

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
JUNE 3, 1997**

The one thousand seven hundred and sixty-eighth meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:00 p.m. in the Milwaukie City Hall Council Chambers. The following Councilors were present:

Craig Lomnicki, Mayor Jean Schreiber	Carolyn Tomei Rob Kappa Don Trotter
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Also present:

Dan Bartlett, City Manager Charlene Richards, Assistant City Manager Pam Beery, City Attorney	Jim Brink, Public Works Director Randy Bruegman, Fire Chief
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PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

Bruegman introduced Battalion Chief Marc Crain. Crain has over twenty-years experience as both a leader and teacher in the fire community. Crain was formerly the West Linn Assistant Chief and has both wild land and urban space experience.

CONSENT AGENDA

Councilmember Kappa said he wanted to move the City Attorney contract to "Other Business" for discussion.

It was moved by Councilmember Trotter and seconded by Councilmember Kappa to adopt the Consent Agenda which consisted of the City Council minutes of May 20, 1997. Motion passed unanimously.

AUDIENCE PARTICIPATION

Analise Sommers, 2802 SE Monroe. She was concerned Brink had not returning her phone calls. She requested adding Monroe Street to the proposed resolution authorizing installation of "No Thru Truck" signs. **Sommers** commented on an "unpleasant person" who stopped to ask her if she had a permit to do concrete work in front of her home. She asked why the City had not done the curb work she requested eight years ago. She observed this was how

the Gestapo dealt with the working poor. Instead of the City supporting property owners making improvements, they become a victims and are penalized for repairing damage. The gas company did not need a permit when it replaced part of a line, and the repairs were very poorly done. This was an example of how taxpayers' money was wasted. Maybe neighbors are spying on neighbors to do this. Her final comment was to complain that City employees were not returning phone calls.

PUBLIC HEARING -- None scheduled.

Neighborhood Traffic Management Plan (NTMP)

Brink presented the staff report in which the City Council was requested to adopt a resolution to initiate a Neighborhood Traffic Management Program (NTMP). The purpose of the Program was to define and outline a procedure to address issues of neighborhood speeding and, to some extent, volume. The Program proposed three elements: education, enforcement, and engineering. In addition to identifying the policies, goals, and procedures, the Program also targeted a funding level of 3.5% of the City's gas tax revenue or about \$30,000 annually. Additional projects could be funded through Local Improvement Districts (LID) as provided for in the Milwaukie Municipal Code.

The NTMP provides citizens a means to request neighborhood projects and suggests a rating scale to prioritize the recommendations. Data will be gathered, and points, based on such criteria as speed, volume, number of accidents, and street condition, will identify the most severe needs.

The education element of the Program includes the Neighborhood Speed Watch, SMART trailer, and banners. Enhanced enforcement is proposed as the second element. The Police Department will focus on a certain area with the desired outcome being a change in driver behavior.

If education and enforcement do not achieve the objective of reducing the problem to an acceptable threshold, Public Works engineering will develop a capital improvement project (CIP) solution and seek authorization from City Council to proceed.

Brink discussed the point system for speed. Staff recommended an 85 percentile of 10 mph over the posted speed for collectors and 5 mph on locals or neighborhood streets before consideration was given to spending public funds.

Brink addressed the volume issue and how it related to the NTMP. The Transportation Systems Plan (TSP) defines a collector as carrying 10,000 vehicles per day. He cited the example of Home Avenue, designated a collector, which currently carries 1,500 vehicles.

Brink read a letter written by Deborah Howe on behalf of the sixth grade reading group at Ardenwald School. The class asked the City Council to table its decision on the NTMP until it had completed its study of 32nd Avenue. The class wished to complete its research project and present a viewpoint prior to the Council's decision.

Councilmember Kappa asked if the class wanted 32nd Avenue taken from the project list. **Brink** said he believed the class wanted the entire Program tabled until the research was complete.

Brink recommended adoption of the resolution outlining the NTMP scope and implementation. Data collection will continue so recommendations can be made on specific projects as soon as possible.

Councilmember Tomei compared speed limits on collector streets at 25 mph and freeways at 65 mph. She pointed out 10 mph over the speed limit on a collector is a 40% increase. She stated it seemed more dangerous to exceed the speed limit by 10 mph in a neighborhood than by the same amount on a freeway.

Brink indicated staff was not saying there was no violation or problem. This was the level above the 85 percentile determined to be severe enough to warrant a project. For example, 30 mph on a collector or local is within acceptable limits. Some of the City's collectors, he added, were narrow and speeds were therefore lower. Not all Milwaukie collectors were at the same level of improvement. The staff recommendation was based on TSP classifications rather than specific streets. Engineering judgment would be used to assess the final recommendation. The point system was developed so all streets would be treated equally.

Councilmember Tomei asked if staff was of the opinion that drivers increase their speeds on wider collectors. **Brink** said he believed that to be the case, but he did not believe it was safer.

Councilmember Schreiber asked who developed the 85 percentile standard. **Brink** said it is both a professional and state standard for posted speeds.

Councilmember Schreiber said it seemed the engineer's tolerance for speed was different from that of enforcement. **Brink** said that was correct.

Councilmember Schreiber asked Brink to comment on speeds in Milwaukie as he had in the work session. **Brink** said preliminary data in Portland and Gresham indicated the 85 percentile in excess of 40 mph. **Councilmember Schreiber** added, in Milwaukie, vehicle speeds in posted zones are slower than in Portland and Gresham.

Councilmember Kappa was concerned about including collector streets in the NTMP. Certain collectors, using the 85 percentile/10 mph criteria, would never be considered for traffic management until the street was improved. He compared unimproved Home Avenue to 32nd Avenue. **Brink** commented the City of Portland discounts its local streets, and the volumes on collectors make them more competitive than locals. The City of Milwaukie does not have speeds in excess of 40 mph over the 85 percentile. He discussed expending funds in order to only marginally reduce vehicle speeds.

Councilmember Kappa asked if there could be other points applied to collector streets, such as proximity to a school. **Brink** said a street with existing improvements, such as a sidewalk for children to use, would have a less pressing need than a collector that had no improvements. Each street may have a problem, but one may be more severe than another.

Councilmember Trotter said he heard that if a collector did not meet the 85 percentile, it would not be considered. On staff report page 17, 32nd Avenue was ranked second on the priority list. It did not meet the 85 percentile, but it had sufficient points to be considered. **Brink** said Attachment C was an example of how points might be applied. He referred to staff report page 7, paragraph A in which the objective of collector streets was an 85 percentile speed within 10 mph of the posted speed.

Councilmember Tomei asked why, if collectors and locals were similar and residential in nature, was it is safer to travel 5 mph faster. **Brink** replied that safety was the issue being addressed. He compared the conditions of Home and 32nd Avenues. Collectors are supposed to be in better condition because they generally handle more traffic than locals. Staff's recommendations were based on street classifications.

Councilmember Tomei asked what makes a street meet collector standards. **Brink** referred to the attributes outlined in the TSP. He noted that a vehicle speed of 33 mph on Home Avenue, which is narrow, has no sidewalks, and has a vertical curve, may be more dangerous than a vehicle speed of 33 mph on 32nd Avenue. The NTMP does not try to make a distinction between the different types of collectors. He discussed other factors including volume, proximity to school, and sidewalks. Some situations may be determined less safe than others.

Mayor Lomnicki pointed out the NTMP was not a law. The City is trying to create a document that will act as a decision-making guide and help determine allocation of resources. It is a management guide, and it does not mean that if there is an overriding concern that Council cannot deviate from the program.

Brink said staff recommends, when possible, dealing with the least safe situations first. The Program will be evaluated at six-month intervals to determine if the assumptions were correct. The document needs to be used, however, to gauge its effectiveness.

Councilmember Schreiber added the NTMP in no way precludes the ability of neighbors to form an LID. With limited resources, the City needs to establish some sort of criteria for maintaining a safe community and deal with the most hazardous situations.

Brink said the purpose of the Program is to provide a tool for identifying and prioritizing the most severe situations. If neighbors wish to proceed with an LID, the process is outlined in the Municipal Code.

Councilmember Trotter added proposed LID projects would still have to meet the criteria, and he cited the provision regarding traffic calming devices on emergency routes.

Councilmember Trotter discussed the status of streets in the City of Milwaukie and used Home Avenue as an example. In its current condition, Home Avenue does not meet collector standards. He suggested additional points for this type of situation. **Brink** said points could be easily added for substandard street conditions.

Councilmember Kappa discussed the potential for applying an 85 percentile/5 mph criteria on unimproved streets. **Brink** said the 85 percentile/10 mph criteria related to the street function and was a separate issue. More people use collectors and tend to drive slightly faster. The distinction being made was that 33 mph on a collector would probably be more acceptable than 33 mph on a local. He discussed the possibility of a collector with no sidewalks getting more points than one with sidewalks.

Councilmember Kappa discussed trucks as defined in the document. He asked the Fire Chief to comment on traffic management.

Bruegman said, following the last work session, he contacted the City of Portland Fire Marshal regarding the 1995 speed hump study. Findings indicated 9 - 15 seconds were lost on each 12-14 foot speed hump. The Fire Department is concerned with closely-spaced, multiple speed humps or speed humps on a grade that would require the equipment to come to a complete stop. The City of Portland, he added, has had a lot of questions and concerns about traffic and calming devices. It is the Fire Department's position that it wants to be consulted on the proposals rather than taking a hard and fast position against certain traffic control devices.

Councilmember Kappa asked what size speed humps were being considered. **Brink** said 22-foot speed humps could be considered for collector streets and 12-14 foot speed humps on locals.

Councilmember Tomei asked which traffic calming devices the Fire Department considered the least odious. **Bruegman** understood the City of Portland found some of the best methods to be one-way streets and traffic flow diversion. The downside of that method was, of course, diverting the traffic to another area. He recommended looking at devices that would calm traffic without negatively impacting response times and urged that the Fire Department be consulted on the proposed methods.

Mayor Lomnicki pointed out the document was a management plan and did not discuss which devices were appropriate.

Sommers said she had contacted Milwaukie Lumber several times asking that the drivers be encouraged to use McLoughlin Blvd. and the overpass. She has had to replace glass in her windows because passing trucks caused vibrations. Monroe Street is quite narrow. The truck drivers do not slow down, and the bouncing of the vehicles causes an enormous noise. By using the Monroe Street route, truck drivers save time. She vehemently protested Monroe being designated a collector. Most people drive at least 40 mph. Reports do not accurately indicate the number of trucks using Monroe. As a citizen, she did not want Monroe to be a 10,000-vehicle-per-day street, but it sounded as if it were a "done deal." She discussed the recent City Council decision on light rail. She felt the City Council, without any regard to the citizens and the petition signed by over 700 residents, kept right on going with Metro's plan. The City Council does not listen to the will of the people, and bureaucratic destruction is rampant. The ultimate goal seems to be that people will simply give up. Only one person testified at the City Council public hearing in support of the light rail proposal, yet the City Council voted unanimously with that one person. There are hundreds of citizens and thousands throughout the State that voted "no" on light rail, but it seemed as if that had never happened. **Sommers** urged that Monroe not be designated as a collector and that "No Thru Truck" signage be installed.

Susan Stone, Ardenwald-Johnson Creek NDA, spoke to the policy and her concerns with a number of issues raised, particularly the 85 percentile/10 mph criteria. She recently arranged an informational meeting with local traffic calming experts, Brink, and Councilmember Kappa. A question posed was *"how fast is too fast for livability?"* The Gresham City Engineer's opinion was that the speeding threshold was a non-issue. Most problems occur on neighborhood collectors, and volumes worsen speeding problems. The City of Gresham sees livability as the bottom line and has begun working on the problem by completing one or two traffic management projects per year.

Stone urged that streets not be eliminated before the Program is implemented. The NTMP began with the School Trip Safety Plan in which traffic calming issues were raised. The focus has been on safety rather than livability. Gresham begins the process by accepting petitions for projects, and this method eliminates 75% of the streets. The City of Portland representative thought that was a very good idea.

Stone addressed Councilmember Trotter's comments on the number of points assigned for streets carrying the maximum number of vehicles. She felt livability had to be addressed and points assigned for higher volumes. She urged looking at neighborhood problems as being unique. She asked how a street like Home Avenue could be perceived as less safe than 32nd Avenue. The Cities of Portland and Gresham look at other factors such as density and pedestrian generators. She felt too much emphasis was being put on speed and urged the City to take its cue from the neighborhoods on livability issues.

Stone was concerned about the statement she heard in the work session that collectors are supposed to move more traffic quickly. These collectors are located in neighborhoods and moving traffic more quickly was old-style traffic engineering thinking. There needs to be a paradigm shift when thinking about traffic calming. She noted Brink's comment that Milwaukie does not have the same problems as Portland and Gresham and commented on the skinny-street strategy. Traffic calming devices on neighborhood streets such as 32nd Avenue grab those top 15% and make them behave.

Stone noted there have been no citizen complaints about Railroad Avenue because it is not as densely populated as 32nd Avenue and Monroe Street. Railroad Avenue is not pedestrian friendly. 32nd Avenue is narrower than standard, has 4-foot sidewalks, and no buffer strip. She stated that speed and safety were contradictory and provided the City Council with stopping distance information.

Stone also commented on 34th Avenue and the Lancaster Study. The 22-foot speed humps have not slowed the traffic to 25 mph, but the 85 percentile has gone down. She did not think anyone living on 34th Avenue would want the humps removed. Portland and Gresham, she added, calm local streets with 14-foot speed humps. If the speed exceeds 5 mph over the posted speed, then there should be some added points. She did not feel the neighborhood streets designated as collectors were being treated fairly. She disagreed with the policy and shared a ranking comparison chart of seven jurisdictions. All use a standard of 5 mph over the posted speed.

Stone did not feel the Traffic Safety and Transportation Board (TSTB) had been given an opportunity to review the policy. She noted that some TSTB members had been appointed to other advisory boards. A process for citizen input has not been available. She felt she and the TSTB had a lot to contribute and asked that the City Council not adopt the policy until there had been a complete review.

Stone commented on the LID process. She did not think there would be any interest in paying for something residents felt the City should provide. She asked how poorer neighborhoods would be dealt with based on their economic status.

Stone felt focusing on livability, rather than safety, would result in greater accomplishments. She discussed an article on changing the traveling personae. People should perceive themselves as guests using streets designed with mutual respect of each others' needs.

Stone commented on the request from the Ardenwald class that the policy not be adopted until the students were able to come forward and express their opinions to the City Council. She noted the class had attended the work session in which the NTMP was scheduled to be discussed.

Stone wanted a policy adopted that was friendly to all residential streets and all the people living on them. She hoped part of the vision and goal would be to protect and enhance the environment and livability. She felt the TSP should be adopted before the NTMP. She indicated interest in discussing speed humps with the Fire Chief. She knew for a fact there were no pending lawsuits against the City of Portland resulting from traffic control devices.

Mayor Lomnicki pointed out the NTMP was a guidance document and did not particularly address the devices.

Stone wanted to dispel the rumor about the lawsuit, since the actual reason for delay in response time was that the Fire Department could not find the address. She has ridden in the Milwaukie fire truck many times over the 34th Avenue speed humps. She suggested purchasing equipment with better suspension systems.

Councilmember Kappa asked Stone to explain what Beaverton had done on two neighborhood streets. **Mayor Lomnicki** said the NTMP was a decision-making Program, and the City Council should focus on determining if all pertinent criteria were included.

Stone said Beaverton has no official policy for traffic calming. Hart Road is an example of a large, high volume street on which centerlines were removed and speed humps and curb extensions were installed.

Mayor Lomnicki asked how the City of Beaverton determined resources would go to Hart Road. **Stone** said the decision was totally citizen generated.

Councilmember Trotter understood from her comments that Stone recommended changing the policy by having the petition as the first step in the process. She also discussed using the 85 percentile on all street classifications. He was not sure beyond these items how she would amend the document.

Stone did not feel streets with higher volumes were getting an adequate number of points. Portland's point cut-off is 100, and it also allows additional points for residential density. Gresham adopted the Portland criteria. **Councilmember Trotter** said the NTMP proposes a 30-point cut-off; the point systems are structured differently.

Councilmember Kappa asked if her recommendation for the 85 percentile/5 mph criteria would bump other streets out of the ranking for neighborhood traffic management. **Stone** said the problems will become apparent if all the streets are put through the same ranking criteria.

David Aschenbrenner, 11505 SE Home. Home Avenue residents do not want to lose their front yards to right-of-way; they just want the traffic to slow down. He suggested a ranking system that took the existing conditions into account. Home Avenue does not meet any of the criteria for a collector other than it connects King Road and Railroad Avenue. He discussed the impact to Home Avenue if Railroad Avenue's designation changed in the future. He supported the 85 percentile/5 mph plan for unimproved collectors.

Councilmember Tomei asked him if he was requesting Home Avenue not be designated as a collector. **Aschenbrenner** said he was not addressing that issue as part of the NTMP. He was suggesting consideration be given to unimproved collectors. The residents feel wider streets and sidewalks would detract from the neighborhood character. **Councilmember Tomei** summarized his comments: unimproved collectors, like Home Avenue, should be given extra points.

Julie Wisner, 3325 SE Wister, fully supported Stone's comments. Collector streets should be treated the same as locals. She felt close to the issue since it all began with the 34th Avenue Pilot Project. She suggested each neighborhood define livability before the City Council adopted a program like the NTMP. She discussed the Milwaukie MarketPlace impact on neighborhood livability and discussed the City of Portland's collector recovery program. In exit interviews she performed with families moving from her neighborhood, they cited traffic volumes and speeds as their reasons for leaving. The City Council will hear from all the residents on streets designated as collectors, and they will have signed petitions. The TSTB needs to consider issues like the NTMP and the TSP, and she felt the process had been violated. It is important for citizens living on problem streets to petition the City and indicate how serious they are about having something done. She described a recent incident in which a little girl's life was saved because a car had slowed to cross a speed hump. She added that Chief Olsen invited her and Stone to ride the fire truck over the speed humps on 34th Avenue.

Mayor Lomnicki stressed the document up for adoption addressed the process, and he hoped the public understood this. The NTMP outlines the citizen involvement process.

Wisner said the document eliminates the streets needing the most help.

Brink said the program goals are not so broad as to address making each street as safe as it could possibly be. The NTMP looks to address issues one at a time. The Program focused on safety since livability was difficult to quantify.

Mayor Lomnicki indicated the City Council was at the deliberation point.

Councilmember Trotter had questions about the NTMP's relationship to the TSP and the length of time between the various implementation steps. He was not totally convinced, based on some differences in guidance, that the TSP and NTMP matched. He noted the proviso for periodic updates. He also understood the NTMP would not be at the actual implementation stage for traffic control devices before the TSP was adopted. **Brink** said that was correct since data will be gathered over the next several months.

Councilmember Trotter said his statement was in response to comments about the NTMP being adopted before the TSP. The City has been trying for some time to develop a process for addressing traffic calming needs in the City. The NTMP will be a dynamic document that can be adjusted when necessary. If differences surface from the TSP, the NTMP can be amended accordingly.

Mayor Lomnicki supported Councilmember Trotter's comments. In the absence of adopting the NTMP, there will be no process to address neighborhood concerns. The City will ask for citizen involvement in the refinement process.

Councilmember Schreiber felt the testimony applied to and supported the document's conclusions. She asked about the Ardenwald teacher's request. **Bartlett** said Officer Dodd, Civil Engineer Cruz, and he had spoken to the class and shared the School Trip Safety Plan with them. The class will address the Ardenwald Plan in addition to those of other schools. **Councilmember Schreiber** did not feel the work was directly related to the process and encouraged the class to meet with the City Council. She regretted there were so few resources to spend on the Program.

Councilmember Kappa was in favor of adopting the TSP first. He also wanted to see the 85 percentile/5 mph addressed on all classifications including arterials. It was his position that pedestrians and neighborhood livability had first priority. He wanted the traffic passing through the Lake Road neighborhood between Oatfield and Hwy. 224 slowed down. He was concerned that too many streets would be bumped out of the process and noted he had seen a lot of near accidents on Lake Road. He said he would not vote in favor of the resolution if 85 percentile/5 mph criteria for collectors was not included. He reiterated, if process were being followed, the TSP would be adopted first.

Councilmember Tomei agreed with the 85 percentile/5 mph proposal for collectors. Collector streets are in residential areas and already have more volume, so they should be given the same attention. She discussed conditions on such streets as Home Avenue, 22nd Avenue, and River Road. She felt arterials needed to be addressed but perhaps not in the NTMP.

Councilmember Schreiber felt the Program was the minimum to assure expenditure of limited resources on major issues. She felt there should be a consideration of neighborhood livability standards and suggested working with citizens to define livability.

Mayor Lomnicki said the proposed document was a guide to making management decisions with limited resources. He felt, after looking at Stone's material, that almost every category had been addressed. The City of Milwaukee was within the norm for the criteria being addressed, and he felt it was appropriate to move forward. The NTMP guides discussion of the process and directs resources where they are most needed. Community

livability will be addressed when each neighborhood defines livability and how it should look. He addressed the comments on the 85 percentile/5 mph issue. He felt Aschenbrenner's comments on substandard collector streets were valuable and supported the suggestion of applying points based on the level of improvements.

Councilmember Trotter agreed with the comments on the dual nature of collectors in the City. He did not agree with staff's interpretation that collectors below the 85 percentile/10 mph would not be eligible for traffic management. He felt the whole point system needed to be considered. He also suggested adding: *"NTMP Objectives: (1) Notwithstanding previous objectives, the total point count of over 30 will automatically include the project for further consideration."* There should be a dual standard for collectors which differentiates between unimproved collectors on which there could be a potentially worse problem.

Councilmember Kappa said funds are limited, and the dual collector standard seemed to be a good approach. He asked the TSP designation for Monroe Street. **Brink** said it was classified as a collector in the TSP.

Councilmember Trotter hoped traffic calming would be included in the Monroe Street improvements.

Councilmember Kappa felt strongly about the giving the 85 percentile/5 mph suggestion an opportunity to prove itself. He continued to have concerns about adopting the NTMP before the TSP.

Mayor Lomnicki suggested adding the dual collector ranking. All collectors built to standards would have the 85 percentile/10 mph objective. The 85 percentile/5 mph objective would apply to collectors like Home Avenue and Monroe Street. The NTMP will help incorporate good management practices to projects, such as Monroe Street, that are already scheduled.

The group indicated agreement on this amendment to the proposed document.

Councilmember Trotter referred to staff report page 6 and recommended deleting *"type of route ..."* since it indicated a ranking, but one did not exist at this time. **Mayor Lomnicki** said that criteria could be added during the six-month evaluation period. The group agreed on this amendment.

Councilmember Trotter noted the drafting error on staff report pages 8 and 9. Paragraph "e" was repeated.

Councilmember Trotter discussed staff report page 8 "h" regarding the annual budget. He was concerned about binding future Councils. He proposed that, since this was a guidance document, it be revised to read: *"The annual NTMP budget shall strive for 3.5% of the gas tax revenues."* The second sentence should remain as written.

Councilmember Kappa saw this as a Budget Committee and CIP process.

Councilmember Tomei said she would like to keep the \$30,000 target for reference. Future Councils would know that amount was what was available in 1996 - 1997.

Beery suggested a compromise statement in which the annual budget would strive for 3.5% of the gas tax revenues and retain the \$30,000 as a reference point.

Bartlett pointed out any project over \$5,000 would have to be specifically identified.

Councilmember Kappa referred to staff report page 7 and said he did not think Objective "c" should include truck length as part of the definition. **Bartlett** suggested it read: *"Limit truck volume on residential streets to Local Delivery Only. A truck is as defined in Section 10.04 of the Milwaukie Municipal Code."* and delete the rest of the sentence.

Councilmember Trotter referred to staff report pages 12 and 13. Appendices A and B were not included in the proposed document. He suggested the actual titles of these documents be included to be more descriptive.

Brink said Appendix A will be a brochure identifying specific programs, and Appendix B is a list of various types of traffic calming devices.

Councilmember Trotter commented on the suggestion that petitions be required as the first step in the process. Milwaukie residents have already submitted 25 applications for projects in their neighborhoods, and he did not feel it would be appropriate to go back to them now and ask for a signed petition.

Mayor Lomnicki agreed there was already a list of trouble spots, and the City needed to carry through on that list.

Councilmember Schreiber added staff would have more time to communicate with residents about the process and alternative solutions. Citizens would have more knowledge of the Program and project before signing the petition.

Councilmember Kappa said the purpose of his discussion was to be able to change the timing of the petition in the future if necessary. He felt his concerns had been addressed until the TSP was adopted and the next evaluation period was scheduled in six months.

It was moved by Councilmember Kappa and seconded by Councilmember Tomei to adopt the resolution initiating a Neighborhood Traffic Management Program (NTMP) with the amendments discussed. Motion passed unanimously.

RESOLUTION NO. 20-1997:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, DECLARING THE INTENT TO INITIATE A NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP), EVALUATE THE RESULTS OF THE PROGRAM AT SIX MONTH INTERVALS FOR A PERIOD OF UP TO TWO YEARS, AND MAKE NECESSARY CHANGES TO THE PROGRAM PRIOR TO JUNE 30, 1999

Installation of "No Thru Truck" Signage -- Resolution

Brink presented the staff report in which the City Council was requested to adopt a resolution authorizing the installation of "No Thru Truck" signs in the vicinity of the intersections of Oak and Washington Streets and Lake and Oatfield Roads. The City Council has the authority to establish truck routes. The request was made by 34th Avenue residents and the Historic Milwaukie NDA. The proposal was consistent with the TSP. The intent was to prohibit trucks from coming onto Oak Street, and he discussed the need to coordinate with ODOT. The fiscal impact is limited. He addressed the concerns expressed earlier about trucks on Monroe Street and stated staff was working with ODOT on the issue.

Councilmember Kappa asked if the signs could be placed near the City limit sign at the Oatfield bridge. **Brink** said it would be difficult to influence the truck traffic once it got to the bottom of the hill.

Councilmember Kappa referred to the ODOT letter and the agency's hesitancy to post truck route signs. **Brink** said ODOT does not have a policy, so it recommended the City determine on which streets it does not want truck traffic.

Mayor Lomnicki said the City needs to make an effort to work with the downtown businesses and NDAs.

Councilmember Trotter noted the discussion of Monroe Street and asked if there was consideration of signage elsewhere on McLoughlin Blvd. **Brink** said Public Works has not been notified of other problem locations.

Councilmember Kappa suggested posting signs in other locations such as Main and Washington. **Brink** said that would broaden the scope over what was being asked in this staff report.

Bartlett suggested that staff be directed to look at other appropriate locations in addition to the ones before City Council at this meeting.

Mayor Lomnicki agreed and also recommended staff work with the MDDA on downtown business deliveries.

Councilmember Trotter felt this would be a good interim solution until the TSP strategies were implemented.

It was moved by Councilmember Trotter and seconded by Councilmember Kappa to adopt the resolution declaring the intent to install "No Thru Truck" signs at the intersections of Oak and Washington Streets and Lake and Oatfield Roads. Motion passed unanimously.

RESOLUTION NO. 21-1997:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, DECLARING THE INTENT TO INSTALL NO THRU TRUCK SIGNS AT THE INTERSECTION OF OAK STREET AND WASHINGTON STREET AND LAKE ROAD AND 34TH AVENUE.

Imaging Project Contract Expansion

Bartlett presented the staff report in which the City Council was requested to authorize the City Manager to sign a purchase order to Oswego Technology Corporation (OTC) in an amount equal to \$8,000 for imaging equipment. \$123,000 were budgeted for the project, and preliminary work was done with World Class Management to look at workflow processes. The project will digitize documents and allow them to be quickly retrievable without reliance on paper files. The pilot project is the business license process, and the second will be land-based files.

Councilmember Trotter commented the City of Portland has its entire Zoning Ordinance on the Internet, and people who are interested can print any or all of the document.

Councilmember Kappa believed the new gear should be part of the City tour to see how the pieces fit together.

Councilmember Schreiber asked if this request was over the budgeted amount. **Bartlett** said the project will be under the budgeted amount for the current fiscal year.

It was moved by Councilmember Tomei and seconded by Councilmember Kappa to authorize the City Manager to sign a purchase order to Oswego Technology Corporation in an amount equal to \$8,000 for imaging equipment. Motion passed unanimously.

Computer Contract Expansion

Bartlett presented the staff report in which the City Council was requested to authorize the City Manager to sign purchase orders for Pacific InfoSystems for an imaging computer and up to twelve workstation computers for those involved in the pilot group. He requested authorization to sign purchase orders up to \$47,193 with Pacific InfoSystems and noted funds were available in the 1996 - 1997 data processing budget. He referred to Resolution 28-1996 and noted the vendor was changed to Pacific InfoSystems.

Councilmember Tomei asked the total cost of the imaging project. **Bartlett** said the full cost of the project will be about \$123,000, and work stations will be available in each facility. Eventually, a citizen will be able to go to any front counter and have his or her document accepted and e-mailed to a person located in another City facility.

Councilmember Schreiber commented this would be very helpful to sophisticated users and suggested a work station at the library.

Bartlett noted the imaging acquisitions were being done as part of the purchasing cooperative. He discussed the City's previous requests for proposals which had not met Milwaukie's needs. Staff located the Saros product already in use by the City of Gresham.

Councilmember Schreiber asked if the software and equipment was compatible with Happy Valley and Clackamas County. **Bartlett** said it would eventually, and there will also be a benefit to future service provision.

It was moved by Councilmember Kappa and seconded by Councilmember Tomei to authorize the City Manager to sign purchase orders for Pacific InfoSystems in an amount equal to \$47,193 for an imaging computer and up to twelve workstation computers. Motion passed unanimously.

City Attorney Contract

Councilmember Kappa said he would like to amend the Scope of Services to read: *"Authorization to perform specific tasks will come from the Mayor, City Council, ..."*

Beery said she understood this authorization would come through Council consensus. Prior agreements have called for the City Manager to direct project work.

Mayor Lomnicki said City Council means a majority, or three, of the five members. One Councilor cannot ask the City Attorney to perform a task.

Councilmember Kappa asked for clarification that the City of Milwaukie was contracting with the firm of O'Donnell, Ramis, Crew, Corrigan & Bachrach not with Beery directly. **Beery** said that was correct.

It was moved by Councilmember Kappa and seconded by Councilmember Tomei to authorize the Mayor and City Manager to sign a personal services contract with O'Donnell, Ramis, Crew, Corrigan & Bachrach for City Attorney services. The motion passed unanimously.

Transportation System Plan (TSP)

Councilmember Kappa noted the upcoming TSP hearing on June 17 and indicated he had a lot of questions. He suggested an additional work session on June 10. The group agreed rather than holding an additional work session, Councilors would contact staff with questions and address other issues and concerns during the work session on June 17.

INFORMATION

1. **Councilmember Tomei** commented on the Planning Commission minutes and commended the group for its work on mixed-use.
2. **Councilmember Kappa** asked the status of the problem-solving grant from the COPS office. **Bartlett** said the City was still waiting for information.

Mayor Lomnicki announced an executive session pursuant to ORS 192.660 immediately following adjournment of the regular session to discuss labor relations, property acquisition, and other topics.

ADJOURNMENT

Mayor Lomnicki adjourned the meeting at 10:50 p.m.



Pat DuVal, Recorder/Secretary

CITY OF MILWAUKIE
CITY COUNCIL AGENDA
JUNE 3, 1997

MILWAUKIE CITY HALL

10722 SE Main Street

1768th MEETING

WORK SESSION

- 4:00 - Council Information Sharing
4:30 - Willow Street LID
5:00 - Water Supply Options
5:45 - Neighborhood Traffic Management Program

Janet Harrington
654-7600

W. State

11/20/96 11:00 AM

REGULAR SESSION

7:00 p.m.

- I. **CALL TO ORDER**
Pledge of Allegiance
- II. **PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**
- III. **CONSENT AGENDA** *(These items are considered to be routine, and therefore, will not be allotted Council discussion time on the agenda. The items may be passed by the Council in one blanket motion. Any Council member may remove an item from the "Consent" portion of the agenda for discussion or questions by requesting such action prior to consideration of that portion of the agenda.)*
 - A. **City Council Minutes of May 20, 1997**
 - B. **City Attorney Contract**
- IV. **AUDIENCE PARTICIPATION** *(The Mayor will call for statements from citizens regarding issues relating to the City. It is the intention that this portion of the agenda shall be limited to items of City business which are properly the object of Council consideration. Persons wishing to speak shall be allowed to do so only after registering on the comment card provided. The Council may limit the time allowed for presentation.)*
- V. **PUBLIC HEARING** *(Public Comment will be allowed on items appearing on this portion of the agenda following a brief staff report presenting the item and action requested. The Mayor may limit testimony.)*

None scheduled

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

- A. Neighborhood Traffic Management Program -- Resolution (Jim Brink)**
- B. Installation of "No Thru Truck" Signage -- Resolution (Jim Brink)**
- C. Imaging Project Contract Expansion (Dan Bartlett)**
- D. Computer Contract Expansion (Dan Bartlett)**

VII. INFORMATION

Planning Commission Minutes of April 8 & 22, 1997

VIII. ADJOURNMENT

EXECUTIVE SESSION -- City Council will meet pursuant to ORS 192.660 to discuss labor relations, property acquisition, and other topics.

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

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

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
MAY 20, 1997**

The one thousand seven hundred and sixty-seventh meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:00 p.m. in the Milwaukie City Hall Council Chambers. The following Councilors were present:

Craig Lomnicki, Mayor	Carolyn Tomei
Jean Schreiber	Rob Kappa
	Don Trotter

Also present:

Dan Bartlett, City Manager	Maggie Collins, Community Development Director
Charlene Richards, Assistant City Manager	Jim Brink, Public Works Director
Pam Beery, City Attorney	Mike Swanson, Interim Public Works Director
Randy Bruegman, Fire Chief	

PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

Bruegman introduced Jamie Karn, lead steward for IAFF Local 1159. **Karn** said he was vice president of an approximately 225-member, Clackamas area labor union. The executive board felt it was important to have one voice in the interagency operations discussions.

Councilmember Kappa asked Karn if he intended to make regular reports or would there be a process through Bruegman and Bartlett. **Karn** recommended contact be made with either the Fire Chief, City Manager, or him if there were questions.

CONSENT AGENDA

It was moved by Councilmember Kappa and seconded by Councilmember Tomei to adopt the Consent Agenda which consisted of the City Council minutes of April 29 and May 6, 1997. Motion passed unanimously.

AUDIENCE PARTICIPATION -- None

PUBLIC HEARING

Lake Road Multimodal Connection Plan -- CPA-97-02 -- Ordinance

Mayor Lomnicki explained the document was developed after an 18-month public involvement process including the Lake Road Neighborhood District Association, Technical Advisory Committee, and the Transportation and Traffic Safety Board. The Plan is proposed as an ancillary document to the Comprehensive Plan.

Mayor Lomnicki opened the public hearing on the Lake Road Multimodal Connection Plan at 7:12 p.m.

He explained the purpose of the hearing was to consider adopting the Lake Road Multimodal Plan as an ancillary document to the Milwaukie Comprehensive Plan. He reviewed the conduct of the hearing.

Staff Report: **Collins** presented the staff report. Randy McCourt, DKS Consulting, who assisted staff in preparing the Plan, was also present. She discussed the 18-month public involvement process and indicated the boundaries of the project on an oversized map.

The purpose of the Study was to consider Lake Road as an east/west connector and to find multiple uses for the public right-of-way. The result was a series of recommendations to develop Lake Road as a multi-use connection which also addressed safety, circulation, and multimodal accessibility in the area.

Collins discussed the information in the packet which included public comment written prior to the Planning Commission public hearing. The Planning Commission recommended the Plan to the City Council for adoption. She reviewed the findings which indicated the Plan was in conformance with the Comprehensive Plan, its goals, policies, and spirit; a public need for change existed; the public was best satisfied by this particular change; the change will not adversely affect the health, safety and welfare of the community; and it conformed with applicable statewide planning goals.

Councilmember Trotter requested Collins or McCourt to discuss the purpose of the Plan and what can be anticipated after its adoption. **Collins** responded the Lake Road Multimodal Connection Plan will be ancillary to the Milwaukie Comprehensive Plan and become the guiding document to address future improvements in the Lake Road subarea and its environs. The Comprehensive Plan provides basic guidelines, and this document will help carry out the policy.

Councilmember Trotter asked Collins to address funding and the benefits of having completed this Plan. **Collins** said Milwaukie will have successfully completed its TGM Grant Project. The benefit comes through supporting future funding requests with a detailed plan showing specifically what would be done if the funds were granted.

Councilmember Tomei asked what these future funding sources would be. **Collins** said possible sources would include ISTEA, regional, and possibly state funds. She pointed out the letter from Metro noting this was an "excellent study" and congratulating the citizen working group, staff, and DKS.

Councilmember Kappa said staff did a nice job with the Working Groups. **Collins** added it was a very helpful and satisfying process.

Councilmember Kappa referred to report page 6 and asked Collins to comment on the differences in street classifications between jurisdictions. **Collins** explained the various jurisdictions including the City of Milwaukie, Clackamas County, and Metro have different classification naming guidelines based on its unique perspective.

Mayor Lomnicki asked if there were differences in design characteristics or functionality between the various classification names. **Collins** said the functionality and design would be consistent despite differences in classification names. **Mayor Lomnicki** said what is on the ground would be consistent. **Collins** said the City may be more specific on its design characteristics than the County might be at this time.

Councilmember Schreiber commented on Table 1 -- *Existing Traffic Data* -- on report page seven. She previously assumed traffic on Lake Road was through, but the figures indicated most vehicles go over the Kellogg Creek Bridge. This indicates Oatfield Road is at least a subregional connection. **Collins** said it is an issue that needs to be looked at more closely for the purpose of improved circulation in the area. **McCourt** said the two volumes shown on 40th and 28th Avenues were specific site volumes in two directions. He outlined the particular study area on the map.

Correspondence: None.

Testimony: **Milt Palm**, 4182 SE Lake Road. He addressed previous land use agreements, or land patents, and the market road history. He urged planning be done with property owners to determine how their land would be impacted. Lake Road was built for heavy service, and the material used to construct that road is no longer available. He felt it would be difficult to carry out improvements with modern engineering. The homes in the area need to be preserved from damage caused by vibrations. He also addressed the east/west light and the need for

longer driveways. He recommended working with the State on this. He also offered to loan the City Council some of his textbooks. **Palm** summarized by saying he was concerned with the soil and previous land use agreements.

Staff Comments: **Collins** agreed with the market road history and that Lake Road was built for heavy use. The improvements have been calculated for the existing right-of-way, and property owners will not have to donate more land. She noted on report page 33 that a geotechnical investigation would be required in preliminary engineering to determine any site specific needs affecting the pavement design. This, she added, was a direct result of **Palm's** participation in the public involvement process. **Collins** said she felt the concern about lights and timing of the traffic would be better addressed during the design phase.

Questions of Clarification: None.

Close of Hearing: **Mayor Lomnicki** closed the public testimony portion of the hearing on the Lake Road Multimodal Connection Plan at 7:43 p.m.

Discussion among Councilmembers and Vote: **Mayor Lomnicki** discussed the issues raised during the work session.

Councilmember Kappa referred to the report introduction and recommended adding language to read "*The City of Milwaukie became aware of potential safety, circulation, livability, and multimodal travel needs ...*" He urged the Plan contain specific wording about livability issues.

Councilmember Schreiber felt the issue was expressed on page five in the Working Group's mission statement: "*Produce a safe, livable, and accessible corridor area that better manages vehicle speed and volume and provides improved access for all modes; especially pedestrian, bicyclists, motorists, and transit.*" **Councilmember Kappa** said he would like to see reference to livability in the Introduction so it would be prominent.

Councilmember Kappa commented on the recommendation to restrict truck traffic.

Mayor Lomnicki asked how the City Council would like to proceed with these changes. **Councilmember Trotter** suggested a final motion, and **Councilmember Tomei** discussed doing it by consensus. **Mayor Lomnicki** said procedurally the changes would be put forward in the main motion.

Councilmember Kappa referred to report page 23 regarding the posting of through truck restrictions on Lake Road west of Hwy. 224 and at 34th Avenue and Freeman Way. He urged including weight and axle limits as defined in the Milwaukie Municipal Code.

Councilmember Trotter noted Figure 5 following report page 38 showing potential street developments north and south of Lake Road. This Figure is referred to only on report page 35. He inferred from the dotted lines in Figure 5 that these potential streets were key features to developing connectivity. He felt a statement should be added that Figure 5 represented one example of an arrangement to provide connectivity in the area of Kuehn and Licyntra as development occurs.

Councilmember Schreiber added there was also discussion of connecting to streets on the other side of Lake Road to provide a grid pattern.

Mayor Lomnicki referred to the Transportation System Plan (TSP) work session discussion during which street cross sections were considered. He was concerned that the cross sections lacked street trees. He recommended moving the bulleted item regarding street trees from "Street Features" to "Cross Section." He felt it was important to identify tree planting as a key feature carrying as much weight as travel lane widths, sidewalks, bicycle lanes, and median applications. He suggested the following language in a fifth bullet under "Cross Section" -- "*Where possible, street trees will be added (in planter strips or behind the sidewalk)*" Trees offer not only safety and a pleasant barrier to traffic but also provide a canopy from the sun and rain. He felt this would be in keeping with the City Council Goals and the City Mission Statement.

Councilmember Schreiber felt it was important to make a statement that existing trees be preserved. She encouraged people interested in the Plan to look at a copy in the Ledding Library.

Mayor Lomnicki agreed preservation would be preferable if it worked into the overall accomplishment of the plan. He felt the graphics should fit the text by illustrating trees in the cross section. The median remains an option, but it is not preferable.

Councilmember Trotter thought the "*Where possible ...*" statement was appropriate. Work will be done in the existing right-of-way, and, in some areas, a left-turn lane may be needed. It may be impossible to have street trees in some areas. He did not feel the diagrams needed to be changed since the written statement indicated the preference.

Councilmember Tomei asked to continue the discussion on preservation of existing trees. **Collins** said, for guidance purposes, the Plan could state that existing trees need to be part of the design.

Councilmember Kappa said Lake Road was an arterial that goes through a neighborhood. Traffic management is very important. He recommended a fourth bullet on report page 37 stating that *"Lake Road is an arterial going through a primarily residential area, and a traffic management program is needed."*

Councilmember Trotter said he would be satisfied with the language on report page 37, paragraph 3 regarding neighborhood traffic management on 32nd and 33rd Avenues and include Lake Road with that.

Mayor Lomnicki suggested considering neighborhood traffic management on Lake Road and also on 32nd and 33rd Avenues in the future if they were connected to Lake Road.

Councilmember Kappa said he wanted to emphasize the need for traffic management similar to the suggestions emphasizing streets trees.

Bartlett pointed out the Neighborhood Traffic Management Program (NTMP) states that arterials are not included in the Program.

Councilmember Trotter suggested using *"will consider"* so that if the City Council feels it wants to modify the ordinance to allow inclusion of arterials in the NTMP, adoption of this document would not be delayed.

Mayor Lomnicki felt this might be confusing in the future. **Bartlett** said there are several phases in the proposed NTMP that includes enhanced enforcement and education. The question is whether the City would be going too far by applying the NTMP to arterials.

Mayor Lomnicki suggested continuing this discussion in the NTMP.

Councilmember Schreiber felt this discussion indicated a need for additional staff input on this issue.

Councilmember Kappa felt Lake Road was unique in that there was direct driveway access. Addressing the Lake Road issue now would help the City later. He suggested a program dealing with arterials based on the changing nature of traffic volumes and speeds in mainly residential areas of Milwaukie.

Councilmember Trotter said, based on the issues Bartlett raised, he felt it might be more advisable to insert a distinct bullet which states *"Consider a Neighborhood Traffic Management Program on Lake Road if appropriate."*

Councilmember Tomei pointed out other streets such as River Road and King Road have similar issues, and she had mixed feelings about adding language to this particular Plan. Maybe the issue needs to be addressed later for all of these types of streets. **Bartlett** expressed concern with creating an inconsistency if the issue were directly addressed in the Lake Road Plan.

Mayor Lomnicki said the NTMP is probably the more appropriate document to deal with arterials. **Councilmember Trotter** withdrew his suggestion.

Mayor Lomnicki summarized the amendments: (1) page 1, paragraph 3 of "Introduction" -- add "livability issues" after the word "circulation"; (2) page 32, add bullet to "Cross Section" -- "Where possible, street trees will be added (preferably in planter strips or behind the sidewalk)" and delete that similar bullet from "Street Features"; (3) page 37 add language -- "Figure 5 represents one example of the arrangement of streets to provide this connectivity."; and (4) correct the drafting error on the proposed ordinance relating to the file number.

It was moved by Councilmember Trotter and seconded by Councilmember Tomei to read the ordinance adopting the Lake Road Multimodal Connection Plan as an ancillary document to the Comprehensive Plan for the first time by title only with proposed amendments.

Councilmember Kappa wanted to make sure the ordinance contained the strategies and alternatives from the staff report beginning on page 18. **Councilmember Trotter** said it would be adopted as written except as specifically amended.

Motion passed unanimously. The ordinance was read for the first time by title only.

It was moved by Councilmember Trotter and seconded by Councilmember Tomei to read the ordinance adopting the Lake Road Multimodal Connection Plan as an ancillary document to the Comprehensive Plan for the second time by title only with amendments. Motion passed unanimously. The ordinance was read for the second time by title only.

It was moved by Councilmember Trotter and seconded by Councilmember Tomei to adopt the ordinance adopting the Lake Road Multimodal Connection Plan as an ancillary document to the Comprehensive Plan with amendments. Motion passed unanimously.

ORDINANCE NO. 1819:

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,
AMENDING ORDINANCE NUMBER 1437, THE
COMPREHENSIVE PLAN (CPA-97-02) BY ADOPTING THE
LAKE ROAD MULTIMODAL CONNECTION PLAN AS AN
ANCILLARY DOCUMENT.**

Mayor Lomnicki expressed his appreciation to the citizens and staff who worked on the project.

Councilmember Trotter said some of the changes made in this document will allow incorporation into broader City issues and enhance livability on an equal standard.

It was moved by Mayor Lomnicki and seconded by Councilmember Kappa to include Councilmember Trotter's name in the list of participants. Motion passed 4 - 0 - 1 with the following vote: Mayor Lomnicki, Councilmember Tomei, Councilmember Schreiber, and Councilmember Kappa aye; no nays; and Councilmember Trotter abstained.

Utility Rate Review and Systems Development Charges -- Resolutions

Mayor Lomnicki noted that the City Council had been briefed on this proposal at an earlier work session, and the Citizens Utility Advisory Board (CUAB) had reviewed the consultant's report and the proposed resolutions and recommended the changes to the City Council.

Mayor Lomnicki called the public hearing on the utility rate review and system development charges to order at 8:32 p.m.

The purpose of the hearing was to consider resolutions establishing fees for sewer and water service and system development charges for water service. He reviewed the conduct of the hearing.

Staff Report: **Swanson** presented the staff report. He briefly discussed the three resolutions before the City Council: (1) a decrease in the base water rate from \$5.96 to \$5.95 per month; (2) an increase in sewer rates; and (3) an increase in water system development charges.

Councilmember Trotter said each resolution was presented to the CUAB for review and recommendation. **Swanson** said that was correct. The CUAB considered all three proposed resolutions at its April meeting and recommended Council adoption.

There was no correspondence or audience testimony regarding any of the three proposed resolutions.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the resolution establishing fees for water service and repealing resolution 41-1994. Motion passed unanimously.

RESOLUTION NO. 17-1997

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ESTABLISHING FEES FOR WATER SERVICE AS PROVIDED BY MILWAUKIE MUNICIPAL CODE CHAPTERS 13.12 AND 13.20; CLASSIFYING THE FEES IMPOSED BY THIS RESOLUTION AS NOT SUBJECT TO ARTICLE XI, SECTION 11(B) OF THE OREGON CONSTITUTION; AND REPEALING RESOLUTION NO. 41-1994.

Ed Cebron, Financial Consulting Solutions Group, Inc. (FCSG) said his firm had reviewed the water, sewer, and storm water utilities. He summarized the findings: (1) water and storm water rates do not need adjustment; (2) in order to deal with its revenue shortfall, the sewer utility will need an annual increase of 6% for three years and 3% thereafter; and (3) the CUAB recommended uniform sewer rates throughout the system rather than being based on different treatment costs.

Councilmember Kappa said, in the course of the entire increase, he estimated he would pay an additional \$48 per year. **Cebron** said that estimate was correct.

Councilmember Schreiber asked if the proposed rate increase would cover all the costs or continue at the same level. **Cebron** said the series of increases will cover all the costs, and, over the years, the shortfall will decrease with adequate reserves. He assumed Clackamas Service District #1 would increase its treatment costs by about 25%. The program will fund planned improvements in the municipal system. Other treatment options are part of the 20-year regional plan.

Councilmember Kappa asked if the five-year fee increase would meet CIP needs. **Cebron** said the increase would meet the needs without the City's having to borrow money to carry out capital improvements.

Mayor Lomnicki asked the last time the sewer fees were increased, and **Cebron** responded the fees were increased in 1994.

It was moved by Councilmember Kappa and seconded by Councilmember Tomei to adopt the resolution establishing fees for sanitary sewer service and repealing resolution 13-1994. Motion passed unanimously.

RESOLUTION NO. 18-1997

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ESTABLISHING FEES FOR SANITARY SEWER SERVICE AS PROVIDED BY MILWAUKIE MUNICIPAL CODE CHAPTERS 13.12 AND 13.20; CLASSIFYING THE FEES IMPOSED BY THIS RESOLUTION AS NOT SUBJECT TO ARTICLE XI, SECTION 11(B) OF THE OREGON CONSTITUTION; AND REPEALING RESOLUTION NO. 13-1994.

Cebron discussed the proposed increase for the Water System Development Charge. The water utility is in a strong financial position, and no rate increase was projected. Based on an analysis of the cost of the existing assets and a five-year capital improvement schedule, FCSG recommended an increase from \$504 to \$1,095. He further recommended separating the reimbursement and improvement fee components to increase flexibility in capital funding.

Councilmember Trotter noted the chart in the staff report comparing regional system development charges. **Cebron** said Oregon City had the lowest water SDC at \$385 and Gresham the highest at \$2,200. Milwaukie would still be slightly below the average of \$1,360 if the proposed increase were adopted.

Councilmember Kappa commented the SDC increase is a rate increase and not a tax. **Cebron** added SDCs are imposed on new development so existing rate payers do not have to support the cost of the new development.

It was moved by Councilmember Tomei and seconded by Councilmember Kappa to adopt the resolution setting the amount, stating the methodology, and adopting a project plan for water service system development charges and repealing resolution 43-1994. Motion passed unanimously.

RESOLUTION NO. 19-1997:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, SETTING THE AMOUNT, STATING THE METHODOLOGY AND ADOPTING A PROJECT PLAN FOR SYSTEM DEVELOPMENT CHARGES FOR WATER SERVICES; AND REPEALING RESOLUTION NO. 43-1994.

Close Public Testimony: **Mayor Lomnicki** closed the hearing on the utility rate review and system development charges at 8:55 p.m.

OTHER BUSINESS -- None.

INFORMATION

1. Councilmember Kappa discussed the Regional Transportation Summit he and Mayor Lomnicki attended at Benson High School.
2. Councilmember Trotter attended the Damascus Middle School presentation on the Minthorn Wetland located near the Milwaukie MarketPlace. It was exciting to see an example of students being both concerned about the environment and doing something about it.
3. Councilmember Schreiber discussed the SB 122 Elected Officials Workshop she, Councilmember Kappa, and Councilmember Tomei attended on May 5.

Mayor Lomnicki announced an executive session pursuant to ORS 192.660 immediately following adjournment of the regular session to consult with legal counsel.

ADJOURNMENT

Mayor Lomnicki adjourned the meeting at 9:02 p.m.

Pat DuVal, Recorder/Secretary

**CITY OF MILWAUKIE
CITY COUNCIL WORK SESSION
MAY 20, 1997**

Mayor Lomnicki called the work session to order at 4:00 p.m. in the second floor conference room at Milwaukie City Hall.

Councilors present: Tomei, Schreiber, Kappa, and Trotter.

Staff present: City Manager Bartlett; Assistant City Manager Richards; Public Works Director Brink; Community Development Director Collins; and Senior Planner Pava.

Information Sharing

1. The group discussed the Battalion Chief Oversight Committee.
2. **Councilmember Tomei** asked if dates had been set for the City facility tour and the meeting with the Clackamas County Board of Commissioners.

Bartlett said since the Public Works Director was appointed, he would schedule the facility tour. A joint meeting with the Commissioners and the cities of Gladstone, Happy Valley, and Milwaukie to discuss the Planning Agreement has been tentatively schedule for June 2 at 4:30 p.m.

Bartlett discussed a proposed meeting with Oak Lodge Sanitary on June 10 to discussed facility siting options.

3. **Councilmember Tomei** noted there was still debris from the February 1996 flood and asked who was responsible for riverfront cleanup. **Bartlett** said it is the Parks District's responsibility. Reasons for delay could include waiting for the FEMA payment and the senior tree salvaging program. He said he would contact District staff about the issue.
4. **Councilmember Tomei** discussed how City Council appears to the public. In watching the meeting replay, she noted several people mentioned they did not feel Council was listening to them. She was concerned about this perception and used the example of one member of the audience asking Bartlett why he was addressing Council instead of the public.

Mayor Lomnicki observed some people have tended to play to the audience during their testimony instead of addressing the City Council.

Councilmember Trotter said the minutes indicate Council listens and responds to citizens' questions.

Councilmember Kappa said it was important for the City Council to have a dialogue with the public. He felt a dialogue and sharing information relevant to the decision being made was appropriate during a hearing.

Councilmember Schreiber saw two separate issues: one was an exchange and discussion, and the other was the formal hearing process. The public seems to feel lengthy testimony will change the Council's mind. Dialogue works well during an information sharing and discussion period such as a work session.

Councilmember Trotter asked if she was proposing another meeting prior to the public hearing.

Councilmember Schreiber thought a facilitator and someone to share facts and policy information would help the situation.

Mayor Lomnicki said staff takes notes during public hearing testimony and responds to technical questions.

Councilmember Schreiber said it is important for the public to know the City Council has discussed issues on previous occasions. She felt there could have been a greater public understanding during the recent South/North Hearing if each member of the public had been given a copy of the draft letter to the Metro Council for review.

Councilmember Trotter had been told providing explanations of the decision-making thought processes during the meeting were too lengthy. He felt there was a contradiction between the Council's informal rules and the need to explain why certain decisions are made.

Councilmember Tomei said it is important to be responsive to public concerns.

Councilmember Schreiber suggested the Council President be available to the general public to answer questions.

Mayor Lomnicki agreed a decision needs to be articulated to the public, and he pointed out the numerous avenues for input such as Neighborhood District Association (NDA) meetings and Town Halls. It is appropriate for the City Council to discuss its decision, and staff can respond to technical questions.

The group discussed going into more detail at the beginning of each public hearing in order to direct testimony toward the final action. Let the public know the process and outcome that will bring closure. The Council generally felt the NDA meetings would be a good opportunity for public input.

Councilmember Kappa said he goes to the NDA meetings to establish a dialogue but felt frustration that he could not go beyond that point.

Councilmember Tomei felt the audience needs to know the City Council listens to it and suggested commenting on individual testimony or asking clarifying questions. **Mayor Lomnicki** had reservations that the public hearing may not be the appropriate venue. It might seem as if the Council were trying to convince a person testifying his or her position was not sound.

Councilmember Schreiber recommended a preamble to the public hearing, and **Mayor Lomnicki** suggested providing information from the "Action Requested" paragraph of the staff report.

Councilmember Trotter suggested the City Council state the expected outcome; for example, authorizing the Mayor to sign a letter to Metro on behalf of the City Council. Let people know how to access staff reports and information critical to their testimonies.

5. **Councilmember Kappa** discussed the Johnson Creek Watershed Council funding and Utility Specialist Nagy's participation in the process. The group will meet on a quarterly basis, and he asked that staff provide Council with regular updates.
6. **Councilmember Kappa** discussed the photo radar issue before the State Legislature and indicated Rep. Jane Lokan had contacted him regarding potential problems with taking night photos. **Bartlett** said the bill was moved through quickly, and no jurisdictions other than Portland and Beaverton had been added. The lobbyist is working to get other interested cities like Milwaukie included. He agreed night use of photo radar was a significant concern. **Councilmember Kappa** told Lokan speeding in neighborhoods was a major concern in Milwaukie, and photo radar would help. Both Rep. Lokan and Sen. Baker received copies of the draft Lake Road Multimodal Connection Plan.

Transportation Systems Plan (TSP)

Mayor Lomnicki asked if the City Council would have another opportunity to discuss this in work session prior to the public hearing. **Bartlett** suggested an additional work session could be held on June 17. He recommended starting at 4:30 on June 3 and perhaps earlier on June 17.

Councilmember Trotter suggested holding the City Council Goals work session over to July 1 and giving the additional time to the TSP.

The group agreed to start the 30-minute "Information Sharing" portion of the work session at 4:00 p.m. The Neighborhood Traffic Management Program (NTMP) is scheduled for adoption on June 3.

Pava presented the staff report with an executive summary. The process began in 1994 to comply with the Transportation Planning Rule requirement that local governments complete a long-range, multimodal transportation plan. An extensive citizen participation program was implemented that included three working groups: Roads, Transit, and Pedestrian/Bicyclists. Information has been provided to the Neighborhood District Associations (NDA), Planning Commission, and Traffic Safety and Transportation Board (TSTB). Two open houses were held in February 1997 for interested parties. The document was designed to interface with both the Riverfront Plan and the Regional Center Master Plan.

Pava felt the document was thorough and comprehensive. It is a multimodal plan looking at all aspects of transportation. The TSP was organized to be consistent with the Transportation Planning Rule and land use requirements. Metro found the document in compliance with regional growth plans. The format of stating goals, needs, and the existing situation is consistent throughout each chapter of the document.

The intent is to replace Comprehensive Plan Chapter 5 with TSP Chapter 8 -- *Goals, Objectives, and Policies*. He directed attention to Appendix 4 which serves as a benchmark to Chapter 8 policy development. City Council will be requested to adopt the TSP as an ancillary document to the Comprehensive Plan which, he added, was due for periodic review in 1998.

Bartlett said, at its public hearing, the City Council will consider amending the Comprehensive Plan and adding the TSP as an ancillary document. The action will be clarified in the forthcoming staff report.

Mayor Lomnicki said Councilmember Tomei's name should be added to the acknowledgment since she replaced Rick Farley on the City Council. He also asked for assurance that the TSP and Lake Road Multimodal Connection Plan meshed and that language was consistent between the two documents. **Pava** said the TSP is a broad, policy document which sets the foundation and does not contradict the more detailed Lake Road Plan.

Councilmember Trotter said there have been a lot of comments on collector streets and truck traffic. He asked for a total comparison of the streets and classifications without going through all the maps. He also requested that staff prepare a rationale on why designations were increased on certain streets for the next work session. He requested a similar comparison and rationale for proposed truck routes. He asked if it was appropriate to prohibit trucks on certain classifications of streets. This type of information, perhaps in the form of a fact or discussion sheet, would help both the City Council and public understand the issues.

Pava suggested a detailed addendum to the staff report. **Councilmember Trotter** added it was important to address these "hot issues" with the public. **Pava** said the information was probably there and could be extracted. **Councilmember Trotter** said he would like to have this for the work session and not wait for the public hearing. He wanted a complete information base upon which to make his decision.

Councilmember Kappa referred to the different classification naming systems used by jurisdictions. He felt Lake Road should have one specific classification.

Mayor Lomnicki said there is no standardization of nomenclature in the region.

Bartlett said the planning goes beyond the City's current boundary, and staff hopes the County will adopt this Plan for the urban growth area.

Councilmember Kappa felt there should be consideration of truck weight and number of axles when defining trucks. He discussed the possibility of making King Road non-continuous to truck traffic.

Councilmember Trotter discussed the zoning in the King Road area. **Pava** said the intent was for local deliveries to select a route such as King Road instead of Monroe Street or Railroad Avenue. He discussed proposed turn lane changes.

Councilmember Kappa questioned truck traffic going through the King Road area since it is primarily residential. He did not foresee any significant changes from its current residential nature.

Councilmember Trotter said he would like to hear the Working Groups' comments on that area. **Collins** noted the King/Linwood intersection was a north/south grid street in future plans.

Mayor Lomnicki said King Road was a secondary truck route to access the commercial areas. He felt this was appropriate as proposed, and he was not supportive of cutting out the middle segment to truck traffic.

Councilmember Trotter asked if there was a difference in signage between primary and secondary truck routes. **Pava** said he did not think there was a delineation.

Councilmember Tomei suggested a "delivery only" sign.

Councilmember Trotter wanted the background information from the Working Groups.

Councilmember Kappa discussed the potential problems of mixing truck and bike traffic. He did not think it would be difficult to enter and exit the King Road commercial areas at the same locations.

Councilmember Schreiber said reducing traffic on King Road would increase traffic on Johnson Creek Blvd. **Councilmember Kappa** said it is both unsafe and in certain sections illegal for trucks to traverse Johnson Creek Blvd.

Pava said an additional east/west route needs to be developed.

Pava said another TSP focus was to develop street cross section designs. The thrust of the TSP and State Transportation Planning Rule was to recognize multimodal needs. Councilmember Kappa's concerns about trucks and pedestrians/bicyclists was accurate now, and these will be addressed in the 20-year plan.

Councilmember Kappa said the most important part of the document was residents' needs and livability issues. **Pava** commented the document looks at traffic management on appropriate streets for walking and bikeways and does not focus on the automobile. The TSP works to create livability.

Councilmember Trotter addressed implementation in the Comprehensive Plan and the need to develop other ordinances and regulations. He asked if there were any plans and timelines for this. **Pava** said TSP Chapter 8 contains new policies that imply these actions. He referred to Chapter 9 -- *Plan Implementation*.

Mayor Lomnicki did not feel the cross sections indicated sufficient prominence of street trees for collectors and below. The Plan should look as much as possible at narrow travel lanes, parking strips with trees, and sidewalks. Trees not only offer shade to pedestrians and bicyclists but also provide a more attractive environment. He suggested narrower travel lanes in order to increase sidewalk, bikeway, and parking strip widths. He did not think there was enough emphasis on softening the environment to enhance livability.

Councilmember Trotter compared row houses in Washington, D.C., and Portland. Portland requires setbacks, and the pedestrian does not feel forced into the street. He agreed livability should be enhanced for pedestrians.

Pava suggested a policy specifically addressing the need for street trees between the sidewalk and the curb in areas of high pedestrian activity.

Mayor Lomnicki said there needs to be buffering and a softening effect in areas like 32nd Avenue. He also recommended this be a requirement in new subdivisions.

Councilmember Kappa felt this was also important on arterials since many go through residential areas. Street trees would provide people a barrier from vehicles.

Mayor Lomnicki added a median does not provide a buffer from sun and rain.

Councilmember Kappa wanted to see the Neighborhood Traffic Management Program (NTMP) extended beyond the local streets to collectors and arterials. He saw it as a livability issue.

Pava asked Council if it wanted Figures 6.4 and 6.5 more prescriptive. **Mayor Lomnicki** said he would like to see each of these designs included when feasible, particularly in a new subdivision. Make the travel lanes narrower and expand the sidewalk, bike path, and parking strip. He urged getting rid of the median concept except as a refuge on wide, busy streets.

Councilmember Trotter said these cross sections are examples, and there should be a statement in Chapter 8 indicating a preference for narrow streets with a planting area between the sidewalk and curb. Other designs would be optional if the developer did not have sufficient room. He recommended language expressing the very strong overall goal of street trees and a planting strip between the sidewalk and travel lanes. Policy can be set in the Comprehensive Plan as to what the City wants to see in development. The Zoning Ordinance and Subdivision Ordinance can contain the specifics and necessary variance language.

Councilmember Kappa said the Monroe Street design can be representative of future projects in the City of Milwaukee.

Councilmember Tomei wanted language that was strong and could be clearly understood by the development community.

Councilmember Trotter said the City must adhere to the document in place when an application is submitted.

Councilmember Kappa commented this was the policy statement and the implementing document, the Subdivision Ordinance for example, provides the follow through.

Pava said he would focus on adding policy language that addressed the parking strip goal regardless of designation and follow through with other implementing ordinances. He would also discuss changing the drawings with DKS to add more tree alternatives.

Mayor Lomnicki referred to Figure 3.1 -- *Walkway Network Master Plan*. The 42nd Avenue connection to the Springwater Corridor is important to the Ardenwald neighborhood for both pedestrians and bicyclists. He felt that needed to be clarified.

Councilmember Kappa referred to page 4-13 and asked if there was a direct bike path from Lake Road to Johnson Creek Blvd. **Collins** said Linwood Avenue was specified as the preferred bikeway to the Springwater Corridor.

Councilmember Trotter suggested displaying, if possible, the full-sized maps in the City Hall conference room for City Council and public viewing.

Neighborhood Traffic Management Program

The group agreed to postpone discussion of the Neighborhood Traffic Management Program until the June 3 work session in order to move on to the Lake Road Multimodal Connection Plan.

Lake Road Multimodal Connection Plan

Collins presented the staff report. She discussed funding and implementation of the capital improvement plan as related to the Regional Center Master Plan. Both staff and the Planning Commission recommended the City Council adopt the Plan.

Bartlett added the goal was to meet the TGM Grant deadline.

Councilmember Trotter referred to Exhibit 4 -- *Public Comment Received after March 28, 1997*, and asked Collins how she would recommend handling these recommendations. **Collins** responded the City Council could make a motion to include the Exhibit 4 recommendations.

Collins explained staff responded to each question individually but did not incorporate them into the Plan. **Bartlett** pointed out that recommendations 2 & 6 were included in the Plan.

Councilmember Kappa asked for clarification of a "slightly-raised crosswalk." **Bartlett** said it is a design element of having some vertical curve in the street at the crosswalk, giving a slightly raised effect, but it is not a speed hump. This would be considered in the final design.

Councilmember Kappa asked for the Municipal Code definition of a truck.

Mayor Lomnicki discussed a slightly raised crosswalk or textured treatment to make a driver aware of being in a given area. **Collins** said a textured treatment provides a visual "wake-up call" and functions differently than a raised crosswalk. **Mayor Lomnicki** said, if the City goes to a textured treatment, it should be consistent, aesthetically pleasing, and add an ambiance of safety and pedestrian friendliness.

Councilmember Trotter referred to page 34, Figure 4 which looked at those types of issues. He asked if these cross sections would be in contradiction with TSP Chapter 8 as part of the Comprehensive Plan. **Collins** said these are sample street cross sections. The City would have the flexibility to take the Comprehensive Plan policy and carry it out.

Bartlett said specifications can be called out when the 95% design phase is reached.

Collins said one of the key features on page 32 is the 11-foot travel lanes, 5-foot sidewalks, 6-foot bike lanes, and medians. The proposed cross sections do not address street tree issues.

Councilmember Kappa felt this discussion was important for the public hearing process and necessary in order to indicate a design preference.

Councilmember Trotter said he felt the distinction needed to be made. Page 32 states the "chapter provides an outline to guide future designers of the Lake Road improvements." They would also be guided by the Comprehensive Plan which has a higher level of specificity and guidance.

Councilmember Tomei noted page 33 states "street trees will be added as appropriate ..." She felt the language should be firmer.

Councilmember Trotter said this is a guideline for the development of Lake Road, and TSP Chapter 8 will be a higher guideline.

Collins said this discussion points out the need for the Chapter 8 policy to be strong.

Mayor Lomnicki discussed making the street tree element a key feature and brought to the same prominence as median strips.

Collins said the text could be changed to indicate that.

Bartlett responded to Councilmember Kappa's question on the Code definition for trucks. It is any piece of movable equipment operable on City streets with a gross vehicle weight in excess of 6,000 pounds.

Councilmember Tomei referred to page 33 and suggested "street trees would be added where possible ..." The group agreed to make the language as strong as possible.

Randy McCourt, DKS Associates, said there are real issues with grades and yards whose owners do not want sidewalk encroachment. That is why the term "as appropriate" was used. The intent is to maximize trees and the planting strip.

Councilmember Trotter said this is an area that addresses the earlier discussion on public perception. It is important to discuss why the City Council might amend a document that has gone through a full-blown public involvement process in order to more completely address the overall design and livability of the City.

Collins understood from the last meeting there was at least 70% consensus in the Lake Road Neighborhood and among the Working Group members for the Plan. She was very satisfied with the public involvement process. She discussed citizen comments about integrating this Plan with the Regional Center Master Plan.

Mayor Lomnicki was pleased with the document outcome and how issues were addressed in the public process. He did have a question about the cross connecting streets to make access to Rowe Jr. High easier. **Brink** said the walking path improvement was on private property, and Public Works was not recommending the City embark on any projects at this time.

Mayor Lomnicki asked if there was dedicated right-of-way and mentioned the Oak Lodge Water District property. **Bartlett** said there are some problems in the area.

Mayor Lomnicki said the City has always been concerned about pedestrian traffic on the very long streets between Lake Road and Kellogg Creek. Some exaction may be required on future development. **McCourt** said the opportunities will be evaluated as they present themselves over time. The School District path may be done through a combined effort.

Councilmember Trotter discussed the dotted lines on Figure 5 identified as "new connections." He asked if Figure 5 could be construed as either a master plan or quasi-master plan for street systems in that area of the City. **McCourt** said this graphic could be a starting point to engage in discussions as projects begin. It is now an ad hoc arrangement. He wanted to leave the City some flexibility and was concerned about the City's purchasing right-of-way.

Councilmember Trotter was concerned there was not a description of those potential roadways. **Bartlett** suggested referencing Figure 5 on page 37. **Councilmember Trotter** suggested it might state that Figure 5 shows one possible configuration or example for potential for connectivity. He felt it was appropriate to show by example. **McCourt** said this would be part of the development review process to address these issues in detail.

Collins said the other justification goes to the State Transportation Planning Rule directive to plan for connectivity via our own policies.

Mayor Lomnicki pointed out this document could provide guidance of what can be done when development occurs. The City can point out that connectivity will be required. **McCourt** suggested the developer could also be allowed to come up with a creative solution without the City being too prescriptive.

Councilmember Trotter said he wanted to make sure the diagram was an example of the intent.

McCourt discussed photo enforcement before the State Legislature, and **Bartlett** indicated Milwaukie had already petitioned to be part of the program.

Councilmember Kappa was in favor of taking this type of work session dialogue into the public hearing.

Councilmember Trotter felt work session served the purpose of providing information to the City Council so the members could better understand the relevant issues and clarify any misunderstandings.

Councilmember Schreiber suggested developing a process to better relate to the general public.

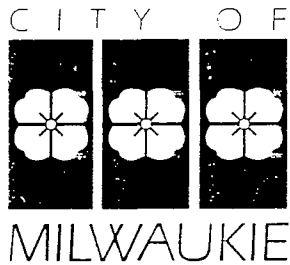
Councilmember Tomei suggested televising the work sessions. The group discussed previous decisions on why work sessions were not televised.

Mayor Lomnicki said the Lake Road Multimodal Connection Plan developed over an 18-month process, and the public hearing was the culmination. He did not want regular meeting time taken up by work session discussions.

Collins pointed out staff report page 25 which was Metro's sign off on the project and its comments.

Mayor Lomnicki adjourned the work session at 6:50 p.m.

Pat DuVal, Recorder



*** MEMORANDUM ***
May 22, 1997

To: Mayor and City Council
From: Dan Bartlett, City Manager *DB*
Re: City Attorney Agreement

Action Requested

Authorize the Mayor and City Manager to sign a personal services contract with O'Donnell Ramis Crew Corrigan and Bachrach for City Attorney services.

Background


The City has received exceptional services from the current firm providing City Attorney services. At the firms annual review, Council directed staff to prepare a new personal services contract reflecting the rates requested by the firm and reflecting the current budgeted amount for these services.

cc: File
cm1087/hd

O'DONNELL RAMIS CREW
CORRIGAN & BACHRACH

ATTORNEYS AT LAW
1727 N.W. Hoyt Street
Portland, Oregon 97209

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

DATE: May 16, 1997
TO: Dan Bartlett, City Manager
FROM: Pamela J. Beery, City Attorney's Office 
RE: Personal Services Agreement - City Attorney Services

Enclosed please find two original, revised personal services contracts for execution by the City. It is our understanding that this contract will be placed on the City Council consent agenda in June for approval.

Please call if you have any questions.

pjb/acmv65021/cityatty.me2

CITY OF MILWAUKIE, OREGON

PERSONAL SERVICES CONTRACT

THIS AGREEMENT made and entered into this ___ day of _____, 1997, effective July 1, 1997 by and between CITY OF MILWAUKIE, a municipal corporation of the State of Oregon, hereinafter called CITY, and O'DONNELL RAMIS CREW CORRIGAN & BACHRACH, hereinafter called CONTRACTOR.

W I T N E S S E T H:

WHEREAS, CITY has need for the services of a law firm with the particular training, ability, knowledge, and experience possessed by CONTRACTOR; and

WHEREAS, CITY has determined that CONTRACTOR is qualified and capable of performing the professional services as CITY does hereinafter require, under these terms and conditions set forth;

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the parties agree as follows:

I. LEGAL SERVICES TO BE PROVIDED:

CONTRACTOR shall provide the following professional services:

SCOPE OF SERVICES:

- A. CONTRACTOR will be responsible for CITY legal representation as authorized by the City Council and/or City Manager. Authorization to perform specific tasks will come from the Mayor, City Manager or other persons directly authorized by the Mayor or the City Manager. Pamela J. Beery will act as lead attorney and is referred to herein as the "City Attorney."
- B. Unless otherwise specified by the Mayor, the City Council or the City Manager, CONTRACTOR will be responsible for:
 - 1. Legal aspects of general administration of CITY business, including preparing and providing legal opinions, establishing correct procedures, drafting and reviewing ordinances, resolutions, contracts, orders, agreements, and other legal documents, and related tasks needed to support CITY personnel, the Council and Commissions.

2. Training of nonlegal personnel in the performance of legally related tasks in order to reduce legal expenses.
 3. Regular attendance at City Council meetings and attendance at other municipal meetings on request.
 4. Municipal Court prosecution.
- C. Legal activities such as complex litigation and special project assignments which fall outside of the above categories, and which would include costs exceeding the projections of the City's budget for legal services must be authorized by the City Council. City Attorney and the City Manager will regularly review the level of expenditures on legal services and will prioritize projects in order to stay within the budgeted amounts.
- D. The City Attorney will coordinate with the City Manager and department heads, but within the chain of command shall report directly to the City Council.
- E. City Attorney will address City Council directly during City Attorney's report at City Council meetings, and submit written documents to the City Manager in time to have documents copied and distributed to City Council members prior to monthly meetings.

II. COMPENSATION:

- A. 1. CITY agrees to pay CONTRACTOR up to \$96,000.00 per year for performance of those services which payment shall be based upon a detailed monthly billing showing work performed and identifying specific legal matters worked on.
2. CITY agrees to pay CONTRACTOR up to \$10,000.00 per year for litigation and special projects authorized by the City Council on a case-by-case basis.

3. Hourly Rates:

Partners	\$125.00
Sr. Associates & Special Counsel	\$110.00
Associates	\$100.00
Law Clerks/Legal Assistants	\$ 65.00

4. The direct cost for such items as long distance charges, messenger services, printing, mileage, copy charges and the like will be billed to CITY.
5. Payment by CITY shall release CITY from any further obligation for payment to CONTRACTOR. The services are services performed or expenses incurred as of the date of the statement of services. Payment shall not be considered acceptance or approval of any work or waiver of any defects therein.
6. CITY certifies that sufficient funds are available and authorized, or will be authorized, for expenditure to finance costs of this contract.

III. STATUS OF CONTRACTOR AS INDEPENDENT CONTRACTOR:

- A. CONTRACTOR shall be an independent contractor for all purposes and shall be entitled to no compensation other than the compensation provided for under paragraph 2 of this Agreement.
- B. CONTRACTOR shall provide insurance coverage for its workers in compliance with the requirements of the Workers Compensation Statutes, ORS Chapter 656.

IV. CITY ATTORNEY BAR MEMBERSHIP/OCAA MEMBERSHIP REQUIREMENTS:

City Attorney is responsible for maintaining City Attorney's professional standing as a member of the Oregon State Bar Association and the Oregon City Attorney's Association.

V. METHOD AND PLACE OF GIVING NOTICE, SUBMITTING BILLS AND MAKING PAYMENTS:

All notices, bills and payments shall be made in writing and may be given by personal delivery or by mail. Notices, bills and payments sent by mail should be addressed as follows:

CITY: Accounts Payable
 City of Milwaukie
 10722 SE Main Street
 Milwaukie, OR. 97222-0009

CONTRACTOR: Pamela J. Beery
O'Donnell Ramis Crew Corrigan & Bachrach
1727 NW Hoyt Street
Portland, OR 97209

and when so addressed, shall be deemed given upon deposit in the United States mail, postage prepaid.

VI. TERM OF AGREEMENT AND TERMINATION:

- A. The term of this agreement shall be from July 1, 1997 to June 30, 1998. This agreement may be renewed for additional periods by mutual agreement of the parties.
- B. Notwithstanding the above, term, at any time with or without cause, CITY or CONTRACTOR shall have the right to terminate this agreement by giving thirty (30) days' written notice. If CITY terminates the contract it shall deliver full payment to CONTRACTOR for services rendered to the date of termination. Termination by CITY must be done by resolution of the City Council.

VII. ACCESS TO RECORDS/ OWNERSHIP OF WORK PRODUCT:

- A. CITY shall have access to books, documents, papers and records of CONTRACTOR that are directly pertinent to this Agreement for the purpose of making audits, examinations, excerpts and transcripts.
- B. CITY shall be the owner of and shall be entitled to possession of any computations, plans, correspondence or other pertinent data and information gathered by or computed by CONTRACTOR prior to termination of this agreement by CONTRACTOR or upon completion of the work pursuant to this agreement.

VIII. COMPLIANCE WITH LAWS:

CONTRACTOR shall comply with all federal, state and local laws and ordinances, applicable public contracts, and to the work to be done under this contract.

IN WITNESS WHEREOF CITY has caused this Agreement to be executed in duplicate originals by its duly authorized undersigned officers and CONTRACTOR has executed this Agreement on the date hereinabove first written.

CITY OF MILWAUKIE

DATED: _____ By: _____
Mayor

DATED: _____ By: _____
City Manager

CONTRACTOR

DATED: _____ By: _____
Pamela J. Beery

DATED: _____ By: _____
Timothy V. Ramis

pjb/acm/65021/cityatty.psa(5/16/97)

CITY OF MILWAUKIE, OREGON

PERSONAL SERVICES CONTRACT

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CITY OF MILWAUKIE

DATED: _____ By: _____
Mayor

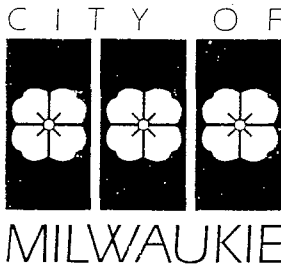
DATED: _____ By: _____
City Manager

CONTRACTOR

DATED: _____ By: _____
Pamela J. Beery

DATED: _____ By: _____
Timothy V. Ramis

pjb/acm/65021/cityatty.psa(5/16/97)



May 15, 1997

To: Honorable Mayor and City Council

Through: Dan R. Bartlett
City Manager

From: Jim Brink, P.E.
Public Works Director

Rafael Cruz, P.E.
Civil Engineer

Subject: No Thru Trucks signs

Action Requested:

Council approval of attached Resolution authorizing the installation of "NO THRU TRUCK" signs in the vicinity of the intersection of Oak Street/Washington Street and Lake Road/ Oatfield Road.

Discussion:

1. There has been much community concern regarding truck traffic along certain city streets. The two most problematic streets are 34th Avenue from Lake Road to Washington Street and Monroe Street from ORE 99E to ORE 224.
2. The "Draft" Transportation System Plan will be presented to the Planning Commission on May 27, 1997 and to the City Council in June of this year for approval. The TSP proposes major and minor truck routes through Milwaukie. The Plan also contains proposed policies about designating truck routes. The Transportation System Plan will define which routes will be designated as truck routes within the City of Milwaukie.
3. We have requested permission from the Oregon Department of Transportation to allow Truck Route signing along ORE 224 (Highway 224) and ORE 99E (McLoughlin Boulevard). At this time, the ODOT answer is no (see attached letter); however, we will continue to pursue this matter with ODOT.
4. As an interim measure, the Department of Public Works believes that it is in the best public interest to install NO THRU TRUCK signs at the following intersections:
 - Oak Street and Washington Street
 - Lake Road and 34th Avenue
5. The recommended sign should be a truck symbol with a red circle and a slash (as per section 2B-28 of the Manual on Uniform Traffic Control Devices) in addition to the regulatory sign reading NO THRU TRUCKS.

COMMUNITY DEVELOPMENT • PUBLIC WORKS

6101 SE JOHNSON CREEK BLVD.
MILWAUKIE, OREGON 97206

PHONE: (503) 786-7600 • FAX: (503) 774-8236

6. The Department proposes to handle truck volume issues on a case by case basis. Monroe Street is not currently addressed because of a Department initiative with ODOT to change the wording on specified signs along ORE 224. The Department hopes that this initiative will significantly reduce truck volume on Monroe Street.

Fiscal Impact: \$150 per sign from the Street Fund, budget line # 22-6100.

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE,
OREGON DECLARING THE INTENT TO INSTALL NO THRU TRUCK SIGNS AT THE
INTERSECTION OF OAK STREET AND WASHINGTON STREET AND LAKE ROAD AND
34TH AVENUE.**

WHEREAS, there has been community concern regarding excessive truck volume along certain city streets.

WHEREAS, the term truck is as defined in Milwaukie Municipal Code Section 10.04.440.

WHEREAS, Milwaukie Municipal Code Section 10.08.010 paragraph A4 provides the City Council authority to designate streets where trucks are prohibited except under specified conditions.

WHEREAS, the Transportation System Plan will define which routes will be designated as truck routes within the City of Milwaukie.

WHEREAS, NO THRU TRUCK signs comply with the intent of the proposed Transportation System Plan.

WHEREAS, the recommended signs comply with the Manual on Uniform Traffic Control Devices.

WHEREAS, the Public Works Department will continue to investigate the potential for Truck Route signs on State routes.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Milwaukie that the Department of Public Works is hereby directed to install the traffic control signs cited above.

Introduced and adopted by the City Council on _____, 1997.

Craig J. Lomnicki, Mayor

ATTEST:

APPROVED AS TO FORM:
O'DONNELL, RAMIS, CREW & CORRIGAN

Pat DuVal, City Recorder

City Attorney

Region 1 Traffic Unit
Phone: 503-731-8300

Oregon

DEPARTMENT OF
TRANSPORTATION

April 29, 1997

Region 1

James E. Brink
City Engineer
City of Milwaukie
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206

RECEIVED

APR 30 1997

FILE CODE:

PUBLIC WORKS

Re: Signing Proposal on Highway 224

This letter is to respond to your request for a consideration of adding signing to address concerns from trucks accessing the "wrong" roads. Your request had two parts, with the first being to move the CITY CENTER signing from Monroe St. to Harrison Street. After reviewing the site, we don't have a concern with moving this installation. I will have you work with Robin Brooks to get this change done.

The second concern you tried to deal with was TRUCK ROUTE signing. After reviewing your plan and discussing with the Salem Traffic Management Section, we find that we cannot approve your proposal specific to the Milwaukie area truck roads. If we sign a truck route off the highway, drivers are required to use the signed route. The better way to handle this would be to restrict the trucks from the roads you don't want them on. This will encourage the trucks to stay on the appropriate routes.

I understand the problems with trucks ending up in resident neighborhoods and wish you luck in solving the problem. I will have Robin contact you in the near future about moving the CITY CENTER signing to Harrison Street to encourage its use, instead of Monroe. If I can be of further help, call me at 731-8205.



Dorothy Upton, P.E.
Traffic Investigations Team Leader

miltruck.doc




123 NW Flanders
Portland, OR 97209-4037
(503) 731-8200
FAX (503) 731-8259



*** MEMORANDUM ***

May 27, 1997

To: Mayor and City Council
From: Dan Bartlett, City Manager 
Re: Imaging Project Contract Expansion

Action Requested

Authorize the City Manager to sign a purchase order to Oswego Technology Corporation (OTC) in an amount equal to \$8,000 for imaging equipment.

Background

In 1994, the City began investigating electronic imaging. The City received a quotation from a vendor who would have turned the City Recorder's files into electronic records that could be retrieved by a few computers within the City. This vendor wanted the City to change the operating system for local area networks from one brand to another to support their software. The vendor did not understand the request that the City made.

In August 1995, the City sent out a Request for Proposal (RFP) for vendors to provide an imaging system which met the City's needs. Four vendors responded to the request for proposal, all responses were for systems that were very different and were not responsive to our needs. This process demonstrated that we needed to better define our needs and prioritize the workflows which we wanted to automate.

In December of 1995, the City of Gresham issued a RFP for Document Imaging and Retrieval. They awarded their contract to Oswego Technology Corp. We submitted our requirements to OTC. They have responded to our request with a proposal that is responsive to our needs. I have executed a contract in the amount of \$22,410. This covers consulting services and software for document capture, indexing, workflow, and retrieval for ten workstations.

OTC has also quoted prices on the scanner and controller card for the scanning workstation, and together these cost \$7,790. This equipment added to the software and consulting contract totals \$30,200. This is \$5,200 greater than my contract authority. I am requesting Council approval for up to \$30,200 for the 1996-1997 contract with OTC. This will allow us to complete the pilot project and begin to move toward other records. Funds are in the 1996-1997 Budget for this project.

Next year we will move into other record series (e.g., land records in Planning, Public Works and Engineering). Future costs could include two additional scanning workstations and \$189 per user workstation over and above the ten workstations in the pilot project. Some of these funds are budgeted in 1996-1997, and some are budgeted in 1997-1998. This is a project that will take several years. The benefit of the change in record keeping is reduction in paper copies, reduced staff time involved in retrieval of records, and complete parcel records available whenever inquiries are made about specific properties.

cc: File
cm1090/hd

MILWAUKIE CITY HALL
10722 SE MAIN STREET
MILWAUKIE, OREGON 97222
PHONE: (503) 786-7555 • FAX: (503) 652-4433

City of Milwaukie

Proposal for

Enterprise Document Management System

May 6, 1997

Presented by



OSWEGO TECHNOLOGY CORP.

A SYSTEMS INTEGRATION COMPANY



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ENTERPRISE DOCUMENT MANAGEMENT SYSTEM

Oswego Technology is pleased to work with the City of Milwaukie for the design, development and implementation of an integrated Electronic Document Management System (EDMS). We appreciate the importance of this EDMS effort to City of Milwaukie in ensuring a comprehensive document management/imaging system. We are excited about this opportunity and believe the content and quality of this proposal will accurately depict our capabilities in EDMS-related design issues, and our willingness to develop a cooperative relationship with the City of Milwaukie.

Oswego Technology is an organization built on responding to the challenges that are unique to your work environment. As integrators, we are committed to developing a long-term relationship and understanding of your organization, so we can be a partner and resource for years to come.

In summary, Oswego Technology believes that it will be providing to the City of Milwaukie an integrated solution. This is based on a number of factors we offer for your consideration:

- A common graphical user interface across all applications and departments with an ability for tailorability depending upon end-users needs.
- Commercial off-the-shelf (COTS) software with tailoring capabilities to meet current and future needs.
- Flexible, graphical tool for creating/editing/displaying relationships between objects.
- Project Managers and Software Engineers who have proven experience implementing document and image management systems of this magnitude, and greater.



OUR UNDERSTANDING OF YOUR SITUATION

The City of Milwaukie is an institution going through growth and expansion in the coming year. As is the case with all municipalities in the current state of budget tightening and overworked resources, public organizations are trying to find ways to work smarter and more efficiently. In order to accommodate this vision, the City of Milwaukie is planning to install a document management/imaging system for the management of paper and information.

We hope two things stand out in this proposal:

- "Our philosophy of working with you" - You will notice the use of workshops throughout the project approach. We believe these are critical to ensuring that the system design accurately reflects the requirements of the staff/users by actively involving them.
- "Our approach to "no surprises" project management" — We envision the project team to consist of both Oswego Technology and City of Milwaukie staff. Working together with the city's team is fundamental to jointly developing the definitive "Best-of-Class" Enterprise Document Management System. Our approach makes use of specific milestones with deliverables providing the city the ability to clearly see and measure Oswego Technology's project progress

The primary objective of the EDMS effort is the creation of an integrated electronic document management system. This system will serve as the electronic gateway to enable the city's staff to search, retrieve, view and modify information and documents — as their security clearance allows. Specific objectives outlined for this project include:

- Teamwork integration
- Simultaneous facilitation
- File Integrity and Security
- Infrastructure development

Model configuration scope for this project is as follows:

- Enterprise-wide
- Support for current user base and the ability to scale for future use



OUR APPROACH AND DELIVERABLES

Our approach is based on a systematic and proven process for defining, designing and implementing a powerful document management system. To reduce implementation risk and incorporate input from the city, we propose a three-phased approach. Essentially, these phases are to:

- 1) Refine the system requirements;
- 2) Design, and finally
- 3) Implement.

PHASE I - SYSTEM REQUIREMENTS AND SPECIFICATIONS

Overall objective of Phase I is to review/refine the existing system requirements and finalize the system functionality based on initial project implementation. From this review, the output of Phase I will be an Initial Systems Specification that takes into account not only the technical requirements, but the business processes; that is, a definition of how the EDMS program will interface and support the city's functions. This will culminate in the deployment of this plan in the initial set-up and trial testing of the process.

Our Phase I effort will focus on three types of activities:

- 1) Document reviews;
- 2) Consultation; and
- 3) Project meetings to jointly discuss requirements and processes.

STEP 1 - Refine Documentation Requirements

Our first step will be to further determine the document management requirements. This will include a review and profile of all potential documents including: document characteristics, volumes and staff/user types. As need requires, we will schedule joint development meetings between the city and OTC to review document indexing requirements and server structure.

STEP 2 - Define Process Requirements

The process is as important as the content of the system. Fully understanding and documenting the business processes is essential to ensuring that the EDMS will meet all the city's requirements today — as well as anticipated future requirements.

We will work with the City of Milwaukie to develop high-level information flows between major functional elements of the city's processes. Only the city knows how it's organization runs and what has made it successful. We will need the city to determine their processes and be able to articulate these so the system can reflect them. These flowcharts will show information flow as it is currently taking place today including: information source, information receiver, type of information (text, scanned image, application-specific output, other), criticality, timing and dependency on other information.



More importantly, we will begin to identify any life-cycle/workflow improvement opportunities made available by having an electronic Enterprise Document Management System capability. **This is in keeping with our experience that any effort such as EDMS can place a significant role in streamlining processes.**

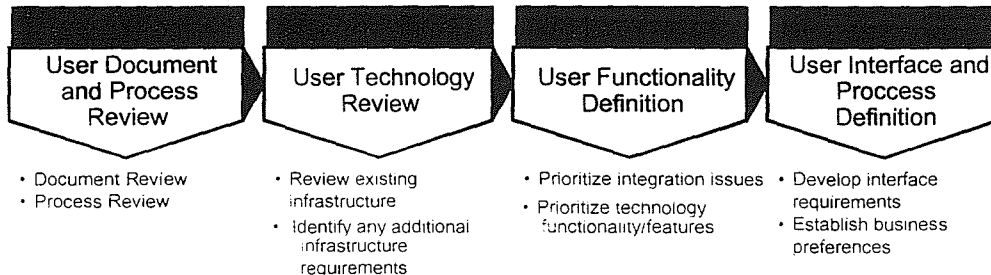
STEP 3 - Review Systems

Concurrent with our other activities in the first phase, we will understand and document the existing software, hardware and networking capabilities existing within the City of Milwaukee today. Any new EDMS should build on the existing system equipment, if not configuration, to save both time and capital. The implementation team will be able to leverage off the architecture plans of this development work. These schematics will be analyzed against the Step 2 process activity to understand the major deficiencies in the existing practices and any subtle differences that should be incorporated into the new system.

STEP 4 - Define staff/user Functionality and Interfaces

A critical requirement for the EDMS system is to serve as a natural extension of the staff/user's day-to-day activities. The system ultimately must operate like the staff/user wishes, in terms and workflow that he/she is familiar with. Step 4 will involve the definition of staff/user system functionality and interfaces through planning sessions. This staff/user Definition session will involve representative City of Milwaukee staff/users and the EDMS project team. Objective of the workshop is to prioritize the functions and define the key functionality required of the system.

PHASE I - User Definition Analysis



Oswego Technology's intention is to ensure an effective system through the active involvement of the staff/user communities. In our project management experience, this approach is highly effective in not only ensuring a good system design, but also involves the staff/users, who are the ultimate evaluators of the system effectiveness and success. With this in mind, it is important that we understand our partner's motivations for implementing an EDMS. This will allow us to be responsive to City of Milwaukee's unique needs and challenges.

It is also important that the city realize OTC's commitment to making this a successful implementation. Realizing the importance of the human component to system integration, OTC can provide a variety of on-site and off-site training for users and administrators of the system. We will work with you to provide the level of service you require.



EVALUATION CRITERIA

- **Acceptance Testing and System Stability**

It is customary for OTC to provide an on-site system test for verification of reliability. It is expected that the end-users shall set their expectation levels per the on-site system's ability to be implemented, perform routine queries, add documentation to the system, security, etc.

After a successful acceptance test and after users have been trained, the City of Milwaukie will monitor system performance, unless OTC is otherwise contracted to. An uninterrupted period of system up-time and performance according to the expectations will be required. Signoff by the city will be in accordance with verification of the system performing to their pre-defined specifications.

- **Last Thoughts**

Thank you very much for your time and consideration of Oswego Technology as an EDMS integrator. We are looking very forward to developing a long-term and constructive relationship with the city. If there are clarifications that need to be made in the preceding proposal, please feel free to contact us with any questions.



Scope of Services

The vendor is required to:

- Provide document management system software.
- Lead in design of the database, indexing and retrieval screens for efficient document management.
- Install software and hardware on the Document Server .
- Provide training materials for end-user and system administrator.
- Train end users. Provide on-site or local training to technical staff in system administration.
- Team with the City of Milwaukee in developing implementation unit.
- Provide on-going support.
- Provide system maintenance for license upgrades and telephone support.

Deliverables

- Installation of software and peripherals on Document Server.
- Consulting/needs analysis(on-site)
- Integration(on-site)
- Procurement and delivery of recommended software suite.
- Assign a project manager that will shepherd project.
- Working data base for storage of documents.
- Written procedures and screens for entry, indexing, search, retrieval and mark-up of documents.
- System documentation for data base.
- User training materials and documentation.
- System Administrator documentation.



Addendum 1: Hardware/Infrastructure Recommendations and Requirements

OTC will require the City of Milwaukee to be compliant with the following prerequisites. This will ensure that the ground is set for a smooth implementation. OTC would expect the City of Milwaukee to feel free in consulting us on any infrastructure decisions or questions. We can and will provide support on any network integration issues should the city desire it.

- An existing network configuration.
- A Winsock 1.1-compliant TCP/IP environment within the network architecture.
- An NT server configured on the network from which Saros Mezzanine can operate.
- All client workstations to be used as SDM clients, configured with Microsoft Windows.

Initially, the city can utilize a relatively modest server for use as the Saros Document Server. Below, is a sample configuration that OTC can procure, setup, and install for the city.

Item	Cost
Micron Vetix EL Server- Intel 200MHz Pentium Pro processor ATX Full Tower with 10 bays 256KB L2 cache, Flash BIOS Dual Pentium Pro ZIF Sockets(one vacant) 64 MB Ram 2 2GB Ultra Wide SCSI3 Hard Drives Slots: 1 ISA, 3 PCI, 1 shared ISA/PCI Intel 440FX PCI chipset 64-bit 1MB ISA video Adaptec AHA2940UW PCI SCSI Adapter 12X SCSI-2 CD-ROM drive 3.5" floppy drive 3COM 3C905 PCI 10/100 Fast Etherlink XL 15" (13.7" display) Micron 15FGx .28 SVGA color monitor 104-key enhanced PS/2 keyboard MS Mouse with Mouse Manager (PS/2) Microsoft NT Server 4.0 (10 user license) 1 parallel, 2 serial ports FCC class B, UL, CUL, & CE certified 5 Year Limited Warranty on microprocessor and main memory 3 Year Limited System Warranty 1st Year on Site Service Included	\$5,100



PC Scanning Workstation configuration

Central to Milwaukee's efforts at getting their hands around their paper dilemma, is the installation and integration of Scanning Stations that tie to the document repositories. Watermark Imaging software will drive the scanner. This station should be run by a PC that has 32 megs of RAM. The Fujitsu scanner is a reliable mid-range scanner that allows for a quality throughput, autofeed, and duplex features. The Kofax card is required to get photo-quality on your black and white scans. The quality of a scanned image is as much a factor of the hardware controller card as the scanner itself.

Item	Cost
Fujitsu M3096EX, 22 page per min., 50 page auto-document feeder	\$5,995
Kofax Document Scanner Controller Card, 3MB on BUS	\$1,795
Sample PC Config that can be supplied by OTC: Micron Millennia P133, Mini-Tower, 32 MB EDO RAM, 512k Pipeline cache, 2.5 Gig EIDE Drive, 12X EIDE CD-ROM, PCI 32-bit Mode 4 EIDE controller, 1.44 MB Floppy, Diamond Virge 3d 2MB EDO DRAM, 15" Color monitor .28 DPI 1280X1024, 104 Key enhanced PS2 keyboard, Mouse Creative Labs SB 16 Sound Card Win 95	\$1,899



Addendum 2: Software/Service Pricing for City of Milwaukee

Saros Discovery Suite		
includes Saros Document Manager.	Quantity	Pricing Per Client
	10	\$750
Watermark Imaging & Ensemble WorkFlow.		
Saros Document Server		
	Quantity	Pricing Per Server
	1	\$1,500
Ensemble(Stand-Alone)		
	Quantity	Pricing Per Client
	10	\$199
	25	\$189
	100	\$169
@Mezzanine Web Server Interface	Quantity	Pricing Per Server
	1	\$3000
SQL Server	Quantity	Pricing Per Server
	1	\$1495
SQL Client License	Quantity	Cost per client
	1	\$95
Consulting/Needs analysis		\$2400
Integration Services		\$4800
OS Upgrade/Migration Support		\$1520



Addendum 3: Training and Services Pricing

Training Schedules and Pricing

Depending upon the level of setup necessary and the scope involved, negotiation on this pricing structure could be flexible.

Train the Implementation Team-

This class will address the issues and environment that the implementation team will encounter as they deploy their document management/imaging project. This class will cover the installation and initial configuration of Saros Document Manager(client), WaterMark Imaging Tool, and Ensemble Workflow.

Class Length	Cost per attendee	Example
1 day	\$400	10 people @ \$400=\$4000
*	*Group discount=%25	cost for 10 People is \$4000-\$1000(%25)=\$3000

*Discount applies to class sizes of 6 and up whether it is a large scale class(8+ attendees), or OTC decides to break it up into 2 (4 student) classes.

Train the Trainer

The class will focus on learning the end-user client applications that will reside on the City of Milwaukies' desktops. Attendees will have a working knowledge and be able to instruct others in the use of Saros Document Manager, Watermark, and Ensemble.

Class Length	Cost per attendee	Example
2 days	\$800	10 people @ \$800=\$8000
*	*Group discount=%25	cost for 10 People is \$8000-\$2000(%25)=\$6000

*Discount applies to class sizes of 6 and up whether it is a large scale class(8+ attendees), or OTC decides to break it up into 2 (4 student) classes.

Train the Admin

This course covers basic Saros Mezzanine architecture, network configurations, Saros Document Manager dependencies, and the use of Admin utilities. This course will lead administrators in enterprise-wide Saros installations or network admin personnel who are responsible for installing and extending a Saros Mezzanine installation. Personnel will learn troubleshooting strategies will ensure that Saros systems function properly and assist in identifying problems at the client, at the server, and on the network.

Class Length	Cost per attendee	Example
3 days	\$1200	2 people @ \$1200= \$2400



*** MEMORANDUM ***

May 27, 1997

To: Mayor and City Council
From: Dan Bartlett, City Manager *Dan*
Re: Computer Contract Expansion

Action Requested

Authorize the City Manager to sign purchase orders for Pacific InfoSystems in an amount equal to \$22,193 for an imaging computer and up to twelve workstation computers.

Background

In December of 1995, the City of Gresham issued a RFP for Document Imaging and Retrieval. They awarded their contract to Oswego Technology Corp. We submitted our requirements to OTC. They have responded to our request with a proposal that is responsive to our needs. I have executed a contract in the amount of \$22,410. This covers consulting services and software for document capture, indexing, workflow, and retrieval for ten workstations. They also provided a quote for computer systems.

Resolution 28-1996 provided for an open purchase order in the amount of \$100,000 for Precision Computers. The City has purchased network consulting and computers from Pacific InfoSystems, since early 1996. In checking price quotes and government contracts we found that Pacific InfoSystems gave us a better deal than other vendors. This is the case for the hardware needed to conduct the Imaging Pilot Project.

I have authorized purchases of \$18,637, from Pacific InfoSystems so far this year. A purchase order for \$22,193 for the imaging computers would be over my signature authority. I am asking that I be authorized to sign purchase orders up to \$47,193, payable to Pacific InfoSystems. Funds for these purchase orders are budgeted in the 1996-1997 data processing budget.

cc: File
cm1091/hd

RESOLUTION NO. 28-1996

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON,
AUTHORIZING THE CITY MANAGER TO EXECUTE CERTAIN CONTRACTS.

WHEREAS, the City of Milwaukie, by adopting Ordinance Nos. 1771 and 1803 together with Resolution No. 35-1994, has put into place purchasing procedures, and

WHEREAS, contracts for certain services which have projected annual expenditures in excess of \$25,000 require City Council review pursuant to the purchasing procedures.

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

SECTION 1.

The City Council has reviewed the listed services and the projected annual expenditures for such services.

SECTION 2.


The City Council finds such services needed and vial to the operations of the City of Milwaukie.

SECTION 3.

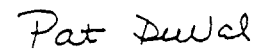
The City Council authorized the City Manager to execute Purchase orders for the following services:

<u>VENDOR</u>	<u>SERVICE</u>	<u>PROJECTED AMOUNT</u>
SAIF	Workers Compensation	\$ 125,000
Sedgwick James	Property & Casualty Insurance	110,000
PGE	Electric Service (including street lighting)	487,000
CCSD #1	Sewage Treatment	970,000
City of Portland	Sewage Treatment	120,000
U.S. West	Telephone Line Service	80,000
Clackamas County Fire Dist #1	South Metro Fire Marshall Services & Supplies	140,000
Clackamas County	Elections	10,000
	Traffic Signalization	34,000
	Paint Striping	15,000
	Misc Services	50,000
Grove, Mueller, Hall & Swank	Audit and Accounting Services	35,000
O'Donnell, Ramis et al	General Counsel Services	109,100
Miller, Nash et al	Labor Relations Counsel Services	30,000
D & A Janitorial	City Facilities Janitorial Service	100,000
Don Thomas Petroleum	State Bid for Gasoline & Diesel Fuel	50,000
Precision Computers	Computers & Peripherals	100,000
Murray Smith & Associates	Professional Engineering Services	75,000
Xerox Corp	Photocopier Leases and Supplies	40,000

Introduced and adopted by the City Council of the City of Milwaukie, Oregon on ~~June 20, 1995~~
July 2, 1996.

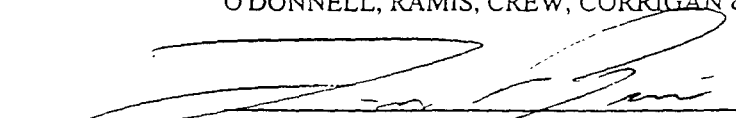

Craig Lomnicki, Mayor

ATTEST:


Pat DuVal, City Recorder

APPROVED AS TO FORM

O'DONNELL, RAMIS, CREW, CORRIGAN & BACHRACH


City Attorney



Pacific InfoSystems, Inc.



Sales Quotation

TO: Merlin Becker
City of Milwaukie
City Hall, 10722 SE Main St.
Milwaukie, OR 97206

Date: 5/23/97

FROM: David Thompson

Availability: 3-4 days
Terms: Net/20
FOB: Origin
Validity: 30 days

Item No.	Description	Qty	Unit Price	Ext. Price
	Touch Systems Intel PP200, Mid-Tower Case	1	\$3,245.00	\$3,245.00
	- Super Micro Dual Pentium Pro Motherboard			
	- 64-MB EDO RAM			
	- Western Digital 2.1-GB Fast-Ultra-Wide SCSI HDD			
	- 3.5" 1.44-MB Floppy Drive			
	- Adaptec 2940UW SCSI Adapter			
	- parallel, 2 serial ports			
	- 12x CD ROM			
	-ATI Graphics Expression, 2-MB PCI			
	- 3COM 10/100BaseTX NIC			
	- ADI 15" Color Monitor			
	- Mitsumi 104 Keyboard			
	- Microsoft 2 Button Mouse			
	- Microsoft NT Server 4.0 with 10 Client Access Licenses			
	- 1 Year Warranty			
	Total			\$3,245.00



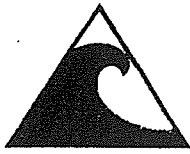
Authorized
Value Added Reseller



COMPAQ



11201 S.E. 8th, Ste. 170 • Bellevue, WA 98004 • (206) 453-8287 • fax (206) 453-7542
6700 S.W. 105th Ave., Ste. 104, Beaverton, OR 97008 • (503) 626-1186 • (800) 833-5250 • fax (503) 626-2567



Pacific InfoSystems inc.



Sales Quotation

TO: Merlin Becker
City of Milwaukie
City Hall, 10722 SE Main St.
Milwaukie, OR 97206

Date: 5/23/97

FROM: David Thompson

Availability: 3-4 days
Terms: Net/20
FOB: Origin
Validity: 30 days

Item No.	Description	Qty	Unit Price	Ext. Price
	Touch Systems P133, Mid-Tower Case - Intel Triton II Chip-Set MB, with 512-kb PLB Cache - 32-MB EDO RAM - 2.5-MB Western Digital IDE Hard Drive - Mitsumi 16x CD ROM Drive - 3.5", 1.44-MB Teac Floppy Disk Drive - Diamond Stealth64 3D 4MB PCI Video - Creative Labs Sound Blaster 16 with Speakers - ADI 15" Color Monitor - Mitsumi Keyboard - Logitech Mouse - Microsoft Windows 95 - One Year Warranty	10	\$1,579.00	\$15,790.00
	Total			\$15,790.00



Authorized Value Added Reseller



COMPAQ



DRAFT

CITY OF MILWAUKIE
PLANNING COMMISSION MINUTES
TUESDAY, APRIL 8, 1997

COMMISSIONERS PRESENT

Michael Smith, Chair
Bryan Cosgrove
Tim Havel
Terry LaRocque
Pat Lent
Chuck Stoudt

COMMISSIONERS ABSENT

None

STAFF PRESENT

Maggie Collins,
Com. Dev. Dir.
Susan Heiser,
Senior Planner
Dan Pava,
Senior Planner
Stacy Lawson,
Assist. Planner
Shirley Richardson,
Hearings Report

OTHERS PRESENT

Ransford McCourt,
Consultant

1.0 CALL TO ORDER

The meeting was called to order at 6:40 p.m.

2.0 PROCEDURAL QUESTIONS -- None.

3.0 CONSENT AGENDA

3.1 Planning Commission Minutes -- March 25, 1997

Bryan Cosgrove moved to approve the minutes of March 11, 1997, as corrected. **Pat Lent** seconded. MOTION CARRIED 5-0 with 1 abstention. Chuck Stout was not at that meeting.

4.0 PUBLIC COMMENT -- None.

5.0 PUBLIC HEARINGS

- 5.1 Applicant: City of Milwaukie
Property Owner: N/A
Location: N/A
Proposal: Lake Road Multimodal Connections Plan
File Number: CPA-97-02

Chair Smith opened the public hearing on CPA-97-92, Lake Road Multimodal Plan. He then explained the hearing format. He asked if there were any conflicts of interest or ex-parte contacts to declare. There were none. He asked if any Commissioners visited the site; five hands were raised. None of the Commissioners who raised their hands noticed anything different from what is stated in the Staff Report for this Application. No one in the audience challenged the impartiality of any Commission member or the jurisdiction of the Planning Commission to hear this matter.

STAFF REPORT

Susan Heiser reviewed the Staff Report with the Commissioners. She explained that in February, 1996, the City received a Transportation Growth Management Grant from ODOT to develop a plan to address safety, circulation, and Multimodal accessibility needs within the Lake Road area. Over the last year, City Staff and Randy McCourt from DKS, Associates, have been working with the Lake Road Multimodal citizen's group to develop a plan which is now before the Commission. Adoption of the Lake Road Multimodal Connection Plan requires that the Planning Commission first hold a public hearing to receive comments and public testimony on the draft Plan. Second, to approve a final Lake Road Multimodal Plan, and third amend the City of Milwaukie Comprehensive Plan by adopting the Lake Road Multimodal Connections Plan as an ancillary document.

Lake Road is an arterial of local and regional significance. Through time it has served as a key east/west connector from areas west of Milwaukie to areas east of Milwaukie. With the completion of the Milwaukie Expressway, traffic levels have decreased; however, it continues to serve as a transit route and a primary link between the City's Regional Center, the Oak Grove Community, and commercial areas to the east of Milwaukie.

Historically, Lake Road has also been a residential neighborhood. There are numerous single-family residences, several schools and churches near or with frontage along Lake

Road. There are also emerging residential areas served by cul-de-sacs which rely on Lake Road as their primary route for local access. Lake Road's function as an east/west regional route directly conflicts with its residential setting. As a result, issues and concerns regarding pedestrian, bicyclist, and motorist safety have continually been identified by the Community.

The Plan recommends many immediate improvements which can be made within the next three years with little cost or planning. It also identifies long-range improvements, which will require a funding source for construction and Plan development. Access management and local road connectivity improvements are recommended which can be implemented during City review of individual developments.

The Plan has been reviewed by the Lake Road Neighborhood, the Technical Advisory Committee, and the Transportation and Traffic Safety Board. A majority of the comments received prior to the March 28th deadline, have been incorporated into the final draft Plan. The comments received after this date, have been summarized in Exhibit 4 of the Report. Some of the comments that are not shown are of editorial nature and they will be addressed in the final revised draft Plan.

Staff recommends that the Planning Commission review comments and determine if additional revisions should be made to the Plan. The Planning Commission must also decide on comprehensive amendment findings. The Lake Road Multimodal Plan has been reviewed for conformance with the Comprehensive Plan and found to comply with all relevant policies and objectives. Adoption of the Lake Road Plan will provide specific direction and project priorities for transportation improvements within the Lake Road area which will provide for improved access, circulation, and safety of roadways, improved transit facilities, a coordinated intergovernmental review, and improve pedestrian safety in residential areas.

Staff recommends that the above findings demonstrate that the proposed amendment meets the required criteria for amendments to the Comprehensive Plan. Further, following a determination on the Final Draft Plan, Staff suggests that the Planning Commission make a recommendation to City Council for adoption of the Lake Road Multimodal Connection Plan as an ancillary document of the Comprehensive Plan.

One additional comment was received by the public after the Staff Report had gone out. A copy of this comment was submitted to the Commission. **Susan Heiser** then reviewed some of the comments and responses in Exhibit 4.

Speaking: Randy McCourt, DKS & Associates

Mr. McCourt summarized the key elements of the Plan. These key elements are broken down in Chapter 6 of the Report by mode. They include the elements from bicycle, pedestrian, automobile, neighborhood traffic management, and provide background as the key elements of what was accomplished. The original goal set out for the project was to develop a safe and accessible route for all modes of transportation along Lake Road. To that end, particularly bicycle and pedestrian improvements, were called out.

First in terms of improvements, short-term projects associated with modifications to the street were identified. Then plan development over a longer period of time as funds become available. The purpose being to have a plan in place, ready to go when funds are available to design, and work in the details of the design. There is also the need to have the concepts in place, so there is an opportunity to work with individual developments as they come on-line.

Bicycles. Short term projects are signage, care and cleaning of the bike lanes as they exist today. In the long term, developing six-foot bike lanes that meet the standards of ODOT, Clackamas County, Metro, and all standards that are used for bicycle facilities in the metropolitan region.

Pedestrians. A series of improvements; coordinating with the school district on improving signage and different aspects of pedestrian crossings to the schools. Utilizing new traffic control equipment through the update of the manual on uniform traffic control devices and to work with the School District. Particularly in the southeastern corners link the neighborhood by an all-weather road that would allow people to traverse the area. Additionally, creating linkages near any new cul-de-sacs to the roadway. The key element is to make sure that sidewalks are provided as development occurs to Lake Road and make sure that the existing sidewalks emphasized for pedestrian accessibility.

Providing sidewalks on both sides of the street over the long term as the road is rebuilt such that the entire stretch from the downtown area to the eastern City limit will have sidewalks on each side of the street.

Transit. There are two elements, one is maintaining good service and trying to work with Tri-Met to improve service and off-peak times. On Plan development, making sure that all transit amenities (landing pads, transit shelters) are provided along the street at current bus stops to provide better services to transit users.

Street. There are several elements, some of which would be addressed in the short term that would have immediate impact. The speed zone requirements that was reviewed was where that transition occurs. Historically, the speed zone along Lake Road has developed over time, dating back 20-30 years when the roadway looked different than it does today and was being used different from today. These limits were consistent over the past years. The boundaries changed at the freeway ramp, not at Vernie Road where the existing 40 mile an hour changes. The Plan is recommending that the 30 miles an hour speed zone be moved further to the west.

Posting of Through Truck Restrictions. Many of the residents mentioned that in the past there has been truck restriction signs at Highway 224 heading west that have since disappeared, not maintained, or not in use. The intent is to reinstitute the signs consistent with the Transportation System Plan. One issue that came up with regard to safety is the sight distance at roads. Some of the cross-streets, just because of the slope and vegetation that has grown up within the public right-of-way, has blocked sight distance and the intent is to implement standards for sight distance triangles. No big trees will be planted that may have to come out later. The conditions will require adjustments for safety purposes.

Enforcement. This issue was raised at many of the meetings and it was believed that greater enforcement could be done. Staff spoke with Police Department, enforcement agencies, and the City about past practices. A level of enforcement change was practical not necessarily in the AM/PM peak hour, but on Saturdays and other times where people in the neighborhood and immediate vicinity are commonly encountering this roadway. Giving a greater knowledge within the community of the enforcement level on weekends was considered a priority in the next 12 months.

Plan Development. The original discussion was to come up with a roadway design that would be a three-lane roadway, continuously from downtown to the eastern City limits. After reviewing the operation of the street, the street could not be a continuous three-lane roadway. The warrants for left-turn lanes were not met. On the eastern section, the volumes would meet the requirement. As you move further to the east, many of the developments access many more roads where there was a higher need for

left-turns. The demarcation line where the absolute warrants were made was at Where Else Lane. If local access/circulation was provided in the area south of Lake Road, the left-turn lane would not have to be extended further to the west because people can get into the neighborhood via left-turn lane and then use the local streets within the neighborhood to gain access to their homes. If the interconnect was not provided, the three-lane section would have to be extended much further to the west to the school. One key concern was keeping the cross-section of the roadway near Rowe Junior High as narrow as possible to keep the crossing distance for kids narrow and to keep emphasis on slow speeds in that area.

The end recommendation was for a two-lane roadway from the downtown area up to the Oatfield intersection. In the vicinity of the Oatfield Intersection, a three-lane roadway would be provided. From that point further to the east to Where Else Lane, it would narrow down to two lanes in front of Rowe Junior High and then open up to three lanes as it proceeds further east all the way down to Highway 224. In addition, at two locations along the roadway, at the eastern and western entrance, a median will be placed in the roadway, approximately 9-10 feet wide that would be used to break up the straight visual picture of the street as an open area. This will provide a tree canopy and narrow the perspective of the street to help to promote slower driving in the neighborhood area.

One of the things that came out of the TSP was the need for intersection improvements at Oatfield and Lake Road. The northbound right-turn movement is difficult. It is a sharp corner; sharp enough that the school buses are routed away from it. This curve was reviewed and found that it needed to be improved and a right-turn lane provided to assure that people can make that turn without cutting through the neighborhoods. This was included into the plan development of the project.

Neighborhood Traffic Management. It was determined that selected enforcement was an immediate area where improvements could be made. Plan development, over time, will allow for the use of 11 and 12 foot lanes in the design cross section, rather than 12 and 14 foot lanes. This is not intended to be a truck route; it is mostly for autos. These lane widths are fully acceptable within ASTRO standards for the type of road that Lake Road will be.

For the long term, one concern was something that would keep people in line in terms of speed. It is obvious that the speed is well over the 40 miles an hour and 30 mile an hour posted speeds on a regular basis. With tests being done in terms of photo

enforcement, this is a perfect test case particularly in the vicinity of Oatfield Road and Lake Road. Photo enforcement and the blend between use of the technique for red-light runners and for speed enforcement on a permanent basis should alleviate the problem. The speed will not go down to 25 miles per hour, but there is no need to be going over 40 miles per hour.

Working over the next several years, the legislature is in the process of reviewing the photo enforcement demonstration projects. If those are extended, consideration can be given to a possible permanent placement and how that will be implemented working with the Milwaukie Police Department.

One key issue is that neighborhood traffic management went beyond Lake Road and looked at the neighborhoods. Along 32nd and 33rd Streets, concerns were raised next to 34th Avenue that there was through traffic in the neighborhood and future connectivity. The general perimeters under which that area would change over time were outlined, and in the next 20 years there will be changes to Highway 224 and the access to Highway 224 as modifications make this facility more access controlled than it is today. One option that might be considered is that the Oak Street access to 34th may be eliminated and exchanges put in place. The northern access to the neighborhood would be removed and other alternative access to the neighborhood.

Local Streets and Access Management. Two key areas were identified on local streets; one being south below Lake Road to the east of Rowe Junior High. Ways are also being reviewed to connect from Kuehn Road all the way over to Boss Lane. There are several driveways off of the roadway. To allow new driveways would create a lot of left-turning conflicts. The intent is to limit new driveways and uphold the standard of 300 foot spacing. The intent was also to look at opportunities in the future where new access was provided, to have it be to the cross street, not to the main line. Any new development would provide access to a side street rather than directly to Lake Road.

A rough cost estimate was prepared. This project could be phased and there could be elements that could be truncated in terms of length or in terms of the amount of elements in the project. To do all the things recommended through the Plan development stage would be \$2.5 - 3.0 million range. This is comparable to many of the road projects that are being undertaken. This is a mile long project and right in line with typical costs.

There were some other areas for further study identified, particularly in the short-term. The need for traffic control in certain locations (Freeman and possibly at the school); working to resolve the issues of the speed zone boundary changes; coordination with ODOT with regards to Highway 224 and its future planning and corridor work; and the need for other possible circulation elements within the neighborhood area and connections to other places further to the south as studies are developed.

Mr. McCourt then provided color photo simulations of what the roadway would look like in the future. Three cross-sections are identified: at Oatfield, Boss Lane; and by Kuehn road. These photos give a sense of what kind of subtle modifications can be made: routing sidewalks behind trees, where bus stops might go, and what a median might look like on the street.

Terry LaRocque asked if there is the possibility of using some type of letters/symbols in the bike lanes? **Mr. McCourt** stated that bike lanes generally get encroached on in the right lane. The roadway is 40 feet wide, small passing vehicles can pass on one lane. The vehicle code stipulates that encroachment in the bike lane is a moving violation. The Police are informed about this and they have caught a few people, but generally their focus is on speeding. The diamond designation by vehicle code makes this an exclusive lane for bikes; it cannot be used for autos.

Tim Havel asked if consideration was being given to raising the bike lane? **Mr. McCourt** stated that this was an issue raised in public comments. Generally speaking in bike lane design, usually they are kept flush to the street and there is no variation in height. In working with Light Rail, variations may be used for separation from vehicle use. It is less safe than a flat surface because when the bike is making a left turn and comes into contact with this raised section, they can hit off of it. The tendency is to get caught on the hump and it pulls you into the travel lane with the cars.

Susan Heiser reported that no additional comments have been received since the Staff Report.

TESTIMONY IN FAVOR OF THE APPLICATION -- None.

QUESTIONS OR COMMENTS ON THE APPLICATION

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Speaking: Rick Phillips, 3236 SE Wister, Milwaukie

Mr. Phillips asked if 33rd will go through at this time other than as a pedestrian/bicycle access to Lake Road? **Susan Heiser** explained that the Plan indicates that it would not go through at this time. It would be contingent on any improvements to Highway 224 that would limit highway access.

TESTIMONY IN OPPOSITION -- None.

ADDITIONAL COMMENTS FROM STAFF -- None.

QUESTIONS FROM THE COMMISSIONERS

Tim Havel stated that there seems to be some resistance for connecting the neighborhood to the south of Lake Road. He asked Staff about the comments in the Staff Report and the comments made at the open house April 3, 1997. **Susan Heiser** stated that as stated on Exhibit 4, this needs to occur. There is no way of telling what kind of development might happen in that area in the future. A change in what the draft Plan shows and where it is located can occur, but it doesn't change the idea that there is a need to look at connectivity on an individual basis as each project comes along. A lot of people argued as to where the exact alignment is shown, and she tried to inform them that the location shown on the Plan does not necessarily reflect where it will happen in reality. This will be determined through the development process.

Chair Smith asked what concerns were raised in the neighborhood to the south and asked Staff to point out on the map the where this takes place? **Mr. McCourt** stated that the issue and concern was as Highway 224 become more access controlled, the signals will be taken out, interchanges may go in, one of the locations between Harrison and Oak Streets is a prime candidate that eventually would have that kind of facility. If an overcrossing or something of that nature were to go in. If that were to occur, all the impact coming from Oatfield down 34th Street, the concern was that people would come through the neighborhood. If an overcrossing is put in, all of that concern is eliminated. On fact, though, is that you lose the ability to get into the neighborhood for enforcement purposes, emergency purposes, or even for pedestrian/bicycle or other means. There are very few ways of getting in if this gets closed off.

Being aware that this may happen, the concern was to raise the issue early-on in the planning process so that work can be done with ODOT and eventual corridor planners

on other access into this neighborhood area. Particularly, because the roads/connections are nearly there. Pedestrian accessibility is already established, but the key concern would be for vehicle access in lieu losing this front area. That is why it is worded in the Plan, "...contingent upon Highway 224 issues."

DELIBERATION AMONG COMMISSIONERS

Chair Smith closed the public testimony portion of the hearing and opened it up to discussion among the Commissioners. Staff was commended on a job well done with this project.

Tim Havel moved to approve File Number CPA-97-02, Final Lake Road Multimodal Connections Plan as stated in the Staff Report and make recommendation to City Council for the adoption of the Lake Road Multimodal Connections Plan as an Ancillary Document to the Milwaukie Comprehensive Plan. **Pat Lent** seconded. MOTION CARRIED 6-0.

The motion was then amended by **Bryan Cosgrove** to include the findings for Comprehensive Plan Amendments on Pages 3 and 4 of the Staff Report. Further, to include Staff's recommendations in Exhibit 4 to the final draft that is forwarded to City Council for review and adoption. **Terry LaRocque** seconded. MOTION CARRIED 6-0.

Recess was taken at 7:30 p.m. and the meeting reconvened at 7:35 p.m.

6.0 WORKSESSIONS

6.1 Transportation System Plan Report

Chair Smith open discussion on the Transportation System Plan. **Dan Pava** updated the Commissioners on work-in-progress on the Transportation System Plan. Provided to the Commissioners was a copy of the schedule and some background information on the open house that was held on February 24, 1997.

Staff is reviewing and compiling the draft Plan to incorporate final comments as appropriate. Public hearings will be held to adopt Chapter 8, Goals, as part of the Comprehensive Plan to replace the transportation element of the current Comprehensive

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Plan. The entire Plan will be adopted as an ancillary document to the Comprehensive Plan.

The schedule is to have City Council review the Plan for consideration and adoption on June 17th. The Planning Commission will review the document and make their recommendation on May 27, 1997. On April 16, Staff will be meeting with the Land Use Committee Chairs. May 1st is the deadline for submittal comments from the Transportation Safety Traffic Board (TSTB) that has been working with Jim Brink in reviewing the draft Plan. Those comments will be integrated as appropriate into the Plan.

At the open house on February 24, 1997, 23 people were in attendance other than Staff. Notice was provided in the Pilot, as well as noticing many people who have been involved in the Transportation Systems planning process for the last year and a half. Many of those attending the open house thought that the Plan was a light rail plan. It was explained that high-capacity transit such as the light rail is just one element included and addressed in the Transportation System Plan and that this was a plan for all modes (automotive, pedestrian, bicycle, and transit). The focus of the Transportation System plan is to integrate planning for the various transportation modes so that when tax dollars are spent, it is done in a coordinated and efficient manner. He believes this message was successfully made to the people who attended the open house.

There will be continued interest in the Transportation Systems Plan because of Neighborhood District Association concerns about managing traffic. The Transportation Systems Plan will take a broader view than traffic management and include recommendations to complete and connect Milwaukie's walkway systems, bicycle systems, and improving transit service. Transportation demand management strategies will also be addressed.

Chair Smith asked what were main questions from open house? **Mr. Pava** stated that there were many questions asked about Light Rail alignments. People were referred to the South/North Light Rail contracts.

Comments were made about traffic calming. There were questions on what kind of devices would be used and where it would be appropriate to use traffic calming measures through Milwaukie's neighborhoods.

There were comments expressed about crossing Harmony to access North Clackamas Park. The Transportation System Plan shows Harmony improving to a wider cross-section. There has to be a way to safely convey local residents across Harmony Road without having to get into your car.

Another question raised was how the eventual connection between the Springwater Corridor and the riverfront trail would be made. There were also questions relating to Lake Road.

People spent time looking and discussing the information panels that were placed around the room. The biggest revelation was to realize that the City is being proactive by preparing a document that takes a more holistic look at transportation planning.

Pat Lent asked if notification was done through the Neighborhood Associations? **Dan Pava** stated that the land use committee chairs were notified by post cards as part of a targeted mailing.

Pat Lent asked if water travel is considered as a Multimodal use? **Dan Pava** stated that water travel it is not addressed directly. In the Riverfront Concept Plan it is addressed and provisions made. There are a number of possible sections of the document that could include the comments about water travel.

Terry LaRocque asked what other things could be done to supplement transportation; i.e., parking structures, etc. to take advantage of spending time in the core area. **Dan Pava** stated that the final revisions to the document will incorporate applicable references to the Regional Center Master Planning process as it deals with McLoughlin Boulevard and the Riverfront Concept Plan.

Tim Havel asked what kind of coordination effort is there with outlying jurisdictions and transportation? **Maggie Collins** stated that some of the elements of the Plan (chapters on bicycles, pedestrian, regional highway systems, etc.), were done using the entire North Clackamas area to I-205 as the planning area. Part of the coordination has already been done although the policies and conclusions may differ between Milwaukie and Clackamas County. The only policies and conclusions that can be implemented are the ones within the City limits. The underlying thought process about a sub-regional area and how to make systems work is very good. Milwaukie will think of the policies for the entire study area as appropriate and adopt them. Milwaukie has tried to look ahead and coordinate.

Tim Havel voiced concern that the bicycle treatment follow through from Milwaukie to surrounding County treatments. **Maggie Collins** stated that the County's bicycle planning is similar to Milwaukie's; the standards are very close. Some of the other issues are not so easy.

Chuck Stout stated that he worked on the traffic safety board and one of the concerns was that continuity and classification, traffic volume, and speed rates throughout Multnomah and Clackamas Counties. The Plan develops a procedure for adopting traffic calming devices and determining which ones are appropriate. **Dan Pava** noted that Jim Brink has been working with TSP. The Plan recommends at this point that the neighborhood designated streets, those streets that in a hierarchy above residential/local streets, but less than collector, are the most appropriate streets for traffic calming. The roadway manual that Public Works is putting together would include the traffic calming criteria. **Dan Pava** noted that one of the Regional Center Master Plan policy recommendations from the working groups also addressed neighborhood traffic management and traffic calming. This would be referenced in the Transportation System Plan.

6.2 Mixed Use Zone Parameters

Maggie Collins invited the Commissioners to come down and sit around the conference table to review the preset materials and discussion on the Mixed Use Zone Parameters.

Maggie Collins explained that in the last couple of months Staff has been working to establish content and focus for mixed-use zones. The time has come to give specific direction to the Consultant for the Regional Center Master Plan so that it can be used for developing a mixed-use zone parameters. A document entitled "Image of Milwaukie in 1984" by the Planning Department was shown. This was a visual and sociological analysis of the City at that time. It is interesting to note that some of the ideas on this "Image" are some of the same ideas being discussed today; "no social identification," relates to our current "create a sense of place," "lack of social or recreational gathering places or activities in downtown," is our riverfront development, "...lack connection between town and river, restore physical linkage by slowing traffic and improving pedestrian access," etc.

Maggie Collins explained that this document was probably used as a tool for Goal Five inventory work. Staff thought there might be some interesting phrases in historical

information which could be used to determine what is needed to go forward. This gives justification for deciding that design and the physical environment needs a stronger focus.

A copy of the second draft parameters was handed out. The last worksession for this document was in December where things the Commission thought were important were noted. Lacking from the plans were a method of dealing with parking, stricter or more specific ideas about parking, structure requirements and structure design..

Planning Commission suggestions were: three design review processes went into things that that were suggested to help with design review (three, no more than five)

- informal meetings for design review evaluations
- reviews restricted to massing and site planning versus color and material
- bringing in infill creates a special need for design review

The Planning Commission discussed the possibility of a Design Review Board for residential review:

- Compatibility was identified as the most important issue
- Enforcement was identified as a problem for color and materials that could be easily changed.
- Setbacks were identified as one way to control placement and massing of structures on a lot

The Planning Commission later focused on the potential use of an Architectural Review Board, dealing with form, function and relationship to streets. This Architectural Review Board could be used in all commercial and industrial areas like the regional center and the King Road Center. Concerns concentrated around:

- Street treatment
- Architecture
- Site Design
- Colors

Maggie Collins expressed an opinion that Staff members should not be the design decision makers. The Planning Commission identified a need to have architectural review prior to submittal of a land-use application.

Residential and commercial review would each require their own guidelines. The parameters of the mixed use zone will have to include regulations for street treatment, parking, structure, and design.

The architectural review board would be incorporated into the review process for new development in specified zones.

Pat Lent asked if infill could be mixed use? **Maggie Collins** stated that it could because there is an existing mix of uses in neighborhoods. The Planning Commission asked what development has to go through architectural review? The following were considered:

- Infill - need for review for compatibility
- Transition - areas of transition between types or densities of use to be reviewed
- the 25% density change requirement in Section 400 was discussed to be removed at the next opportunity. Could be better addressed through architectural review

Maggie Collins asked the Commissioners if they believed residential design review was necessary. Residents are beginning to complain about design. Privacy and design review criteria for smaller lots is needed.

- Developers need examples of good infill
- Consider expanding Neighborhood review
- Member of Board could be a Neighborhood Assoc. member for that district (may not be unbiased)
- Architectural features are the focus
- Training is an important key

Architectural review for measuring and placement should be the focus of design review, rather than attention to colors and materials. Architectural diversity is important.

The Smart Development guidelines are too general. **Maggie Collins** asked for suggestions:

- Neighborhood commercial deficient areas could be augmented
- Mom/Pop stores should not be located near schools
- Compatibility of uses must be ensured

Specific standards are necessary for the mixed zone. Consider:

- Continuous sidewalks
- Direct paths between places and activities
- Easy and safe street crossings
- Pedestrian amenities
- Mix compatible with the area (commercial/residential, various mix)
- Short term bicycle parking visible
- Functional bike racks
- Well lit bicycle parking
- Bicycle parking near entrance

Parking structures are an essential component of mixed use. Parking is required for business uses. **Maggie Collins** asked the Commissioners what they would do if a developer came in with the perfect building with mixed use and cannot afford parking requirements?

- Cost shift where maybe the public can absorb increased cost
- Supply and demand will make the structure viable eventually
- A plan that would address this situation including mixing residential, commercial and office/service uses on the above site - reduced need for parking because it is shared

Maggie Collins stated that these concepts will help with the Regional Center Master Plan. The Regional Center opens up opportunities for interesting options for development. These guidelines will be used by developers to inform them of the designs and expectations that the City wants to see.

Chair Smith asked the difference between the mix-use architectural review procedure and a conditional use review? **Maggie Collins** stated that the conditional use procedure does not address the relationship of the amount of commercial, business or residential, transportation, or parking requirements.

Maggie Collins stated that she will redraft the document and send it out for comments.

7.0 DISCUSSION ITEMS

Tim Havel stated that he received a sample financial disclosure form for the State. He has not gotten the actual form. **Maggie Collins** asked Tim to call Community Development to get a copy.

8.0 OLD BUSINESS

8.1 Light Rail Study Update -- The meetings are set up for new alignments. The hearing will be held on May 6, 1997, at the Milwaukie Senior Center.

8.2 2040 Study Update -- No Report.

9.0 OTHER BUSINESS

9.1 Historical Resources Commission Report -- Bryan Cosgrove reported that there were two public hearings, on attractions to the City Hall building and to Mason's Temple. Both were approved.

9.2 Town Center Area Task Force Report -- Maggie Collins reported that the joint Happy Valley/Milwaukie meeting on Clackamas Regional Area Plan was last Tuesday. A presentation was made on land-use alternatives for Top of Scott.

9.3 Community Development Report -- No further report.

10.0 Next Meeting -- April 22, 1997

10.1 Mixed Use Zone Parameters

Bryan Cosgrove moved to adjourn the meeting of April 8, 1997. Terry LaRocque seconded. MOTION PASSED UNANIMOUSLY. The meeting adjourned at 9:15 p.m.

Michael Smith, Chair

Shirley Richardson, Hearings Reporter

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CITY OF MILWAUKIE
PLANNING COMMISSION MINUTES
TUESDAY, APRIL 22, 1997

COMMISSIONERS PRESENT

Bryan Cosgrove, Vice Chair
Tim Havel
Terry LaRocque
Chuck Stoudt

COMMISSIONERS ABSENT

Michael Smith
Pat Lent

STAFF PRESENT

Maggie Collins,
Com. Dev. Dir.
Stacy Lawson,
Assist. Planner
Diana Myrvang,
Pub. Inv. Coord.
Shirley Richardson
Hearings Reporter

OTHERS PRESENT

Ted Leybold, Metro

1.0 CALL TO ORDER

The meeting was called to order at 6:35 p.m.

2.0 PROCEDURAL QUESTIONS -- None.

3.0 CONSENT AGENDA

3.1 Planning Commission Minutes -- April 8, 1997

Tim Havel moved to approve the minutes of April 8, 1997, as corrected. **Terry LaRocque** seconded. MOTION CARRIED 4-0.

4.0 PUBLIC COMMENT

Present tonight for public testimony was Dean Callamay, Shirley Higginbottom, and Art Lang. **Dean Callamay** stated that they came before the Planning Commission to read into the record a letter voicing their concerns about the Korean Church. Copies of the letter were passed out to the Commissioners.

Speaking: Dean Callamay, 2443 SE Lake Road, Milwaukie

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MINUTES OF APRIL 22, 1997
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Letter from: Town Lakes Estate Condominium Association, Milwaukie Historic Improvement Association, and other residents in the area.

Subject: Former Korean Church and proposed church at the corner of 27th Avenue and Willow Street.

Text of Letter:

"It has been over two years since the terrible fire destroyed the Korean church. It also has been nearly one year since the Milwaukie Code Enforcement Department notified the church that they were in violation of City Codes. They asked them to provide a written plan for demolition and clean-up of the damaged structure no later than July 30, 1996. As of this date, nothing has yet happened. No plans have been submitted by them, nor by the subsequent Serbian people who have purchased the property.

Now the Serbian group has applied for a building permit to put a roof over one wing only of the old church, which they say will be built into a new and smaller church. No plan for this new church or removal of the old shell has been submitted to the Planning Department. A short time ago, the church put a temporary plastic cover over the same wing, supposedly to protect the structure from further rain damage. However, the result was a rather large numbers of their members holding meetings in the old burned out shells, including Serbian food, so forth. Immediately afterwards the plastic is gone. Now they have asked for a building permit to build a permanent roof over that section.

At the same time, the Koreans, who are supposed to be out of the deal by virtue of a sale to the Serbians, are still there and indeed have meetings and services on an almost regular basis. In addition, the entire back entrance (30-feet) is now, and has been wide open since the fire. This create an attractive nuisance.

There has also been talk of subdividing, but again, no plans have been submitted. We as citizens are not opposed to another church at this location. We do feel, however, that continued occupancy of this hazardous area for meetings and various types of gathers is not proper. We also feel that the unsightliness of the damaged shell should not be allowed to continue, and that no permits to add or detract should be issues on piece-meal basis.

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CITY OF MILWAUKIE PLANNING COMMISSION

MINUTES OF APRIL 22, 1997

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It is our desire to see a plan where the entire project would be an asset to the congregation and the City at large. We have also expressed this desire to the City Planning Department.

We want to be good neighbors.”

Mr. Callamay thanked the Commission for listening to his presentation. He stated that he has counted 26 cars in the parking lots and 40 people in attendance at the Korean end of the property. The property is fenced off, except for a large opening in the back and people go through it all the time. The Koreans were good neighbors originally and the neighbors are not trying to stop them. The concern is that appropriate repairs be done for the safety of the parishioners. The church has been a good neighbor in the past and the neighborhood would like that relationship to continue.

Tim Havel asked if the building had been condemned? **Maggie Collins** explained that the Planning Commission did not have authority to direct anything to happen. **Stacy Lawson** reported that there is a building permit application pending on this property. The plans included in this building permit application are available for the public to review.

5.0 PUBLIC HEARINGS -- None

6.0 WORKSESSIONS -- None

7.0 DISCUSSION ITEMS -- None.

8.0 OLD BUSINESS

8.1 Light Rail Study Update

Diana Myrvang passed out material from the South North News: summation of issues raised throughout the corridor in the past 45 days, and how they are reflected in the current cost-setting proposals; a schedule of what's coming up; a summary from the briefing packet that goes over central Milwaukie loop proposal and its

differences from the Monroe Street alignments; a summary of the Railroad Avenue/Highway 224 alignments and their differences; and a summary of transportation issues in general.

The last three months have been very busy. Public presentations and publications went out throughout the community, as far south as Canby, to let the public know the project is still here. There was a "no" vote on state funding, but there is still regional funding available, and federal funding will be requested. Metro is asking the public to comment on what should be done, whether the project should go forward or not, and cost-cutting proposals.

In the last 30 days, an official public comment period was open asking citizens to comment or come to meetings to talk about what the project should be doing. A notebook of the comments were made available to the Commissioners. Most of the comments are Portland focused though there were a substantial number of comments which focused on Clackamas County. The South Terminus location was the topic of most of the comments received. Oregon City was favored by many of those commenting, with remaining terminus preferences centered on Clackamas Town Center. Milwaukie was also suggested as a terminus by a few citizens who cited the cost savings as the reason for their comments or the impact to the Milwaukie area. In general, the majority of those commenting on the Railroad Avenue/Highway 224 segment preferred the use of Highway 224 because of impact to the neighborhoods of the proposed Railroad Avenue alignments. Nearly all of the neighborhood associations in Milwaukie requested the removal of the Railroad Avenue alignment from further consideration. Every neighborhood association in Milwaukie has signed a recommendation that this happen.

Diana Myrvang stated that reviewing this comment book will give the Commissioners a good overview of the topics that will be discussed at the May 6th City Council meeting.

Maggie Collins suggested that the Commissioners think about comments from the Planning Commission to forward to City Council for review and input.

Speaking: Ted Leybold

Mr. Leybold stated that he has been busy over the last several months out talking to the public, getting ideas in terms of cutting costs of the project, overall budget, and

failure of Ballot Measure 42 (state funding portion of the financing plan). The scope of the project has become smaller. In listening to the polling and follow-up that was done after the election, there is still support within the metro region for the South-North project, but overall cost is still a concern in terms of cost effectiveness.

Staff has come forward with cost proposals. The PMG (Project Management Group) which are representatives from various jurisdictions, and the Citizens Advisory Committee have made recommendations on how to amend which alternatives to study in the Draft Environmental Statement (DEIS). Local elected officials will be making recommendations tomorrow morning. Then the package of recommendations will go to the jurisdictional planning commissions and city councils. Once this decision is made, the Draft Environmental Impact Statement work will be up and running. It is hoped that the Draft Environmental Impact Statement will be done by the end of this year. There will be another decision-making process (45-day comment period) to get people's response and reaction to the analysis being done on the different alignment options. At that point, further narrowing or a decision will be made on what to study more or whether to build the project at all. The final decision will be made around January/February, 1998.

Using maps posted on the board, **Ted Leybold** pointed out the proposed changes for Milwaukie:

Two alignments through Milwaukie:

1. Along Main Street, McLoughlin Blvd., through 21st Avenue, Monroe Street and out.
2. East side of the Tillamook Branch Line coming into downtown Milwaukie near the Transit Center turning east coming up Monroe Avenue and then out to Railroad Avenue.

A new alignment, discussed the last three months before Measure 32, went back to the drawing board. It was never added to the DEIS, no action was taken on it. Now, there are plans to amend the DEIS. The proposal is to not study the two alignments that go along Monroe Street any longer and to go only with the new alignment -- SP/Main Street alignment as the only alignment in the Draft Environmental Impact Statement for study.

The reasons for studying only this one alignment is:

- Less expensive than the other two options by \$10-30 million
- Fewer impacts in terms of residential displacement

- Same number of commercial displacement, but they are different commercial displacements
- Same travel time through the Milwaukie area as the other two alignments
- Faster travel speeds because it is up near the highway as opposed to running along Monroe Street, which is a residential street (similar ridership)
- Transit Center will remain in the core downtown area
- Urban form eliminates need to build structure over Highway 224 in the Monroe Street area

Ted Leybold stated that with all of these positives, this is the most promising alternative. This is the proposal for the downtown area. he then explained the route of the proposed alternative.

After it comes under the Tacoma Street overpass, it swings to the east and runs along the west side of the Tillamook Branch line behind the industrial property in north Milwaukie, comes back towards downtown Milwaukie, cuts through the Waste Transfer site, goes under Highway 224 (a new underpass--cutting a hole out of the berm) into downtown Milwaukie, touching a little bit of Scott Park on the western edge of the park, and coming into the transit center on the Safeway site. The alignment extends 21st Street north of the Safeway site. The buses would have their pull-out area there. The transit center would be moved off the street onto the Safeway site.

Several displacements would occur between McLoughlin Blvd. and Main Street (funeral home, Credit Union will stay, McLoughlin Cleaners, Key Bank, Chang's Steakery, Milwaukie Cleaners, travel agency and insurance agency). All of these businesses will be impacted. After coming back cross Main Street at street level, the alignment is proposed to travel on the north side of Highway 224, south of the Hanna site, to cross over to the Railroad Avenue segment. At this point there are two possibilities: going on the north side of Highway 224 or staying lower than the highway, going under Harrison Street, under the SP Main Line in the vicinity of Harrison Street, back up to the surface level in front of the Public Safety Building. Two different possibilities occur for stations, depending on whether the alignment goes on Highway 224 or along side Railroad Avenue.

Terry LaRocque asked about how much area is within the loop. **Maggie Collins** guessed about 1.5 acres. What about park and ride? **Ted Leybold** explained that the South-North project will cooperate with the City of Milwaukie and Tri-Met to

make a proposal that will work with the community. Basically, they are studying and will build the project and try to set it up so that it will achieve the desired alignment.

No park and ride facilities may go in the downtown area. They don't want to draw auto trips and parking to the downtown area. park and ride may happen at Oak Street, Goodwill site, ODOT site, or the Hanna site. There may be an operations and maintenance facility at SE Portland near Brookland Yard, ODOT site, or the Hanna site.

One DEIS alignment system that runs along Railroad Avenue relocate and rebuilds Railroad Avenue further to north, while a little bit of grade separation between the road, light rail, and the SP line.

Looking at proposed cost-cutting measures, the project staff have reviewed four options:

Railroad Avenue Rebuild

- **Cheaper lessens impact on northern residential area**
- **Impacts fewer residences (8)**
- **Two 12-foot travel lanes - down to 10-feet each**
- **Two 6-foot bike lanes - down to 5-foot bike lanes**
- **Narrow sidewalk to 4-6 feet -- impacts less residences**

Not Rebuild all of Railroad Avenue

- **Only rebuild section of Railroad Avenue (between 42nd and 48th)**
- **Limited homes have access off Railroad Avenue**
- **Creates a cul-de-sac street**
- **Reduces 65 residential impacts**
- **Reduction in cut-through traffic to Railroad Avenue from the north**

Highway 224 Alignment

- **Impacts only 5 residences**
- **Only \$2-4 million cheaper compared to old Railroad Avenue alignments studied**
- **Longer and slower (40 seconds)**
- **No opportunity for park and ride**
- **Considering structure on Marketplace site for park and ride**

Ted Leybold stated that the park and ride need is about 1,300 spaces. Park and ride needs may have to be adjusted after traffic impacts are determined.

Tim Havel asked how much property would be covered in the loop. **Ted Leybold** stated there is the Oddfellows building, Kellogg Bowl, Pietro's Pizza, US Bank, Nautilus, Credit Union, and Safeway lot. This is about 8 acres of land.

Tim Havel asked if there was a grade issue with Highway 224; is there a longer run at the grade to match Highway 224? **Ted Leybold** stated that it works with the topography downtown a lot better in terms of urban form. The grades work. There are some opportunities for new land use.

Tim Havel stated that there is a lot of valuable land in the North Milwaukie area that could be chewed up by parking areas. The triangle above Johnson Creek where the Springwater trail is located, is the best place for the park and ride. It is close to a big park, connects with the Springwater Corridor, and is more accessible by the surrounding neighborhoods.

Tim Havel stated that eliminating the through street on Railroad is against the street system of Milwaukie. it will be detrimental to traffic flow in that neighborhood.

The purpose of the line may not be to burden it with transit stops. There needs to be a balance between speed and transit stops. Compared to the Gresham line, this proposed line is comparable in terms of speed. At this time, we are looking at a station at every .6 miles. Walk-on stations are planned.

Terry LaRocque asked about if there was noise mitigation benefits to the residents through the reconstruction planned? The area where there is stair-stepping up, would carry a lot of the noise reflecting back off the wall towards the industrial area.

Terry LaRocque asked if other options were looked at between Harmony Road and the Milwaukie Marketplace. **Ted Leybold** stated that other options have been reviewed. Across the street from 46th, there is nearly an acre of vacant land. Is there some way to mitigate the loss of play fields to help offset the losses? **Ted Leybold** stated that even though this property is vacant, it is still a part of an orchard and has initially deemed to be of historic value.

DRAFT

Bryan Cosgrove asked if there were any major oppositions to the newest alignment? **Ted Leybold** stated that there were concerns: most general objects to Light Rail. This has more to do with not knowing what to expect and not knowing what the real, physical impacts are, and that ambiguity causes most of the distress.

Maggie Collins asked the Commissioners to make suggestions that would be forwarded to the City Council for review.

Specific Suggestions:

- The effect of both station areas on the Regional Center.

Master Plan Designations:

- The transit station in the general area of the Oak Street vicinity and the land use around it should be mixed use which includes residential.
- Traffic circulation impacts of the Railroad Avenue cul-de-sac alignment.
- Need to study to consider special quality and needs to continue industrial uses in North Milwaukie.
- Strong support for a downtown station/stop -- critical to Milwaukie's short and long-term interests.

Planning Points Suggested:

- If Railroad Avenue alignment is chosen, it can be considered long-term as a multi-modal transportation corridor.
- Due to market factors and demographics, the land uses along any alignment will change over time.
- There is a long-term benefit from building a Light Rail line that works through time for the community.
- There is a need to connect the regional center, as they are shown on the Regional Growth Concept Map.

8.2 **2040 Study Update -- No Report.**

9.0 OTHER BUSINESS

9.1 **Historical Resources Commission Report** -- No Report.

9.2 **Town Center Area Task Force Report** -- No Report.

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9.3 Community Development Report -- No further report.

10.0 Next Meeting -- May 13, 1997

Tim Havel moved to adjourn the meeting of April 22, 1997. **Terry LaRocque** seconded. MOTION PASSED UNANIMOUSLY. The meeting adjourned at 8:30 p.m.

Bryan Cosgrove, Vice Chair

Shirley Richardson, Hearings Reporter