC)

2. Goal 12 - Transportation Planning Rule (TPR)

Goal 12 is one of Oregon's 19 statewide land use goals adopted between 1974 and 1976. The goals were adopted by the state to guide land use, resource management, economic development and public involvement.

Goal 12 is the Transportation Goal. The goal: "To provide and encourage a safe, convenient and economic transportation system." The goal requires that a transportation plan shall:

- (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian;
- (2) be based upon an inventory of local, regional and state transportation needs;
- (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes;
- (4) avoid principal reliance upon any one mode of transportation;
- (5) minimize adverse social, economic and environmental impacts and costs;
- (6) conserve energy;
- (7) meet the needs of the transportation disadvantaged by improving transportation services;

- (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and
- (9) conform with local and regional comprehensive land use plans.

The **Transportation Planning Rule (TPR)** for Goal 12 is intended to ensure that the planned transportation system supports a pattern of travel and land use which will reduce air pollution, traffic and livability problems faced by other parts of the country.

For more information contact LCDC/DLCD at 373-0050

Federal

1. **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**

The ISTEA signed into law on December 18, 1991, establishes a new vision for surface transportation in America. The purpose of the Act is:

"to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner."

The provisions of the Act reflect these important policy goals. Some of the major features include:

- (1) State and local governments are given more flexibility in determining transportation solution, whether transit or highways, and the tools of enhanced planning and management systems to guide them in making the best choices.
- (2) Highway funds are available for activities that enhance the environment, such as wetland banking, mitigation of damage to wildlife habitat, historic sites, activities that contribute to meeting air quality standards, a wide range of bicycle and pedestrian projects and highway beautification.
- (3) The Act continues discretionary and formula funds for mass transit.
- (4) The private sector is tapped as a source for funding transportation improvements. Restrictions on the use of Federal funds for toll roads have been relaxed and private entities may even own such facilities.

- (5) A National Highway System (NHS), consisting primarily of existing Interstate routes and a portion of Primary System, is established to focus Federal resources on roads that are the most important to interstate travel and national defense, roads that connect with other modes of transportation, and are essential for international commerce.

For more information contact Department of Transportation in Washington D.C. at (202) 366-3090 or Oregon's Region 1 office at 653-3090



The Livable City Project

Portland is growing. Another 500,000 people will be calling the Portland region home over the next 20 years. If we continue the same development patterns we have followed the last twenty years, which favor the automobile, chances of fitting this growth within the existing urban growth boundary are slim to none. This will mean long commutes, more traffic, expansion of our road system, increased air pollution, and a loss of valuable farm and forest lands.

To accommodate growth, but still preserve Portland's character and livability, the Bureau of Planning has developed six growth concepts designed to provide a starting point for discussion on possible development scenarios that could accommodate increased housing densities in ways that reduce traffic congestion, travel times and air pollution.

For many, density is regarded as a bad word. It conjures up images of grey concrete high-

rises in the middle of single family neighborhoods. But, higher densities can mean revitalization of a community, increased safety, more transportation options, and the elimination of neighborhood eyesores if the development is well planned and designed.

The Livable City Project was developed to ensure good growth happens. It is designed to establish consensus about growth concepts and development styles that can make our city and neighborhoods stronger. Citizens play a vital role in identifying locations and designs for new development that actually make Portland a better place to live.

These six concepts are not detailed blueprints. Rather, they spawn discussion and new ideas. Within the year, following discussions with the public, these ideas and concepts will be developed into strategies that will help guide growth management decisions for the City of Portland.



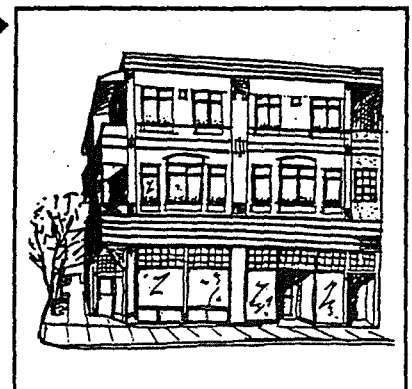
◀ Transit Stations

Draw a circle around a transit station and imagine how convenient it would be to commute home by bus or light rail, get in your daily workout, pick up your dry cleaning, groceries, even children within a block of the transit station, and walk a couple of blocks to your home.

The idea of an urban village is not new. A transit station can provide the focal point for a lively, pleasant and convenient neighborhood. At the center, the tallest buildings, connected to transit by attractive pedestrian walkways, feature both commercial uses on the ground floor and residential apartments or townhouses above. The buildings farthest from the station are lower and merge smoothly with the surrounding residential neighborhoods.

Main Streets ▶

Rather than circular development, the main street concept increases density along a continuous line...a transit-friendly street. Along that main street, residents find a mix of housing, shops and neighborhood services. Many buildings have commercial uses on the ground floor, and three or four stories of housing above. The ground floor opens onto a pedestrian-friendly sidewalk that features benches, news stands, bus shelters, public art, kiosks, pocket parks and street trees.





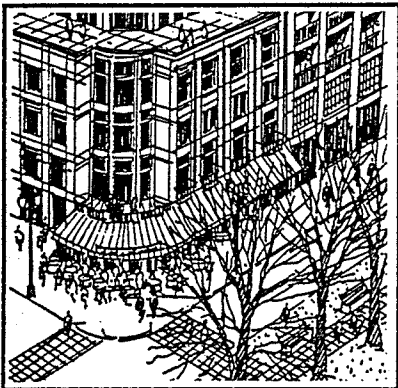
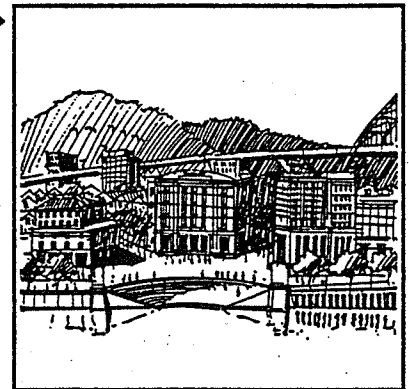
◀ Designed Infill

The idea behind this concept is to add compatible accessory dwellings to existing single-family homes. This concept demands careful design to ensure harmonious character and enhancement with the existing neighborhood. With the proper design, add-a-rentals, or granny flats, as they are sometimes called, can be added to an existing house such as the conversion of a garage, addition to the garage, a dormer or unused attic of the main dwelling.

The Designed Infill concept recognizes the importance of neighborhood character in maintaining stability, pride and livability.

▶ Opportunity Sites

Just imagine how much better your neighborhood would be if that weedy lot were gone. Or perhaps it's that boarded-up building next to your bus stop. Opportunity sites can be large or small in scale and they are usually what people generally identify as "eyesores." Now imagine that eyesore as a pedestrian-friendly building that blends with the character of the neighborhood. It houses people, maybe a shop or restaurant, flower garden and bike racks. The area is strengthened with new housing and needed amenities.



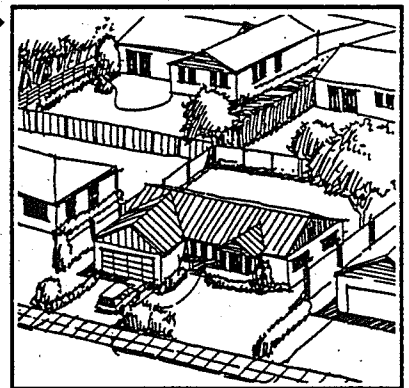
▶ Central City Plan Area

The central city has always contained a broad mix of land uses. Housing, jobs, retail businesses and open space centrally located support the reduction of auto use and air pollution.

The goal of this concept is to increase housing in and around downtown close to existing jobs and services.

▶ Existing Patterns

Existing patterns describe the type of housing that is currently being constructed in the city. Even if the Existing Patterns concept continued development at a higher rate, it would not create enough new housing to meet the population growth expected over the next 20 years. Although existing patterns will continue, additional strategies will be needed to provide growth opportunities.



We Need Your Help!

To maintain Portland's livability, get involved. Find out how you can help.
Call 823-7700 and ask for a Livable City staff person.

TRANSIT ORIENTED DEVELOPMENT PROJECTS - IMPLEMENTING THE VISION

Several efforts are currently underway in the Metropolitan Area to merge the planning objectives of transit supportive development (projects designed to be compatible with transit systems) with the development realities of market conditions, consumer preferences, financing constraints and neighborhood concerns.

MAX

Hollywood MAX Station at 42nd/NE Halsey (City of Portland and Central NE Neighbors)

With the assistance of architecture students, a steering committee composed of residents, businesses, institutions, a bank, senior's housing representative and interested landowners have addressed a number of vacant or in-transition sites near the station. The committee has listed preferred uses for the site, and intends to complete a model for a transit station development by May 1, 1993.

60th/Glisan (Portland Development Commission/Portland Office of Transportation)

PDC analyzing development potential of the current ODOT site for redevelopment into major housing and possible small commercial project.

102nd/E. Burnside (Tri-Met/Portland Development Commission)

Joint effort to analyze potential development of a parcel along the MAX line into housing and commercial/institutional uses, in compliance with the transit overlay zoning and the more urban base zoning (RH and CS).

WESTSIDE LIGHT RAIL

18th/SW Morrison (Tri-Met/Portland Development Commission)

Joint effort to study development feasibility of a one-half block site into housing/commercial project. Site located in established mixed-use area adjacent to Civic Stadium.

18th/SW Jefferson Station (City of Portland and Neighbors West/Northwest)

In response to a neighborhood vision project, a model for mixed-use development near a transit station has been prepared for Collins Circle and the block immediately adjoining it to the east between Columbia and Jefferson Streets.

Beaverton Central Station Project (City of Beaverton Planning Department and Tri-Met)

The City is working with Tri-Met to explore transit supportive development options for City owned vacant property which surrounds the future Beaverton Central light rail station. Beaverton and Tri-Met propose to create a public/private development package to present to developers that will result in a signature project for the City with light rail as an integral component.

Interim Development Regulations (Tri-Met/Local Jurisdictions)

Tri-Met, working with the same group of local jurisdictions as listed below, has prepared interim development regulations to guide interim land use and development patterns at LRT station areas, until more detailed planning and zoning modifications have been made. The purpose of these regulations is to ensure that until local jurisdictions have completed more specific planning of these new opportunity areas, inappropriate types of development is curtailed.

Station Area Planning/Westside LRT (Tri-Met/Local Jurisdictions)

Tri-Met, working with Cities of Portland, Beaverton and Hillsboro, Washington County and Metro, is negotiating for funding for a station area planning program. While not finalized, the proposed program would involve planning and development activities adjacent to Westside LRT stations. Funding is not yet secure for this proposed program.

OTHER PROJECTS**Transit Supportive Development Design Guidelines (Tri-Met)**

Tri-Met has prepared a draft handbook on design guidelines for new development along transit corridors in order to ensure that new buildings are compatible with and supportive of transit services. The handbook should be available Spring 1993.

Transit Oriented Development (Metro/Oregon Department Environmental Quality)

Under a federal funding program known as CMAQ (Congestion Mitigation Air Quality), the region has applied for funding of a transit oriented development project. If funding is received for the project, key opportunity sites along light rail and transit corridors will be selected and the funds will be used to offset pre-development planning expenses in return for higher density, transit-friendly development. A team approach will be used - combining the public and private sectors. A funding decision is expected by May 1993.

Division Street between 35th - 37th Avenues SE (City of Portland and Southeast Uplift)

Landowners and residents are working with students of market and design analysis in order to develop a main street model. Both renovation of existing buildings and infill are being addressed, as well as the model's relationship to bus service and pedestrian movement on Division Street.

NW Designed Infill at 23rd/Northrup and 20th/Kearney (City of Portland and Neighbors West/Northwest)

A series of neighborhood vision workshops in late 1992 and early 1993 has lead to a conceptual infill plan for a part of northwest Portland. The plan suggests types of buildings that will support places, configurations and elements preferred by the community. Two site-specific demonstration models for infill which are located adjacent or near existing bus or planned streetcar lines are nearly completed.

City of Portland Facts

Demographics for Portland and the Region

- **Total 1992 Land Area (percent of the Metro Service District):**

Portland	140 square miles (30%)
Metro Urban Growth Boundary	360 square miles (78%)
Metro Service District	460 square miles (100%)
- **Total 1990 Population (percent of the Metro Service District):**

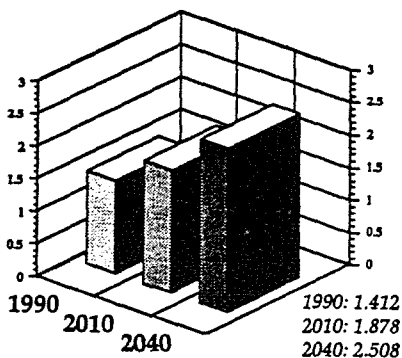
Portland	437,319 (42%)
Metro Urban Growth Boundary	1,032,831 (98%)
Metro Service District	1,051,822 (100%)
- **Total Hours Of Transit Service Operated By Tri-Met (Daily Average):**

In 1971	551,000
In 1990	1,176,000
- **Average Daily Ridership On Total Tri-Met System:**

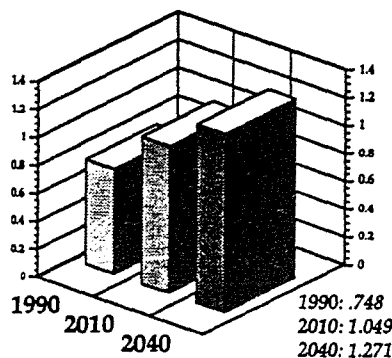
In 1971	64,300
In 1990	177,500
- **Percentage Of Downtown Portland Work Trips Using Transit In 1988: 36%**
- **Percentage Of Regional Employment Located In Downtown Portland: 20%**

Regional Facts And Trend Projections (Clackamas, Clark, Multnomah and Washington Counties)

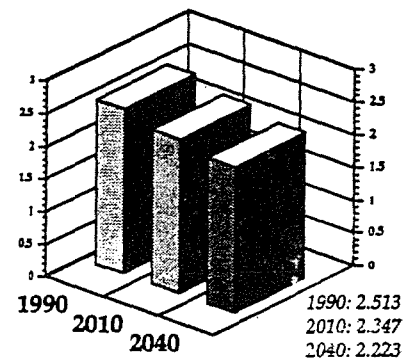
Population
(in millions)



Employment
(in millions)



Household Sizes
(persons per household)



Sources: Metro Data Center; Tri-Met; Metro 1988 Household Survey; Metro, Region 2040 Base Case Simulation (shows middle range of trend projections)

A Transportation Primer

Common Transportation Terms You May Need to Know

ASCP: Arterial Streets Classification Policy. City policy document which classifies streets and prescribes what type of design and operational treatments are appropriate for each category of street.

BICYCLE BILL: State law requiring that at least 1% of the State Highway Fund be spent for bikeways and footpaths.

BTM: Bureau of Traffic Management, a division of PDOT. Operates our street system. Responsible for ensuring safe and efficient flow of traffic as well as reducing impact of traffic on neighborhoods.

CCTMP: Central City Transportation Management Plan. Will revise the current Downtown Parking and Circulation Policy and include new transportation policies that apply to the entire Central City area of Portland.

IP: Capital Improvement Plan. Describes the transportation facilities improvements proposed over the next five years, including financing. The first year becomes part of the annual budget.

Comprehensive Plan: Required by state law, this document sets out the City's basic goals and policies as a framework for our land use plan and other development strategies. The ASCP is the transportation component of the Comprehensive Plan.

CTSI: Community Traffic Safety Initiative, Bureau of Traffic Management. Addresses traffic safety issues in a comprehensive manner emphasizing citizen involvement.

DPCP: Downtown Parking and Circulation Plan. City policy document that guides the treatment of streets in the downtown area. It also regulates the amount of parking through maximum and minimum parking ratios and the parking lid."

DUII: Driving Under the Influence of Intoxicants. State law establishes a blood

alcohol limit of 0.08% for drivers and mandates harsh penalties for those convicted. The City of Portland passed an ordinance in 1989 providing for the forfeiture of an automobile used by a driver whose license has been suspended or revoked as a result of driving under the influence of intoxicants.

FHWA: Federal Highway Administration.

FUTURE FOCUS: Portland's first community-based strategic planning process. The Future Focus Strategic Plan was completed in August 1991 and action committees will soon begin to implement that plan.

Goal 12 or the Transportation Planning Rule: The statewide land use planning goal dealing with transportation. The State Land Use and Conservation Commission (LCDC) recently adopted rules to implement this goal, including strong requirements for metropolitan areas to reduce VMT per capita by 20% in the next 30 years and to improve alternative transportation systems.

JPACT: Joint Policy Advisory Committee on Transportation. A committee of local-area elected officials, METRO councilors and other transportation officials who coordinate transportation decisions for the region.

LOS: Level of Service. A measurement of how traffic congestion and traffic flow (A is good, F is bad). Used by traffic engineers to evaluate efficiency of a roadway.

METRO: The regional planning agency which, along with running the Zoo and the landfills, conducts transportation planning on a regional scale.

MUTCD: The Manual of Traffic Control Devices. Used nationwide by state and local jurisdictions to guide the placement and use of traffic control devices (stop signs, signals, crosswalks) and other devices that guide or regulate pedestrian and vehicular traffic.

NTMP: Neighborhood Traffic Management Program, Bureau of Traffic Management. Responsible for minimizing the impact of traffic on neighborhoods through such concepts as **Traffic Calming** (changes in street configuration and operation designed to reduce motor vehicle traffic, such as diverters, circles, lower design speeds, street trees, speed bumps, roadway narrowing or changes in road surfaces). Manages Speed Watch Program.

ODOT: Oregon Department of Transportation.

OREGON TRANSPORTATION PLAN: Statewide transportation plan that will set priorities and state policy in Oregon for the next 40 years. Now in the public comment phase, due to be finalized in August of 1992.

PDOT: Portland Office of Transportation, which oversees transportation planning as well as the design, construction, operation and maintenance of the City's street system.

PFPP: Public Facilities Plan, City of Portland. Identifies the public facilities needed to serve projected land uses over the next 20 years. Presently required of transportation, water, storm drainage and sewers.

RTP: Regional Transportation Plan. Adopted by Metro to coordinate transportation plans of area cities and counties and guide federal transportation investment.

SAFETY BELT LAW: Oregon's new law which requires drivers and passengers to wear safety belts.

TDM: Transportation Demand Management. A new approach to transportation planning which attempts to reduce the number of single occupant autos, particularly during peak hour of travel, through methods such as transit, bicycling, walking, carpooling, telecommuting and alternative work hours.

The 4 E's: Transportation professionals rely on Education, Engineering and Enforcement to create a safe transportation system. The fourth E, Encouragement of alternative travel modes, will help balance the system.

TITLES 16 AND 17: City of Portland codes that regulate traffic control devices and activities within the public right-of-way. Title 16 deals with Vehicles and Traffic. Title 17 covers Public Improvements.

Tri-Met: The bus, carpool, and MAX people. An independent agency with a Governor-appointed board, formed in 1969 to provide public transit in the Portland area.

VMT: Vehicle Miles Traveled, usually measured per capita. A statistical measurement or derived total of all the miles traveled by all motorized vehicles within a given area on a typical weekday. Best measure for estimating our transportation system's impact.

LGW/pm 1/2/92
GRP\$PKM:ICTSIJTRANSPMR

Sales Tax on Gasoline	Legislative proposal \$250 million per year. Would be dedicated specifically to HCT. C-TRAN would need to compete with Seattle for funds.
Local Motor Vehicle Excise Tax (MVET) for HCT Service	\$8.8 million in 1993; grows at 7 percent per year. Requires voter approval.
Local Sales and Use Tax for HCT Service	\$22 million in 1993; grows at 5.5% per year. Requires voter approval.
Employer Tax for HCT	\$1.7 million in 1993; grows at 2.4 percent per year. Requires voter approval.
Washington State HCT Account	Funds available for planning purposes only.
Local Option Commercial Parking Tax	Viability unknown.
Washington State Public Transportation Systems Account	Under current law, C-TRAN would receive \$1 million; a proposed bill would increase available revenue to \$2.5 million.
Local Option Vehicle License Fee	\$2.25-\$3.75 million in 1991; would grow at 4 percent per year. Up to \$15.00 fee with no voter approval.
Transportation Improvement Account	Can be used for road elements of a HCT project.
Highway Tolls	Possible to toll bridges if approved as a Congestion Pricing Pilot Program. Revenue potential unknown. Likely requires a Constitutional Amendment in Oregon to use the revenue for transit.
Local Option Fuel Tax	Can only be used for highway portions of HCT project.
I-205 CORRIDOR ONLY	
FFA Airport Access Funds	No funds available. New FFA authorization bill to be considered this year by congress may include such funds.
I-205 Busway Funds	\$15.9 million of Interstate Substitution funds.
Passenger Facility Charges	Part of PDX operating revenue, used to fund specific capital improvements. Availability for HCT depends on relative priority compared to other airport improvements.
Airport Improvement Program Funds	Part of PDX operating revenues, used to fund specific capital improvements. Ability to use for HCT is dependent on agreement with airlines and FAA approval.
Airport Parking Revenues	Part of PDX operating revenues.

**INVENTORY OF FUNDING OPTIONS
NORTH/SOUTH TRANSIT CORRIDOR**

FUNDING OPTIONS - OR & WA	DESCRIPTION AND ASSESSMENT
Section 3 "New Start" Funds	\$500-\$700 million - Maximum amount that can be expected for the region in the next federal transportation bill.
Surface Transportation Program (STP) Funds	Memorandum of Understanding is being prepared in association with the Transportation Finance Package for the Oregon Legislature. Would make STP funds available to transit on a first priority basis. Revenue potential: \$90 - \$195 million available between FY 1994-97. Not a significant source of revenue in Washington for HCT.
National Highway System (NHS) Funds	Use of NHS unlikely in Oregon, should be investigated in Washington.
General Obligation Bonds	Viable options in Oregon and Washington. Possible range \$125 - \$250 million.
Joint Development	Joint development cannot produce up-front cash for HCT construction.
FUNDING OPTIONS - OREGON	
Emission Fee	\$50-\$200 million per year. Bill is currently being considered by the Oregon Legislature. A statewide vote to amend the Oregon Constitution would be required to use the Emission Fee for transit.
Oregon Lottery Funds	May be viable in future sessions of the Legislature but not this session. State of Oregon made \$115 million available to the Westside LRT project.
Regional Income Tax	1 percent income tax in the Tri-Met district would raise \$110 per year. Has a lower chance of passing than a general obligation bond.
Tax Increment Funds	Due to passage of Ballot Measure 5, this is not currently a viable funding option.
Local Improvement Districts	Not generally worthwhile because of limited revenue potential.
FUNDING OPTIONS - WASHINGTON	
Washington State Transportation Fund - Basic Account	Appropriated by Washington Legislature for major projects during a biennium. Fund projected at \$112 million during FY 1993-95; an additional \$70 million from the General Fund is requested.

Date 16 Mar 1993

I WISH TO ADDRESS THE CITY COUNCIL/PLANNING COMM. (cross out one) ON:

AGENDA ITEM # Not listed Audience Participation

OTHER (DESCRIBE): Ardenwald / Johnson Creek Neighborhood Assoc. (A/JC NA)
Intro. & Recognition by City of Milwaukee

Name Roger Haas

Address 8618 SE 36th

City Phd

Phone Number 654-6077

Organization A/JC NA

Remarks, if desired, may be written on back.

Speaking in support

Speaking in opposition

Raising questions

Providing information

Date _____

I WISH TO ADDRESS THE CITY COUNCIL/PLANNING COMM. (cross out one) ON:

AGENDA ITEM # IV

OTHER (DESCRIBE): NA

Name Michael Kay

Address 2923 SE REEVIN ST

City MILW Phone Number 659-9148

Organization ARDENWALD NA

Remarks, if desired, may be written on back.

Speaking in support

Speaking in opposition

Raising questions

Providing information

Date _____

I WISH TO ADDRESS THE CITY COUNCIL/PLANNING COMM. (cross out one) ON:

AGENDA ITEM # III, IV

OTHER (DESCRIBE): _____

Name Sharri Campbell

Address 3903 SE Filbert

City Mil Phone Number 659-7011

Organization Ardenwald Johnson Cr Neigh Assc.

Remarks, if desired, may be written on back.

- Speaking in support
- Speaking in opposition
- Raising questions
- Providing information

Date 3.16.93

I WISH TO ADDRESS THE CITY COUNCIL/PLANNING COMM. (cross out one) ON:

AGENDA ITEM # III

OTHER (DESCRIBE): _____

Name Keith Richey

Address 1925 SE Scott St.

City Milwaukie, OR Phone Number 654 7155

Organization Milwaukie Downtown Development Assoc.

Remarks, if desired, may be written on back.

- Speaking in support
- Speaking in opposition
- Raising questions
- Providing information

Date

3/16/93

I WISH TO ADDRESS THE CITY COUNCIL/PLANNING COMM. (cross out one) ON:

AGENDA ITEM #

III

OTHER (DESCRIBE):

NORTH/SOUTH CORRIDOR STUDY

Name

DAVID S. TANGVALD

Address

9725 SE 29TH AVE.

City

MILWAUKIE, OR 97222

Phone Number

659-8731

Organization

NORTH CLATSOP COUNTY C.O.C.

PR 790-3665

Remarks, if desired, may be written on back.

Speaking in support

Speaking in opposition

Raising questions

Providing information