

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
APRIL 6, 1993**

The one thousand six hundred and sixty-eighth meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:04 p.m. in the Milwaukie Center with the following Councilmembers present:

Craig Lomnicki,
Mayor
Rick Farley

Jean Schreiber
Rob Kappa
Bob Knudson

Also present:

Charlene Richards,
Assistant to the
City Manager
Tim Ramis,
City Attorney
Angus Anderson,
Finance Director
Chuck Mansfield,
Police Chief

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

PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

**United States Army "Stay in School and Stay Off Drugs"
Proclamation**

Mayor Lomnicki read the proclamation naming the month of April, 1993 as "*Stay in School and Stay Off Drugs*" month in the City of Milwaukie.

PUBLIC HEARING

None scheduled.

AUDIENCE PARTICIPATION

None.

OTHER BUSINESS

Consider IAFF Agreement 1993-1996

Charlene Richards, Assistant to the City Manager, presented the staff report in which Council was requested to review the major changes to the collective bargaining agreement proposed for fiscal year 1993/94 through 1995/96.

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Richards reviewed the major changes for the successor agreement: (1) increase wages by 4.4% based on Portland CPI-U; (2) open contract to discuss a Driver/Engineer classification if the City transitioned into an existing fire district; (3) provide incentive pay for no more than two technicians and one coordinator for in-house maintenance of the self-contained breathing apparatus (SCBA); (4) change from Blue Cross Medical Plan III to Plan V with the employee share of premium cost at 10% effective August 1, 1993, and any future premium increases split 50%/50% between the City and the employee; (5) provide up to \$100 every two years to reimburse any employee family member for vision care; (6) revise vacation scheduling plan to reduce overtime costs; and (7) open contract to change start time from 8:00 a.m. to 7:30 a.m. to accommodate any future cooperation efforts with other entities. She said the estimated cost to implement the agreement would be about \$60,000. This represent a 4.6% total increase in the Fire Department payroll expenses over fiscal year 1992-1993.

Richards said staff recommended that Council accept the proposed collective bargaining agreement between the City of Milwaukie and the IAFF for July 1, 1993 through June 30, 1996 and authorize the Mayor and the City Manager to sign the agreement on behalf of the City.

Councilmember Kappa asked how the pay scale of Milwaukie firefighters compared with other cities in the area. **Richards** said Milwaukie averaged within 95% of other comparable cities.

Councilmember Schreiber asked if the \$100 vision care reimbursement was for each family member. **Richards** said the \$100 was for the entire family over a two-year time period, not per family member.

Councilmember Schreiber asked if there was a premium cost cap. **Richards** said the cap was 25%/75%.

It was moved by **Councilmember Knudson** and seconded by **Councilmember Kappa** to accept the proposed collective bargaining agreement between the City of Milwaukie and the IAFF for July 1, 1993 through June 30, 1996, and authorize the Mayor and the City Manager to sign the agreement on behalf of the City.

Councilmember Schreiber said she was pleased that there was a system in place that could move collective bargaining forward in a manner beneficial to both parties.

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

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Lieutenant Wes Johns, local IAFF president, expressed his appreciation to City Council and staff for work done on the agreement and to Milwaukie voters for approving the serial levy and Public Safety Building levy.

Consider Portland General Electric Franchise Agreement - Ordinance

Angus Anderson, Finance Director, presented the staff report in which the City Council was requested to consider an ordinance granting Portland General Electric Company (PGE) an exclusive ten year right and privilege to provide an electric light and power system within the City of Milwaukie.

Anderson discussed the principal changes from the previous agreement: (1) 10-year franchise term; (2) broader definition for gross revenue; and (3) 3.5% franchise fee. The annual franchise payment to the City, which was scheduled for April 1, 1993, will be made within 15 days of signing.

Councilmember Kappa asked if the privilege tax would have to be renegotiated. **Anderson** said the privilege tax is subject to City Council direction. Any change in legislation that would affect the franchise fee rate maximum would, in essence, open the contract to renegotiation on that aspect.

Councilmember Kappa asked how the public would be notified of construction in a particular neighborhood. **Anderson** said most construction projects would be done in conjunction with the Public Works Department. Notice to affected property owners would be a joint effort.

Councilmember Farley discussed Section 4 of the agreement regarding relocation of utility poles. **Anderson** said in most cases, such as the recent wheelchair ramp cuts, poles were relocated at the outside edge of the sidewalk.

Gordon Matthews, PGE Governmental Affairs Representative, said in the event of a public necessity, PGE would have to relocate their poles to a position within the right-of-way. Utility poles on the backside of the sidewalk would constitute an aerial trespass over private property.

Councilmember Kappa asked if there were many such situations in the City. **Mayor Lomnicki** said as more street improvements are made, relocation of utility poles would probably become more prevalent.

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It was moved by Councilmember Kappa and seconded by Councilmember Farley to read the ordinance granting Portland General Electric Company an exclusive ten year right and privilege to provide an electric light and power system within the City of Milwaukie 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 Schreiber and seconded by Councilmember Kappa to read the ordinance granting Portland General Electric Company an exclusive ten year right and privilege to provide an electric light and power system within the City of Milwaukie 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 granting Portland General Electric Company an exclusive ten year right and privilege to provide an electric light and power system within the City of Milwaukie. 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. 1735:

AN ORDINANCE GRANTING PORTLAND GENERAL ELECTRIC COMPANY, AN OREGON CORPORATION, ITS SUCCESSORS AND ASSIGNS, FOR A PERIOD OF TEN YEARS FROM AND AFTER THE EFFECTIVE DATE OF THIS ORDINANCE, THE RIGHT AND PRIVILEGE TO ERECT, CONSTRUCT, MAINTAIN, AND OPERATE WITHIN THE CORPORATE LIMITS OF THE CITY OF MILWAUKIE, OREGON, AS SUCH LIMITS NOW EXIST OR MAY BE HEREAFTER CONSTITUTED, AN ELECTRIC LIGHT AND POWER SYSTEM WITH THE POLES, WIRES, FIXTURES, UNDERGROUND CIRCUITS AND EQUIPMENT NECESSARY OR CONVENIENT TO SUPPLY SAID CITY AND THE INHABITANTS THEREOF AND OTHERS WITH ELECTRIC ENERGY FOR LIGHT, POWER AND OTHER PURPOSES, AND UPON, OVER, ALONG UNDER AND ACROSS THE STREETS, ALLEYS, ROADS AND OTHER PUBLIC WAYS AND PLACES WITHIN THE CORPORATE LIMITS OF SAID CITY, FIXING THE TERMS AND CONDITIONS THEREOF, AND PROVIDING FOR THE MANNER OF DETERMINATION OF THE EFFECTIVE DATE THEREOF, AND REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH.

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Consider Metropolitan Service District Dues - Resolution

Angus Anderson, Finance Director, presented the staff report in which the City Council was requested to consider a resolution authorizing voluntary payment of dues to METRO. This year's dues, based on population, were \$8,407.

Anderson said the statutory dues structure had a sunset provision. Since this year's Legislature has not yet acted to extend the provisions, it is up to each municipality to voluntarily provide dues payment to Metro. If the Legislature does take action to make dues mandatory, no additional dues would be charged by Metro beyond the voluntary payment.

Councilmember Knudson asked how long the cities had been paying dues to Metro. **Anderson** said he believed this particular legislation was about 3-years old, but cities have been paying dues for many years.

Councilmember Knudson asked what would happen if the City did not pay its dues. **Anderson** said the City of Milwaukie would probably be damaged in its working relationship with Metro. The dues amount is not significant compared to the services Milwaukie receives from Metro.

Councilmember Farley asked for explanation of the sunset clause. **Anderson** said legislation is passed for a certain period of time; for example, three years. The dues assessed municipal governments in the Metro service district are based upon population. The legislative power to enact this assessment will expire at the end of 1992-1993. **Anderson** said dues pay primarily for planning services, which at this time include light rail.

Councilmember Kappa said he believed the benefits received are worth the dues.

Anderson said staff recommended adoption of the proposed resolution authorizing voluntary payment of dues to Metro.

It was moved by **Councilmember Schreiber** and seconded by **Councilmember Knudson** to adopt the resolution approving voluntary payment of dues to METRO.

Councilmember Schreiber said the cities receive many benefits from Metro. She said she did not particularly agree, however, that the state should mandate city-paid dues.

Councilmember Kappa said many residents do not understand the services received from Metro.

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Mayor Lomnicki said the City benefits include Geographic Information System, primary planning, cooperative planning services, and light rail corridor studies.

Mayor Lomnicki said he had recommended a voluntary dues system to Joint Policy Advisory Committee on Transportation (JPACT). He said he believed voluntary dues would pressure Metro into providing effective and efficient services.

Councilmember Schreiber said she believed one district should pay another for services rendered.

Mayor Lomnicki said if voluntary dues were not paid, Metro would have to come back and refigure the numbers. If the City of Portland decided not to pay their Metro dues, a large adjustment would have to be made. He said he believed the services received were worth the dollars expended.

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. 8-1993:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, APPROVING VOLUNTARY PAYMENT OF DUES TO METRO.

Consider Intergovernmental Agreement for the 800 MHz Radio Service between the City of Milwaukie and the City of Portland

Charles Mansfield, Police Chief, presented the staff report in which the City Council was requested to approve an intergovernmental agreement with the City of Portland providing access to purchase contract and services related to operation and maintenance of an 800 MHz radio system.

Mansfield said the City proposed to convert Fire, Police, and Public Works radio systems and to replace the equipment now in use. He discussed the equipment and peripherals that would be installed. The City of Portland has an agreement with Motorola, and if the intergovernmental agreement is approved, the City of Milwaukie would be allowed to access the radio operating system built and maintained by Portland.

Mansfield said the cost of operating the system is estimated at \$240 per year per radio unit. The City of Portland will provide maintenance service on the equipment, and the charges would be competitive with the private sector. He discussed the cost of maintenance in the three departments. The agreement would be in effect for two years at which time the parties may choose to renegotiate.

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Mansfield discussed some advantages to entering into the agreement: (1) the public would not be able to use scanners to monitor Police Department transmissions; (2) officers would have mobile data terminal systems enabling them to write reports in their vehicles; and (3) Milwaukie would be a participant in "talk groups" which would include other entities such as Southern Pacific, Sheriff's Department, and OLCC. The 800 MHz system has metropolitan channels that would allow communication between several different agencies at one time in the event of an emergency.

Councilmember Knudson asked if federal agencies were involved in this system. **Mansfield** said the FBI has this system and were considering a patch-in. Additionally, there is line-of-sight capability which can operate nationally and be programmed as needed.

Councilmember Kappa asked what type of radios officers would use when they left their vehicles. **Mansfield** said there were two types of equipment, either mobile or portable. The City would have new equipment, but would still be able to communicate with Clackamas County Sheriff VHF radios by patching.

Councilmember Farley asked if there would be any problems if a unit went down. **Mansfield** said the City's minimum response standards would not decrease.

Mayor Lomnicki asked if this agreement helped subsidize City of Portland costs. **Mansfield** said everyone was being charged the same dollar amount. Based on his experience, this was the actual operational costs. He said a more accurate figure would be available after the system was in operation for two years. The agreement would be re-evaluated at that time. He said he has found the City of Portland Bureau of General Services to be most helpful.

Councilmember Kappa said the City of Portland must be passing along administrative costs. **Mansfield** said in terms of cost of the equipment, the City is getting a 33% discount by entering into this agreement.

Councilmember Kappa asked about maintenance history of Motorola equipment. **Mansfield** said based on experience and reputation, Motorola equipment is very good, and he has used it in the past with excellent results.

Mansfield said the agreement had been reviewed and approved by the City Attorney.

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It was moved by Councilmember Farley and seconded by Councilmember Kappa to approve the intergovernmental agreement with the City of Portland providing access to purchase contract and services related to operation and maintenance of an 800 MHz radio system.

Councilmember Schreiber said she believed it was alright for one government to develop a system that could be used by others and pass along the in-house expenses. She said an entity should expect to recoup their costs.

Councilmember Knudson said he believed Milwaukie was very fortunate to work with the City of Portland to get into the system and to benefit from the greater buying power.

Mayor Lomnicki said Clackamas County was not prepared to change their radio system.

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

Consider Letting Bids for 32nd Avenue Reconstruction Project

Tim Corbett, Public Works Director, presented the staff report in which the City Council was requested to authorize the Public Works Department to advertise the 32nd Avenue Reconstruction Project for bid. The project has evolved from a simple overlay to a full reconstruction. He discussed the public involvement program.

Councilmember Kappa discussed the stripping on the street and the initial cost. Corbett said a plastic impregnated substance will be used and will outlast painting. This substance will be more cost effective over the life of the street. He added that the substance was highly reflective and would offer greater traffic safety.

Councilmember Farley asked how long this construction project would be advertised. Corbett said he believed it would be advertised two weeks, and the contractors would have 30 days to respond.

Mayor Lomnicki said the original project estimate had been \$1.2 million. Through the resourcefulness of Kelly Somers, Public Works Superintendent, the cost had been reduced by about \$400,000 and the project upgraded. He said this should be noted in Somers' file when the project was completed.

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Councilmember Schreiber discussed the Ardenwald Johnson Creek Neighborhood Association and the meetings that group held on the proposed 32nd Avenue project. She said she believed as much information should be given to the public as possible. Everyone in the area needs to know if they can use their street, if their children can walk to school, and if their bus stop will still be there in the morning.

Councilmember Kappa said residents will be curious how the City will spend the money saved on this project. **Corbett** said the City never really had that much money. Before the costs were reduced, the project was planned in several phases. Enough money was saved to do the project in one phase through savings and cutbacks on other smaller projects. **Corbett** pointed out that a lot of money was saved by a material recycling process that would eliminate fill dumping charges. He said the 32nd Avenue Reconstruct Project would have been the entire street department capital budget for three years.

It was moved by **Councilmember Knudson** and seconded by **Councilmember Farley** to authorize the Public Works Department to advertise the 32nd Avenue Reconstruction Project for bid. Motion passed 5 - 0 with the following vote: Mayor **Lomnicki**, **Councilmember Farley**, **Councilmember Schreiber**, **Councilmember Kappa**, and **Councilmember Knudson** aye; no nays; no abstention.

Civil Service Commission Appointments

Charlene Richards, Assistant to the City Manager, presented the staff report in which the City Council was requested to review the applications for appointment to the Civil Service Commission and determine whether to reappoint without interviews or request interviews be scheduled prior to filling the vacancies.

It was moved by **Councilmember Kappa** that the applicants be re-interviewed.

Richards said that the Charter requires a total of six applicants be supplied by the labor unions in order for the interview process to take place. These were the only labor position applications on file in the City Manager's Office. **Councilmember Kappa** withdrew his motion.

It was moved by **Councilmember Kappa** and seconded by **Councilmember Knudson** to reappoint **David Graf** and **Terri Nelson** to their positions of the Civil Service Commission.

Councilmember Farley asked how frequently the Civil Service Commission met. **Richards** said the Commission usually meets quarterly, which is more frequently than required. The

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Charter states that they must meet once a year and for any hearings.

Councilmember Farley asked how many members there were currently on the Civil Service Commission. Richards said there were currently four including Graf and Nelson, and there must be at least three to hold a meeting.

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

Rotary Exchange Student

Richards said the Milwaukie Rotary Club has requested that a member of the Milwaukie City Council participate in the selection of a Milwaukie High School Rotary exchange student.

Councilmember Farley volunteered to participate on the selection committee. It was the consensus of Council that Farley represent them on the selection board.

CONSENT AGENDA

It was moved by Councilmember Kappa and seconded by Councilmember Knudson to adopt the Consent Agenda which consisted of the City Council Minutes of March 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.

INFORMATION

1. Councilmember Schreiber announced the Regional Parks Advisory Board meeting on Thursday, April 8, 1993, at the Parks Administration Building. She discussed the progress of the aquatic center on Harmony Road.
2. Councilmember Kappa discussed the his presentation to JPACT recommending the Milwaukie Corridor/I-5 North for the next phase of light rail corridor study. Mayor Lomnicki discussed the organizations that had endorsed the Milwaukie/I-5 Corridor.

Mayor Lomnicki announced that an executive session would be held under the authority of ORS 192.660(1)(d) to consider labor negotiations immediately following adjournment of the regular session.

CITY COUNCIL MEETING - APRIL 6, 1993**ADJOURNMENT**

Mayor Lomnicki adjourned the meeting at 8:23 p.m.

Pat DuVal

Pat DuVal, Recorder/Secretary

EXECUTIVE SESSION

In attendance were Mayor Craig Lomnicki, Councilmember Farley, Councilmember Schreiber, and Councilmember Kappa; Charlene Richards, Assistant to the City Manager; Tim Ramis, City Attorney; and Chuck Mansfield, Police Chief.

MEA negotiations, MPEA relations and negotiations, and personnel related matters were discussed.

The meeting was adjourned at 9:30 p.m.

Charlene Richards/ekv

Charlene Richards, Assistant to the City Manager

**CITY OF MILWAUKIE
CITY COUNCIL AGENDA
APRIL 6, 1993**

MILWAUKIE CENTER

1668TH MEETING

WORK SESSION

5:00 - 5:45 p.m. - Finance Department Issues
5:45 - 6:30 p.m. - Project Update on 32nd Avenue Reconstruction
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. **United States Army "Stay in School and Stay Off Drugs" Proclamation**

- 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.)*

None schedule.

- 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 IAFF Agreement 1993 - 1996 (Charlene Richards)**
 - B. **Consider Portland General Electric Franchise (PGE) Franchise - Ordinance (Angus Anderson)**

V. OTHER BUSINESS, continued

- C. Consider Metropolitan Service District Dues - Resolution (Angus Anderson)**
- D. Consider Intergovernmental Agreement for the 800 MHz Radio Service between the City of Milwaukie and the City of Portland (Chuck Mansfield)**
- E. Consider Letting Bids for 32nd Avenue Reconstruction Project (Kelly Somers)**
- F. Civil Service Commission Appointments**

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 16, 1993

VII. INFORMATION

- A. North-South Transit Study Priority Corridors Correspondence**
- B. Citizens Utility Advisory Commission Minutes of February 18, 1993**
- C. Historic Review Committee Minutes of January 11, 1993**
- D. Planning Commission Minutes of February 9 and 23, 1993**
- E. Traffic Safety Commission Minutes of February 8, 1993**
- F. Oak Lodge Fire Protection District #51 Correspondence**
- G. "Last Week at the Capitol" March 9 & 22, 1993**
- H. Springwater Corridor Newsletter**
- I. Tri-Met Public Workshop Summary**
- J. Community Development Department Third Quarter Report**
- K. Legislative Summary of PGE Pre-1909 Claims**

III. ADJOURNMENT

EXECUTIVE SESSION

At the end of the regular meeting, the Council will hold an Executive Session under the authority of ORS 192.660(1)(d) to consider labor negotiations.

For assistance/services per the Americans with Disabilities Act (ADA), dial TDD 659-5171.

CITY OF MILWAUKIE



FAX (503) 652-4433

MEMORANDUM

TO: Mayor and City Council
THROUGH: Dan R. Bartlett, City Manager *DB*
FROM: Angus M. Anderson, Finance Director *AM*
Diane Kean, Finance Department Intern *DK*
DATE: March 29, 1993
RE: Purchasing

RECOMMENDATION:

Information Only.

BACKGROUND INFORMATION:

The Finance Department is in the process of reviewing professional services provided to the City of Milwaukie. The services currently under review include Agent of Record, Auditor, and Banking Services.

In order for the City of Milwaukie to select professional services, there are guidelines which must be followed. The City must adhere to the provisions of the Oregon Constitution which are applicable to public contracts, specific statutes within the Oregon Revised Statutes which pertain to purchasing and the bid process, and regulations within the Oregon Administrative Rules which are also applicable to public contracts. The City of Milwaukie also follows a set of purchasing procedures which have been set forth in the municipal Code establishing the Local Contract Review Board.

RATIONALE:

The purpose of this work session is to provide information to the City Council concerning the process the Finance Department is currently undertaking in reviewing the necessary professional services. Additionally, direction is sought from the City Council about this process in order to continue with present and future reviewing of services.

If directed, the Finance Department will devise Request for Proposals and Request for Qualifications according to the State and City guidelines in order to select Agent of Record, Auditor, and Bank and provide a recommendation for approval which will serve the City both efficiently and effectively.

**City Council Work Session
(April 6, 1993)**

I. Purchasing Framework

- A. The Oregon Constitution
 - 1. Article I.
 - 2. Article XI.
 - 3. Article XII.
- B. Oregon Revised Statutes/Oregon Administrative Rules
- C. Oregon Attorney General's Model Public Contract Rules Manual
- D. City Code
- E. Purchasing Policies
- F. Local Contract Review Board (LCRB) Policy

II. Implementation

- A. Bid
- B. Request for Proposal (RFP)
- C. Request for Qualification (RFQ)

III. Professional Services in the City of Milwaukie

- A. Agent of Record
- B. Audit Services
- C. Banking Services
- D. Municipal Judge
- E. City Counsel

PROCLAMATION

WHEREAS, the City of Milwaukie is a caring community that wants each and every child to develop into a self-reliant, responsible and caring adult; and

WHEREAS, the stability and economic security of our country and of our community will require the skills, creativity, courage and leadership of well-educated men and women, both within and outside the military; and

WHEREAS, the high school experience helps develop the kind of discipline, perseverance and self-confidence required in the workplace by exposing the student to a variety of challenging academic and social settings with persons from diverse ethnic cultures and economic circumstances; and

WHEREAS, teenagers who use drugs or alcohol are less likely to complete high school or find stable employment; and

WHEREAS, the United States Army, needing fewer people for the high-tech armed forces of the future but recognizing the ongoing need for well-educated men and women in all parts of our society, has produced and made available to every school in Milwaukie posters, banners and videotapes which encourage teenagers, regardless of their career choices to complete high school and stay off drugs and has produced similar materials to encourage those who have dropped out of school to resume their educations and revive their dreams, so that they, too, can have the confidence and ability to be all that they can be; and

WHEREAS, the Army's "STAY IN SCHOOL AND STAY OFF DRUGS" campaign is an excellent supplement to the efforts of others in this community to encourage young people to make choices that will lead to their personal fulfillment and to the overall good of the community;

NOW THEREFORE, I, Craig J. Lomnicki, Mayor of the City of Milwaukie, do hereby proclaim the month of April 1993 to be:

ARMY "STAY IN SCHOOL AND STAY OFF DRUGS" MONTH

in Milwaukie, and encourage all youth in this city to heed the admonition to "STAY IN SCHOOL AND STAY OFF DRUGS." Furthermore, I hereby commend General Colin Powell and the United States Army for displaying a non-military interest in Milwaukie's young people

Craig J. Lomnicki, Mayor

ATTEST:

City Recorder

Date: _____

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CITY OF MILWAUKIE



FAX (503) 652-4433

MEMORANDUM
March 24, 1993

TO: Honorable Mayor and City Council
THROUGH: *Dan* Dan Bartlett, City Manager
FROM: Charlene Richards *CR* Assistant to the City Manager
SUBJECT: International Association of Fire Fighters (IAFF)
Collective Bargaining Agreement 93/94 to 95/96

REQUEST:

Review the major changes to the collective bargaining agreement proposed for fiscal year 1993/94 through 1995/96.

BACKGROUND:

The City began negotiations for a successor agreement in January, 1993. Six meetings were held. The major areas of concern were wages, benefits, overtime costs, vacation scheduling and possibilities for future organizational change.

Listed below are the major changes recommended for the successor agreement:

1. Wages - Increase wages by 4.4% effective July 1, 1993 based on CPI-U, Portland, calendar year 1992 average. Effective July 1, 1994 and July 1, 1995, increase wages by the average CPI-U, Portland for the prior calendar year with a minimum of 3% and a maximum of 6%.

Open contract to discuss a Driver/Engineer classification should the City transition to an existing Fire District.

Provide incentive pay for no more than 2 technicians and 1 coordinator for in house maintenance of the self-contained breathing apparatus (SCBA). This will reduce cost and provide faster turn around time than contracting out for service.

2. Benefits - Change from Blue Cross Medical Plan III to Plan V reducing premium costs. Set employee share of premium cost at 10% effective August 1, 1993. Any future premium increases would be split 50%/50% between the City and the employee.

Provide up to \$100 every two years to reimburse any employee family member for vision care.

Revise the vacation scheduling plan to reduce potential overtime costs associated with injuries and illnesses. Encourage spreading vacation scheduling throughout the year. Allow maximum buy out of 3 compensatory time off shifts in lieu of over time pay per fiscal year. This could reduce overtime expense.

3. Work Schedule - Open contract to change start time from 8 AM to 7:30 AM to accommodate any future cooperation efforts with other entities, i.e. training, merger, etc.

Estimated cost to implement the agreement in fiscal year 1993/94, is approximately \$60,000, a 4.6% total increase in IAFF payroll expenses over fiscal 92/93.

The IAFF representatives will be taking this proposed agreement to their membership Tuesday, March 30, 1993. If the membership approves the proposed agreement, staff will recommend the City approve the agreement at the April 6, 1993 council meeting.

RECOMMENDATION:

Accept the proposed collective bargaining agreement between the City of Milwaukie and the IAFF for July 1, 1993 through June 30, 1996 and authorize the Mayor and the City Manager to sign the agreement on behalf of the City.

CITY OF MILWAUKIE



FAX (503) 652-4433

MEMORANDUM

TO: Mayor and City Council

THROUGH: Dan R. Bartlett, City Manager *DB*

FROM: Angus M. Anderson, Finance Director *AM*

DATE: March 26, 1993

RE: PGE FRANCHISE AGREEMENT

ACTION REQUESTED:

Consider Ordinance granting Portland General Electric Company (PGE) an exclusive ten year right and privilege to provide an electric light and power system within the City of Milwaukie.

BACKGROUND:

An existing twenty year franchise agreement with PGE which expired on January 1, 1993 was extended to June 1, 1993 to allow for completion of negotiations between the City and PGE. Considerable discussions, including a City Council work session on January 12, 1993 with PGE representatives in attendance, have been held. Based on information presented in these discussion, at the Council work session, and in subsequent investigations, the originally proposed Franchise Agreement was modified. The principal changes to the originally proposed Franchise Agreement are as delineated on the attached correspondence from counsel to the City. The principal differences with the previously examined draft are inclusion of PGE suggested language regarding renegotiation of the agreement and/or franchise fee and agreement with an annual payment of franchise fee by PGE. In addition, based on conversations between counsel for the City and counsel for PGE, modifications to Section 10 have been included as per the memo from City counsel dated March 16, 1993.

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O'DONNELL, RAMIS, CREW & CORRIGAN

ATTORNEYS AT LAW
BALLOW & WRIGHT BUILDING
1727 N.W. Hoyt Street
Portland, Oregon 97209

TELEPHONE: (503) 222-4402
FAX: (503) 243-2944

DATE: March 16, 1993
TO: Angus Anderson, Finance Director and
Dan Bartlett, City Manager
FROM: Michael C. Robinson, City Attorney's Office
RE: PGE Franchise Agreement

I spoke with Barbara Halle, attorney for PGE, on March 15, 1993. Barbara had two suggested changes to the Franchise Agreement.

1. The first is found in Section 10, subparagraph (i) at page 9. She wants to preface that paragraph with the words "subject to Oregon law" Her theory is that whether the City can charge a privilege tax is dependent upon state law and not the Agreement. I agree with her and recommend that the change be incorporated into the Agreement.
2. Section 10, subparagraph (j) at page 9. She wants to add the word "only" in the fourth line, so that it reads ". . . either party may reopen the Franchise at any time only with regard to such material term" The change is to insure that in the event the Franchise is reopened, the only discussions may be on the changed material term. I agree with her change, since this was apparently our intent.

A revised version of the Franchise Agreement is enclosed.

Dan and I discussed these changes on March 15. Dan said that the PGE Franchise would be placed on the April 6, 1993 City Council agenda.

MCR:dd
3/15/93
Enclosure
cc: Timothy V. Ramis, Esq.

mcr\ml\waukie\65021-7\mcr-dan.mcm

O'DONNELL, RAMIS, CREW & CORRIGAN

3

ATTORNEYS AT LAW
BALLOW & WRIGHT BUILDING
1727 N.W. Hoyt Street
Portland, Oregon 97209

TELEPHONE: (503) 222-4402
FAX: (503) 243-2944

DATE: February 17, 1993
TO: Dan Bartlett - City Manager
Angus Anderson - Finance Director
FROM: Michael Robinson - City Attorney's Office
RE: PGE Franchise Agreement

Enclosed is the latest version of the PGE franchise agreement. This draft includes those changes discussed at the meeting on January 12, 1993, as well as any other changes which have been made since that time. The principal changes since the earlier redline version are these:

- 1) The franchise term is ten years;
- 2) The effective date of the agreement is January 1, 1993 (Sections 2 and 15);
- 3) The ability for either party to terminate the agreement after five years has been deleted (Section 2);
- 4) The franchise fee shall be paid annually under the same terms as the previous franchise agreement (Section 10b);
- 5) The PUC's definition of "gross revenue" is still used in this draft (Section 10b);
- 6) The language regarding payment of the franchise fee and issuance of a receipt has been simplified (Section 10c);
- 7) Language allowing a privilege tax has been added (Sections 10d and 10i);
- 8) PGE's suggested language regarding renegotiation has been added (Section 10j);
- 9) The prior agreement is repealed (Section 15);
- 10) The franchise fee is classified as not being a tax subject to the property tax limitations of Measure 5 (Section 16).

(4)

O'DONNELL, RAMIS, CREW & CORRIGAN

Memo re: PGE Franchise Agreement
February 17, 1993
Page 2

Once this draft has been reviewed by PGE, a final agreement can be put on the agenda for adoption by the City Council. Please let me or Maggie Daly know if there are any additional changes to the franchise agreement.

STANDARD FRANCHISE AGREEMENT - ORDINANCE NO. _____

An ordinance granting Portland General Electric Company, an Oregon corporation, its successors and assigns, for a period of ten years from and after the effective date of this ordinance, the right and privilege to erect, construct, maintain and operate within the corporate limits of the City of Milwaukie, Oregon, as such limits now exist or may be hereafter constituted, an electric light and power system with the poles, wires, fixtures, underground circuits and equipment necessary or convenient to supply said City and the inhabitants thereof and others with electric energy for light, power and other purposes, upon, over, along, under and across the streets, alleys, roads and other public ways and places within the corporate limits of said City, fixing the terms and conditions thereof, and providing for the manner of determination of the effective date thereof, and repealing all ordinances and parts of ordinances in conflict herewith.

IT IS ORDAINED BY THE COUNCIL OF THE CITY OF MILWAUKIE, OREGON.

Section 1. That Portland General Electric Company, an Oregon corporation, hereinafter sometimes referred to as the "Company," is hereby granted, subject to the terms and conditions hereof, the franchise right and privilege to erect, construct, maintain and operate an electric light and power system within the corporate limits of the City of Milwaukie, herein sometimes referred to as the "City," as the same now exist, or may be hereafter constituted, and the franchise right and privilege to erect, construct, maintain and operate poles, wires, fixtures, equipment, underground circuits and other property necessary or convenient to supplying the City and the inhabitants thereof and other persons and territory with electric energy for light, power and other purposes, upon, over, along, under and across the streets, alleys, roads and other public ways and places within

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the corporate limits of the City as the same now are or may be hereafter constituted.

All poles, wires, fixtures, equipment, underground circuits and other property owned or in possession of the Company now located within the corporate limits of the City shall be deemed to be covered by the terms of this ordinance and to be located in accordance therewith, and the location and placement thereof is hereby approved.

Section 2. That all rights and privileges hereby granted shall be effective as of January 1, 1993 and shall terminate at the expiration of ten years from said date, except that in the event the Company shall fail, neglect or refuse for thirty (30) days after demand in writing by the City to perform any or all of the obligations or requirements set forth in this ordinance to be performed by the Company, then the rights and privileges herein granted may be terminated and annulled by the Council or other legislative body of the City, and the Company shall forfeit all rights and privileges hereby granted.

Section 3. That the Company shall, if requested so to do, file with the City Engineer, or other City official designated by the City, maps or sketches showing any proposed construction work to be done by the Company within the corporate limits of the City, and such construction work shall be done in a reasonably safe manner subject to the approval of the official designated by the Council of the City and in accordance with requirements of applicable State Laws and City ordinances. In

emergencies such filings shall occur within thirty (30) days of completion of emergency construction work.

Section 4. That the Company, under the direction of the City or its properly constituted authorities, may make all necessary excavations in any street, alley, road or other public way or place for the purpose of erecting, constructing, repairing, maintaining, removing and relocating poles and other supports for its wires, conductors, lights or street lights; and laying, repairing and maintaining its underground conduits and pipes; and for placing, maintaining and operating its wires and conductors. All poles of the Company shall be erected at the outside edge of the sidewalk unless otherwise directed by the proper City authorities.

Section 5. That when any excavation shall be made pursuant to the provisions of this ordinance, the Company shall restore the portion of the street, alley, road or public way or place to the same condition to which it was prior to the excavation thereof, and all work shall be done in strict compliance with the rules, regulations, ordinances or orders which may be adopted from time to time during the continuance of this franchise by the Council of the City or as may be otherwise provided by law.

Section 6. That the City, by its properly constituted authorities, shall have the right to cause the Company to move the location of any pole whenever the relocation thereof shall be for public necessity, and the expense thereof shall be paid by

the Company.

Section 7. That nothing in this ordinance shall be construed as in any way to prevent the City from sewerage, grading, paving, planking, repairing, widening, altering or doing any work that may be desirable on any of the streets, alleys, roads or public ways or places; but all such work shall be done, if possible, in such manner as not to obstruct, injure or prevent free use and operation of the said electric light and power system of the Company.

Section 8. That whenever it shall be necessary in sewerage, grading, or in making any other improvement in any street, alley, road or other public way or place, to relocate any pole, underground conduit or equipment belonging to the Company or on which any light, wire or circuit of the Company shall be stretched or fastened, the Company shall, upon ten (10) days' written notice from the City, or its properly constituted authorities, relocate such pole, underground conduit, equipment, light, wire or circuit, and if it fails, neglects or refuses so to do, the City, by its properly constituted authorities, may relocate the same at the expense of the Company. Prior to any such relocation the City agrees to provide for suitable location for such relocated facilities sufficient to maintain services.

Section 9. Whenever it becomes necessary to temporarily rearrange, remove, lower or raise the aerial cables or wires or other apparatus of the grantee to permit the passage of any building, machinery or other object, the said grantee will

perform such rearrangement on seven (7) days' written notice from the person or persons desiring to move said building, machinery or other objects. Said notice shall bear the approval of such official as the Council may designate, shall detail the route of movement of the building, machinery or other objects, shall provide that the costs incurred by the grantee in making such rearrangements of its aerial plant will be borne by the person or persons giving said notice and shall further provide that the person or persons giving said notice will indemnify and save said grantee harmless of and from any and all damages or claims of whatsoever kind or nature caused directly or indirectly from such temporary arrangement of the aerial plant of the grantee, and, if required by grantee, shall be accompanied by a cash deposit or a good and sufficient bond to pay any and all such costs as estimated by grantee.

Section 10. That the rights and privileges granted by this ordinance are granted upon the conditions herein contained and also upon the following considerations and conditions to wit:

(a) That Portland General Electric Company shall, within thirty (30) days from the effective date of this ordinance, file with the City Recorder its written acceptance of this ordinance, subject to all the terms, obligations, restrictions and provisions of this ordinance, and upon the expiration of the allotted time for the acceptance of this ordinance, the same not having been accepted unconditionally, then this ordinance shall become wholly void, inoperative and of

no effect.

(b) That in consideration of the rights and privileges herein granted, the Company shall pay to the City a franchise fee for each full calendar year during the life of this franchise beginning with the year 1993 an annual fee of three and one-half (3-1/2) percent of the gross revenue as defined herein for the immediately preceding calendar year.

"Gross revenue" as used in this ordinance shall be deemed to include any revenue earned within the City from the sale of electric energy after adjustment for the net write-off of uncollectible accounts computed on the average annual rate for the entire Company. Gross revenue shall include revenues from the use, rental or lease of operating facilities of the utility other than residential-type space and water heating equipment. Gross revenues shall not include proceeds from the sale of bonds, mortgage or other evidence of indebtedness, securities or stocks, sales at wholesale to a public utility when the utility purchasing the service is not the ultimate consumer, revenue from joint pole use, or revenue paid directly by the United States of America or any of its agencies. A "public utility" as defined herein is any individual, partnership, cooperative, corporation or government agency buying electric energy and distributing such electric energy to those utilizing such service.

(c) That on or before the first day of March, 1993, and on or before said day of each year thereafter during the term of this franchise, the Company shall file with the City Recorder

a sworn statement showing the amount of gross revenue of the Company within the City for the calendar year immediately preceding the year in which the statement is filed. The annual franchise fee for the year in which the statement is filed shall be computed on the gross revenue so reported. The franchise fee shall be payable annually on or before the first day of April, beginning in the year 1993. The City shall issue a receipt to the Company for the annual payment, which shall be full acquittance of the Company for the payment. If controversy arises as to the amount of gross revenue within the meaning of this ordinance, the amount of such gross revenue as determined by the Public Utility Commission of Oregon after examination of the Company's records shall be deemed the correct amount. Any difference of payment due either the City or the Company through error or otherwise shall be payable within fifteen (15) days of discovery of such error. Should the Company fail or neglect to pay any of said annual payments provided for in this Section for thirty (30) days after any annual payment shall become due and payable and after thirty (30) days' written notice from the City, the City, by its properly constituted authority, may at its option either continue this franchise in force and/or proceed by suit or action to collect said payment or declare a forfeiture of this franchise because of the failure to make such payment but without waiving the right to collect earned franchise payments.

(d) That in consideration of the agreement of the Company to make such payments, and except as otherwise provided

herein, the City agrees that no license, tax or charge on the business, occupation or franchise of the Company shall be imposed upon, exacted from or required of the Company by the City during the term of this ordinance, but this provision shall not exempt the property of the Company from lawful ad valorem taxes.

(e) That the City reserves the right to cancel this franchise at any time upon one year's written notice to the Company in the event that the City decides to engage in public ownership of light and power facilities and the public distribution of electric energy.

(f) That the Company shall permit the City to string wires on poles of the Company for municipal fire, police and water departments, and for municipal telephone, telegraph and traffic signal systems and to attach to the top of any pole city fire alarm and police signals, provided that such wires and signals shall be strung so as to interfere as little as possible with the wires of the Company and to conform to the provisions of the National Electrical Safety Code; and further, that the City shall indemnify and hold the Company harmless from loss or damage resulting from damage to property or injury or death to city employees or the public arising from or connected with the use of said poles by the City.

(g) That the Company shall not during the term of this franchise sell, assign, transfer or convey this franchise without the consent of the Council of the City expressed by ordinance first obtained, and that upon obtaining such consent all of the

provisions shall inure to and bind the successors and assigns of the Company; and whenever the Portland General Electric Company shall be mentioned in this ordinance, it shall be understood to include such successors or assigns in interest of the Portland General Electric Company as shall have been so consented to by the Council.

(h) That the Company shall render the service hereby authorized to be supplied upon equal terms without unjust discrimination or undue preference to any users within the City.

(i) Subject to Oregon law, the City shall retain the right to charge a privilege tax in addition to the franchise fee set forth herein in an amount not to exceed one and one half percent (1 1/2%), based on the gross revenues of the Company.

(j) If the State of Oregon or the PUC amends or adopts a state statute or administrative rule that would affect a material term, condition, right, or obligation under this agreement, either party may reopen the Franchise at any time only with regard to such material term, condition, right or obligation in order to address the change required or allowed by the new or amended state statute or administrative rule.

Section 11. That the rates to be charged by the Company for electric energy shall be such as may be fixed or approved by the Public Utility Commission of Oregon, or any other governmental official, commission or body having jurisdiction.

Section 12. That the Company hereby agrees and covenants to indemnify and save harmless the City and the

officers thereof against all damages, costs and expenses whatsoever to which it or they may be subjected in consequence of negligence of the Company, or its agents or servants, in any manner arising from the rights and privileges hereby granted.

Section 13. That the franchise hereby granted shall not be exclusive and shall not be construed as any limitation on the City to grant rights, privileges and authority to other persons or corporations similar to or different from those herein set forth.

Section 14. That all rights, authority and grants herein contained or conferred are also conditioned upon the understanding and agreement that these privileges in the streets, alleys, roads and other public ways and places of the City are not to operate in any way so as to be an enhancement of the Company's properties or values or to be an asset or item of ownership in any appraisal thereof.

Section 15. The City and the Grantee agree that this ordinance shall be effective as of January 1, 1993 and shall replace and repeal the prior franchise with Portland General Electric Company, Ordinance No. 1275, adopted on April 3, 1973, and any amendments thereto. The City and the Grantee further agree that the terms of Ordinance No. 1275 remained in effect from January 1, 1993 until the effective date of this ordinance.

Section 16. The City Council determines that the fee imposed by this franchise is not a tax subject to the property tax limitations of Article XI, Section 11(b) of the Oregon

Constitution.

Section 17. It is necessary for the peace, health and safety of the people of the City that an arrangement be made immediately with the Company governing the continued use of public property within the City, an emergency is hereby declared to exist, and this ordinance shall be in full force and effect upon its passage by the Council and approval by the Mayor.

Read for the first time on _____, 1993 and moved to a second reading by _____ vote of the City Council.

Read for the second time and adopted by the City Council on _____, 1993.

Signed by the Mayor on _____, 1993.

Craig Lomnicki, Mayor

Attest:

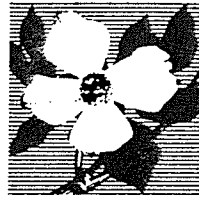
City Recorder

Approved as to form:

City Attorney

zoc'eznd'milwaukie\pgefrn.01/3-15-93

CITY OF MILWAUKIE



FAX (503) 652-4433

MEMORANDUM

TO: Mayor and City Council
THROUGH: Dan R. Bartlett, City Manager *Dan*
FROM: Angus M. Anderson, Finance Director *AM*
DATE: March 26, 1993
RE: Resolution Request: METRO dues

RECOMMENDATION:

Consider attached resolution authorizing voluntary payment of dues to METRO. These dues had previously been paid per ORS 268.513 which has a sunset provision that may or may not be extended in the current legislative session.

BACKGROUND INFORMATION:

ORS 268.513 established a statutory dues assessment against municipal governments within the METRO service area. These dues supported many of the planning and coordination efforts of METRO within our area. The statutory dues structure has a sunset provision. Because the legislature has not, as of yet, addressed extension of this provision, the Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) have jointly recommended to METRO that affected municipalities be requested to voluntarily include in their FY 1993-94 Budget Documents the assessment amount. Although there is no current statutory provision to require such budgeting, the sunset provision may be extended by the legislature. If the legislature fails to extend the sunset, it is entirely conceivable that METRO will request jurisdictions to make the budgeted voluntary dues payment in lieu of the mandatory requirement.

Because of the vital contributions of METRO in conjunction with regional issues, especially including light rail, staff urges Council give favorable consideration to the requested resolution.

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON,
APPROVING VOLUNTARY PAYMENT OF DUES TO METRO.**

WHEREAS, heretofore ORS 268.513 established statutory provisions for affected governments to pay dues to METRO for regional planning efforts, and

WHEREAS, the enabling legislation contains a sunset provision which results in expiration of the dues provision and that sunset provision has not been extended in the current legislative session, and

WHEREAS, the METRO Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation have jointly recommended that covered municipalities include the dues assessment in their budgets for FY 1993-94 although no statutory provision exists to require such dues.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Milwaukie, Oregon:

SECTION 1.

The City of Milwaukie receives much valuable support of regional efforts from METRO and considers such support to be in the best interests of the City.

SECTION 2.

In recognition of the support provided by METRO, the City has included in its FY 1993-94 Budget Document a line item expenditure for METRO Dues in the amount of \$8,407.

Introduced and adopted by the City Council of the City of Milwaukie, Oregon on

Craig Lomnicki, Mayor

ATTEST:

Pat DuVal, City Recorder

APPROVED AS TO FORM:

O'DONNELL, RAMIS, CREW & CORRIGAN

Timothy V. Ramis, City Attorney

CITY OF MILWAUKIE



POLICE DEPARTMENT
2566 S.E. Harrison • phone 652-4400

MEMORANDUM

March 26, 1993

TO: Mayor and City Council

THROUGH: Dan R. Bartlett, City Manager *DRB*

FROM: Charles A. Mansfield, Chief of Police *CM*

SUBJECT: INTERGOVERNMENTAL AGREEMENT: RADIO SYSTEM

Action Requested:

Approve Intergovernmental Agreement with City of Portland providing access to purchase contract and services related to operation and maintenance of an 800 MHz radio system.

Background:

The City of Portland Bureau of Communications Services is currently implementing a plan to establish a new radio system, using the latest technology. A key part of this program is the involvement and participation by other governmental units in the region. Our city staff is keenly interested in this system, which can provide Milwaukie with an improved, integrated radio system capable of handling both routine and emergency communications needs.

The proposed budget for 1993-94 includes funding for acquisition of equipment and operating and maintenance costs for Milwaukie's participation in this radio system, which is scheduled to become operational in early 1994. Staff recommends approval of this intergovernmental agreement as the next necessary step in implementing this communications project.

The intergovernmental agreement includes the following provisions:

1. The City of Portland has signed a contract with Motorola Communications and Electronics for purchase of system backbone and field equipment, such as mobile and portable radios. That contract allows other governments, including the City of Milwaukie, to purchase identical equipment at the very favorable discounted prices afforded to the City of Portland.
2. Access by Milwaukie to the radio operating system (backbone) built and maintained by the City of Portland. As part of this system, Milwaukie will maintain separate "talk groups" for fire, police and public works departments and its own dispatching facilities as part of the city's 9-1-1 center, yet instantly be able to communicate with Portland and other participating agencies on the same radio equipment.
3. Maintenance of system equipment by the City of Portland. Because of the computer based technology of this system (each radio has its own unique identification code), Portland will provide service on all equipment regardless of user. The amount charged for this service is competitive with charges by private service companies.

Costs of both system use and maintenance are based on a per unit charge per year for the first two years. Six months advance notice will be provided prior to any change in rates.

Staff believes this new 800 MHz radio system offers continued independent radio use and dispatching by Milwaukie with more direct access to radio systems of other public safety agencies in the metropolitan area through this regional system. There has been a high degree of partnership in the planning and development of the project among all interested agencies. Staff views this system as highly beneficial to public services and our citizens.

INTERGOVERNMENTAL AGREEMENT

FOR

800 Mhz, SIMULCAST AND TRUNKING RADIO SERVICES

This is an Intergovernmental Agreement entered into pursuant to ORS 191.010 between the City of Portland (City) and the City of Milwaukie (Milwaukie).

RECITALS:

1. On May 26, 1992, the City and Motorola Communications and Electronics, Inc. (Motorola) entered into an agreement that will enable the City to provide a complete 800 Mhz, Simulcast Trunking Radio System.

2. Paragraph 1.32 (E) of the Motorola agreement grants certain governmental agencies, including Milwaukie, the option to purchase portable radio units, mobile radio units, mobile data terminals and control stations to be used in connection with the City's radio system.

3. The City is willing to provide Milwaukie access to the City's radio system and to provide maintenance of the portable and mobile radio units, mobile data terminals and control stations (desk top radios), on the conditions set forth in this agreement.

AGREEMENT:**1. SCOPE OF CITY SERVICES:**

(a) Access. The City shall provide Milwaukie complete access to the City's radio system for the use of Milwaukie's portable and mobile radio units, mobile data terminals and control stations, purchased from Motorola. As compensation for the radio system access to be provided by the City, Milwaukie shall pay the City the compensation set out below in paragraph 2(a)(1).

(b) Maintenance. The City shall maintain each of Milwaukie's portable radio units, mobile radio units, mobile data terminals and control stations (desk top radios) for the compensation set out in paragraph 2 below. Maintenance shall include all repairs to the units, including parts, except portable batteries.

(1) Milwaukie must transport all portable radio units to and from the City's shop for maintenance. Milwaukie must drive vehicles in which mobile radio units and mobile data terminals are installed to the City's shop for maintenance, except fire apparatus, which the City will service in its quarters or at fire maintenance shops. Control station units (desk top radios) will be serviced at their locations.

(2) Maintenance shall include initial programming and subsequent programming required to maintain identification number/unit affiliation. Maintenance does not include initial mobile installations, nor does maintenance include future talk group or software feature changes to Milwaukie's portable or mobile radios. Maintenance does include subsequent tear outs of equipment installed and reinstallation when vehicles are replaced.

(3) Maintenance includes after hours and holiday emergency service on non-redundant live/critical equipment such as dispatch consoles and fire station alerting systems.

2. COMPENSATION

(a) Milwaukie will pay the City for services provided as follows:

(1) For access to the City's radio system, the sum of \$240 per year for each portable radio unit, mobile radio unit, mobile data terminals and control station for which the City provides access.

(2) For maintenance on each such unit used for Police, Fire and EMS functions, Milwaukie shall pay the City \$190 per unit per year. For maintenance of each

such unit used in public service functions, Milwaukie shall pay the City the sum of \$80 per unit per year.

(3) The cost of the initial programming of each such unit shall be included in the maintenance fee for the unit.

(4) The foregoing maintenance charges shall remain in effect for a period of two years beginning with the date of execution of this Agreement. The City reserves the right to increase or decrease the maintenance fees set forth above at the end of the two year period mentioned above. Before changing the maintenance fees, the City shall give Milwaukie at least six months notice of the City's intention to change the compensation.

(5) Access and maintenance charges shall be prorated on a monthly basis.

3. BILLING AND PAYMENT PROCEDURE

The City shall bill monthly for charges for access and maintenance under this Agreement as follows:

4. EFFECTIVE AND TERMINATION DATES

This Agreement shall be in effect as of the date of its execution and shall continue in force until terminated as set forth in the following paragraph:

Either party may terminate this Agreement upon giving written notice of termination to the other party not less than six months prior to the date of cancellation which shall be set forth in the notice.

5. INDEMNIFICATION

Subject to any Oregon constitutional limitations and the provisions of ORS 30.260 to 30.300, each party to the Agreement will defend, save harmless and indemnify the other from any liability to any third party arising solely out of the negligent acts of its officers, employees or agents.

6. AMENDMENTS

This Agreement may be amended only by written agreement of the parties.

7. INTEGRATION

This Agreement contains the entire agreement between the parties and supersedes all prior written or oral discussions and agreements.

APPROVED AS TO FORM:

CITY OF MILWAUKIE

City Recorder

By: _____

APPROVED AS TO FORM:

Title: _____

City Attorney

Date: _____

APPROVED AS TO FORM:

CITY OF PORTLAND

City Attorney

By: _____

Name: _____

Title: _____

Date: _____

By: _____

Name: _____

Title: _____

Date: _____

CITY OF MILWAUKIE



COMMUNITY DEVELOPMENT
PUBLIC WORKS

6101 S.E. JOHNSON CREEK BLVD.

TELEPHONE: 652-4410

TO: Mayor and City Council

THRU: Dan Bartlett, City Manager *DB*
Tim Corbett, Public Works Director *TC*

FROM: Kelly Somers, Public Works Superintendent *Kelly*

DATE: March 5, 1993

RE: Approval to advertise the 32ND
AVENUE RECONSTRUCT PROJECT for bid

ACTION REQUESTED:

Authorize the Public Works Department to advertise the 32ND AVENUE RECONSTRUCT PROJECT for bid.

BACKGROUND INFORMATION

32nd Avenue is a major North South collector between Harrison Street and Johnson Creek Boulevard. The roadway has been overlaid several times over its life and continues to show distress from traffic loading. This distress is largely due to Tri-Met bus traffic, since truck traffic is generally limited to local deliveries.

In 1990 the City of Milwaukie retained the firm of Pavement Services, Inc. (PSI) to evaluate pavement conditions and make recommendations for reconstruction or overlays of 32nd Avenue between Balfour Street and Sherrett Street. The City's intention was to do a simple half street improvement to the west side and had a budget of \$80,000.00. The results of the evaluation indicated that a total reconstruct of the Street was needed. The City did not proceed with its plan to do the work due to increased costs based on the report.

Mackenzie Engineering Incorporated (MEI) was retained in the Fall of 1991 to prepare a transportation land-use projection study. MEI's scope of work was expanded to include the re-evaluation of the condition of 32nd and include the portion South of Balfour down to Harrison Street. MEI subcontracted PSI to do the pavement evaluation and the results of the study gave the City three construction alternates and a cost estimate of 1.2 million dollars.

Staff has worked closely with both PSI and MEI to come up with a better design to keep the cost down yet achieve a long lasting street and stay within the right of way that is currently available.

DISCUSSION

Public Works has budgeted \$850,000.00 for the 32nd Avenue Reconstruct project. This will cover the construction cost, outside engineering and surveying costs, in addition to hiring of a temporary inspector during the summer months of the project.

The following is the estimate for the Project:

1. Construction costs	\$790,000.00
2. Outside engineering, surveying, and testing.	\$ 40,000.00
3. Temporary inspector	\$ 12,000.00
	<u>\$842,000.00</u>

Staff will include alternate bid documents which include two methods of Construction. The first is Cement Treated Base of 12" with a 6" layer of Asphalt Concrete over the top for the surface. The second is a gravel base with a 9" layer of Portland Cement over the top for the surface.

Staff is also intending on including curb/gutter with adjoining sidewalk as part of the construction along the west side of 32nd north of Balfour Street. We have worked with the property owners to ensure availability of parking, and it appears we can use the full right-of-way without adversely affecting residents on 32nd.

The street section would range from 32 feet wide from Harvey Street south and 28 feet wide from Harvey Street north. The sidewalks will be constructed to meet all the new ADA requirements and we have coordinated with Tri-Met to ensure that the bus stops will be located to best serve all the residents.

RECOMMENDATION

Staff recommends that Council authorize the Public Works Department to go to bid for the 32ND AVENUE RECONSTRUCT PROJECT.

CITY OF MILWAUKIE



FAX (503) 652-4433

MEMORANDUM

March 30, 1993

TO: Honorable Mayor and City Council

THROUGH: Dan Bartlett, City Manager

FROM: Charlene Richards *[Signature]* Assistant to the City Manager

SUBJECT: Appointments to Civil Service Commission

Request:

Review the applications for appointment to the Civil Service Commission and determine whether to reappoint without interviews at the April 6, 1993 Council meeting or request interviews be scheduled prior to filling the vacancies.

Background:

There are five positions on the Civil Service Commission. Two are to be filled through applicants supplied by the City unions for labor identified positions. Currently, there are three vacancies on the Commission. Two are labor positions and one is a management position. The two labor positions are filled and the persons filling those positions are requesting reappointment. Both applicants have served less than two terms and are eligible for reappointment. No other applications have been received.

The City has advertised the Civil Service Commission vacancies.

The next meeting of the Civil Service Commission is scheduled for April 13, 1993, at which two speakers will be presenting alternative complaint resolution processes for Commission consideration. It would be beneficial to maintain the current composition of the Commission to provide continuity. Your immediate action would be appreciated.

Options:

1. Schedule the two applicants for interviews at a future work session and determine appointments following the interviews.
2. Appoint at the April 6, 1993 Council meeting the two applicants who are requesting reappointment.



Application for Appointment to City Advisory Bodies

City Hall - 10722 SE Main Street, Milwaukie, OR 97222
Telephone 659-5171

Name: DAVID F. GRAF Date: 2-23-93
Home Street Address: 10220 S-E. WAVERLEY CT. #1 MIL, OR 97222
Business Phone: _____ Home Phone: 659-6465
Do you live within the Milwaukie City limits? YES If so, how long? 50 YRS.
Are any members of your household currently serving on a City of Milwaukie Board or Commission? If so, which Commission? NO
Are you a registered voter in Milwaukie? YES
How did you learn about this position? _____

Current Position: DRIVER / OWNER Employer: GRAFCO TRUCKING
Employer's Address: TACOMA, WA. Phone: 1-206-582-4360

Please list any prior civic or professional activities. _____

Why would you like to be appointed to this commission? _____

What special training, skills, or experience have you had which would be pertinent to this application? CURRENT MEMBER

Boards or Commissions in which you are interested. Civil Service -

Please complete this form fully so City Council can evaluate your application.
Thank you for the extra time and effort.

Received at City Hall _____ Information Sent _____
Interviewed _____ Appointed _____
Commission _____ Term Expires _____



Application for Appointment to City Advisory Bodies

City Hall - 10722 SE Main Street, Milwaukie, OR 97222
Telephone 659-5171

Name: TERRI NELSON Date: Febr. 23-93

Home Street Address: _____

Business Phone: 657-7717 Home Phone: 654-0073

Do you live within the Milwaukie City limits? Yes If so, how long? 5

Are any members of your household currently serving on a City of Milwaukie Board or Commission? If so, which Commission? Civil Service

Are you a registered voter in Milwaukie? Yes

How did you learn about this position? from firemen

Current Position: Here's Hollywood Employer: Jason McComb

Employer's Address: (Hairdresser) Phone: 777-4247

Please list any prior civic or professional activities. _____

Why would you like to be appointed to this commission? _____

2

What special training, skills, or experience have you had which would be pertinent to this application? current member

Boards or Commissions in which you are interested. Civil Service

Please complete this form fully so City Council can evaluate your application.
Thank you for the extra time and effort.

Received at City Hall _____ Information Sent _____

Interviewed _____ Appointed _____

Commission _____ Term Expires _____

**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.**

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, 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, City Manager

CITY OF MILWAUKIE



COMMUNITY DEVELOPMENT
PUBLIC WORKS

6101 S E. JOHNSON CREEK BLVD

TELEPHONE: 652-4410

MEMORANDUM

COMMUNITY DEVELOPMENT DEPARTMENT
March 19, 1993

To: Tom Coffee, Denyse McGriff, Rod Sandoz, Steve Dotterrer
From: *MC* Maggie Collins, Community Development Director
Re: Resolutions on the North-South Transit Study Priority
Corridors

Action Requested

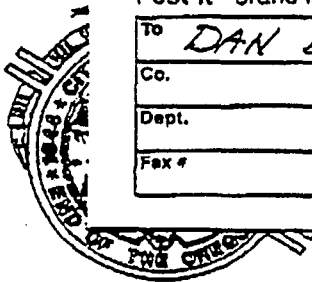
For your information.

Discussion

Attached are three resolutions that have recently been passed regarding Priority Corridors. On behalf of Milwaukie, I wish to thank you all for your advice and comments to this point in this process. It is evident that we are united in making the third transit corridor yet another success for all of us in the region.

Post-It™ brand fax transmittal memo 7671 # of pages > 3

To DAN BARTLETT	From CHAS.
Co.	Co.
Dept.	Phone #
Fax #	Fax #



PORT

FOR AGENDA

DATED

March 17, 1993

Page 1 of 1

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Support for High Capacity Transit
(HCT) Corridor
Resolution No. 93-20

Report No. 93-64

On the March 17, 1993 City Commission agenda is a resolution that provides support for the Milwaukie corridor to Oregon City as the preferred priority south corridor and recommends that the next phase of the study include a light rail alignment that would terminate in Oregon City.

If adopted, the Resolution would be sent to Metro for the JPACT hearing on April 8th, 1993.

It is recommended that the City Commission adopt a motion to approve Resolution No. 93-20.

CHARLES LEESON
City Manager

attach.

cc - John Block, Development Services Director
- Denyse McGriff, Principal Planner
- Mark Boyd, Advisory Committee

RESOLUTION NO. 93-20

A RESOLUTION OF THE CITY OF OREGON CITY SUPPORTING THE MILWAUKIE CORRIDOR TO OREGON CITY AS THE PRIORITY SOUTH HIGH CAPACITY TRANSIT (HCT) CORRIDOR.

WHEREAS, Metro has initiated a multi-phase study of future high capacity transit (HCT) from Portland North to Clark County and South to Clackamas County, and generally referred to as the North/South Transit Corridor Study, and

WHEREAS, the results of the study will be reviewed by a 28-member citizens committee and the Joint Policy Advisory Committee on Transportation, (JPACT) before going to the Metro Council for decision, and

WHEREAS, the priority corridor phase of the study is now complete and public comment is being solicited.

NOW, THEREFORE BE IT RESOLVED by the City of Oregon City that the Milwaukie corridor to Oregon City is the preferred priority South corridor, and that the next phase of the study include a light rail alignment, as depicted on the attached map, that would terminate in Oregon City.

Adopted, signed and approved this 17th day of March, 1993.

Daniel W. Fowler
Mayor

[Signature]
Commissioner

[Signature]
Commissioner

Commissioner

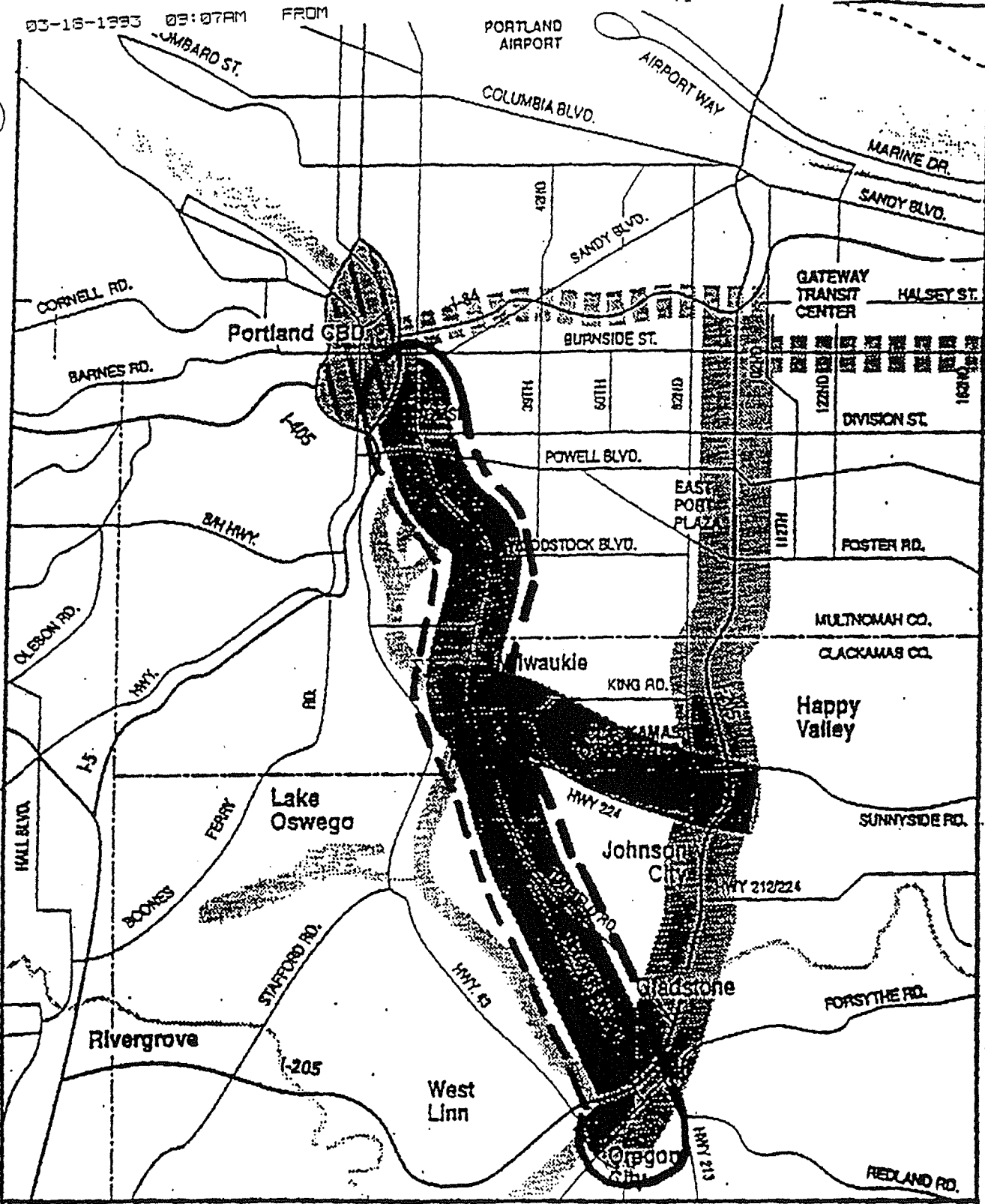
[Signature]
Commissioner

Comprising the City Commission
of Oregon City, Oregon




03-16-1993 09:07AM FROM

TO

4



North/South Transit Corridor Study: South Study Area

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





380 "A" AVENUE
POST OFFICE BOX 369
LAKE OSWEGO,
OREGON 97034
(503) 635-0213
FAX (503) 635-0269

March 17, 1993

ALICE L. SCHLENKER,
MAYOR

HARLES C. (MIKE) ANDERSON,
COUNCILOR

HEATHER CHRISMAN,
COUNCILOR

WILLIAM HOLSTEIN,
COUNCILOR

BILL KLAMMER,
COUNCILOR

ED MARCOTTE,
COUNCILOR

MARY PUSKAS,
COUNCILOR

Metro
Councilor George Van Bergen
Chair, JPACT
c/o Paulette Allen, Clerk of the Council
2000 SW First Avenue
Portland, Oregon 97201-5398

Dear Councilor Van Bergen:

The Lake Oswego City Council adopted Resolution 93-26, recommending preferred high capacity transit corridors for further analysis at their March 16 meeting. A copy of that resolution is enclosed.

Please include this resolution in the JPACT public hearing to be held March 30, 1993. Thank you.

Sincerely,

Alice L. Schlenker,
Mayor

ALS:kh

Enclosure

cc: Andy Cotugno, Director of Planning
Lois Kaplan, Planning Secretary



RESOLUTION 93-26

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE OSWEGO RECOMMENDING PREFERRED HIGH CAPACITY TRANSIT CORRIDORS FOR FURTHER ANALYSIS.

380 "A" AVENUE
POST OFFICE BOX 369
LAKE OSWEGO,
OREGON 97034
(503) 635-0213
FAX (503) 635-0269

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

ALICE L. SCHLENKER,
MAYOR

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

HARLES C. (MIKE) ANDERSON,
COUNCILOR

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

HEATHER CHRISMAN,
COUNCILOR

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

WILLIAM HOLSTEIN,
COUNCILOR

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

BILL KLAMMER,
COUNCILOR

ED MARCOTTE,
COUNCILOR

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

MARY PUSKAS,
COUNCILOR

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lake Oswego, a municipality of the State of Oregon, that the City of Lake Oswego 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 Alternative Analysis stage of the Regional High Capacity Transit Study.


Considered and enacted by the City Council of the City of Lake Oswego at a regular meeting held on the 16th day of March, 1993.

AYES: ANDERSON, HOLSTEIN, CHRISMAN, SCHLENKER, MARCOTTE, KLAMMER

NOES: NONE


EXCUSED: PUSKAS

ABSTAIN: NONE


Alice L. Schlenker
Mayor

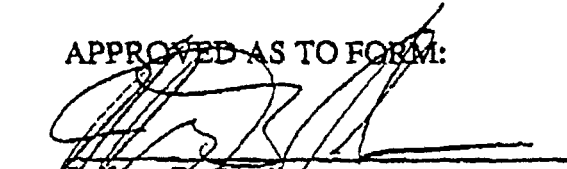
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ATTEST:



Kristi Hitchcock
City Recorder

APPROVED AS TO FORM:



Jeffrey G. Condit
City Attorney

8

CITY OF MILWAUKIE



COMMUNITY DEVELOPMENT
PUBLIC WORKS

6101 S E. JOHNSON CREEK BLVD

TELEPHONE. 652-4410

March 18, 1993

Metro
Councilor George Van Bergen
Chair, JPACT
c/o Paulette Allen, Clerk of the Council
2000 SW First Avenue
Portland, OR 97201-5398

Dear Councilor Van Bergen:

The Milwaukie City Council adopted the attached Resolution No. 6-1993 at its March 16, 1993 meeting.

Please include this Resolution as part of the JPACT public hearing to be held March 30, 1993. Thank you.

Sincerely,

Maggie Collins, Director
Community Development Department

cc: Richard Brandman, Metro



OUR NEW MAILING ADDRESS:

CITY OF MILWAUKIE

COMMUNITY DEVELOPMENT

• 10722 S.E. MAIN ST. •

MILWAUKIE, OREGON 97222

• FAX: 774-8236

CITY OF MILWAUKIE
RESOLUTION NO. 6-1993

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
Craig J. Lomnicki, Mayor

Attest:
Pat DuVal
Pat DuVal, City Recorder

Approved as to form:
Justin V. Kamin
City Attorney

Citizens Advisory Committee Makes Draft Recommendation

Two high capacity transit corridors were chosen as priorities at the March 10 Citizens Advisory Committee (CAC) meeting.

In a series of motions, the members put forth a strong vote in favor of the Milwaukie and I-5 North Corridors. The committee reaffirmed an adopted regional resolution citing Clackamas as the next destination for high capacity transit and, noting the regional benefit, voted to overwhelmingly endorse moving forward with planning and development of funding strategies for the two corridors concurrently.

Findings based on technical studies so far have supported the selected close-in corridors.

The Project Management Group (PMG), technical staff managers from the 13 government agencies participating in the study, has identified the same two corridors for further study. Both preliminary recommendations were presented to the Joint Policy Advisory Committee on Transportation (JPACT) at the March 11 meeting.

Following a JPACT public hearing on March 30, the CAC will make its final recommendation at a meeting scheduled for March 31. This meeting will be from 6 to 8 p.m. in the Oregon State Building, 800 NE Oregon St. Public testimony is welcome.

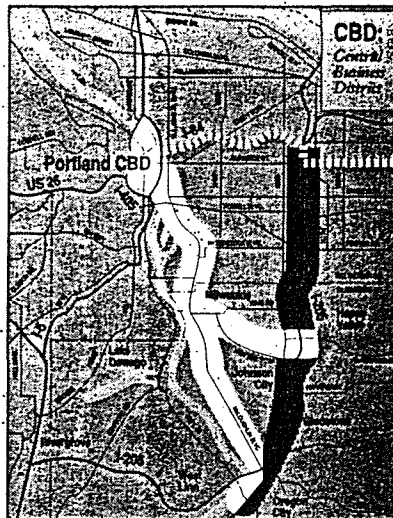
The final CAC recommendation will be taken into consideration by JPACT when it makes a decision on the priority corridor on April 8. The Metro Council will cast the final vote on the corridor decision. This vote is scheduled for April 22 in the council chamber.

Based on the findings of the first phase of the North/South Transit Corridor Study, the airport segment was separated as an independent, non-priority corridor to receive further study.

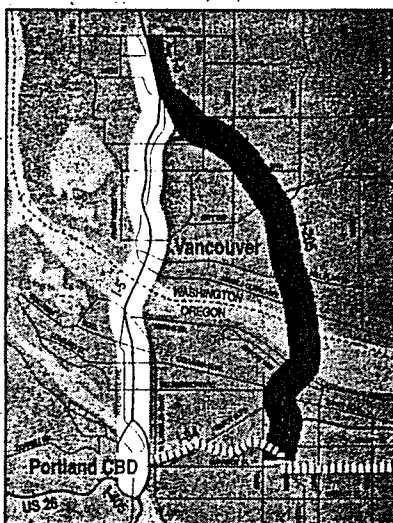
An improvement strategy for the non-priority I-205 South and I-205 North Corridors is included in the recommended work plan for the next phase of the North/South study.

The four corridors under consideration are:

- Milwaukie: connects downtown Portland, Milwaukie, Clackamas Town Center and Oregon City
- I-205 South: connects Gateway Transit Center, Clackamas Town Center and Oregon City
- I-5 North: connects downtown Portland, downtown Vancouver and areas north to 179th Street
- I-205 North: connects the Gateway Transit Center to Clark County, Wash., via Vancouver Mall, to 179th Street



Milwaukie Corridor to Oregon City
I-205 South Corridor to Oregon City
Existing light rail



I-5 North Corridor
I-205 North Corridor
Existing light rail



Airport Segment
Existing light rail

Decision Criteria Findings

For the last 12 months, Metro and Tri-Met transportation planners and engineers have been studying the potential of each of the four corridors. Staff evaluated corridors in each study area on the basis of nine criteria. These decision criteria were measured with technical methods approved by a national Expert Review Panel. Listed below are some of the findings the Citizen Advisory Committee, JPACT and the Metro Council will consider when recommending or choosing the priority corridors.

South Corridor: Downtown Portland to Clackamas Town Center and Oregon City

	Milwaukie (LRT)	I-205 South (LRT)
Daily Ridership	19,100	9,500
*Capital Costs (in millions)	\$864	\$707
Fairbox Recovery	29%	15%
Cost Per Rider	\$13	\$30

North Corridor: Downtown Portland to 179th Street (Clark County)

	I-5 North (LRT)	I-205 North (Busway)
Daily Ridership	21,800	10,900
*Capital Costs (in millions)	\$914	\$383
Fairbox Recovery	30%	27%
Cost Per Rider	\$10	\$13

With downtown Portland improvements

The North/South Study Timeline

Public Hearing

March 30: The Joint Policy Advisory Committee on Transportation public hearing.

Workshop: 6 to 7:30 p.m.
Hearing: 7:30 to 9 p.m.
Metro Council Chamber
2000 SW First Ave.

Key Dates

March 31: Citizen Advisory Committee reviews public comments, issues final recommendation on priority corridors

April 6: Washington's Regional Transportation Council, C-TRAN Board and Joint Regional Policy Committee issue decision on North priority corridor

April 8: Metro's Joint Policy Advisory Committee on Transportation issues decision on priority corridors

April 22: Metro Council hearing; council issues decision on priority corridors

If you are unable to attend one of these meetings, send your written comments to Metro (attn: Gwen Schnurman). Comments must be received by March 27.

CR12
 DAN BARTLETT
 CITY OF MILWAUKIE
 10722 SE MAIN ST
 MILWAUKIE OR 97222-7670
 CAR-RT-SORT
 **CR12
 21*
 U.S. Postage
 PAID
 Portland, OR
 Permit No. 6018

Metro
 2000 SW First Ave.
 Portland, OR 97201-5398
 (503) 273-5572

North/South News

The North/South
 Transit Corridor
 Study
 Metro
 In cooperation with
 City of Milwaukie
 City of Portland
 City of Vancouver
 Clackamas County
 Clark County
 C-TRAN
 Multnomah County
 Oregon Department
 of Transportation
 Port of Portland
 Southwest
 Washington
 Regional
 Transportation
 Council
 Tri-Met
 Washington State
 Department of
 Transportation
 METRO

CITIZEN'S UTILITY ADVISORY COMMISSION

6:00 pm
February 18, 1992
Johnson Creek Facility

The thirty-first meeting of the Citizen's Utility Advisory Commission was held February 18, 1993 in the conference room at the Johnson Creek facility. Chair Fletcher convened the meeting at 6:03 pm. Present were:

Alan Fetcher, Chair
Ralph Klein
Tom Alford

Michael Kay
Jim Backenstos

ABSENT:

Dave Luneke

STAFF PRESENT:

Tim Corbett, P.W. Director
Connie Leasure, Staff Ass't

Fletcher asked those present to introduce themselves, and new CUAC member Tom Alford was asked about his background.

I APPROVAL OF MINUTES

Fletcher MOVED and Kay SECONDED that the minutes be approved with no changes. Motion passed unanimously.

II DISCUSSION

A. Water service Rating Criteria for Source Demand Study

Corbett introduced Jim Helton of Cunningham Associates, the consulting engineering firm chosen for the Water Source Demand Study, which is intended to forecast the City's future water-related needs and consider the adequacy of present resources in relation to forecasted needs. Helton passed out some preliminary findings on the twenty-year forecasted demands and a range of alternatives, including a cost/benefit analysis. Helton explained that both census figures and estimated growth figures from METRO and Portland State University were used to achieve median figures on which to base the work. Backenstos asked how the effect of water conservation was factored into the forecast; discussion revealed that 1992 conservation (both required and voluntary) showed a reduction in water usage ranging from 8% to 15%. Helton pointed out that historical water data is outlined in great detail in the preliminary findings, providing some key design factors. Applied to Milwaukie's current well capacity, the City's demand will probably exceed its' supply around the year 2000. The study also distinguished between estimated demand in the future under low, moderate, and high growth rates. Corbett noted that this information will help Council to decide how to proceed in the future; aggressive annexation requires that the City obtain additional water rights, and any additional rights that the State might consider would have to be very well justified.

Helton then directed attention to the cost/benefit analysis sheet, explaining that the next portion of the study requires that criteria be examined and rated in regard to how favorable to the City each option appears. The economic side of each option is another subject, and the eventual decision will be one that is most favorable in light of every factor. Helton explained how all the options are weighed and balanced. Corbett noted that risks are another facet to be considered, and risk factors may outweigh cost benefits. There was some discussion about how soon the cost/benefit criteria rating needs to be done; it was determined that they will need to be done within a month or so to allow Helton to continue with the study in a timely manner. There were questions about what was intended by each category and criteria, and it was agreed that an agenda item for the next CUAC meeting would be to work on the rating criteria.

B. Storm Water Funding/NPDES Update

Corbett brought Alford up to speed on the requirements made of the City to meet NPDES demands. Corbett reported that the Roseburg Street & Storm Utility has been challenged and met with judicial defeat in the State Circuit Tax Court; an appeal is scheduled before the State Supreme Court about the middle of March to determine whether such a utility is a tax under Measure 5 constraints. There was discussion about what constitutes a tax, and Corbett stated that a key feature is whether the citizen has control over the charge.

C. CUAC Work Program Update

Fletcher noted that his review of the 1992 work program revealed that very little has changed. Corbett offered to update the work program for final CUAC review at the next meeting; members approved of this suggestion.

D. Election of Officers

Nominated for Chair were Michael Kay and Alan Fletcher. A vote by show of hands gave the 1993 Chair to Kay.

Tim Alford was nominated for Vice-Chair; there were no further nominations. Alford received the Vice-Chair position by default.

Corbett awarded retiring Chair Fletcher and Vice-Chair Kay certificates of appreciation for their efforts as 1992 CUAC officers.

III Information Sharing

Corbett noted that the March 2nd Council meeting will be a work session on the proposed water authority, and invited CUAC members to attend if they wished.

March 23rd and 24th were announced as tentative dates for public information meetings on the storm water problems in Milwaukie; Rowe Junior High and Ardenwald Elementary schools have been selected as the sites for the meetings. Kay said that he will be attending the Ardenwald meeting.

Corbett announced that a joint County/City public hearing on the sewerage facility plan will be held March 10th at the Milwaukie Center located in North Clackamas Park, and CUAC members are encouraged to attend in their capacity as City commissioners.

Finally, Corbett noted that the 32nd Avenue Reconstruction project is nearly ready to go out for bid, and polled members as to their interest in having a presentation on the project. The members present indicated that they are interested in seeing what is planned for this project; Corbett will arrange.

IV Future Agenda Items

Corbett noted that the City has a substantial number of issues before it, and asked if there was any objection to resuming monthly meetings for the next few months to allow sufficient time for review. The members agreed that in light of the upcoming work, returning to monthly meetings was better than having fewer, longer meetings. All present agreed that the current 6pm meeting time continues to be mutually agreeable, and that the third Thursday is still the best date for these meetings.

March 18th, 1993 was set for the next CUAC meeting date.

V. ADJOURN

There being no further business, the meeting was adjourned at 7:50 pm.

MINUTES

Historic Review Committee
January 18, 1993
Johnson Creek Facility

6:30 PM

Members Attending

Gregg Newstrand, Chair
Pat Lent, Vice Chair
Margaret Parsons

Staff

Maggie Collins, Comm.
Development Dir.

I. OPENING OF MEETING

Gregg Newstrand opened the meeting at 6:45 PM. The Committee took a minute to recognize the significance of Martin Luther King Day, and to acknowledge Dr. King's leadership.

II. APPROVAL OF OCTOBER 19, 1992 MINUTES

Pat Lent moved to accept the 10/19/92 Minutes as corrected. Margaret Parsons seconded the motion. The motion passed unanimously.

A. Membership Continuation.

Before proceeding with the remainder of the Agenda, the Chair declared an Executive Session at 6:50 PM to consider members' desires to continue serving as a Committee. The Chair called the meeting back to order at 7:30 PM. Gregg Newstrand stated for the record that after considerable discussion and soul-searching, and on behalf of each other, it was decided to continue on as HRC members. Mr. Newstrand stated, "Our enthusiasm has waned, but our decision is to stay for the time being."

B. Procedural Changes.

Pat Lent moved to change the regular meeting date to the third Monday of every other month beginning in January, 1993. These meetings will begin at 6:00 PM. Margaret Parsons seconded the motion. The motion passed, 3-0.

Margaret Parsons moved to cancel the meeting scheduled in February, 1993, because it conflicts with a holiday. Pat Lent seconded. The motion passed, 3-0.

Gregg Newstrand set March 15, 1993 as the next regular HRC meeting. He requested that staff initiate the process for amendment of the HRC By-Laws to reflect the above actions.

IIa. REVIEW OF NOTES OF 1/11/93 JOINT MEETING OF HISTORIC REVIEW COMMITTEE AND THE MILWAUKIE CITY COUNCIL.

The Committee made minor changes and asked staff to clarify that Mike McKeever was listing concepts under Section 4.0, rather than issues that both bodies agreed upon. For example, Gregg Newstrand stated that he believes that both bodies should come to the same conclusion about 90% of the time, rather than 50% as stated in Item #4. Staff will make the recommended changes and send the notes onto City Hall.

III. OLD BUSINESS

A. Discussion of Council/HRC Communication Needs

Several ideas were discussed, summarized as follows: (1) When HRC items appear in front of the Council, an HRC representative should be present to further Council discussion; and (2) Be diligent about sending the HRC biannual report to City Council for review.

Pat Lent moved to endorse the above procedures. Margaret Parsons seconded the motion. The motion passed, 3-0.

B. Discussion of HRC-Staff Relationship.

The Committee stated some areas where they felt that staff support was less than adequate, citing the findings on the School District replacement windows request and the slowness of response on the October minutes, so that the Chair had to bring this to the Community Development Director's attention on 12/24/92. They hoped that they could have more consistent staff work in the future.

C. Review of Annual Report.

The Committee authorized Staff to do a report and send it to City Council for review.

D. HRC Resignation.

The record shows that the HRC received Betty Fulmore's letter of resignation on 11/18/92. That meeting was recessed; consequently, no formal action to accept Ms. Fulmore's resignation had been taken.

Pat Lent moved to accept Betty Fulmore's resignation from the HRC. Margaret Parsons seconded the motion. The motion passed, 3-0.

IV. NEW BUSINESS

A. Requests Requiring HRC Action.

HRC agreed to sponsor an amendment for allowing bed and breakfast establishments as a conditional use in residential zones. They stated that a bed and breakfast establishment was a reasonable exception in residential areas because it does not cater to walk-in customers as does a regular commercial use; a bed and breakfast establishment is not a major traffic draw.

Pat Lent moved that the HRC sponsor this amendment change. Margaret Parsons seconded the motion. The motion passed, 3-0.

B. The Committee agreed to ask that the Committee's name be changed from a "Committee" to a "Commission, as defined in Sections 323.3 and 323.4.

V. OTHER

A. Pat Lent stated that the Planning Commission is interested in an amendment to the Zoning Ordinance to reduce Planning Commission representation on the HRC from two to one. When the program was first set up, it was deemed necessary to have two Planning Commissioners to help support the historic resources program. Now, it would be more advantageous to have more representation from the community on the HRC. The HRC agreed to add such an amendment clause to a package as discussed earlier.

B. Election of Officers.

Pat Lent nominated Gregg Newstrand to a second term as HRC Chair. Margaret Parsons seconded the motion. The motion passed, 2-0, with Newstrand abstaining.

Margaret Parsons nominated Pat Lent to a second term as HRC Vice-Chair. Gregg Newstrand seconded the motion. The motion passed 2-0, with Lent abstaining.

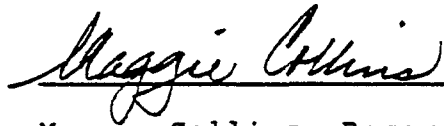
Gregg Newstrand nominated Margaret Parsons as HRC Second Vice-Chair. Pat Lent seconded the motion. The motion passed, 2-0, with Parsons abstaining.

C. The Committee requested that Staff review and refine the Work Program for comment and review by July, 1993.

V. ADJOURNMENT

Pat Lent moved to adjourn the meeting. Margaret Parsons seconded the motion. The motion passed unanimously. Gregg Newstrand adjourned the meeting at 9:32 PM.

Gregg Newstrand, Chair


Maggie Collins, Recorder

MILWAUKIE PLANNING COMMISSION
MINUTES
TUESDAY, FEBRUARY 9, 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
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 dismissed the explanation of the meeting format since there was only one consideration item to be heard. He asked the audience if there were any questions. There were none.

3.0 CONSENT AGENDA

3.1 PLANNING COMMISSION MINUTES - January 26, 1993

Pat Lent moved to approve the minutes of January 26, 1993, as corrected.
John Littlehales seconded. MOTION CARRIED 6-0.

4.0 PUBLIC COMMENT - None.

5.0 PUBLIC HEARINGS - None.

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 for graveled parking lot
(CSO-89-02 and VR-89-01)

CITY OF MILWAUKIE PLANNING COMMISSION
MINUTES OF FEBRUARY 9, 1993
PAGE 2

Chairman Trotter opened the discussion on the Milwaukie Christian Church request for a time extension. This Consideration Item was continued from the last meeting to allow Staff an opportunity to prepare recommendations to the Commission.

Dave Krogh indicated that CSO-89-02 and VR-89-01 were originally filed as a Community Service Overlay and Variance Request for a parking lot. The parking lot was intended to be interim for overflow parking use and the variance was requested to allow a graveled parking lot. These requests were considered on January 26, and were continued until tonight pending additional discussion.

Staff was directed to provide information on the time extension request. An analysis was done and it was concluded that there was a problem with the possibility of a new time extension because the Applicant does not have a specific plan for upgrading this parking area into paved permanent parking.

The issue of intermittent use was reviewed. It is stated in Section 503.1H9 of the Zoning Ordinance that in some cases, "...large parking fields for intermittent uses could remain in gravel or grass." Staff believes this section would not apply in this case, since church activities are fairly regular, not intermittent. Three recommendations were given by Staff:

1. Deny the time extension request and void CSO-89-02 and VR-89-01. This would require Milwaukie Christian Church to cease use of the overflow parking lot. Additional modifications to the use of the graveled area, or other improvement plans would require new applications.
2. Remove the time restriction on CSO-89-01. This would allow the church to continue use indefinitely of the graveled church parking lot within the conditions originally applied to CSO-89-02 and VR-89-01. Continued use of the graveled parking lot does not appear to pose a problem. Paving could be required at such time as the church finally does firm up its expansion plans.
3. Deny the time extension request and declare the conditions of CSO-89-02 and VR-89-01 to have been met. Continued and intermittent parking use of a non-paved area without City oversight could occur. Paving could be required at such time as the church brings a development plan to the City for review as a new application.

APPLICANT PRESENTATION

Speaking: Leo Welch, Chairman Trustee, Milwaukie Christian Church

Mr. Welch introduced himself and Earl Ladd, also a Trustee. He stated that he has reviewed what the church wanted to do in the future. Three years

ago, when they purchased the site, they had hopes that further growth of the church congregation would require the need to expand their facility. This has not happened. They have had their problems, and currently they have no plans for new development.

This parking lot is only needed for an occasional use. Usually it is used only for funerals and holidays. There is adequate parking available in the paved parking lot for other church use. Mr. Welch asked that the church be allowed to continue using this parking lot as needed for overflow parking.

Mr. Welch voiced a concern about the mature trees on the church property. During the last wind storm, one large tree fell. After this tree was cut down, it was found to be rotten. There are several trees that are about 75' tall with large limbs and they present a hazard on the site. They would like to have these trees topped or removed. He asked the Commission for direction on these trees.

QUESTIONS FROM THE COMMISSIONERS

Carolyn Tomei asked how often the overflow parking lot is used. Mr. Welch stated that overflow use could be two to three times a year, maybe more.

Pat Lent asked how many parking spaces are in the overflow parking lot. Mr. Welch stated that there are 30 spaces. All are marked off with railroad ties.

Chairman Trotter stated that Condition #6 from the Community Service Overlay Zone states, "...mature trees on the site as shown on the replat shall be retained pending approval of future development plans." He asked Staff how pruning fit into this requirement? Dave Krogh indicated that normal maintenance would be allowed. In the case of hazard trees, the City needs to be notified of the situation before cutting or removal.

Carolyn Tomei asked how a tree is determined hazardous? Maggie Collins stated that the City goes out and looks at the tree. If an arborist is needed, then one is called to make a determination. Hazardous limbs are also reviewed.

DELIBERATION AMONG COMMISSIONERS

Chairman Trotter stated that Condition #3 applied originally to CSO-89-02 and VR-89-01 is not viable. The location of the overflow parking is not visible from the road. He feels the best solution, is to eliminate Condition #5 from the Community Service Overlay. This would limit the parking area to 30 spaces, require the access to be through the church property, and leave controls on the parking area so that it cannot be expanded. The church could use the parking lot and still allow the City to have control.

John Littlehales moved to adopt recommendation No. 2, and removing the time restriction on CSO-89-02 as evidenced in Condition #5 of the original action. Carolyn Tomei second. MOTION CARRIED 6-0.

7.0 OLD BUSINESS

7.1 32nd Avenue Transportation Network Study

Chairman Trotter opened discussion on the 32nd Avenue Transportation Network Study.

Maggie Collins informed the Commission that she had presented this information to City Council in a worksession on February 2nd. The Council concentrated on the density and land-use implications of the Study.

Maggie Collins reviewed the Study maps with the Commission.

Figure IV-2 is the land-use component of the Study. There are four levels of development in a twenty-year time period. Level 1 - 1991, shows the existing situation for this particular land-use area; Providence, Hillside Manor, Murphy Site, Public Safety Building, the commercial and residential area down through the Milwaukie Marketplace, and the residential area that surrounds the Public Service Building to the east of the Hospital. The only development in this area will be the completion of the Public Safety Building and the initial transportation improvement circulation around that building.

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The members thanked Carolyn and Pat for the effort put forth in working on these Bylaws. The final draft will be prepared by Staff and provided to the Commissioners.

Recess was taken at 8:37 p.m. and the meeting reconvened at 8:45 p.m.

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Chairman Trotter opened the worksession on the Annual Report Draft. The draft was reviewed and the following changes were made:

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- Background Change the date of February, "...initiate an annual amendment in February..." to March, 1993.
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John Littlehales asked for a status report on the Periodic Review. Staff will provide the Commissioners with a written review in their next packets.

The Committee agreed to allow the Chairman to review the revised editions of the Annual Report and sign it in time for presentation to City Council.

8.0 OTHER BUSINESS

8.1 1992-93 Planning Commission Work Program

Chairman Trotter opened the discussion on the 1992-93 Planning Commission Work Program. He explained that these goals were developed through a series of worksessions. City Council reviewed these goals in June and July, 1992, and discussed them with the Commission.

The first item on this list has been completed. Chairman Trotter asked the members to review the list to see if priorities were still the same.

Pat Lent stated that she felt that the Tree Ordinance should be number one and the code enforcement practices number two.

Carolyn Tomei stated that she would like to see the Tree Ordinance as number one and the Downtown Development Association review of the zoning provisions as number two.

Gordon Jones stated that he felt the Tree Ordinance and Code Enforcement practices should be delegated to a task force.

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Chairman Trotter opened discussion on the Planning Commission Committee Appointments. The Kellogg Creek Sewerage Treatment Advisory Committee has been completed.

Don Trotter - Riverfront Advisory Committee
Gordon Jones - Urban Growth Management Agreement Coordination Committee
Pat Lent - Historic Review

Chairman Trotter moved that the Planning Commission direct staff to implement the procedures to revise the membership of the Historic Review Committee from two Planning Commissioners and three at large to one

Planning Commissioner and four members at large. John Littlehales seconded. MC 6-0.

Maggie Collins informed the Commission that there will be a joint City Council/Board of Commissioners hearing on the recommendations for the Sewage Treatment Facility on Wednesday, March 10th at 7:00-10:00 p.m. The meeting will be held at the Milwaukie Center.

8.3 Community Development Report

Maggie Collins reminded the Commission that there will be a Visual Preference Survey held at the Milwaukie Center on February 10, 1993. It is important that all members of the Commission take the survey; the Planning Commission will be looking at the results.

Maggie Collins stated that there will be a series of meetings on the Light Rail decision. She will submit material to the Commission as she receives it. A meeting will be held on March 1, 1993, for public opinion. It will be an open-house format between the hours of 3:00 - 9:00 p.m. The Planning Commission will be asked for a recommendation to City Council on the light-rail corridor selection on March 9, 1993. City Council will take action on March 16, 1993.

Working draft material on the transit corridor selection will be provided to the Commissioners by Staff. The nine decision criteria will be used. Other resource material will be supplied to the Commissioners if they feel it is needed in order to make a recommendation.

Maggie Collins submitted a draft schedule of hearings on the light rail and a copy of the first working paper that compares the two corridors (Milwaukie Corridor/I-5 North Corridor and I-205 South).

8.4 Status of Intersection of International Way and 37th Avenue

Chairman Trotter asked for a status of the improvements to the intersection of International Way and 37th Avenue and what is proposed for the proceeds for the money that was put into escrow for these improvements. The Commission would like a copy of the original design approved and the proposed schedule for implementing improvements.

8.5 Proposed City Parking Lot

Gordon Jones asked for the status of the proposed City parking Lot. Maggie Collins reported that Tim Corbett is working on the design for the landscaping.

John Littlehales stated that in the Staff Report for the City Parking Lot, Paul Roeger stated that visual clearance was not an issue because of

signalization. This signal will be removed because of the new alignment of SE 17th at Harrison. Staff was asked to bring back information regarding the clear vision issue.

8.6 Paving Plant on Ochoco

Bill Johnson asked for the status of the paving plant on Ochoco. Dave Krogh stated that the plant is gone. There was no way they could meet the noise standards.

8.7 Street Vacation Procedures

Chairman Trotter asked that the discussion on street vacation policies be rescheduled for the next meeting, February 23, 1993.

8.8 Procedural Question

Chairman Trotter stated that he had a question about the procedure for the term, "Question." This term is used in the hearing procedure as a means of saying, "I am ready to vote." It is not mandatory that the discussion stop at this time and a vote be taken. It is not a motion.

If you want to force a vote on an issue, you have to say, "I move the previous question." This requires a second and a two-thirds majority vote to pass. If it passes, you have to vote on the motion.

- 9.0 NEXT MEETING: February 23, 1993
- 9.1 NR-93-01 (Fitzgerald)
- 9.2 VR-93-01/CU-93-01 (Chambers)
- 9.3 CU-92-03 (Schulz, time extension request)
- 9.4 North-South Transit Corridor Study
- 9.5 Street Vacation Procedures

Pat Lent moved to adjourn the meeting of February 9, 1993. Carolyn Tomei seconded. MOTION PASSED UNANIMOUSLY 6-0. Meeting adjourned at 10:30 p.m.

Don Trotter, Chairman

Shirley Richardson, Hearings Reporter

MILWAUKIE PLANNING COMMISSION
MINUTES
TUESDAY, FEBRUARY 9, 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
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 dismissed the explanation of the meeting format since there was only one consideration item to be heard. He asked the audience if there were any questions. There were none.

3.0 CONSENT AGENDA

3.1 PLANNING COMMISSION MINUTES - January 26, 1993

Pat Lent moved to approve the minutes of January 26, 1993, as corrected.
John Littlehales seconded. MOTION CARRIED 6-0.

4.0 PUBLIC COMMENT - None.

5.0 PUBLIC HEARINGS - None.

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 for graveled parking lot
(CSO-89-02 and VR-89-01)

Chairman Trotter opened the discussion on the Milwaukie Christian Church request for a time extension. This Consideration Item was continued from the last meeting to allow Staff an opportunity to prepare recommendations to the Commission.

Dave Krogh indicated that CSO-89-02 and VR-89-01 were originally filed as a Community Service Overlay and Variance Request for a parking lot. The parking lot was intended to be interim for overflow parking use and the variance was requested to allow a graveled parking lot. These requests were considered on January 26, and were continued until tonight pending additional discussion.

Staff was directed to provide information on the time extension request. An analysis was done and it was concluded that there was a problem with the possibility of a new time extension because the Applicant does not have a specific plan for upgrading this parking area into paved permanent parking.

The issue of intermittent use was reviewed. It is stated in Section 503.1H9 of the Zoning Ordinance that in some cases, "...large parking fields for intermittent uses could remain in gravel or grass." Staff believes this section would not apply in this case, since church activities are fairly regular, not intermittent. Three recommendations were given by Staff:

1. Deny the time extension request and void CSO-89-02 and VR-89-01. This would require Milwaukie Christian Church to cease use of the overflow parking lot. Additional modifications to the use of the graveled area, or other improvement plans would require new applications.
2. Remove the time restriction on CSO-89-01. This would allow the church to continue use indefinitely of the graveled church parking lot within the conditions originally applied to CSO-89-02 and VR-89-01. Continued use of the graveled parking lot does not appear to pose a problem. Paving could be required at such time as the church finally does firm up its expansion plans.
3. Deny the time extension request and declare the conditions of CSO-89-02 and VR-89-01 to have been met. Continued and intermittent parking use of a non-paved area without City oversight could occur. Paving could be required at such time as the church brings a development plan to the City for review as a new application.

APPLICANT PRESENTATION

Speaking: Leo Welch, Chairman Trustee, Milwaukie Christian Church

Mr. Welch introduced himself and Earl Ladd, also a Trustee. He stated that he has reviewed what the church wanted to do in the future. Three years

ago, when they purchased the site, they had hopes that further growth of the church congregation would require the need to expand their facility. This has not happened. They have had their problems, and currently they have no plans for new development.

This parking lot is only needed for an occasional use. Usually it is used only for funerals and holidays. There is adequate parking available in the paved parking lot for other church use. Mr. Welch asked that the church be allowed to continue using this parking lot as needed for overflow parking.

Mr. Welch voiced a concern about the mature trees on the church property. During the last wind storm, one large tree fell. After this tree was cut down, it was found to be rotten. There are several trees that are about 75' tall with large limbs and they present a hazard on the site. They would like to have these trees topped or removed. He asked the Commission for direction on these trees.

QUESTIONS FROM THE COMMISSIONERS

Carolyn Tomei asked how often the overflow parking lot is used. Mr. Welch stated that overflow use could be two to three times a year, maybe more.

Pat Lent asked how many parking spaces are in the overflow parking lot. Mr. Welch stated that there are 30 spaces. All are marked off with railroad ties.

Chairman Trotter stated that Condition #6 from the Community Service Overlay Zone states, "...mature trees on the site as shown on the replat shall be retained pending approval of future development plans." He asked Staff how pruning fit into this requirement? Dave Krogh indicated that normal maintenance would be allowed. In the case of hazard trees, the City needs to be notified of the situation before cutting or removal.

Carolyn Tomei asked how a tree is determined hazardous? Maggie Collins stated that the City goes out and looks at the tree. If an arborist is needed, then one is called to make a determination. Hazardous limbs are also reviewed.

DELIBERATION AMONG COMMISSIONERS

Chairman Trotter stated that Condition #3 applied originally to CSO-89-02 and VR-89-01 is not viable. The location of the overflow parking is not visible from the road. He feels the best solution, is to eliminate Condition #5 from the Community Service Overlay. This would limit the parking area to 30 spaces, require the access to be through the church property, and leave controls on the parking area so that it cannot be expanded. The church could use the parking lot and still allow the City to have control.

John Littlehales moved to adopt recommendation No. 2, and removing the time restriction on CSO-89-02 as evidenced in Condition #5 of the original action. Carolyn Tomei second. MOTION CARRIED 6-0.

7.0 OLD BUSINESS

7.1 32nd Avenue Transportation Network Study

Chairman Trotter opened discussion on the 32nd Avenue Transportation Network Study.

Maggie Collins informed the Commission that she had presented this information to City Council in a worksession on February 2nd. The Council concentrated on the density and land-use implications of the Study.

Maggie Collins reviewed the Study maps with the Commission.

Figure IV-2 is the land-use component of the Study. There are four levels of development in a twenty-year time period. Level 1 - 1991, shows the existing situation for this particular land-use area; Providence, Hillside Manor, Murphy Site, Public Safety Building, the commercial and residential area down through the Milwaukie Marketplace, and the residential area that surrounds the Public Service Building to the east of the Hospital. The only development in this area will be the completion of the Public Safety Building and the initial transportation improvement circulation around that building.

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8.3 Community Development Report

Maggie Collins reminded the Commission that there will be a Visual Preference Survey held at the Milwaukie Center on February 10, 1993. It is important that all members of the Commission take the survey; the Planning Commission will be looking at the results.

Maggie Collins stated that there will be a series of meetings on the Light Rail decision. She will submit material to the Commission as she receives it. A meeting will be held on March 1, 1993, for public opinion. It will be an open-house format between the hours of 3:00 - 9:00 p.m. The Planning Commission will be asked for a recommendation to City Council on the light-rail corridor selection on March 9, 1993. City Council will take action on March 16, 1993.

Working draft material on the transit corridor selection will be provided to the Commissioners by Staff. The nine decision criteria will be used. Other resource material will be supplied to the Commissioners if they feel it is needed in order to make a recommendation.

Maggie Collins submitted a draft schedule of hearings on the light rail and a copy of the first working paper that compares the two corridors (Milwaukie Corridor/I-5 North Corridor and I-205 South).

8.4 Status of Intersection of International Way and 37th Avenue

Chairman Trotter asked for a status of the improvements to the intersection of International Way and 37th Avenue and what is proposed for the proceeds for the money that was put into escrow for these improvements. The Commission would like a copy of the original design approved and the proposed schedule for implementing improvements.

8.5 Proposed City Parking Lot

Gordon Jones asked for the status of the proposed City parking Lot. **Maggie Collins** reported that Tim Corbett is working on the design for the landscaping.

John Littlehales stated that in the Staff Report for the City Parking Lot, Paul Roeger stated that visual clearance was not an issue because of

signalization. This signal will be removed because of the new alignment of SE 17th at Harrison. Staff was asked to bring back information regarding the clear vision issue.

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8.6 Paving Plant on Ochoco

Bill Johnson asked for the status of the paving plant on Ochoco. Dave Krogh stated that the plant is gone. There was no way they could meet the noise standards.

8.7 Street Vacation Procedures

Chairman Trotter asked that the discussion on street vacation policies be rescheduled for the next meeting, February 23, 1993.

8.8 Procedural Question

Chairman Trotter stated that he had a question about the procedure for the term, "Question." This term is used in the hearing procedure as a means of saying, "I am ready to vote." It is not mandatory that the discussion stop at this time and a vote be taken. It is not a motion.

If you want to force a vote on a issue, you have to say, "I move the previous question." This requires a second and a two-thirds majority vote to pass. If it passes, you have to vote on the motion.

- 9.0 NEXT MEETING: February 23, 1993
- 9.1 NR-93-01 (Fitzgerald)
- 9.2 VR-93-01/CU-93-01 (Chambers)
- 9.3 CU-92-03 (Schulz, time extension request)
- 9.4 North-South Transit Corridor Study
- 9.5 Street Vacation Procedures

Pat Lent moved to adjourn the meeting of February 9, 1993. Carolyn Tomei seconded. MOTION PASSED UNANIMOUSLY 6-0. Meeting adjourned at 10:30 p.m.

Don Trotter, Chairman

Shirley Richardson, Hearings Reporter

MILWAUKIE PLANNING COMMISSION
MINUTES
TUESDAY, FEBRUARY 23, 1993

COMMISSION PRESENT

Chairman Trotter
Gordon Jones
Pat Lent
John Littlehales
Carolyn Tomei

STAFF PRESENT

Maggie Collins,
Community Dev. Dir.
Jim Crumley,
Associate Planner
Shirley Richardson,
Hearings Reporter

COMMISSIONERS ABSENT

Betty Fulmore
Bill Johnson

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 then asked the audience if there were any questions. There were none.

3.0 CONSENT AGENDA

3.1 PLANNING COMMISSION MINUTES - February 9, 1993

Chairman Trotter continued approval of the February 9, 1993, minutes until the next meeting.

4.0 PUBLIC COMMENT - None.

5.0 PUBLIC HEARINGS

5.1 Applicant: Jan Fitzgerald
Property Owner: Jan Fitzgerald
Location: 2506 SE Lake Road
(Tax Lot 1900 of Tax Map T1S, R1E, 36CB)
Proposal: Natural Resource Overlay Review (NR-93-01)

Chairman Trotter opened the hearing on the Natural Resource Overlay Review for property owned by Jan Fitzgerald. He asked if there were any conflicts of interest or ex-parte contacts to declare. There were none. He asked if

CITY OF MILWAUKIE PLANNING COMMISSION
MINUTES OF FEBRUARY 23, 1993
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there were any Commissioners who visited the site. Three hands were raised. None of the Commissioners who raised their hand spoke to anyone at the site or noticed anything different from what is stated in the Staff Report.

Jim Crumley reviewed Application NR-93-01 with the Commission. The Applicant proposes to construct a 414 square foot room addition and a 900 square foot detached garage on a parcel listed on the Natural Resource Property List in the Milwaukie Comprehensive Plan. When the Applicant came in for a building permit, a determination was made that the proposed construction would not have a potential adverse impact to the natural resource site along Kellogg Lake. The intent of this Natural Resource Overlay Review is to preserve the natural resource and insure that no damage is incurred. The purpose of requiring this application is to refine the Natural Resource Zone boundary as it applies to this property.

Not all of the entirety of each tax lot on the Natural Resource List is determined to be a Natural Resource. If a portion of a tax lot has an identified natural resource, then it is included on the list.

The proposed construction on this tax lot is over 200 feet from the edge of Kellogg Lake and in no way impacts the significant natural resource area. The construction area had been previously paved and used for parking.

Development projects which are located within a designated Natural Resource site but outside a specific natural resource location, are subject to the criteria listed in Section 322.7.A of the Zoning Ordinance. Section 322.2 of the Zoning Ordinance identifies the Natural Resource Location as the 100-year floodplain as established by FEMA. On this site, the 100-year floodplain elevation is approximately 33 feet as shown on Exhibit 3.

Staff recommends approval of this Application subject to the two conditions as outlined in the Staff Report.

QUESTIONS FROM THE COMMISSIONERS - None.

APPLICANT PRESENTATION - None.

TESTIMONY IN FAVOR OF THE APPLICATION - None.

QUESTIONS OR COMMENTS ON THE APPLICATION - None

TESTIMONY IN OPPOSITION OF THE APPLICATION - None.

APPLICANT'S CLOSING COMMENTS - None.

DELIBERATION AMONG COMMISSIONERS

Carolyn Tomei moved to approve Natural Resource Overlay Review NR-93-01 with the five findings and two conditions as stated in the Staff Report. John Littlehales seconded.

The motion was amended to change Condition #1, "A Natural Resource Overlay Zone boundary line shall be established at the elevation of 33 feet along the 100-year floodplain boundary." John Littlehales concurred.
MOTION CARRIED 5-0.

- 5.2 Applicant: Judith J. Chambers
Property Owner: Judith J. Chambers
Location: 4215 SE King Road
(Tax Lot 1900 of Tax Map T1S, R1E, 25BA)
Proposal: Conditional Use for the installation of a manufactured home in an R-5 zone and a Variance for the elimination of a covered parking space (CU-93-01 and VR-93-01)

Chairman Trotter opened the public hearing on the applications for a Conditional Use for the installation of a manufactured home in an R-5 Zone and a Variance for the elimination of a covered parking space. 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. Four hands were raised. None of the Commissioners who raised their hand spoke to anyone at the site or noticed anything different from what is stated in the Staff Report.

Jim Crumley reviewed Conditional Use CU-93-01 and Variance Request VR-93-01 with the Commission. The Applicant proposes to install a "double-wide" manufactured home in the R-5 Zone and has requested a Variance from the siting standards and parking regulation which requires at least one parking space be covered. The criteria for siting a manufactured home in the R-5 Zone are outlined on pages two through four of the Staff Report.

The subject site is the smallest of a series of substandard lots located on 29th Street; barely above the minimum size requirements for development in this zone. If the required-size manufactured home unit was placed on the lot, there would be no room for a carport. If the garage is required, the unit would have to be reduced to a single-wide mobile home.

Staff feels that the Community character would be better served by having a double-wide unit without a carport. In this particular area, there are a number of homes that do not have garages and parking. There is ample room on the site in the front to park the cars; there simply is not room for a garage.

Staff recommends approval of the siting of the manufactured home pursuant to the standards of the Zoning Ordinance. Staff also recommends granting of the Variance due to the substandard size of the lot and the character of the neighborhood. Staff suggests the requirement that the Applicant pave two parking spaces in front of the manufactured home within the front setback.

Exhibit #2, Site Plan, shows the Applicant three inches short on both the front and rear setbacks. No variance is required for such a small encroachment on setbacks.

QUESTIONS FROM COMMISSIONERS

Pat Lent asked for explanation of Exhibits 5B and 5C. Jim Crumley explained that these Exhibits show adequate room on the property for two off-street parking spaces. If the Conditional Use and Variance are approved, it will result in the existing structure being moved back 20 feet from the right-of-way and allow for two off-street parking spaces which are not there now.

APPLICANT'S PRESENTATION

Speaking: Judith J. Chambers, 8735 SE 29th Street, Milwaukie

Ms Chambers stated that she had read the Staff Report and that she was open to questions.

QUESTIONS FROM THE COMMISSIONERS

Carolyn Tomei asked if the trees on the north side would have to be cut? Ms. Chambers stated that the trees would have to go; one is dead and the other is causing problems with the neighbors.

Pat Lent asked the Applicant what she thought of the alternative plans. Ms. Chambers stated that the circular drawing was not feasible and the square plan was a possibility.

Chairman Trotter asked if the Applicant intended to have covered porches at either entrance of the manufactured home? Ms. Chambers stated that she would want a covered porch in the front.

Chairman Trotter stated that the Zoning Ordinance has restrictions on how much covered porchway is allowed. At the present time, the proposed plans place the unit right up to the required setbacks. If the unit has not been ordered, the Applicant might consider an alternate plan with the living room on the south side. This would allow a larger covered porch than the 3 feet of space allowed at the present location.

TESTIMONY IN FAVOR OF THE APPLICATION - None.

QUESTIONS OR COMMENTS ON THE APPLICATION - None.

TESTIMONY IN OPPOSITION OF THE APPLICATION - None.

APPLICANT'S CLOSING COMMENTS - None.

DELIBERATION AMONG COMMISSIONERS

Pat Lent stated that she liked the curved driveway option presented by Staff; this option prevents parking against the bedroom windows. She complimented the Applicant on her choice of development, stating that this will be a vast improvement to the character of this area.

John Littlehales moved to approve Conditional Use CU-93-01 and Variance Request VR-93-01 based on the findings and conclusions by Staff with the three conditions as recommended, with an amendment to Condition #2 to add a phase at the end, "...prior to issuance of the Certificate of Occupancy." Carolyn Tomei seconded. MOTION CARRIED 5-0.

6.0 CONSIDERATION ITEMS

6.1 Applicant: MGM Marketing
Property Owner: MGM Marketing
Location: 4215 SE King Road
(Tax Lot 5301 of Tax Map T1S, R1E, 30CC)
Proposal: Time extension of conditional use (CU-92-03)

Chairman Trotter opened the discussion on MGM Marketing's request for a time extension of Conditional Use CU-92-03.

Jim Crumley stated that this Consideration Item is a request for an extension of time to establish use in reliance of the Conditional Use permit (CU-92-03) approved by the Planning Commission on July 14, 1992. This permit was allowed to expand offices on King Road as shown in Exhibit 2 of the original Staff Report. The permit was unanimously approved by the Planning Commission with no opposition from surrounding neighbors.

The Applicant was notified of the pending expiration on January 5, 1993, and the City received written request for extension on January 20, 1993.

Staff recommends granting a time extension for a period of one year from the date of original expiration. The original three conditions of approval will remain in effect with an additional, fourth recommendation, "CU-92-03 shall expire on January 30, 1994. No additional extension of time may be granted."

QUESTIONS FROM THE COMMISSIONERS

John Littlehales stated that in the extension procedures, three questions were to be reviewed. He asked Staff to comment on these questions.

1. Are there any significant changes in conditions surrounding the application in the ensuing period? - No changes.
2. Are there any changes in the Comprehensive Plan that reflect on this property? - No changes.
3. Are there any changes in zoning that reflect on this request? - No changes.

John Littlehales asked for clarification on, "...no further extensions will be granted." This is not the intent of the Ordinance. **Jim Crumley** cited from the Ordinance, "The Planning Commission may upon receiving a written request from the Applicant, extend a Conditional Use Permit for a period not to exceed one year." This could be interpreted that each extension can not exceed one year.

APPLICANT'S PRESENTATION

Speaking: **Blaine B. Moore, Jr.**, 10741 SE Marilyn Ct., Portland

Mr. Moore stated that the Staff Report very adequately covered his case. He stated that due to current economic reasons, the proposed expansion of offices had been postponed.

QUESTIONS FROM THE COMMISSIONERS - None.

DISCUSSION ON THE CONSIDERATION ITEM

Carolyn Tomei moved to grant the time extension request by MGM Marketing as outlined in the Staff Report with an amended Condition #4, to delete the last sentence, "No additional extension of time may be granted." **John Littlehales** seconded. MOTION CARRIED 5-0.

7.0 OLD BUSINESS

7.1 Planning Commission Bylaws

Chairman Trotter opened the discussion on the revised Planning Commission Bylaws. An updated draft has been submitted to the Commissioners which reflects the changes made so far. He asked the Commission to review the draft tonight. The following changes were made:

Article IV 1A "At the beginning of the meeting, the Chair may assess the audience, and with the consent of the Commission, announce reasonable time limits."

Article IV 1C - "At the conclusion of testimony, the Chair will summarize the issues to be addressed and the criteria to be applied."

Article IV 1D "At the conclusion of the hearing, the chair will summarize the hearing results."

Article V 3 "...Community Development Staff or the Planning Commission Chair..."

Discussion followed on which documents to use for Exhibit B and C as referenced in the Bylaws.

Pat Lent moved to adopt the City of Milwaukie Planning Commission Public Hearing Format, dated 9-21-92, as Exhibit B for the Bylaws. Spelling and format corrections will be made by Staff. John Littlehales seconded. MOTION CARRIED 5-0.

Staff was asked to revise the draft, attach appropriate exhibits; Exhibit A - Municipal Code, Exhibit B - Public Hearing Format, Exhibit C - Ex-parte Contact and Conflict of Interest Statement; and forward a copy to City Council. The document was adopted at the February 9, 1993, Planning Commission meeting.

8.0 OTHER BUSINESS

8.1 North/South Transit Corridor Study

Maggie Collins submitted a memo to the Planning Commission which requested an allotment of time from 7:00-8:00 p.m. at the next meeting for public comments about the North/South Transit Corridor Study. Staff will notify applicants that the next meeting will start at 6:45 p.m.

A brief presentation will be made by Staff and comments will be taken from the public at that time. These comments will be compiled and used as part of the Transit Corridor presentation to City Council. The Staff Report on the North/South Transit Corridor Study will be available at the Police Department.

As a separate item, under Other Business, the Commission will be asked for a recommendation on the North/South Transit Corridor. Maggie Collins passed out a current working paper on criteria for selection of a high capacity transit corridor. Also passed out was copies of the North/South News, which includes notification of the open house to be held on March 1, 1993. There are three opportunities for public input on this decision; March 1st, 3:00 - 9:00; March 9th, Planning Commission Meeting, and City Council Hearing, March 16, 1993.

8.2 Planning Commission Goals Review

Maggie Collins presented the revised copy of the Planning Commission Goals. The timeline discussed at the last meeting was included.

8.3 Periodic Review

Maggie Collins stated that at the last meeting, the Planning Commission requested an update on that of the Periodic Review process. Two summary letters were submitted to the Commission that had been sent to LCDC addressing the latest information needs for review by the State. The City has complied with all the information that has been requested and is waiting for a reply and response. Until the time of LCDC review, the Comprehensive Plan as written is the official guide.

Chairman Trotter stated that the Ordinance talks about updating the Comprehensive Plan every three to five years. Even through LCDC is approving the changes initiated three years ago, will the Planning Commission have to start over again for the next periodic review? **Maggie Collins** stated that she would get back to the Commission on this issue.

8.4 Report on Planning Intern Activity

Maggie Collins stated that intern reports would be coming in late March and April. She passed out an outline for the Tree Ordinance work plan. The interns have not yet started this project, but soon plan to obtain tree ordinances from other jurisdictions for research and review purposes of a trial ordinance.

The interns will be required to submit written material that identifies reoccurring problems, and establish an advisory group which will provide guidance to the whole project. The interns will then develop a goal statement and establish objectives for the project using the advisory group. They will evaluate the objectives on basis of criteria, draft a tree ordinance, and submit the document for Planning Commission review and possible adoption.

Pat Lent stated that she would like to see members of the Planning Commission as part of the Advisory Group.

Carolyn Tomei stated that she would like to see criteria that is used for cutting down of trees.

Chairman Trotter stated that he would like to see the management review include review by the City Attorney before Planning Commission review.

Chairman Trotter presented a book on trees. Identified in this book are trees in Milwaukie, Portland, etc. He cited quotes from the book on trees and ordinances; "Milwaukie's present day tree ordinance merely provides for a 12-foot clearance above the right-of-way of passing vehicles."

Another section of the book shows a picture of McLoughlin Blvd. He cited, "Giant Sequoia, S.E. McLoughlin Blvd., Milwaukie, 2-23-91, planted in 1937. This row of Sequoias is gradually being destroyed to accommodate highway expansion. "

Chairman Trotter expressed his concerns that more of these Sequoias are being cut. There needs to be some way to protect these trees; maybe through natural resource or historical resource regulations. Discussion followed on alternatives for tree replacement. A proactive program should be considered by the City to re-establish and protect trees.

8.5 Urban Design

Maggie Collins informed the Commission that included in the packet are articles from "Landmark Magazine." These excerpts are to be put in the Urban design notebook. She pointed out the "Walking Nightmares," "Tops In Transit," and "Livable Communities" as important portions of these articles.

8.6 1992 Annual Report

Maggie Collins passed out the final draft of the Annual Report for review and approval. There were no further changes; Chairman Trotter will sign the document.

8.7 Intersection of International Way and 37th Avenue

Maggie Collins reported that Paul Roeger, Office Engineer, will be available at the next Planning Commission meeting to give an update on the improvements to the Intersection of International Way and 37th Avenue.

8.8 Sight Distance Issue on the City's proposal for a Parking Lot

Maggie Collins reported that the sight distance issue will be reviewed at the next meeting. It was decided that this issue would be discussed at the time the Applicant came back in for review of the Site Plans. Staff will provide a Staff Report addressing sight distance at that time.

8.9 Right-of-Way Vacation Process Worksession

Chairman Trotter asked that a worksession be put on the agenda for Right-of-Way Vacation Process.

8.10 Mill End Store Landscaping Requirements

Pat Lent asked Staff if there has been any progress in making this Applicant conform to the parking lot, landscaping requirements as proposed in the Application. **Maggie Collins** reported that there are difficulties with the drainage and the swales; it is hard to put the islands in the middle to impede the drainage. The Applicant is in the process of reviewing a solution to this problem.

8.11 Work Release Center on Johnson Creek Boulevard

Chairman Trotter asked for an update on the work-release center and the sidewalk requirements. Sidewalk conditions have not been met. Sidewalks were to proceed to the bridge on Ochoco; Condition #9, "Street improvements shall conform to Public Works standards and shall include the extension of sidewalks from the western end of Johnson Creek Bridge on Ochoco Street to the northern most parking lot of the facility on McBrod Avenue. The sidewalk along McBrod Avenue may be reduced in width to four feet with the concurrence of the Office Engineer." Staff has provided him with drawings that show a blacktop extension of the roadway from the railroad track to the Ochoco Bridge with a yellow line painted on the blacktop.

Jim Crumley reported that Public Works approves the construction plans for the streets and sidewalks. The City reviews the conditions after the work is done to see if they are in compliance. Staff felt that it was too late to have the Applicant redo the plans. **Chairman Trotter** stated that he did not feel a yellow line painted on blacktop is a sidewalk. He is disappointed with the Public Works decision.

Pat Lent stated that she does not feel the lighting is adequate for pedestrians if the sidewalks are not as required.

John Littlehales stated that the report on sobering room usage would be up for review by the Planning Commission after six months. He, too, feels it is discouraging to see conditions not adhered to.

Maggie Collins stated that Staff would review the situation. There needs to be some sort of systems clause created on how Planning follows up on Applications. She will review this situation with Tim Corbett and report back to the Commission with a plan.

8.12 Planning Commission Vacancies

Chairman Trotter informed the Commission that Betty Fulmore did submit an application for a position on the Planning Commission. The City is trying to get in touch with her for an interview. There are three applicants for two positions; Don Trotter, Betty Fulmore, and one other person. **Chairman Trotter** informed the Commission that his term expires after this meeting. He is in the process of an interview for reappointment next week by City Council. He expressed pleasure and pride in serving on the Commission and hopes he will be reappointed.

8.13 Dark Horse

Don Trotter reported that rumors have it that Dark Horse has purchased Hamilton's Furniture Store building and will be using it as a warehouse and distribution center for their comic book facility. In a conversation with Dave Krogh, it was found that this rumor is true and Staff is in the process of discussing the issue with Dark Horse and a potential zoning conflict. Warehousing is not currently allowed in the downtown area.

Pat Lent stated that rumors have it that the site of Tim's Jewelry may be used for the same purposes.

Maggie Collins stated that pending the light rail decision, the possibility of this type of new development could be feasible. Staff will investigate this report and get back to the Commission.

- 9.0 NEXT MEETING: March 9, 1993
- 9.1 CSO-93-01 (First Baptist Church)
- 9.2 CSO-93-02 (North Clackamas School District #12)
- 9.3 Milwaukie Corridor Light Rail Resolution

Pat Lent moved to adjourn the meeting of February 23, 1993. **John Littlehales** seconded. MOTION PASSED UNANIMOUSLY 6-0. Meeting adjourned at 9:04 p.m.

Don Trotter, Chairman

Shirley Richardson, Hearings Reporter

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 on 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 flag 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.



James E. Cannici
Fire Chief

Oak Lodge Fire Protection District No. 51



SUPPRESSION MEDICAL EDUCATION PREVENTION

March 9, 1993

Dan Bartlett, City Manager
City of Milwaukie
10722 SE Main
Milwaukie, OR 97222

RECEIVED
CITY OF MILWAUKIE
'93 MAR 11 PM 1 39

Dear Dan:

During 1992 the Milwaukie City Council and the Board of Directors of Oak Lodge Fire had continuing dialogue regarding numerous fire protection issues for North Clackamas County. Out of that dialogue came the concept of joint training for the fire fighters of our organizations with Clackamas District #1. Other possibilities were joint truck company, shared battalion chief services, shared administration, etc.

With the agreement that we would explore joint training first, our dialogue came to a temporary end. The purpose of this letter is to let you know that the Directors of Oak Lodge Fire would like the dialogue to start again. As you may be aware, we have been extremely focused on the development of our strategic business plan which is now in the final stages of adoption. With that major milestone almost behind us, we need to again address the concepts that we talked about earlier.

Of particular interest to the Board at this time is the possibility of closing the Main Street station when the new Public Safety Center is completed. We are concerned about the following items;

That the relocation of Engine 54 may impact the insurance service office rating of the Oak Lodge Fire District.

That the relocation of Engine 54 may impact the response posture of Oak Lodge through increased mutual aid to the Downtown Core.

The early morning meetings worked well for our Directors. I would entertain that we again sit down to talk of these and other issues that impact fire protection in our respective communities. Please let me know as soon as possible on the position of the City Council.

Sincerely,


Jim Cannici
Fire Chief

cc: Chief Kristensen, Clack. Co. Fire District #1
Chief Olsen, Milwaukie Fire Department

BILL KENNEMER
Clackamas County
District 12



REPLY TO ADDRESS INDICATED:

- Senate Chambers
Salem, Oregon 97310-1347
(503) 378-8076
- 18808 S.E. Mildred Way
Milwaukie, Oregon 97267
(503) 653-3071

OREGON STATE SENATE

LAST WEEK AT THE CAPITOL
MARCH 9, 1993

LAST WEEK AT THE CAPITOL: THE HOUSE PASSED THE EDUCATIONAL BUDGET HOUSE BILL 5003, SENATOR JOLIN'S REPLACEMENT ARRIVES, CREDIT CARD PROTECTION PASSED THE SENATE, THE NEW BLUE BOOKS CAME OUT, VIDEO POKER MAY BECOME A THING OF THE PAST, AND THE REPUBLICANS ENJOYED THE DORCHESTER CONFERENCE IN SEASIDE.

IN THE FIRST MAJOR BUDGET CUTTING EFFORT, THE OREGON HOUSE OF REPRESENTATIVES NARROWLY PASSED HOUSE BILL 5003. THE BILL CUTS OVER \$200 MILLION FROM THE EDUCATION BUDGET FOR 1993-4. THUS FAR, SCORES OF CALLS HAVE COME POURING INTO MY OFFICE, BY HUGE MEASURE IN OPPOSITION TO THE BILL AND THE CUTS TO EDUCATION. THE SENATE FAILED TO SUPPORT THE MEASURE, SENDING IT BACK TO THE WAYS AND MEANS COMMITTEE FOR RE-EVALUATION.

THE SENATE SEAT VACATED BY COTTAGE GROVE SENATOR PEG JOLIN HAS BEEN FILLED BY KARSTEN RASMUSSEN, A EUGENE LAWYER. RASMUSSEN'S APPOINTMENT FINALLY LAYS TO REST A LONG FESTERING SORE SPOT FOR THE STATE SENATE. MAYBE THIS WILL IMPROVE THE WORK EFFORT.

SB444, MY CONSUMER BILL TO PROHIBIT MERCHANTS FROM WRITING OUR CREDIT CARD NUMBERS ON CHECKS PASSED THE SENATE ON MONDAY WITH A 27-1 VOTE. THIS BILL WILL HELP STOP CREDIT CARD FRAUD. UNFORTUNATELY, THIEVES OFTEN GAIN ACCESS TO OUR CREDIT CARD NUMBERS AT CHECK OUT STANDS AND FROM THE BACKS OF OUR CHECKS. THIS MEASURE SHOULD HELP ALLEVIATE THIS PROBLEM.

THE NEW OREGON BLUE BOOK, OUR STATE'S OFFICIAL ALMANAC PUBLISHED EVERY TWO YEARS, WAS RELEASED LAST WEEK. THIS EDITION TAKES A HISTORICAL LOOK AT THE OREGON TRAIL, COMMEMORATING THE HISTORIC TREK WEST. THE BLUE BOOK FEATURES A PHOTOGRAPH OF A COVERED WAGON ON BAKER COUNTY'S FLAGSTAFF HILL ON THE COVER. SECRETARY OF STATE PHIL KEISLING SAID THE BOOK "WITH ITS RICH HISTORICAL NARRATIVE AND VIVID PHOTOGRAPHS...REFLECTS OREGON'S SPIRIT AND SPECIAL CHARACTER." IT HELPS BOOST OUR EFFORTS ON THE TRAIL. UNFORTUNATELY, IT ALSO HAS BECOME CONTROVERSIAL WITH MANY "PRINTING" ERRORS THE SECRETARY OF STATE FAILED TO CATCH.

THE WEATHER WAS BEAUTIFUL AS REPUBLICANS FROM ALL OVER OUR GREAT STATE DESCENDED ON SEASIDE, OREGON FOR THE 29TH ANNUAL REPUBLICAN DORCHESTER CONFERENCE. THE CONFERENCE SERVED AS A SOUNDING BOARD

FOR POLITICAL OPINION AND REINFORCED THE NOTION THAT "POLITICS CAN BE FUN". OVER 500 FOLKS REGISTERED WITH MANY OTHERS ATTENDING. SPIRITS WERE HIGH FOR THIS UNIQUE AND THOUGHT PROVOKING CONFERENCE. SENATOR BOB PACKWOOD, THE FOUNDER, SKIPPED, THANKFULLY.

THERE WILL BE SOME BAD NEWS FOR OREGONIANS WHO ENJOY PLAYING VIDEO POKER AND KENO IF HOUSE BILL 3352 BECOMES LAW. HOUSE BILL 3352 WOULD PROHIBIT THE OREGON STATE LOTTERY COMMISSION FROM OPERATING CASINO GAMES. THE BILL IS BEING SPONSORED BY REPRESENTATIVE JOHN MEEK.

TUESDAY MORNING THE SENATE PASSED ITS FIRST SEXUAL HARASSMENT RULES FOR ITSELF, THEREBY ATTEMPTING TO PAVE THE WAY FOR A PATH OF RECONCILIATION FOR VICTIMS OF SUCH CLEAR VIOLATIONS OF ONES' CIVIL RIGHTS. I APPLAUD THE EFFORT; THE SENATE IS REMISS FOR HAVING NOT TAKEN SUCH ACTION SOONER. UNFORTUNATELY, I FEEL THE RULE'S PUBLIC PROCESS ONLY WILL RENDER IT INEFFECTIVE. AS WRITTEN, THESE RULES WILL VICTIMIZE THE VICTIMS FURTHER BY FORCING HEARINGS TO BE AIRED IN PUBLIC. I SUGGESTED THAT WHILE A PUBLIC PROCESS IS OFTEN BEST, AS A PSYCHOLOGIST I REALIZE SOME VICTIMS WOULD BE FURTHER TRAUMATIZED RATHER THAN HELPED. THIS WILL DISCOURAGE SOME VICTIMS FROM TAKING APPROPRIATE ACTION.

FOR QUESTIONS OR COMMENTS, PLEASE CALL 1-800-327-7389 OR 378-8076 OR WRITE THE SENATE CHAMBERS S-318, STATE CAPITOL SALEM, OR 97310. BE SURE AND ATTEND THE LEGISLATIVE FORUM SCHEDULED FOR MONDAY, MARCH 15 AT 7 P.M., TO BE HELD AT THE GATES RESTAURANT IN MILWAUKIE.

CONTACT CHERIE MCGINNIS 378-8076.

BILL KENNEMER
Clackamas County
District 12



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- Senate Chambers
Salem, Oregon 97310-1347
(503) 378-8076
- 18808 S.E. Mildred Way
Milwaukie, Oregon 97267
(503) 653-3071

OREGON STATE SENATE

LAST WEEK AT THE CAPITOL
MARCH 22, 1993

LAST WEEK AT THE CAPITOL: BILLS SLOWLY CONTINUED BEING INTRODUCED, THE BIG ISSUE WAS THE OREGON HEALTH PLAN, THE HOUSE CONSIDERED A WAGE FREEZE BILL FOR STATE EMPLOYEES AND A MEASURE THAT WOULD LIMIT TRAVEL FOR STATE EMPLOYEES PASSED, AND SEVERAL MEASURES SUGGESTED HOW TO SPEND LOTTERY MONEY.

TO DATE WE HAVE SEEN THE INTRODUCTION OF 1786 HOUSE BILLS AND 1171 SENATE BILLS. EIGHTY-TWO BILLS HAVE PASSED THE SENATE, WHICH, FOR THE SESSION, IS AN AVERAGE OF 1.1 PER DAY. ON THE HOUSE SIDE, NINETY-NINE WERE PASSED, AVERAGING OUT TO 1.4 PER DAY. THINGS ARE MOVING VERY, VERY S-L-O-W-L-Y!

THE CLINTON ADMINISTRATION OFFERED THE OK FOR OREGON TO PROCEED WITH THE STATE'S IMPLEMENTING A RATIONING OF HEALTH CARE TO THE POOR AND THE WORKING POOR. ALL THOSE IN OREGON LIVING IN POVERTY WILL BE ABLE TO OBTAIN HEALTH INSURANCE, IF THE STATE CAN COME UP WITH A WAY TO PAY FOR IT (ABOUT \$115 MILLION) WITH SOME PREDICATIONS OF THE COST BEING EVEN HIGHER. ALSO, WITH CLINTON'S APPROVAL, OREGON CAN MOVE FORWARD WITH ITS PLAN WHICH REQUIRES ALL COMPANIES TO PROVIDE HEALTH CARE FOR THEIR EMPLOYEES BY 1995. THIS PROMISES TO BE ONE OF THE HOT ISSUES OF THE SESSION. BOTH THE SOURCE OF FUNDING IN THESE TIGHT BUDGETARY TIMES AND THE "QUALITY" OF CARE WILL BE MAJOR BATTLEFIELDS.

THE HOUSE ON TUESDAY VOTED TO SEND HB2640 BACK TO COMMITTEE. THIS MEASURE WOULD HAVE FROZEN THE SALARIES OF STATE EMPLOYEES AND KEPT ANYONE FROM MOVING UP THE PAY SCALE FOR TWO YEARS. THIS BILL ALSO WOULD KEEP STATE AGENCIES FROM HIRING, UNLESS GRANTED AN EXCEPTION BY THE GOVERNOR. AND WE THOUGHT SCHOOL FUNDING WAS CONTROVERSIAL??

ALSO VOTED ON TUESDAY WAS HOUSE BILL 2496. THIS BILL ADDRESSES OUT-OF-STATE TRAVEL BY STATE AGENCY PERSONNEL. ALL TRAVEL MUST BE FOR OFFICIAL STATE BUSINESS; IT MUST RELATE TO THE AGENCY'S RESPONSIBILITIES; AND IT REQUIRES EACH STATE AGENCY TO MINIMIZE EMPLOYEE TIME SPENT ON OUT-OF-STATE TRAVEL.

MANY BILLS HAVE BEEN INTRODUCED SUGGESTING WAYS FOR THE STATE TO SPEND LOTTERY REVENUE. INCLUDED IS HOUSE JOINT RESOLUTION 10 WHICH WOULD HELP FUND EDUCATION BY PROVIDING HALF OF THE LOTTERY PROCEEDS TO EDUCATION, AND HJR 15 WHICH WOULD GIVE ALL PROCEEDS TO EDUCATION. SENATE BILL 447 ASKS FOR \$5 MILLION TO CONSTRUCT AN OREGON VETERANS HOME, SB804 WOULD ALLOCATE \$3 MILLION TO OREGON PUBLIC BROADCASTING, AND SB802 WOULD PROVIDE MONEY TO THE TRANSPORTATION DEPARTMENT TO RESTORE COVERED BRIDGES. ALL OF THESE REQUESTS ARE WELL IN EXCESS OF \$300 MILLION, WHILE THE RESOURCES ARE ABOUT \$295 MILLION. HERE AGAIN IS A MAJOR PROBLEM WITH DECIDING THE ALLOCATIONS.

THE NEW LEGISLATIVE GUIDES ARE NOW AVAILABLE. THE GUIDE PROVIDES A LOT OF INFORMATION ABOUT THE PROCESS, KEY ADDRESS AND PHONE NUMBERS AND LISTINGS OF LEGISLATORS AND THE COMMITTEES THEY SERVE ON. IF YOU ARE INTERESTED IN RECEIVING A GUIDE, YOU CAN REQUEST THAT IT BE MAILED TO YOU BY CALLING 1-378-8891.

PLEASE CALL WITH YOUR QUESTIONS, COMMENTS OR CONCERNS AT 1-800-327-7389 OR 1-378-8076 OR WRITE THE SENATE CHAMBERS, S-318, STATE CAPITOL, SALEM, OR 97310.

FEBRUARY 1993

PRESIDENT'S CORNER

February, 1993

Dear Friends of Springwater Corridor:

I thought it would be useful to re-examine the vision statement from the Springwater Corridor Master Plan, adopted last November:

"The Springwater Corridor preserves natural surroundings in an area where few natural spaces remain. It creates a refuge from urban bustle and the dangers of automotive traffic by linking city neighborhoods and rural communities with trails designed for walking, bicycling and horseback riding. Meeting community needs for beauty, recreation and safety, drives planning and upkeep of the Corridor.

The Corridor gives direct access to trails along the Willamette River and to a variety of parks in SE Portland, Gresham and Boring, as well as to wilderness trails in the Mt. Hood National Forest. Ultimately, it will connect to the Pacific Crest Trail.

The Springwater Corridor is more than a recreation resource: crossing Johnson Creek nearly a dozen times, it preserves an environment in which wildlife native to Johnson Creek, the last free-flowing stream in urban Portland, can thrive after years of neglect. Residents and visitors can better appreciate the heritage of nearby communities by enjoying historical markers along the Corridor which tell stories of the railroad, European settlers, and indigenous people who once depended on the land and Johnson Creek as a waterway and source of life.

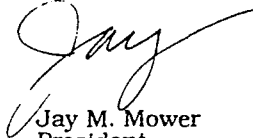
The Corridor creates a major new non-motorized transportation route linking two counties and four cities together.

The Springwater Corridor invites residents and visitors of all ages to meet, play, contemplate nature, and learn more about the city we live in."

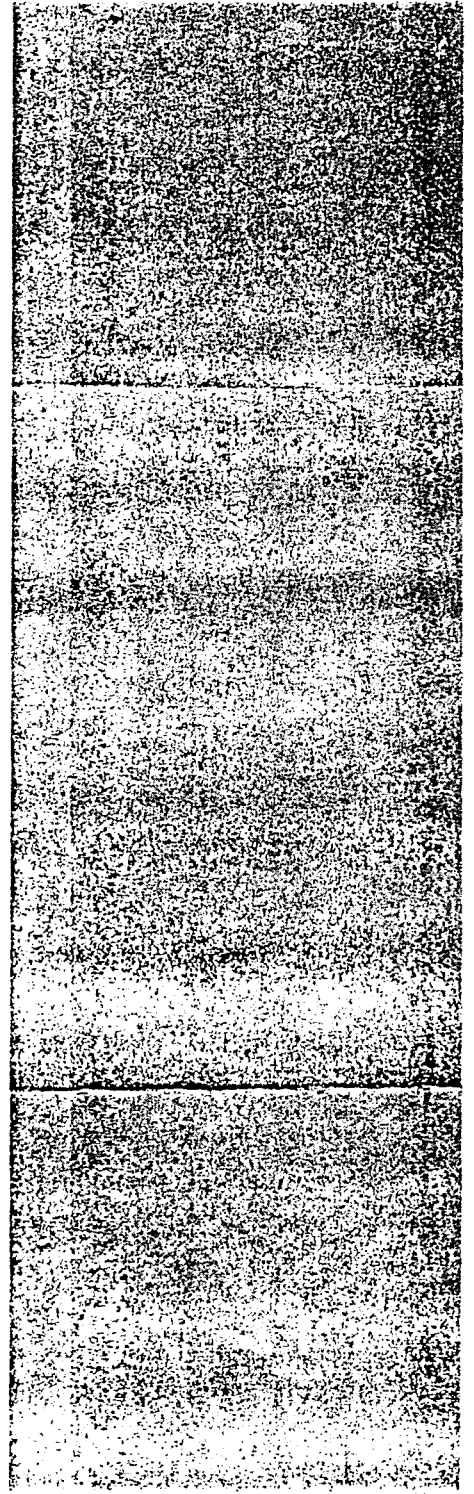
Notice certain key words...*preserves - gives - creates - invites*...these same traits are found in us as a "friends" organization. Thank you for helping preserve a precious natural resource; thank you for *giving* your time and energy; thank you for *creating* momentum and new life; and thank you for *inviting* more friends to join us.

I look forward to seeing you on our walks and work projects this year.

Sincerely,



Jay M. Mower
President
Friends of Springwater Corridor
Telephone (503) 246-5073



\$2.2 MILLION IN FUNDING SECURED!

On January 20, 1993, the Oregon Transportation Commission unanimously approved construction funding of \$2.2 million toward Phase I development of the Corridor! This historic event was due in part to your support. The Commission recognized the broad public support behind the project, and the multiple benefits it will provide when complete.

One disappointment seems to be the decision not to fund acquisition of trailhead locations and the "missing links" at this time. A final decision is expected in February on this issue, but funds are quite limited and there are many worthy competing projects across the state.

Originally included in the Phase I construction project was the hard-surface trail and the equestrian trail between SE McLoughlin Blvd. and Palmsblad Road in Gresham, intersection improvements, signage and some planting, and the construction of one centrally located trailhead. Our citizen and agency steering committees will review the scope of our project in light of our new funding situation, and may recommend deferring some construction in favor of acquiring the property we still need in order to complete Phase I.

MASTER PLAN ADOPTED

On November 12, 1992, Portland City Council unanimously adopted the Springwater Corridor Master Plan as the official document to guide development and management of the Corridor. They were not the first agency to do so. METRO adopted the plan in concept, in October. The City of Milwaukie, Clackamas County, and Multnomah County are expected to officially adopt the plan in the coming months.

The master plan was developed over a 1-1/2 year process that involved immense public input and discussion. It outlines the governing jurisdictions, location and setting, the plan itself, and management

decisions. If you would like a copy of the master plan, please call 796-5193.

RUMOR CONTROL

"I have an existing driveway across the Corridor. I heard that the City was going to close all private driveways! What can I do to get into my property?"

The Master Plan does not deny access to anyone who does not have any other option for getting to their property. It does say, however, that "each motorized vehicle crossing of the Corridor presents an interruption to the Corridor users and a potential hazard. For this reason, approval for new crossing agreements will be limited to those that are absolutely necessary, such as adjacent property owners with no other access to their property. Existing crossings will be formalized with new agreements, and where possible, will be consolidated with other crossings..."

"What properties are you going to purchase for trailhead locations?"

The simple answer is "we don't know yet." We know that we want them approximately every 2 to 2-1/2 miles, in highly visible locations, that can be reached by Tri-Met. The general locations we are looking at include somewhere in the vicinity of SE 45th, SE 82nd, I-205, and SE 136th. If you are aware of any property for sale that meets the criteria above, please let us know!

"What are you going to do about existing encroachments?"

They will be reviewed on a case-by-case basis. Some encroachments pose no threat to the linear integrity of the trail or our agreements with the federal government to protect the Corridor for future rail use; others will have to be removed.

TEST SECTIONS PROGRESS AFTER DEEP FREEZE

The installation of the surfacing test sections between the I-205 bike path and SE 92nd ran into some

unexpected delays. The unusually snowy weather in November and December prevented the contractor from installing the surfaces, all of which require temperatures above 40° to work properly. Fortunately, the contractor was able to take advantage of the recent good weather and got the sections installed. Signs have also been installed at the site explaining and identifying each section along with survey forms for your input. So if you're in the areas of SE 92nd and the I-205 bike path, stroll on by and let us know what you think. Or call the Park Bureau at 796-6183 for an update.

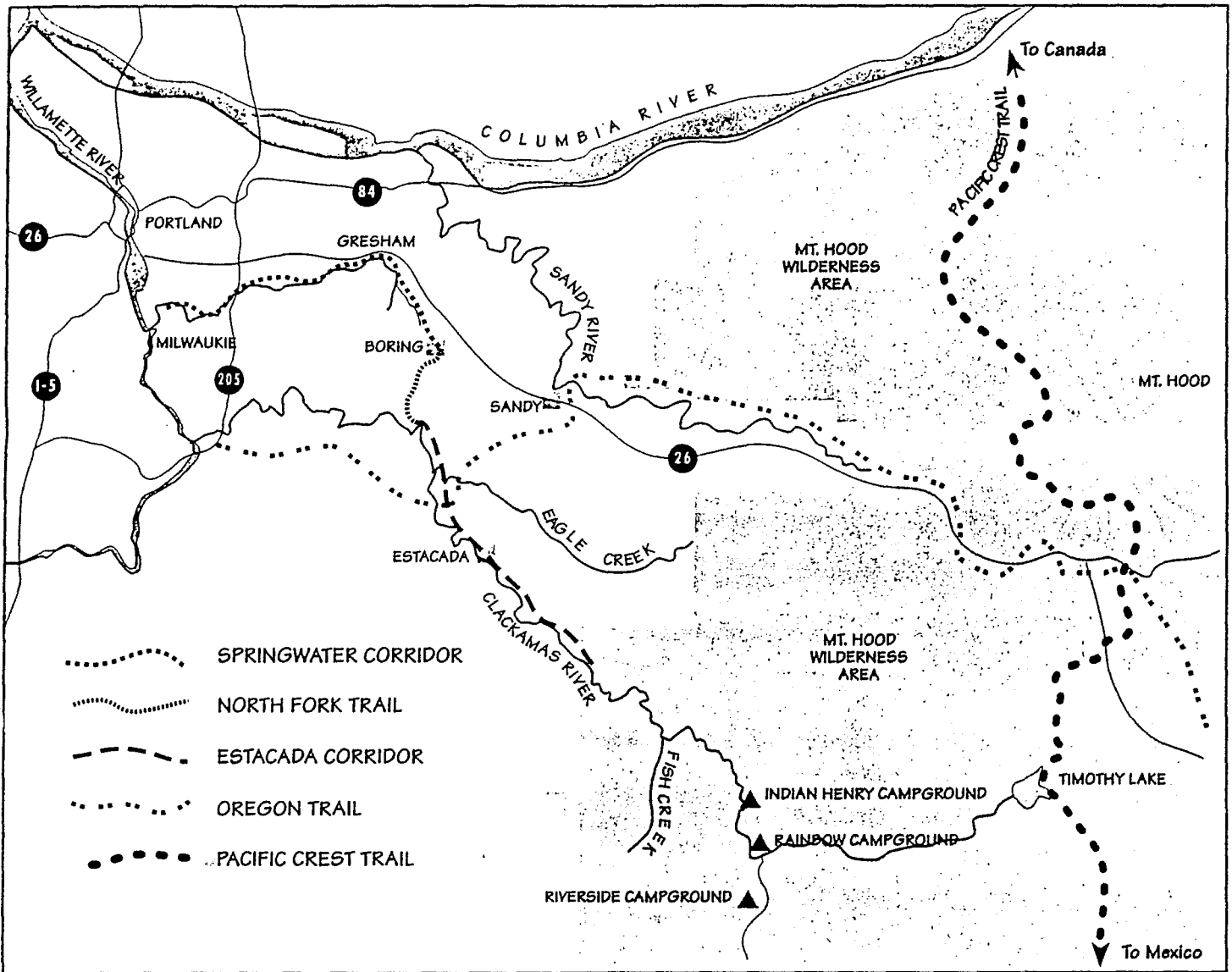
ON THE DRAWING BOARDS

With funding sources secured from the Oregon Dept. of Transportation and the Land & Water Conservation Fund, we're all anxious to see something get built. This funding will make construction of the Corridor a reality, but we must keep in mind that this is a big project and the federal process moves slowly. It will still be a while before we can expect to see any construction taking place.

Although approval by The Transportation Commission for Springwater funding was made on January 20, 1993, formal federal approval of the transportation funds will take place over the next two weeks. Agreements then need to be worked up for the 20% required matching funds; these need federal approval, requiring three to four months. Preparation of bid documents will then proceed, requiring about six months. Bidding and award of contract will then take place, requiring about two months, and then construction can proceed. We anticipate the bulk of construction taking place in late spring and summer of 1994.

The Land & Water Conservation Grant should move faster. A state and local agreement needs to be reached and funds available late this spring. Bid documents will be prepared at that time and construction is anticipated sometime in summer. This will complete the link from Gresham to Powell Butte.

CORRIDOR LINK TO MT. HOOD NATIONAL FOREST



NEWS FROM THE EAST

The Cazadero Corridor Committee, advocates of the trail between Boring and Estacada, have completed a survey of adjacent property owners. George Kraus and Jim Dunn inform us that 63.5% of the adjacent residents favored development of this segment of trail for recreation. Major anticipated uses included walking, hiking, bicycling and horseback riding. Of those that opposed development, concerns included increased litter, vandalism, trespassing and personal safety. The committee is already working with the Clackamas County Sheriff to deal with these concerns.

Jack Stiverson with the Mt. Hood

National Forest informs us that plans are in place to continue the trail eastward out of Estacada along the Clackamas River and to ultimately link to the Pacific Crest Trail. Construction on this trail segment will begin in 1995. That means that one day someone could hike from downtown Portland to the Pacific Crest Trail and head north to Canada or south to Mexico. We would really have something to brag about then!

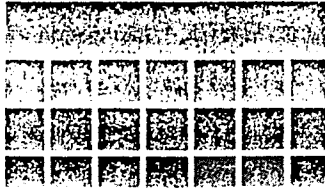
LAST TWO BRIDGES SCHEDULED FOR COMPLETION

As part of his Eagle Scout requirements, Brian Kueck of Boy Scout Troop 204 will be coordinating

the decking and handrailing of a small bridge adjacent to Telford Road. Brian and Troop 204 have set aside Saturday, March 20, 1993 to work on the bridge. Jim Miller, a local volunteer, will be assisting the troop with power tools on this project.

That leaves only one small bridge before all the bridges on the Corridor are complete. The Friends of Springwater Corridor are planning a weekend work party on March 20th to complete this bridge. Contact Jay Mower at 246-5073 if you can lend a hand. The Park Bureau will have all tools and materials on hand for this project.





SPRINGWATER CORRIDOR CALENDAR OF EVENTS

1993 WORK PROJECT SCHEDULE

February 20 • Tree planting at former Mill End store. Meet 9 a.m. in parking lot at 8300 SE McLoughlin Blvd., south of Tacoma. Two hour project. Bring shovel & gloves.
CONTACT: Lee Powell, 761-4859

March 20 • Decking of two 20' bridges over Johnson Creek near Boring. Day long project, begin at 8 a.m. Boy Scout Troop service project, but need two more adults with construction experience.
CONTACT: Jim Miller, 288-1186

April 17 • Work project. Not yet decided.

May 1 • Potluck picnic and interpretive sign unveiling, 12 noon, Tideman Johnson Nature Park
CONTACT: Kim Manley, 777-2732

June 19 • Pull grocery carts out of Johnson Creek. Project still in formulative stage.
CONTACT: Nadine Morris, 771-5294

July 17 • Low water clean-up on Johnson Creek.
CONTACT: Lee Powell, 761-4859

August 21 • August Blackberry pie festival. Pick berries and trim back berry bushes from Corridor trail.
CONTACTS: Bruce and Joan Ankerberg, 771-8028

September 18 • Work project. Not yet decided.

October 16 • Work project: plantings and enhancements. Site to be determined.

November 20 • Work project: plantings and enhancements. Perhaps new BES property.
CONTACT: Walt Mintkeski, 771-0232

EVENT COORDINATORS

WALKS

Jay Mower, 246-5073
Bruce Ankerberg, 771-8028

TREE PLANTING AT OLD MILL END STORE

Lee Powell, 761-4859

BRIDGE DECKING

Jim Miller, 288-1186

PICNIC & SIGN DEDICATION

Kim Manley, 777-2732

SHOPPING CART REMOVAL

Nadine Morris, 771-5294

LOW WATER CLEANUP

Lee Powell, 761-4859

AUGUST PIE FESTIVAL

Bruce & Joan Ankerberg
771-8028

PLANTING AT BES PROPERTY

Walt Mintkeski, 771-0232



City of Portland
Bureau of Parks and Recreation
1120 S.W. Fifth Avenue
Portland, Oregon 97204

DAN BARTLETT
CITY MANAGER
10722 SE MAIN STREET
MILWAUKIE OR 97222

Bulk Rate
U.S. Postage
PAID
Portland, OR
Permit No. 653

MONTHLY WALKS BEGIN MARCH 6th

Welcome old friends and new friends. Come join us. Stretch your legs.

The second annual series of monthly walks on the Springwater Corridor will begin Saturday, March 6th at the trailhead in Boring, Oregon. The number of walks will double this year from four to eight, allowing for two end-to-end trips. Do one, several or all.

The walks will be held on the first Saturday of each month from March through October. All walks will start at 9 am, last 3 to 4 hours and cover about four miles apiece. Hikers can enjoy the entire 16.5 mile length of this rails-to-trails course in four easy trips.

Friends, families and walking groups should carpool whenever possible. Drivers will be shuttled back to starting points after the walks. Most starting points are near Tri-Met service.

The walks are sponsored jointly by the Friends of Springwater Corridor and the Friends of Johnson Creek. Both groups are working together to raise awareness of the Springwater Corridor and Johnson Creek.

Each hiker is asked to bring a plastic garbage bag and gloves to help collect litter along the trail. Portland Parks & Recreation will provide mechanical "grabber" sticks to aid in the cleanup. Trash will be packed out by llamas donated by Peter Illyn of Quest Llamas, Vancouver. (March through June only)

For more information or transportation questions call the Friends of Springwater Corridor (246-5073), the Friends of Johnson Creek (771-0232), or the City of Portland Bureau of Parks & Recreation (796-6183).

• ATTENTION •

We are looking for people with vans who could walk with us and help shuttle drivers back to starting sites. Please Call.

MANY FRIENDS MAKE LIGHT WORK

The Friends of Johnson Creek and the Friends of Springwater Corridor have been meeting together the past few months in order to discuss common interests, strategize and coordinate their efforts.

The group has decided that generally, the first Saturday of each month will be devoted to walking the Springwater Corridor. These walks are intended to be recreational, educational, and service oriented. While recreating, hikers can pick up litter along the way, identify illegal dumping sites and transient camps, plus learn about nature and water quality issues along Johnson Creek.

The third Saturday of each month will generally be reserved for work projects such as plantings, major clean ups, berry removal - any substantial work effort along the Creek and Corridor. If you have a desire to help preserve this precious linear stretch of water, wood and turf, there is undoubtedly a place for you to serve.

The Friends meet regularly on the second Thursday of each month in the Dunway School faculty lounge (2nd Floor), 7700 SE Reed College Place, Portland, 7:30 p.m. Interested citizens are welcome to attend.

Experience Springtime on Springwater

DOWNSTREAM ROUTES

March 6, 1993

Trailhead in Boring to Hogan Road, Gresham. Meet on the trail behind the Boring Tavern on Dee Street in Boring.

April 3, 1993

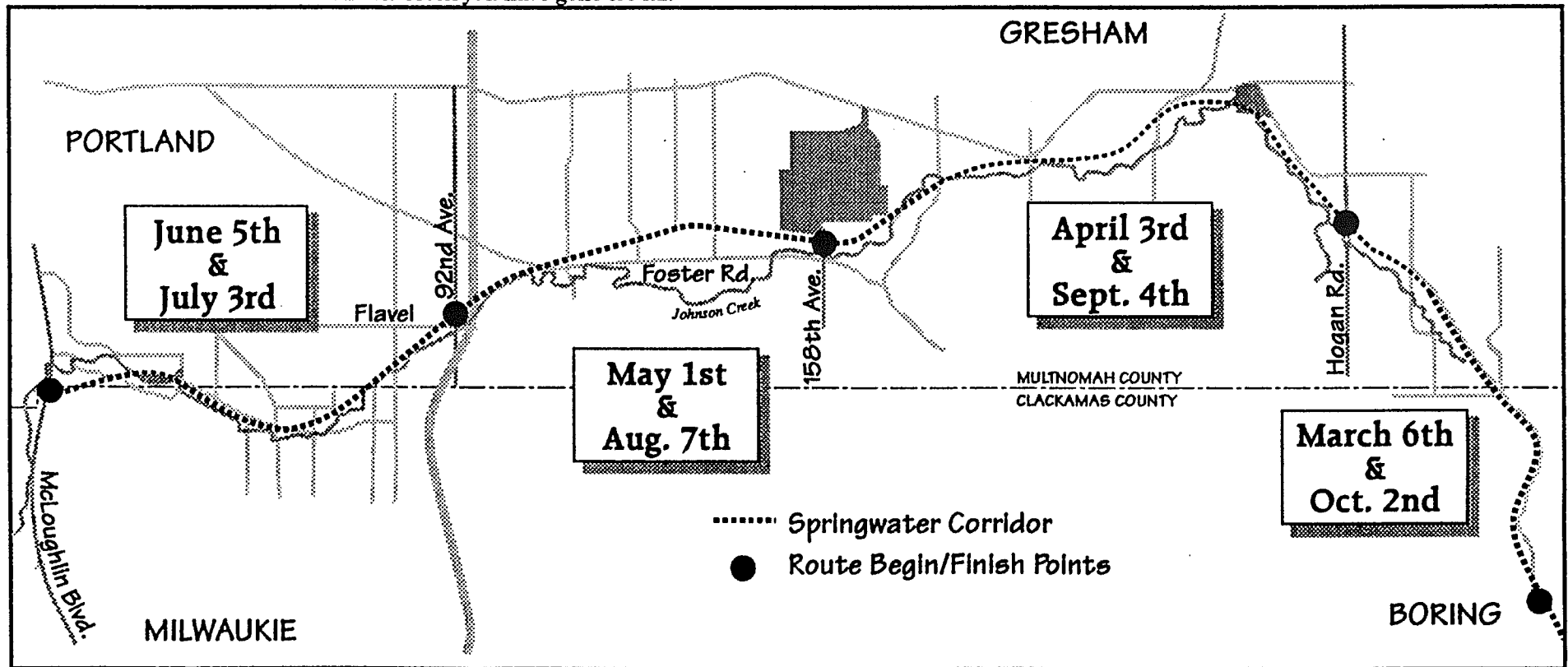
Hogan Road to SE 158th & Foster Road. Meet in the gravel lot next to the trail on Hogan Road, Gresham. To reach the Hogan Road site take Powell Blvd to Hogan Road (SE 242nd) and turn south. Go south to flashing red light, then approx. 2,000 ft. further to Springwater trail. Look for a gravel parking area on the west side of the street. If you cross the bridge over Johnson Creek you have gone too far.

May 1, 1993

SE 158th to SE 92nd. Meet on the trail next to Powell Butte. Take Foster Road to SE 158th, turn north, go to dead end next to the trail.

June 5, 1993

SE 92nd to McLoughlin Blvd. Meet at SE 92nd & Knapp. Knapp is south of Foster Road, near Flavel and north of Johnson Creek Blvd. Take Johnson Creek Blvd to SE 92nd, turn north to Knapp. Look for new 4' x 8' lavender Park Bureau signs describing the Springwater Corridor test surface demonstration site. Park in large open area.



UPSTREAM ROUTES

July 3, 1993

McLoughlin Blvd to SE 92nd. Meet in the large parking lot at 8300 SE McLoughlin Blvd (formerly the Mill End Store), south of the new overpass at Tacoma.

August 7, 1993

SE 92nd to SE 158th. Meet at SE 92nd & Knapp. Knapp is south of Foster Road near Flavel and north of Johnson Creek Blvd. Take Johnson Creek Blvd to SE 92nd, turn north to Knapp. Look for new 4' x 8' lavender Park Bureau signs describing the Springwater Corridor test surface demonstration site. Park in large open area.

Sept. 4, 1993

SE 158th to Hogan Road, Gresham. Meet on the trail next to Powell Butte. Take Foster Road to SE 158th, turn north, go to dead end.

October 2, 1993

Honoring National Rails-To-Trails day: Hogan Road, Gresham, to trail's end, Boring. Meet in the gravel lot next to the trail on Hogan Road. To reach to Hogan Road site, take Powell Blvd to Hogan Road (SE 242nd) and turn south. Go south to flashing red light, then approx. 2,000 ft. further to Springwater trail. Look for a gravel parking area on the west side of the street. If you cross the bridge over Johnson Creek you have gone too far.



TRI-MET

4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

March 23, 1993

Greetings:

Tri-Met would like to thank you for your involvement in our service planning workshops that were held late last month.

As promised we have enclosed a summary of topics discussed in all four workshops. These comments will be used to design and implement routes that serve you, our customers, in an efficient, timely manner.

Presently Tri-Met executive staff and board members are meeting to determine dollar amounts to be allocated to service. An update will be mailed to you within the next few weeks along with a reminder to attend public hearings. Those hearings are scheduled for:

Tuesday, April 13
12:00 p.m. - 1:30 p.m.
and
7:00 p.m. - 9:00 p.m.
Portland Building
1120 SW 5th, Room 271

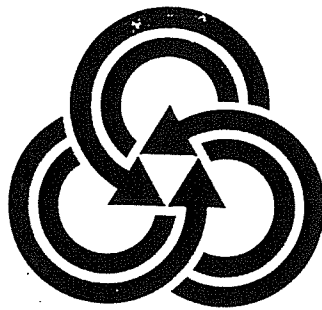
Tri-Met encourages customer involvement in our service planning process and we greatly appreciate the time you've taken to be part of this process.

Sincerely,

Claudia Purkapile
Public Affairs Specialist
239-6443

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**Summary of Public Workshops for
Preliminary September 1993 Service Plans
Held February 22-25, 1993**



TRI-MET

Clackamas Town Center - Public Workshop Summary
February 22, 1993

Attendance: 30-40

Preliminary Service Plan - Comments

Several people supported Willamette/West Linn service and I-205 corridor service. Comments were also made regarding the extension of line 71, Tigard-Tualatin, and Columbia South Shore.

1. Willamette/West Linn:
 - Several supportive comments.
 - West Linn mayor, council member, and Willamette neighborhood president expressed support of service to Willamette.
 - A route which links a central location in Willamette with Oregon City would be considered an acceptable service with which to start.
 - Provide potential for transferring to line 35 on Highway 43.
 - Provide a new park and ride in Willamette and express service on I-205.
 - Circulation within Willamette would be useful, but service to Thriftway as a central location would be most helpful.
 - Much development will occur in the next 10-15 years which will feed into Willamette interchange along I-205.
 - Tanner Basin developer interested in public/private effort.

2. I-205 corridor:
 - Several supportive comments.
 - Service should be peak only.
 - A recent corridor meeting indicated a 50/50 split in public support for the two north/south corridors being examined for future light rail.
 - There might be interest in the I-205 corridor for service but would there actually be any riders?
 - How do you determine ridership for I-205 corridor?
 - Run I-205 bus through to downtown Portland.
 - More park and ride lots needed on I-205 corridor to support new bus service.
 - Use Highway 224 to go to downtown Portland during peak hours.

3. Line 71 extension:
 - Reliability is a concern. May not be able to depend on connections.
 - Provide service on line through 11 p.m. weekdays and weekends.

4. Tigard-Tualatin:
 - This is a key connection needed now.
 - What is the potential for extension of Tigard/Tualatin service to Willamette, Oregon City, and Clackamas Community College?

5. Columbia South Shore:
 - The area seems to be warehouse oriented instead of commercial/industrial. Would there be much ridership potential?

Other Service Suggestions

- Special shuttle service to golf tournament at Oregon Golf Club.
- Express service between Gateway and downtown Portland.
- Sunday service on line 31 to Estacada.
- Service to Beavercreek. At least once in morning and once in afternoon.
- Reroute existing lines to serve Main Street in Oregon City behind shopping center. Would serve 200 employees at Clackamas County Dept. of Transportation.

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Clackamas Town Center - Service Workshop Summary (Continued)

- All day weekday and weekend service to Clackamas Heights.
- Express service between Gresham and downtown Portland during peaks to eliminate overcrowding on MAX.

Other Comments

- Concern with transfers not being coordinated at Milwaukie Transit Center (lines 70, 71, 32, 33, 34, and 40).
- Timed transfer in evenings is not making connections.
- What is the status of P&R at Marylhurst Drive?
- Are behavioral studies involved in assessing ridership potential?
- Support for bike program and desire for rapid expansion of program.
- Payroll tax should be tied more directly to distribution of service.
- Need safety island on Hwy. 99E on McLoughlin.
- Concern about Westside service for light rail and competition for service throughout the region.
- Clackamas County needs more education/information so people will ride bus more and increase ridership.
- Have workshops like this more often and at more locations.

Attendance: 30-40

Preliminary Service Plan - Comments

Most of the people attending this workshop came to support service to Hillside/Westover. There were no comments on other elements contained in the preliminary service plan.

1. Westover/Hillside.
 - Several supportive comments.
 - Service should be provided to downtown Portland and Lincoln High School.
 - Want access to other modes.
 - Improvement supports VMT reduction goal.
 - There would be a consistent student ridership base.
 - Neighborhood residents feel alienated.
 - Need frequent service during commuter hours.
 - There is no safe pedestrian access to/from neighborhood.
 - Critical link is during school hours (Mon-Fri) morning and afternoon.
 - What is the potential for mini-bus service?
 - What about temporary service during light rail construction?
 - Neighborhood had offered to guarantee some number of pass purchases.
 - Old route 66 worked well.
 - Between 7 and 8:30 am and between 3:30 and 6 pm, 30 minute service should be provided.
 - Neighborhood view of reasonable time frame: at least 1 school year.
 - If service becomes an experiment, we need to let the community know what ridership needs to be monthly.
 - Neighborhood association worked long time for service and is very needed in area.
 - Is it possible to hook new OMSI service into Hillside area?
 - Neighborhood should be involved in ridership development and is willing to do so.
 - Would like peak hour service at a minimum. Small buses ok.
 - Why should inner-city neighborhood not have bus? It is difficult to understand.
 - Hillside Community Center has no service and cannot provide comprehensive service; not barrier free.
 - Was service standard met in 1986 when Westover bus was running?

Other Service Suggestions

- Loss of articulated buses on 5-Interstate. Standing room only in peak. Lost mostly to Westside improvements. Decision was made to move them all to garage on West Side. Some capacity remains with 40-foot coaches. Tri-Met is still maintaining loading standards and loads are checked frequently.
- Service to Western Washington County from Cedar Mill.
- Interest in serving reverse commute to Westside. Line 89 has been structured to serve that commute.
- Expanded service hours on line 60 would help, but still need to transfer.
- Would like service to Swan Island improved. Several options should be considered including deviation of line 1-Greeley. Takes four buses to get to Swan Island.
- Line 1-Greeley is limited in service and should be improved. Connection should be added at Coliseum Transit Center and from downtown.
- Lack of service to Rivergate and Columbia South Shore is similar to Swan Island.
- Restore Owl service.
- Restore Owl service: don't call agency #1 without owl service.
- Some areas get too much service (example: St. Johns).
- Owl service: emphasis should be on existing lines rather than new lines.
- City of Portland staff: Owl service important for working in Central City.
- Central City: Major points of service - OMSI, PSU, NW, Montgomery Park, Riverplace.

Northwest Service Center - Public Workshop Summary (Continued)

Other Comments

- **Station-area management decisions.**
- **Not enough inter-agency cooperation or Tri-Met contact with community on station areas.**
- **Public perception is that they are out of the loop.**
- **Urban neighborhood service should be identified as a separate service type. Nowhere in service plan is recognition that urban neighborhood service is different or unique form of neighborhood service. 10-minute corridor is beginning of process.**
- **Central city improvements are important.**
- **How does Tri-Met and city meet Goal 12 when major industrial areas are poorly served?**
- **The City of Portland needs to develop a process to listen to neighborhoods regarding transit needs.**
- **Would like to see full Westside service plan.**
- **TMP. Not enough effort to capture traffic before cars enter neighborhood. CAC group assisted in development. Was there adequate representation?**
- **Need shelters on line 20 between St. Vincent's and NW 23rd Ave.**

Gresham City Hall Annex - Public Workshop Summary
February 24, 1993

Attendance: 30-40

Preliminary Service Plans - Comments

Summary: Several people supported Sunday service on three lines (24, 26, & 71), the route change on line 81, Columbia South Shore service. Other comments were received on I-205 service and Tigard-Tualatin service.

1. Sunday service - East Multnomah County.
 - Several supportive comments for Sunday service on lines 24, 26, and 71.
 - Mt. Hood Community College representative supportive of Sunday service on line 26.
 - Need to check on 71 connection times.

2. Line 81 change.
 - Reynolds H.S. teacher supportive and appreciative of effort to change line 81. Change relates to interest in East Multnomah County for more north-south service.
 - City of Troutdale official supportive of change to line 81.
 - Mt. Hood Community College representative expressed some interest in having the revised line 81 operate into MHCC.

3. Columbia South Shore.
 - Several supportive comments.
 - Representative from Portland Development Commission: Airport Way and PAMCO sites are considered highest priority within Columbia Corridor.
 - City of Portland planner: Sandy Blvd. should be served as part of the Columbia Corridor.
 - Policy for new lines should not emphasize ridership, but should emphasize access to jobs.
 - Service to Columbia Corridor could benefit high school and college students.
 - Access to Columbia South Shore needed for access to jobs for entry level positions.
 - Concern about people looking for jobs. They need access to employment sites throughout the day.

4. I-205 service.
 - Several supportive comments.
 - MHCC representative expressed some interest in the I-205 service and that it might benefit some students.
 - Should connect Gateway, Clackamas Town Center, Kaiser, and PAMC.
 - Link Oregon City, Johnson City, Gateway, and Airport.

5. Tigard-Tualatin.
 - Several supportive comments.
 - Too much duplication from Tigard to Meridian Park Hospital.
 - Connect Tigard-Tualatin with line 12 bus from King City. Run on Durham Road.

Other Service Suggestions

- Is route between Gresham and Clackamas Town Center possible?
- There is a lack of service on line 84.
- Need a line 84 questionnaire on what service is needed. Need longer service days.
- Stagger schedule of lines 9, 17, and 19 to downtown Portland.
- Feeder routes - lack of service.
- Run line 1-Vermont on Sundays.
- Work toward 30 minute service on all lines.
- Last 82 is a problem (6:03/6:01).
- Trail Blazers and Winter Hawks need special transit service on MAX.
- Extend line 19 to Gresham.

Gresham City Hall Annex - Public Workshop Summary (Continued)

- Run line 19 every half hour on Sundays.
- Provide better service on line 25.
- Start service on line 20 earlier in the morning.
- Service desired on line 10 on Sundays.
- Sunday shuttle service to Columbia Gorge (Corbett, Crown Point).

Other Comments

- Feeder connections to MAX don't work along the line. Especially the last bus of the day.
- Line 82 should make connection to downtown to get people there by 8:00 a.m.
- When is MAX going to the airport?
- Operators should wait at timed transfer spots and report if it doesn't work.
- Look at connection of #15 to MAX again at 102nd.
- More phone assistance in off hours. Need nights and weekends.
- Snow routes - no way to get through. Put on radio or TV.
- Is Tri-Met just commuter service?
- Concerns with wheelchair strapping on LIFT vehicles.
- Family round trip fares/off-peak needed.
- How to get shelters to bus stops.
- MAX shelters not adequate.
- MAX customer information needed for new riders.
- Need side panels on the Banfield shelters.
- Place shelters so that they break the wind.
- Smoking in shelters - divided opinions.
- Weekend reduced fares on day ticket.
- More info on schedule books.
- Dollar bills not accepted in machines.
- Customer service follow-up. Never hears if there is a resolution. No follow-up with customer. Request responses.
- Lloyd District - MAX platform moving. When are they removing old one? Raising platforms to improve access (low floor).
- Providence appreciates help with employee transit use.
- Is air conditioning planned on all MAX cars?
- Schedule information request via modem.
- Workshops for users of Special Needs Transportation wanted just like this one.
- Concern with exclusive use of articulated buses on lines like 12-Sandy. Prevents accessible fixed route service from being available at the airport, a regional facility that serves many people from out of town. How would a disabled guest be able to use Tri-Met service from the airport?
- Concern that LIFT service needs to be improved (schedules, pickups and dropoffs).
- Line 83 needs to be redesigned.
- College logo on MAX schedule to indicate best connection point to MHCC (i.e., Gateway, Rockwood, Gresham) as it changes throughout the day.

Tualatin Senior Center - Public Workshop Summary
February 25, 1993

Attendance: 30-40

Preliminary Service Plans - Comments

Summary: There was much interest in longer hours of service and weekend service in Tualatin. Many of those attending would like improvements on existing lines, but supported the new Tigard-Tualatin line under consideration.

1. **Tigard-Tualatin**

- General consensus that new Tigard-Tualatin line would respond to concerns.
- Frequency of 30 minutes peak; 60 minutes off-peak should be considered an absolute minimum.
- Consider service even later than proposed 9:30 p.m from Tigard.
- Several supportive comments.
- More service to Meridian Park Hospital; a growing industry.
- Support for service on Hall Blvd.
- Don't change #37.
- Concern about transferring to #78 at Tigard to get to PCC-Sylvania. Concern that buses are too full.
- Need service on Hall Blvd., especially near Bonita Road. Concern expressed about lack of sidewalks and safety along Hall Blvd.
- Extend service from Meridian Park Hospital to Grade School on Borland Road.
- Place bus shelters and turnouts on Hall Blvd.
- Consider serving swing shift at Meridian Park and other locations.
- Need to consider corridor-type service to Tualatin.

Other Service Suggestions

- More service on line 96 to Portland.
- Lines 37, 38, & 96: weekend service, esp. Saturday for people who work.
- Service on line 96 from Wilsonville to Portland until 8:30 p.m.
- Lake Oswego lunch time service.
- Service needed on Durham Road to King City.
- Service on Cipole Road.
- Midday service gaps on #38 and #96.
- Area had hourly Sunday service 20 years ago.
- Extend trips from Warm Springs to Blake Road.
- Potential for placing carpool users at Tualatin P&R in new annex lot north of main park and ride.
- Need late service on line #36 after 9:00 p.m.
- Run #12 express on I-5.
- Use mini-buses for shuttles and on line #37.
- Need service to Tualatin proper.
- Bike program needs to be expanded.
- Need service in the Stafford/Rosemont area.
- Provide loop service to Wankers Corner.

Other Comments

- Park and rides full at Tualatin and Barbur. Need park and ride in Tigard.
- Meeting place not served by bus.
- Establish park and ride lot fees.
- Need better notice of meetings. Concern that more people would have attended had they known about meeting.

Program: Transportation (continued)

Began Urban Growth Management Study on sub-regional streets classification (in conjunction with Portland and Clackamas County).

Completed two contracts for Milwaukie Corridor information for the North-South Transit Corridor Study.

Attended eight public involvement meetings on corridor selection for the North-South Transit Corridor Study.

Program: Natural Resources Planning

Initiated background/research phase of Riverfront Planning, using Department Interns.

Continued investigation of Portland Traction line.

Initiated City's upcoming role in joint Parks Dist./City implementation of the Scott Park Greenspaces Grant.

Program: Economic Development

Participated in MDDA Downtown Design Workshop.

Completed work with committee studying projections for Clackamas County Urban Renewal Districts.

Other

Staff attended annual American Planning Assoc. Conference in Ashland.

Staff participated in two one-day seminars.

Staff participated in customer service training held at J. Crk. facility (with Public Works employees).

Staff undertook short courses in computers and how they work.

Staff participated in Multnomah County Assessment Center for Senior Planner's position.

Staff attended Third Annual Regional Rail Summit.

Continued coordination meetings with Engineering and Building divisions.

Continued C.D. Records Management project in conjunction with City Hall.

LEGISLATIVE SUMMARY OF PGE PRE-1909
CLAIMS - PROBLEMS AND PROPOSED SOLUTIONS

1. OVERVIEW. PGE has filed enormous pre-1909 water claims on the Willamette River at Willamette Falls, the upper Clackamas River, and the Little Sandy and Sandy Rivers. Regionally the most significant filing is the Willamette Falls filing. It consists of a joint filing by PGE, the Simpson Paper Company, and the Smurfit Newsprint Corporation.

The impact of these claims on existent and future upstream agricultural, industrial, municipal, and domestic users will be enormous. The Willamette Falls claim alone will give PGE total control of the main stem of the Willamette and all tributaries south of the falls for six to seven months a year. PGE intends to exact maximum economic benefit for itself from these claims. S.B. 1062 is a legislative proposal to protect upstream agricultural, industrial, municipal, and domestic users from these claims by making them superior to the water power portions of these claims. It also clarifies non use standards and would allow persons other than the claim applicant to contest the claims.

2. DESCRIPTION OF PGE CLAIMS. The Willamette Falls claim consists of several component parts. There is a hydroelectric claim for 11,754 CFS and a claim for industrial water used in the paper making process of 110.2 CFS. Both have a claimed priority date of 1889. This is the date that the plan was first put into place for hydroelectric and industrial development of Willamette River Falls. There is an additional navigation claim for 49.75 CFS covering water used to float barges through the Oregon City Locks. This has a claimed priority date of 1873. The last portion of the claim is again for water used in the paper making process for 46.4 CFS with a claimed priority date of 1864. PGE has also filed hydroelectric claims on the upper Clackamas for approximately 8,000 CFS and on the Sandy and Little Sandy River for 800 CFS.

3. HOW DOES THE FILING OF THESE CLAIMS AFFECT UPSTREAM EXISTENT USERS? Using the Willamette Falls filing as an example, these filings will have potentially catastrophic impacts on upstream municipal, agricultural, industrial, and domestic users and future water source planning. With very few exceptions the 1889 claimed priority date for the bulk of the Willamette Falls filings predates upstream water rights. The same is true for filings on the Clackamas and Sandy Rivers.

The amount of the Willamette Falls filing is very significant in that if the claim is endorsed by the Water Resources Department it would give PGE and the paper companies first call to all the water in the river at the Falls from the end of April to mid-October.

Once the claim is endorsed by the Water Resources Department, it is treated presumptively as a vested right and PGE and the paper companies could have these rights enforced by State Water Masters against the holders of junior upstream rights. Thus, this claim would adversely impact every water user on the main stem of the Willamette or any of its tributaries above Willamette Falls. These tributaries include the Molalla, Tualatin, Yamhill, Santiam, Marys, and McKenzie among others. Cities impacted include Eugene, Corvallis, Cottage Grove, Creswell, Albany, Salem, Stayton, Philomath, Independence, Junction City, Monmouth, Canby, Newberg, Molalla, Forest Grove and Estacada. Water districts impacted include the Tualatin Valley Water District and the Clairmont Water District.

The City of Portland's 1992 Water Source Options Study identifies the following existing water rights on the main stem of the Willamette River from Wilsonville to the river's source: Agricultural 488.961 CFS; Industrial 277.504 CFS; Municipal 615.00 CFS; Domestic 3.17 CFS; and Other 119.392 CFS. Almost the totality of these rights would be placed in jeopardy. These figures do not take into account existing rights on the Willamette's tributaries which also would be impacted. For example, the North Santiam has the following rights, most of which would be effected: Agricultural, 304.4 cfs; Industrial, 48.5 cfs; Municipal, 147.5 cfs; and Domestic, 7.6 cfs.

The Clackamas River filing impacts the cities of Oregon City, West Linn, and Estacada and the Clairmont Water District. The Sandy River filing impacts the City of Sandy, and the entire Hoodland Corridor.

4. HOW DO THE FILINGS AFFECT FUTURE WATER RIGHTS? Again using the Willamette River filing as an example, the Water Resources Department has recently stated that there is approximately 1,600 CFS of water left to appropriate on a year around basis in the Willamette River in the vicinity of Wilsonville. This statement of water availability does not take into account pre-1909 claims at Willamette Falls. If the claim is endorsed it would remove the Willamette River from any further appropriation. The RPAG (Regional Purveyors Advisory Group) Phase I Study undertaken by the City of Portland projected a need for an additional 600 mgd (918 cfs) of municipal water rights in the Portland Metropolitan area to serve projected needs through the year 2050. The Willamette River at Wilsonville is listed as one of four potential sources to meet that demand. If this claim is endorsed it will effectively remove one of the most significant options for a new water source in the Portland Metropolitan area. The Clackamas River is listed as another potential source.

5. WHAT IS PGE'S INTENT? Representatives of the Tualatin Valley Water District, the Canby Utility Board, the Clairmont Water District, the South Fork Water Board, and the City of Sandy have met individually and collectively with PGE representatives on three occasions. On each occasion we were informed that PGE intended to treat these claims as a business opportunity to extract the maximum economic benefit to the company. Reference was made repeatedly to the financial downturns from Trojan and that they intended to exercise these claims in a way to recoup some of those losses. They explained that they might privately contract with upstream users to the effect that they would not make a call to the Water Master to enforce their rights in exchange for the payment of compensation. They also described direct sale of these rights to the highest upstream bidder.

6. WHAT DOES OUR S.B. 1062 DO? S.B. 1062 is sponsored by a broad spectrum of water purveyors. They include the Tualatin Valley Water District, Canby Utility Board, Clairmont Water District, Salem, South Fork Water Board, Sandy, Lake Oswego, Canby, Gladstone, Oregon City, West Linn, Tualatin, Tigard Water District, Oak Lodge Water District, Milwaukie, Clackamas Water District, Mt. Scott Water District, Damascus Water District, Estacada, and Molalla.

The most important part of the bill would subordinate nonmunicipal hydroelectric pre-1909 claims to all upstream beneficial, consumptive users both present and future. The identical condition is attached to all new hydroelectric licensing permits. The effect of this subordination would be to protect upstream municipal, agricultural, industrial, and domestic users as to both present rights and future rights. It would permit us to protect existent rights and develop additional sources for future needs. The bill would also clarify standards relating to forfeiture by non-use of these rights and would give upstream users the ability to contest the endorsement process of the claims.