

**CITY OF MILWAUKIE  
CITY COUNCIL MEETING  
MAY 21, 1996**

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

Craig Lomnicki,  
Mayor  
Rick Farley

Jean Schreiber  
Rob Kappa  
Don Trotter

Also present:

Dan Bartlett,  
City Manager  
Pam Beery,  
City Attorney  
Charlene Richards,  
Assistant to the  
City Manager

David Wheaton,  
Public Works Director  
Maggie Collins,  
Community Development Director  
Debbie Bischoff,  
Senior Transportation Planner  
Rich Atkinson,  
Code Enforcement Worker

**PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**

**Mayor Lomnicki** read a proclamation naming the week of May 22 - 25, 1996, as *Poppy Days* in the City of Milwaukie.

**Recognition for Community Service Projects**

**Atkinson** recognized Jebb Bennett, Eagle Scout, and Jason Pipken, Rowe Jr. High School, for their work on community service projects.

**Pipken** took on a science class assignment dealing with environmental problems. In one day he cleared a wetland area of debris left from a homeless camp. He also noted an illegal dump site nearby and notified the owner. That site was also cleaned.

**Stuart** assisted an elderly property owner in the Lewelling neighborhood as his Eagle Scout project. Fifteen people worked for seven consecutive days to remove 1.5 tons of debris from the property.

**Mayor Lomnicki** thanked Pipken and Stuart for their concern for the community and presented them with certificates of appreciation.

## **North Clackamas School District Bond Measure**

**Jan Foley** and **Terry Mohr**, Board Members, presented the information on the North Clackamas School District bond measure.

**Mohr** said the three primary issues addressed by the proposed bond measure are population growth on the east side of I-205; aging of facilities; and the need for upgrading technology. Demographers predict 31.4% growth rate by the year 2004. Additionally, expansion of the urban growth boundary and infill of existing neighborhoods must be considered when planning for the future. The bond proposal includes: a new high school on the east side with a student capacity of 1,800; Sabin Skill Center expansion; McLoughlin Jr. High School conversion to a technical center as an adjunct to Sabin; Clackamas High School conversion to junior high to feed into Putnam High School; Rowe Jr. High School expanded to feed only into Milwaukie High School; and Milwaukie Jr. High converted to an administrative office center. He pointed out there were increased costs for compliance with ADA requirements when remodeling a building.

**Councilmember Farley** asked if there was still a lot of asbestos in the schools. **Foley** said asbestos has been taken care of over the years.

**Mohr** said there was also a need for another elementary school east of I-205. The District has a site and is working on plans for a facility on 124th Avenue north of Sunnyside Road. He discussed combining Oak Grove with North Oak Grove and the possibility of the Parks District using the vacated Oak Grove School as a community center. He hoped this bond would help achieve some parity between the east and west side schools.

Estimated technology costs in order to install wiring and cabling for the Internet would be \$10 - \$13 million. Plans also include two computers per lab, one multi-media station; expanded computer curriculum; video production, and a teaching wall for distance learning.

**Mohr** said the total bond will range between \$85 - 99 million and will go to the voters March 1997.

**Councilmember Farley** asked if the student-to-teacher ratio would change. **Foley** said the proposed bond measure was for capital expenses only.

**Councilmember Kappa** asked whether the amount designated for property acquisition was adequate for future needs. **Foley** said the District tracks permits and actual construction when gauging property purchases. There will probably be a better projection in the fall.

**Councilmember Trotter** asked what the timeline would be for changeover of the junior high schools if the measure passes next March. **Foley** said the process is estimated to take about five years.

### School Pedestrian Safety Studies

**Wheaton** said Resolution 3-1995 charged the Traffic Safety Commission with completing pedestrian safety studies for each elementary school in the City of Milwaukie. The Ardenwald School project was finished about one year ago, and Linwood, Campbell, and Milwaukie have been working on theirs. Denise Woffard of Milwaukie Elementary and Tom Petchell of Campbell Elementary were present to present their final reports to the City Council. Susan Stone, Traffic Safety Commissioner, was present to give the Commission's report.

### Milwaukie Elementary Pedestrian Safety Task Force Final Report

**Denise Woffard** said the Milwaukie Elementary Task Force was concerned with identifying cost effective methods of solving its problems. The school is located on 27th Avenue between Washington and Lake Road with an intersection on Willard. The areas of concern were: bus traffic on 27th in front of the school; high school traffic during lunch and when school is dismissed; poor drainage; limited size of the school parking lot; and the 27th Avenue and Lake Road crosswalk.

Recommendations for improvement include: installing speed humps on 27th Avenue; installing curb extensions on 27th Avenue in front of the school and at 27th Avenue and Willard; timed flashing yellow lights attached to school speed signs; additional traffic control at 27th Avenue and Washington; change Willard to one-way eastbound; paint walking stripe on Madison; restrict parking on 27th Avenue during school hours; speed hump or raised walk in front of the school; and sidewalks on Madison.

**Councilmember Trotter** asked for an explanation of the difference between recommendation #9 and #10 regarding sidewalks on Madison. **Woffard** said there are already sidewalks on both sides of Madison between 31st and 33rd.

**Councilmember Kappa** asked if the recommendations were prioritized. **Woffard** said the recommendations were in priority order. **Councilmember Kappa** asked what the Task Force felt would be accomplished by the first priority -- speed humps. **Woffard** said speed humps would slow traffic. She pointed out a raised crosswalk for the children was another suggestion if speed humps could not be installed.

**Councilmember Farley** referred to the drainage problem and asked Woffard if anyone knew the cause. **Woffard** responded no one knew the cause at this time.

**Woffard** said several things have been accomplished. These included using the SMART trailer, displaying the overhead street banner; and establishing safe walking routes with the assistance of DARE Officer Moist.

**Councilmember Schreiber** complimented Woffard and the other members of the Task Force for doing such a complete job. She asked if they planned to continue meeting. **Woffard** said at this time the group does not plan on being an ongoing task force.

**Councilmember Kappa** asked if the crossing guards have been effective. **Woffard** said Milwaukie Elementary has to use adult crossing guards at Washington and Lake; neither intersections can be seen from the school.

**Councilmember Farley** asked what time the high school was dismissed. Woffard said both schools are dismissed within 5 - 10 minutes of each other.

#### Hector Campbell Elementary Pedestrian Safety Task Force

**Tom Petchell** spoke on behalf of the Campbell Task Force. The problem intersections in the neighborhood have been identified as 47th/Monroe, Home/Monroe, and Park/Home. Ideally, the group would like to see speeding cut down on Home and Park. He felt the idea of raised crosswalks was also good.

**Councilmember Schreiber** asked if the Campbell Task Force would continue to meet. **Petchell** said there were no plans to meet in the future.

**Councilmember Kappa** said these issues can be built into the process when reconstruction of 60th and Monroe takes place. **Petchell** was concerned vehicle speeds would probably increase when improvements are made.

**Councilmember Schreiber** commented there is a variety of traffic calming devices and urged residents to keep looking at the issues.

**Councilmember Farley** asked what the problem hours were. **Petchell** said he was not sure of the times, but he knew there was no signage where pedestrians cross.

#### Traffic Safety Commission Comments

**Susan Stone**, Traffic Safety Commissioner, thanked the citizen volunteers for their work. The Traffic Safety Commission worked alongside these task forces to help find solutions to make Milwaukie more safe and livable. Ardenwald has served as a model for the other schools. The common thread of concern among these schools is the issue of vehicle speeding.

In addition to the measures identified in each task force report, the Traffic Safety Commission made the following suggestions in order of preference: each school

administration should continue or commence efforts to enlist adult crossing guards for areas outside the visibility of the school grounds; each school administration and PTO should continue its efforts toward student and parent education of safe walking routes and proper use of designated crosswalks; flashing yellow beacons with times on the school speed signs; speed humps where feasible; raised and striped crosswalks where feasible; bright yellow-green school zone signs when approved by the Federal Highway Administration; and sidewalks. The Traffic Safety Commission also plans to draft a letter to Tri-Met and the school district, urging the practice of safe driving skills and will continue to be available to all schools on safety issues. The Commission recognizes the Transportation System Plan (TSP) is a regional effort and believes it should not negatively impact or delay these safety improvements.

**Councilmember Kappa** asked what area of the City of Milwaukie would be comparable to the speed humps at 22nd and Stark near Central Catholic. **Stone** said she was not sure of the street classification, but she believed it would at least be a collector. She went on to say the City of Portland's program is designed to use speed humps in school zones along with flashing yellow beacons.

**Councilmember Farley** asked if the Traffic Safety Commission had considered zero speed tolerance. **Stone** said that concept has been discussed and would be a police implementation. It would be a good thing to try, but manpower to enforce it is the backbone.

**Mayor Lomnicki** said he looked forward to implementing some of these recommendations.

**It was moved by Councilmember Trotter and seconded by Councilmember Schreiber to accept the Milwaukie, Campbell, and Linwood Elementary School Pedestrian Safety Study Reports.**

**Councilmember Trotter** added he did not include the Traffic Safety Commission's report since he saw it as a review of the citizen task force report. He considered it as directing staff to come back with an implementation program on these three task force reports and include the Traffic Safety Commission's comments as part of the implementation report.

**Councilmember Schreiber** saw the Traffic Safety Commission's responsibility as an ongoing one. **Stone** reported on the Traffic Safety Commission's progress on the safety studies, and this portion is over.

**Councilmember Kappa** said he felt the Traffic Safety Commission's comments were valid and should be part of the acceptance.

**Councilmember Trotter** said he perceived the difference being that the Traffic Safety Commission was asked to take care of the school trip safety program and to work with

the citizen groups. He saw the Traffic Safety Commission's recommendation list as advice to the City Council on how to implement the various reports prepared by the citizen groups. He felt the Traffic Safety Commission was an extension of staff making recommendations on these reports.

**Councilmember Farley** said in a manner of speaking Councilmember Trotter was correct, but he was concerned if this would continue until the other schools were involved. He asked if there was an ongoing timeline.

**Councilmember Schreiber** said the Traffic Safety Commission should continue on this study as long as it is able to get the other schools involved.

**Councilmember Farley** said it is a valid fact the people on the Traffic Safety Commission attend many meetings conducted by experts. However, he did not believe it was appropriate to consider the recommendations in this motion.

**Councilmember Kappa** said, from his viewpoint, the City Council asked the Traffic Safety Commission to go out and interact with the schools on a project and come back with comments and recommendations. He felt the Commission deserved more credit for having done an excellent job.

**Councilmember Farley** said the Traffic Safety Commissioners were called upon as experts to help the schools fulfill their positions. He recognized it as a special commission.

**Councilmember Trotter** discussed the implementation process.

**The motion to accept the Milwaukie, Campbell, and Linwood Elementary School Pedestrian Safety Study Reports passed unanimously.**

**Councilmember Trotter** suggested proceeding with these three new studies using Ardenwald as a model. Staff developed a grid of which elements were under the control of the neighborhood, School District, or the City. He also suggested staff be directed to consider the Traffic Safety Commission's recommendations. He recommended that item #3 -- flashing yellow beacons with timers on the school speed signs -- be a standard at all Milwaukie schools. He also hoped staff would look at improving crosswalks ending in a grassy strip and at determining better locations for some of the crosswalks. There was discussion in several of the reports on raised crosswalks, and he hoped that during the implementation process staff would look at criteria and standards for these and make a recommendation.

**Mayor Lomnicki** agreed. He recommended looking for a common theme for what should be a standard in the City and asking the Traffic Safety Commission for input on that.

**Councilmember Schreiber** pointed out this was a major work program, and cost factors need to be considered. She recommended efficient implementation of the best possible programs and that it be done in conjunction with the Citywide transportation plan.

**Councilmember Kappa** urged a holistic approach and suggested looking at all avenues such as raised crosswalks and flashing yellow lights. All schools have some unique features and that is where the Traffic Safety Commission should work with staff.

**Councilmember Farley** supported zero speed tolerance and urged that program be considered.

**Councilmember Trotter** asked for City Council agreement on a timeframe for staff to return with a proposed implementation plan and GANNT chart similar to the one prepared for Ardenwald. **Bartlett** said some recommendations can be dealt with quickly, while others may take about a month to determine if they can be implemented during the summer before school starts. There are certain implications such as right-of-way acquisition, so the items may come out of priority sequence.

**Councilmember Kappa** said he would like to see a breakdown of what could be done quickly and what would take more time. **Bartlett** discussed the NDA traffic committees and some of the issues being addressed.

**Councilmember Trotter** referred to item #8 on page 17 of the staff report. He felt the Mayor should also sign any letter from the Commission to Tri-Met and the contract bus companies to give it added emphasis.

**Councilmember Schreiber** commented, as the City moves forward on these projects, other schools will probably see what is happening and wish to participate by encouraging their own task forces.

**Councilmember Farley** asked if the PTO's have been involved. Woffard said she is a member of the Milwaukie Elementary School Advisory and has also kept the PTO informed.

**Councilmember Trotter** added his personal thanks for the citizens' participation in the long process and the help provided to the City Council. Above all is the great service to the City by raising the level of awareness.

**Councilmember Kappa** added his appreciation.

## CONSENT AGENDA

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to approve the following consent agenda items:

1. City Council Minutes of May 17, 1996; and
2. Amend Blanket Purchase Order for Uniforms.

Motion passed unanimously.

## AUDIENCE PARTICIPATION

**Linda Hatlelid** addressed the City Council on the Johnson Creek Blvd. improvements. She felt many issues had not been addressed: the Clackamas County Board of Commissioners have not voted to give up jurisdiction; the neighborhood has not endorsed phases 1 and 2; and, by design, the improvements invite more speeding. The loss of urban trees and the amount of property that will be taken for improvements was a major concern. She urged leaving the improvements in the current right-of-way. She discussed the average daily traffic and the impact of the I-205 Johnson Creek Blvd. exit and the Tacoma overpass.

**Arnold Hatlelid**, 4277 SE Johnson Creek Blvd., described the three tax lots he owns and the access problems created by the proposed improvements. The original premise was to stay within the existing right-of-way. Credibility needs to be restored with the neighborhood, and return to the concept quoted 12 years ago. He was not willing to sign over property for a bike path and sidewalk for a project that might be built in the future in Phase 2. He recommended giving the sidewalks to the schools where they are really needed. The concept was floated as a safety project but look at the heavy traffic counts. He found in a study he conducted 87% of the residents would like to return to the original concept.

**Councilmember Farley** asked, if 4 - 10 feet were taken, would less than 5,000 square feet remain. **A. Hatlelid** said he doubted it. **L. Hatlelid** indicated she did not believe some other lots would have that much square footage.

**Councilmember Kappa** asked about neighborhood involvement. **L. Hatlelid** replied the neighborhood has never endorsed the project.

## PUBLIC HEARING

### Board and Commission Review Project -- Ordinances

**Mayor Lomnicki** called the public hearing on the adoption of ordinances relating to the City's appointed advisory boards and commissions to order at 8:40 p.m. The purpose of this hearing was to consider one ordinance regarding the boards and commissions

generally and nine ordinances regarding individual advisory groups. He reviewed the conduct of the hearing.

Staff Report: **Bartlett** presented the staff report. He discussed the review process and indicated copies of the proposed ordinances have been available for public inspection at City Hall and Ledding Library and have also been provided to board and commission chairs and staff liaisons.

**Councilmember Kappa** commented on the inclusion of the Local Contract Review Board on the general ordinance. Bartlett said this was for reference since the City Council acts as the Local Contract Review Board consistent with ORS. All of the boards and commissions will be in the municipal code for anyone who looks at it.

Correspondence: **Bartlett** noted staff received comments from the Center/Community Advisory Board on the ordinances and draft bylaws.

### General Ordinance

**Councilmember Kappa** asked for clarification of 2.10.050.H and asked if board and commission members would advise the City Council prior to making presentations. **Bartlett** said, as he read that section, it is an intra-city activity, not with an outside jurisdiction.

Testimony: **Mitch Wall**, 3385 SE Aldercrest Rd., commented on the general ordinance as a member of the Center/Community Advisory Board ad hoc committee to review these ordinances. He requested language be inserted that would clarify any inconsistency between the general and specific ordinances -- for example, residency requirements. He suggested adding a provision "to the extent there is an inconsistency, the specific ordinance will control."

**Councilmember Schreiber** asked Wall if he felt 2.10.030.B would be sufficient.

**Wall** did not think it would because it was contradictory.

**Mayor Lomnicki** said he felt the specific ordinances would override the general ordinance.

**Beery** agreed a general principle of municipal law supported Mayor Lomnicki's comment. A statement "if there is an inconsistency, the specific ordinance will control" could be added for clarification.

**Wall** asked if the concept of staggering term ends would continue. **Mayor Lomnicki** said that was correct.

**Wall** discussed the bylaw issues in 2.10.050.A. He felt the NCPRD Board should be included in that particular part of the process. **Beery** indicated this issue relates to the process rather than the general ordinance. **Bartlett** commented this was part of the IGA. **Beery** said the City Council could by consensus include the District in the review.

**Councilmember Kappa** suggested referencing it in the specific ordinance.

**Councilmember Trotter** said he thought at one time the IGA had been included in 2.10.010.B as another guiding document.

**Councilmember Kappa** said the IGA was addressed in the specific ordinance, and he felt it would only confuse the general ordinance. **Wall** said he just wanted to make sure the District was included. He said all of his concerns had been expressed.

There were no other public comments on the general ordinance.

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to read the ordinance establishing Municipal Code Chapter 2.10 -- Boards and Commissions Generally for the first time by title only. Motion passed unanimously. The ordinance was read for the first time by title only.**

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to read the ordinance establishing Municipal Code Chapter 2.10 -- Boards and Commissions Generally for the second time by title only. Motion passed unanimously. The ordinance was read for the second time by title only.**

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the ordinance establishing Municipal Code Chapter 2.10 -- Boards and Commissions Generally. Motion passed unanimously.**

**ORDINANCE NO. 1793:**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,  
ESTABLISHING MUNICIPAL CODE CHAPTER 2.10 -- BOARDS AND  
COMMISSIONS GENERALLY, REPEALING ARTICLE V. 2.04.410 AND  
ORDINANCE 1489, AND AMENDING ORDINANCE 1480.**

**Board of Construction Appeals**

**Councilmember Farley** asked about residency requirements. **Bartlett** said people are appointed throughout the region because of the necessary technical expertise.

There was no public comment on this proposed ordinance.

It was moved by Councilmember Kappa and seconded by Councilmember Farley to read the ordinance establishing Municipal Code Chapter 2.22 -- Board of Construction Appeals for the first time by title only. Motion passed unanimously. The ordinance was read for the first time by title only.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to read the ordinance establishing Municipal Code Chapter 2.22 -- Board of Construction Appeals for the second time by title only. Motion passed unanimously. The ordinance was read for the second time by title only.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the ordinance establishing Municipal Code Chapter 2.22 -- Board of Construction Appeals. Motion passed unanimously.

**ORDINANCE NO. 1794:**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,  
ESTABLISHING MUNICIPAL CODE CHAPTER 2.22 -- BOARD OF  
CONSTRUCTION APPEALS.**

**Budget Committee**

There was no public comment on this proposed ordinance.

It was moved by Councilmember Kappa and seconded by Councilmember Schreiber to read the ordinance establishing Municipal Code Chapter 2.14 -- Budget Committee for the first time by title only. Motion passed unanimously. The ordinance was read for the first time by title only.

It was moved by Councilmember Kappa and seconded by Councilmember Schreiber to read the ordinance establishing Municipal Code Chapter 2.14 -- Budget Committee for the second time by title only. Motion passed unanimously. The ordinance was read for the second time by title only.

It was moved by Councilmember Kappa and seconded by Councilmember Farley to adopt the ordinance establishing Municipal Code Chapter 2.14 -- Budget Committee. Motion passed unanimously.

**ORDINANCE NO. 1795:**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,  
ESTABLISHING MUNICIPAL CODE CHAPTER 2.14 -- BUDGET  
COMMITTEE.**

### **Center/Community Advisory Board**

**Wall** addressed the City Council with some minor changes: add the word "and" in the second "Whereas" after (IGA); change references to "Service District Board" to "NCPRD Board"; and make it clear in Section 2.20.020 that "all nine members appointed by the City of Milwaukie must be residents of the City of Milwaukie."

**It was moved by Councilmember Kappa and seconded by Councilmember Farley to read the ordinance establishing Municipal Code Chapter 2.20 -- Center/Community Advisory Board with the amendments for the first time by title only. Motion passed unanimously. The ordinance was read for the first time by title only.**

**It was moved by Councilmember Kappa and seconded by Councilmember Farley to read the ordinance establishing Municipal Code Chapter 2.20 -- Center/Community Advisory Board with amendments for the second time by title only. Motion passed unanimously. The ordinance was read for the second time by title only.**

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the ordinance establishing Municipal Code Chapter 2.20 -- Center/Community Advisory Board with amendments. Motion passed unanimously.**

#### **ORDINANCE NO. 1796:**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,  
AMENDING MUNICIPAL CODE CHAPTER 2.20 --  
CENTER/COMMUNITY ADVISORY BOARD.**

### **Traffic Safety and Transportation Board**

**Councilmember Trotter** pointed out Section 2.24.010 should read "Traffic Safety and Transportation Board."

**Julie Wisner** spoke on behalf of the Traffic Safety Commission Chair Nancy Anderson and read a letter of comment into the record. Anderson pointed out in her letter the North Clackamas School District failed to support the Commission with a representative. Two members of the commission were given extensions after their terms expired and have continued to serve. The Traffic Safety Commission has worked with little feedback and tangible support and no targeted funding from the City Council. The involvement with the TSP has been only through individual members serving on working groups and has not addressed the project as a group. The Commission is disappointed with the City Council and staff for lack of input in the early stages.

The letter indicated Anderson's support of the revision process as long as it did not lessen the participation and influence of resident volunteers. The Traffic Safety Commission Chair addressed two specific concerns in her letter: a four-year term with two monthly meetings is a significant commitment for a volunteer position and it would be difficult to fill vacant positions; and the lack of decision-making authority inherent to the definition of "board." The Commission needs clarification on what level of support can be expected from City Council for the group's efforts, particularly when there is a recommendation, and how the City will pay for it.

**Wisner** added she did not see an indication in the ordinance that the Commission would continue to look at traffic control device requests. These are requests that can be made to peers in the best interest of the community rather than allowing the City Manager to make the decision. She felt it was a disservice to remove this activity since the City Council's goal was for more citizen participation. If traffic control devices are such a "hot" item in the City, why should they not come to the Traffic Safety Commission first? She also commented full commission status would be appropriate and should be reflected in the priorities.

**Beery** said the general ordinance provides for one commission meeting per month and uses the word "should" as the guideline; it is not mandated.

**Councilmember Kappa** noted they can meet more often at their discretion. Beery said one time per month is direction, not mandate.

**Stone** said positions are filled by volunteers who want to become a part of the democratic process. NDA representation on advisory boards and commissions should be encouraged. The Traffic Safety Commission volunteers are active in the neighborhoods and work on the Traffic Safety Commission to make Milwaukie a more livable community. The proposed ordinance permits the group to act as a board in an advisory manner to the City Council. Now, more than ever, is the time to act as an empowered commission. The Traffic Safety Commission is working in the community, most notably the School Trip Safety Plan, but it has had little input into the TSP. She strongly recommended keeping the meetings at one per month and appointing for terms of two years. Volunteers are scarce, and she did not want them to be discouraged by four-year terms. She urged that the responsibility for traffic control device requests be kept with the Traffic Safety Commission rather than City Manager. The Commission's participation in the process neither impedes a timely response to the request nor burdens the Traffic Safety Commission's work load. She felt it would not be in the best interest of the residents to give the City Manager the responsibility.

**Stone** said it seems the work session is the forum for decision making and asked why public comments are sought so late in the process. She also asked the purpose of the article included in the April 16, 1996, staff report that discussed abolishing citizen boards and commissions. She found the article offensive and in conflict with the City Council goals.

**Stone** was concerned that broad, general public comment was being solicited at the end of the process. It would seem public comment should be a factor in the decision-making, but it seems all of the decisions have taken place.

**Mayor Lomnicki** responded members of the public like Mitch Wall and Janet Witter have come to City Council work sessions, provided written comments, and were present at this hearing to give testimony. The public is given notice in the Clackamas Review that the hearing will take place and that copies of the proposed ordinances are available for public review. The public hearing is the forum to make comment. City Council has given the boards and commissions opportunities to review the draft ordinances throughout the process, and there was ample opportunity for members to comment during the board and commission meetings.

**Stone** read a letter signed by NDA representatives requesting a change in the process and encouraging citizen involvement since they are the consumers of the services. Citizens have a natural right to control the quality and cost of these services. Both the Traffic Safety Commission and the Citizens Utility Advisory Commission have demonstrated their concerns in these areas. The proposed reform will remove independent voices of these commissions. The Traffic Safety Commission is the only non-staff way for people to voice their concerns and needs regarding traffic issues. The Citizens Utility Advisory Commission provides consumer input on the basic services of water and sewer. The letter indicated a belief the Citizens Utility Advisory Commission would have a majority representation of business owners if the ordinance were adopted. This was a clear attempt to remove populist input. Board members should always be residents.

**Councilmember Schreiber** felt there were some misunderstandings. Speaking last to make concise comments before a decision is made is a citizen's right. When the City Council asks for public input, it is a sincere request. Another issues the City Council feels strongly about is that the board and commission members are appointed to conduct the work of the community. The City tries to provide that opportunity to participate.

**Councilmember Farley** agreed the public hearing is the opportunity for the people to speak. The citizens who signed the letter have said what they want to say and have spoken.

**Councilmember Kappa** felt some of the concerns could be addressed through the model bylaws.

**Stone** asked for clarification of the offensive article.

**Mayor Lomnicki** said this article was provided as information only, and he was concerned she misunderstood the intent. If it is not clear now that the City Council is concerned about Milwaukie's citizen participation process, it would not have gone through all these hours of work. The City Council would not have reinstated the neighborhood program if it was not interested in citizen involvement. The City Manager and City Council look for the best process to institute the neighborhood associations, and each department head acts as a liaison. To be criticized that the City Council does not want to involve citizens is an injustice to what the City Council has been working toward. He explained the article was one person's opinion in a newsletter and was only reading information.

**Stone** read excerpts from the article. She felt there was a move toward tying people's hands -- for example, the traffic control device issue. It is incorrect not to have a public forum.

**Wisner** said citizen priorities need to be the City Council priorities. Our business is to live here, and we are consumers of the services. The City Council needs to make the best interests of the citizens its priority, as well.

**Councilmember Trotter** commented he felt there was a lot of misinformation. He attended all of the work sessions as well as the board and commission meetings as members reviewed the draft ordinances. There are nine boards and commissions in the City, and they all perform the valuable functions of advising the City Council on their assigned issues. City Council is extremely interested in citizen involvement. Anyone who is spreading word to the contrary is dead wrong. City Council wants the boards and commissions to have more responsibility, not less. City Council is trying to give more direction because it felt some issues were not being addressed. We want citizen involvement. There are nine advisory boards; and although traffic is important, it is not the only issue in the City.

**Councilmember Kappa** recommended in Section 2.24.010.G that, for clarification, the word "Milwaukie" should be added to Transportation System Plan. He felt reference should be made to having a working knowledge of the Regional and Oregon Transportation Plans.

**Mayor Lomnicki** agreed adding "Milwaukie" to Transportation System Plan was appropriate, but he was concerned about the burden of asking for knowledge of the other plans.

**Councilmember Trotter** suggested that might be appropriate in the training segment.

**Mayor Lomnicki** felt it would be appropriate on a case-by-case basis when these plans interface with the City of Milwaukie.

**Councilmember Kappa** said the Board will need a working knowledge of how these are integrated with the City.

**Councilmember Trotter** discussed the number of meetings per month and the other concerns brought up during the work session that were addressed.

**Councilmember Farley** said he felt some things were too general.

**Mayor Lomnicki** pointed out, while the ordinance was broad, more specific issues are addressed in the work plan.

**Councilmember Farley** asked if this also included the traffic safety device request issue.

**Councilmember Trotter** commented the Municipal Code gives the City Manager the responsibility to sign traffic regulations. He was satisfied the draft ordinance, as written, does not preclude citizen involvement in any way regarding traffic safety

**It was moved by Councilmember Schreiber and seconded by Councilmember Trotter to read the ordinance amending Municipal Code Chapter 2.24 -- Traffic Safety Commission for the first time by title only.**

**Councilmember Kappa** felt many of the concerns expressed could be addressed in the model bylaws.

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

**It was moved by Councilmember Schreiber and seconded by Councilmember Trotter to read the ordinance amending Municipal Code Chapter 2.24 -- Traffic Safety Commission for the second time by title only. Motion passed unanimously. The ordinance was read for the second time by title only.**

**It was moved by Councilmember Schreiber and seconded by Councilmember Trotter to adopt the ordinance amending Municipal Code Chapter 2.24 -- Traffic Safety Commission. Motion passed 4 - 1 with the following vote: Mayor Lomnicki, Councilmember Schreiber, Councilmember Kappa, and Councilmember Trotter aye; Councilmember Farley nay; no abstentions.**

**ORDINANCE NO. 1797:**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,  
AMENDING MUNICIPAL CODE CHAPTER 2.24 -- TRAFFIC SAFETY  
COMMISSION.**

### **Citizens Utility Advisory Board**

**Bartlett** indicated most of the Commission's comments were incorporated into the proposed ordinance with the exception of keeping the group a "Commission."

There was no public comment on this proposed ordinance.

**It was moved by Councilmember Kappa and seconded by Councilmember Schreiber to read the ordinance amending Municipal Code Chapter 2.11 -- Citizens Utility Advisory Board for the first time by title only.**

**Councilmember Trotter** said earlier comments indicated an impression there would be a predominance of business community members. He read Section 2.11.020 which stated the members would be appointed at large.

**Mayor Lomnicki** added, to qualify for membership, applicants must be either Milwaukie residents or own a business within the City limits throughout his or her term.

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

**It was moved by Councilmember Kappa and seconded by Councilmember Schreiber to read the ordinance amending Municipal Code Chapter 2.11 -- Citizens Utility Advisory Board for the second time by title only.**

**Councilmember Kappa** said the CUAB had commented on adding reference to future street utilities or improvements to 2.11.010.A.

**Mayor Lomnicki** indicated, since the City does not have a street utility, it was not included as a responsibility.

The group discussed the roles of the Traffic Safety and Transportation Board and the Citizens Utility Advisory Board in implementation of the TSP.

**Councilmember Farley** questioned the use of the word "instigated" in Section 2.11.010.C. **Bartlett** responded this was language in the original proposal by the Concerned Citizens of Milwaukie. The language was drafted by a citizen's group and adopted without modification.

**Councilmember Schreiber** agreed the CUAB would be the group to review street utility rate structures, but one does not exist at this time.

Mayor Lomnicki, Councilmember Kappa, and Councilmember Trotter did not feel the word "instigated" needed to be changed.

The motion to read the ordinance for the second time by title only passed unanimously. The ordinance was read for the second time.

It was moved by Councilmember Kappa and seconded by Councilmember Schreiber to adopt the ordinance establishing Municipal Chapter 2.11 -- Citizens Utility Advisory Board. Motion passed unanimously.

**ORDINANCE NO. 1798:**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,  
ESTABLISHING MUNICIPAL CODE CHAPTER 2.11 -- CITIZENS  
UTILITY ADVISORY BOARD.**

**Historic Resources Commission**

**Bartlett** said the Commission requested the name be changed to "Historic Resources Commission." Section 2.18.020 refers to the Zoning Ordinance for the number of members.

There was no public comment on this proposed ordinance.

It was moved by Councilmember Kappa and seconded by Councilmember Farley to read the ordinance establishing Municipal Code Section 2.18 -- Historic Resources Commission for the first time by title only. Motion passed unanimously. The ordinance was read for the first time by title only.

It was moved by Councilmember Kappa and seconded by Councilmember Farley to read the ordinance establishing Municipal Code Section 2.18 -- Historic Resources Commission for the second time by title only. Motion passed unanimously. The ordinance was read for the second time by title only.

It was moved by Councilmember Kappa and seconded by Councilmember Farley to adopt the ordinance establishing Municipal Code Section 2.18 -- Historic Resources Commission. Motion passed unanimously.

**ORDINANCE NO. 1799:**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,  
ESTABLISHING MUNICIPAL CODE CHAPTER 2.18 -- HISTORIC  
RESOURCES COMMISSION.**

### Library Board

**Bartlett** said this ordinance recognizes the City has a public library and is consistent with ORS.

There was no public comment on this proposed ordinance.

**It was moved by Councilmember Kappa and seconded by Councilmember Farley to read the ordinance amending Municipal Code Chapter 2.28 -- Public Library for the first time by title only. Motion passed unanimously. The ordinance was read for the first time by title only.**

**It was moved by Councilmember Kappa and seconded by Councilmember Farley to read the ordinance amending Municipal Code Chapter 2.28 -- Public Library for the second time by title only. Motion passed unanimously. The ordinance was read for the second time by title only.**

**It was moved by Councilmember Kappa and seconded by Councilmember Farley to adopt the ordinance amending Municipal Code Chapter 2.28 -- Public Library. Motion passed unanimously.**

**ORDINANCE NO. 1800:**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,  
AMENDING MUNICIPAL CODE CHAPTER 2.28 -- PUBLIC LIBRARY.**

### Park and Recreation Board

**Bartlett** said the Board reviewed the draft ordinance and did not propose any changes.

There was no public comment on the proposed ordinance.

**It was moved by Councilmember Trotter and seconded by Councilmember Farley to read the ordinance amending Municipal Code Chapter 2.12 -- Park and Recreation Commission for the first time by title only. Motion passed unanimously. The ordinance was read for the first time by title only.**

**It was moved by Councilmember Trotter and seconded by Councilmember Kappa to read the ordinance amending Municipal Code Chapter 2.12 -- Park and Recreation Commission for the second time by title only. Motion passed unanimously. The ordinance was read for the second time by title only.**

It was moved by Councilmember Trotter and seconded by Councilmember Kappa to adopt the ordinance amending Municipal Code Chapter 2.12 -- Park and Recreation Commission Motion passed unanimously.

**ORDINANCE NO. 1801:**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,  
AMENDING MUNICIPAL CODE CHAPTER 2.12 -- PARK AND  
RECREATION COMMISSION.**

**Planning Commission**

**Bartlett** said the Commission reviewed the draft ordinance and did not recommend any changes.

There was no public comment on the proposed ordinance.

It was moved by Councilmember Kappa and seconded by Councilmember Farley to read the ordinance amending Municipal Code Chapter 2.16 -- Planning Commission for the first time by title only. Motion passed unanimously. The ordinance was read for the first time by title only.

It was moved by Councilmember Kappa and seconded by Councilmember Farley to read the ordinance amending Municipal Code Chapter 2.12 -- Planning Commission for the second time by title only. Motion passed unanimously. The ordinance was read for the second time by title only.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the ordinance amending Municipal Code Chapter 2.12 -- Planning Commission. Motion passed unanimously.

**ORDINANCE NO 1802:**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,  
AMENDING MUNICIPAL CODE CHAPTER 2.16 -- PLANNING  
COMMISSION.**

**Mayor Lomnicki** closed the public hearing on the board and commission review project at 10:25 p.m. He felt this had been a good project to undertake, and he thanked the boards and commissions for their input.

**Councilmember Kappa** agreed and added in light of regional issues and the City's Vision, it was an appropriate action.

## OTHER BUSINESS

### Regional Transportation Plan Update Comments

**Collins** presented the staff report in which the City Council was requested to endorse a letter to Metro giving comments on Chapter One of the Regional Transportation Plan Update. The draft letter expresses the comments of the staff report.

**Councilmember Trotter** commented staff did an outstanding job of reviewing the document and how the RTP and TSP meshed. He concurred totally with the comments, particularly those regarding freight traffic in residential areas.

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to authorize the Mayor to sign the letter to Metro on behalf of the Milwaukie City Council. Motion passed unanimously.**

**Mayor Lomnicki** commented on the good working relations between Metro and Milwaukie staff.

### Metro Growth Management Plan

**Collins** presented the staff report summarizing the Metro Growth Management Functional Plan. She discussed the housing and employment projections for the City of Milwaukie. It was staff's assessment that Milwaukie has the capacity to accommodate the rest of the target through Regional Center planning. While data is only beginning to be gathered, the City's housing units are commensurate with targets or are within the urban growth management boundary. The City's existing zoning is in line, and it might be said Milwaukie has already been trying to reach its densities.

She reviewed the City's proposal for addressing the targets. Phase I is the Regional Center Master Plan, and Phase II is the Neighborhood Growth Management Plan. This is for information only, and staff was not proposing Milwaukie give formal testimony on May 29. She felt Milwaukie was in concert with the regional growth plan and was consistent with its vision statement.

**Councilmember Kappa** asked if the area of the Regional Center had grown. **Collins** said the boundary has not changed.

**Councilmember Kappa** said he would like to hear more about structure parking. **Collins** said staff will continue to look at that in more detail.

**Councilmember Trotter** commented the map indicates the boundaries of a concept area, and the Expanded City Center may change depending on the issues.

**Councilmember Farley** asked how Milwaukie stood with multi-family dwellings. **Councilmember Schreiber** said there is a study in the Council reading file that compares Milwaukie with other jurisdictions in the housing analysis. **Collins** referred to the staff report that shows the future split at 52% single-family detached and 48% multi-family, but it does not give the current information. She added Milwaukie is behind other cities in the region assisting in affordable housing.

**Councilmember Kappa** asked when the Regional Center Master Plan would begin. **Collins** said there would probably be a presentation to the Steering Committee about mid-June.

**Councilmember Kappa** asked how the issue of affordable housing would be addressed in an area where costs are very high. **Collins** said there are many programs to help this type of program.

**Councilmember Schreiber** felt the City was already very close to meeting the number of housing units. It is not the massive program frightening some people.

**Councilmember Trotter** said he was very happy to see the document and felt it would help residents see how it can happen. He discussed the staff comment saying there would be no major changes to the neighborhood comprehensive plan designations or zoning.

**Councilmember Schreiber** pointed out the zoning is there but the market is not driving the construction.

### **Purchasing Code Amendment**

**Bartlett** presented the staff report in which the City Council was requested to adopt an ordinance that would increase the City Manager's purchasing authority from \$15,000 to \$25,000. This modifies the purchasing code to make it consistent with Oregon Administrative Rules. Over the last two years, there have been 36 requests brought to Council and 12 of them fell below this figure.

**Councilmember Farley** said anything over \$15,000 should come before City Council and he did not approve.

**Councilmember Kappa** said the CIP projects need to be moved on quickly. He felt it was appropriate to raise the authority of the City Manager to \$25,000 since many things have been approved by the Budget Committee.

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to read the ordinance relating to public contracts and purchasing for the first time by title only. Motion passed unanimously. The ordinance was read for the first time by title only.**

It was moved by Councilmember Kappa and seconded by Councilmember Schreiber to read the ordinance relating to public contracts and purchasing for the second time by title only. Motion passed unanimously. The ordinance was read for the second time by title only.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the ordinance relating to public contracts and purchasing. Motion passed 4 - 1 with the following vote: Mayor Lomnicki, Councilmember Schreiber, Councilmember Trotter, and Councilmember Kappa aye; Councilmember Farley nay; and no abstentions.

**ORDINANCE NO. 1803:**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, RELATING TO PUBLIC CONTRACTS AND PURCHASING, AND AMENDING SECTION 3.05.060 OF THE MUNICIPAL CODE OF THE CITY OF MILWAUKIE.**

**INFORMATION**

**Bartlett** discussed information forwarded to City Council regarding utility billing and an ordinance on tobacco use.

**Mayor Lomnicki** announced there would be no executive session and adjourned the meeting at 10:53 p.m.

*Pat DuVal*

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Pat DuVal, Recorder/Secretary

**CITY OF MILWAUKIE  
CITY COUNCIL AGENDA  
MAY 21, 1996**

**MILWAUKIE CITY HALL**

10722 SE Main Street

**1743rd MEETING**

**EXECUTIVE SESSION -- 2:30 - 4:30 Public Safety Building**

**WORK SESSION**

4:45 - Information Sharing

5:00 - Board & Commission Review Project

5:30 - Regional Transportation Plan (Debbie Bischoff)

6:00 - Light Rail Maintenance Facility/Park and Ride Update (Ted Leybold)

**REGULAR SESSION**

7:00 p.m.

**I. CALL TO ORDER**

**Pledge of Allegiance**

**II. PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**

**A. Recognition for Community Service Projects -- Jebb Bennett and Jason Pipken (Rich Atkinson)**

**B. North Clackamas School District Bond Measure (Ron Naso and Terry Mohr)**

**C. School Pedestrian Safety Studies (Dave Wheaton)**

**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 7, 1996**

**B. Amend Blanket Purchase Order for Uniforms (Brent Collier)**

**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.*)

**Board and Commission Review Project -- Ordinances (Dan Bartlett)**

- 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. Regional Transportation Plan Update Comments (Debbie Bischoff)**
- B. Metro Growth Management Plan (Maggie Collins)**
- C. Consider Amending Purchasing Code -- Ordinance (Dan Bartlett)**

**VII. INFORMATION**

- A. Minutes and Information: Appointed Advisory Boards & Commissions**
  - 1. Citizens Utility Advisory Commission**
    - a. 1995 Annual Report**
    - b. Minutes of March 6, 1996**
  - 2. Center/Community Advisory Board, Minutes of April 12, 1996**
- B. Minutes and Information: Neighborhood Associations**
  - 1. Linwood Minutes, 4/25/96**
  - 2. Hector Campbell Survey Results**
  - 3. Waverly/Downtown Minutes 3/6 & 4/11/96**
- C. Memo: Statewide Transportation Improvement Program**
- D. Monthly Financial Reports**
- E. Police Department Quarterly Report**
- F. Library Network Report on Capital Districts Plan**

**VIII. ADJOURNMENT**

**EXECUTIVE SESSION**

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

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

DRAFT

REVISED  
BOND LEVY  
WORKING DOCUMENT

- ☞ The projects in this document reflect input received from the eight community forums held in February and April of 1996.
- ☞ This document is being reviewed in a series of community forums in each major attendance area in May of 1996.
- ☞ A final recommendation for the Bond Levy will be presented to the Board of Directors in June of 1996.

May 6, 1996

NORTH CLACKAMAS SCHOOL DISTRICT NO. 12  
 BOND #2, 1996  
 DOLLAR ESTIMATE FOR PROJECTS - MODEL 1.7a

**DRAFT**

SUMMARY BY CATEGORY	VERSION 1.6a	PROPOSED
GROWTH TOTAL:	40,685,000	40,785,000
NEW FACILITY CONSTRUCTION	40,010,000	40,010,000
FUTURE SITES	675,000	775,000
CAPITAL IMPROVEMENTS TOTAL:	31,187,690	34,766,356
BUILDING RENOVATION AND UPGRADE	20,848,123	24,313,618
MAJOR MAINTENANCE	3,718,550	3,720,550
SAFETY/MANDATED REQUIREMENTS	3,914,215	3,969,215
ADA UPGRADES	2,706,802	2,762,973
EQUIPMENT	0	0
TECHNOLOGY TOTAL:	13,309,175	13,309,175
CONTINGENCY TOTAL:	0	0
	<b>TOTAL</b>	<b>88,860,531</b>
	<b>TOTAL ADDITIONS</b>	<b>10,379,400</b>
	<b>GRAND TOTAL</b>	<b>99,239,931</b>

NORTH CLACKAMAS SCHOOL DISTRICT NO. 12

DRAFT

BOND #2, 1996

DOLLAR ESTIMATE FOR PROJECTS - MODEL 1.7a

SUMMARY BY BUILDING	VERSION 1.6a	PROPOSED	ADDITIONS
Clackamas High School	658,975	658,975	1,495,000
Milwaukie High School	5,649,579	8,408,285	1,096,400
Putnam High School	6,155,398	6,975,358	930,000
Skills Center	1,120,133	1,120,133	150,000
McLoughlin Junior High School	3,048,001	3,048,001	
Milwaukie Junior High School	0	0	
Rowe Junior High School	1,541,038	1,541,038	200,000
Sunrise Junior High School	193,800	193,800	
Ardenwald Elementary School	386,321	386,321	400,000
Bilquist Elementary School	948,672	948,672	80,000
Campbell Elementary School	312,084	312,084	690,000
Clackamas Elementary School	1,318,044	1,318,044	225,000
Concord Elementary School	970,116	970,116	
Happy Valley Elementary School	714,765	714,765	160,000
Lewelling Elementary School	1,362,834	1,362,834	
Linwood Elementary School	404,452	404,452	633,000
Milwaukie Elementary School	1,524,459	1,524,459	375,000
Mount Scott Elementary School	116,850	116,850	
North Oak Grove Elementary School	2,840,596	2,840,596	200,000
Oak Grove Elementary School	0	0	
Oregon Trail Elementary School	746,325	746,325	
Riverside Elementary School	569,757	569,757	
Sunnyside Elementary School	177,132	177,132	200,000
View Acres Elementary School	516,179	516,179	300,000
Whitcomb Elementary School	610,755	610,755	690,000
Wichita Elementary School	371,175	371,175	175,000
Administration Building	0	0	
District Operations	0	0	2,380,000
Technology	9,789,425	9,789,425	
District Projects	3,125,000	3,225,000	
New High School and Elementary School	40,010,000	40,010,000	
	<b>SUBTOTAL</b>	<b>88,860,531</b>	<b>10,379,400</b>
	<b>TOTAL ADDITIONS</b>	<b>10,379,400</b>	
	<b>GRAND TOTAL</b>	<b>99,239,931</b>	

NORTH CLACKAMAS SCHOOL DISTRICT NO. 12  
 BOND #2, 1996  
 DOLLAR ESTIMATE FOR PROJECTS - MODEL 1.7a

DRAFT

CAT	CLACKAMAS HIGH SCHOOL PROJECT	\$ EST COST	TOTAL
S	1 Renovate track	120,000	
M	3 Overlay paving at north parking lot entrance	30,000	
S	4 Replace failing fire hydrant piping	33,750	
A	5 Improve access for disabled as required by federal la	153,295	
S	6 Install emergency back-up lighting system	34,080	
T	7 Computer Technology wiring and networking	287,850	
	<b>TOTAL</b>	<b>658,975</b>	
	<b>CLACKAMAS HIGH ADDITIONS</b>		
	General Maintenance - painting, flooring, lighting	175,000	
	Convert wing at CHS to Administration Center	1,320,000	
	<b>TOTAL</b>	<b>1,495,000</b>	
	<b>GRAND TOTAL</b>		<b>2,153,975</b>
CAT	MILWAUKIE HIGH SCHOOL PROJECT		
A	1 Improve access for disabled as required by federal la	628,000	
M	2 Replace obsolete auditorium lights	65,000	
M	3 Preserve gym floor through necessary maint.	11,000	
S	4 Repair crumbling track for safe use by students & col	175,000	
S	5 Repair damaged tennis court for safe use by communi	125,000	
S	6 Repair tunnel between boiler room and gym	25,000	
B	7 Construct office and guidance addition to commons	714,725	
	Renovate main building for technology classrooms	1,275,000	
	Demolish business annex and options building	75,000	
	Complete main entrance and parking lot	75,000	
	Main gym renovation and lobby addition	805,000	
	Gym locker room renovation	521,000	
	Install fire safety upgrades in campus buildings	593,510	
	Renovate and upgrade main building spaces	1,484,000	
	Storm drainage/sanitary sewer separation	56,300	
	Replace main building windows	107,000	
	Equipment, furnishings, permits, fees	1,299,400	
T	8 Computer Technology wiring and networking	373,350	
	<b>TOTAL</b>	<b>8,408,285</b>	
	<b>MILWAUKIE HIGH ADDITIONS</b>		
	Practice Gymnasium Addition	836,400	
	General Maintenance - painting, flooring, lighting	260,000	
	<b>TOTAL</b>	<b>1,096,400</b>	
	<b>GRAND TOTAL</b>		<b>9,504,685</b>
CAT	PUTNAM HIGH SCHOOL PROJECT		
A	1 Improve access for disabled as required by federal la	372,408	
S	2 Install emergency back-up lighting system	Cost in Remodel	
S	3 Make needed electric system upgrades to prevent ov	78,100	
S	4 Fix broken temp. control system for increased efficie	168,750	
S	5 Repair unit ventilators to improve classroom climate and to improve air circulation	56,250	
M	6 Replace the centrifugal chiller and service the		

NORTH CLACKAMAS SCHOOL DISTRICT NO. 12  
 BOND #2, 1996  
 DOLLAR ESTIMATE FOR PROJECTS - MODEL 1.7a

DRAFT

			\$ EST COST	TOTAL
		reciprocating chillers	425,000	
M	7	Repair broken pavement in parking lot	175,000	
S	8	Replace failing fire-fighting equipment (hydrants)	68,750	
M	9	Complete necessary roof maintenance to prevent dam	450,000	
S	10	Repair damaged tennis court for safe use by communi	125,000	
B	11	Construct 600 seat auditorium/teaching station	2,800,000	
		Convert old theatre to classrooms/technology	250,000	
		Renovate gym bleachers/install divider	150,000	
		Renovate and expand locker room facilities	300,000	
		Install fire sprinklers in facility	442,700	
		Equipment, furnishings, permits, fees	788,500	
T	12	Computer Technology wiring and networking	324,900	
		TOTAL	6,975,358	
		<b>PUTNAM HIGH ADDITIONS</b>		
		Add band and choir to new auditorium/renovate existing	930,000	
		TOTAL	930,000	
		GRAND TOTAL		7,905,358
CAT		<b>SABIN SKILLS CENTER PROJECT</b>		
A	1	Improve access for disabled as required by federal la	72,953	
M	2	Repair pavement at school entrance road	150,000	
S	3	Install emergency back-up lighting system	34,080	
G	4	General remodel/expansion to accomodate 600 studer	534,000	
		Equipment, furnishings, permits, fees	106,800	
T	5	Computer Technology wiring and networking	193,800	
T	6	Computer Technology wiring - land lab	28,500	
		TOTAL	1,120,133	
		<b>SABIN CENTER ADDITIONS</b>		
		Renovate Land Lab Buildings	150,000	
		TOTAL	150,000	
		GRAND TOTAL		1,270,133
CAT		<b>MCLOUGHLIN JUNIOR HIGH SCHOOL PROJECT</b>		
A	1	Improve access for disabled as required by federal la	76,387	
S	2	Install emergency back-up lighting system	28,400	
G	3	Remodel and renovate to technology center	2,053,050	
		Increase parking capacity	90,000	
		Install fire sprinkler system	212,295	
		Equipment, furnishings, permits, fees	451,069	
T	4	Computer Technology wiring and networking	136,800	
		GRAND TOTAL		3,048,001
CAT		<b>MILWAUKIE JUNIOR HIGH SCHOOL PROJECT</b>		
		Close School and move students to Rowe	0	
		GRAND TOTAL		0

NORTH CLACKAMAS SCHOOL DISTRICT NO. 12  
 BOND #2, 1996  
 DOLLAR ESTIMATE FOR PROJECTS - MODEL 1.7a

DRAFT

CAT	PROJECT	\$ EST COST	TOTAL
<b>ROWE JUNIOR HIGH SCHOOL</b>			
A	1 Improve access for disabled as required by federal la	19,248	
M	2 Extend pavement life through routine maintenance	50,000	
S	3 Install emergency back-up lighting system	28,400	
G	4 Add classrooms to expand capacity to 850 students	772,200	
	Office expansion and other support service upgrades	300,000	
	Equipment, furnishings, permits, fees	214,440	
T	5 Computer Technology wiring and networking	156,750	
	<b>TOTAL</b>	<b>1,541,038</b>	
	<b>ROWE ADDITIONS</b>		
	Site, Parking, and Bus Loading Improvements	200,000	
	<b>TOTAL</b>	<b>200,000</b>	
	<b>GRAND TOTAL</b>		<b>1,741,038</b>
<b>SUNRISE JUNIOR HIGH SCHOOL</b>			
T	1 Computer Technology wiring and networking	193,800	
	<b>GRAND TOTAL</b>		<b>193,800</b>
<b>ARDENWALD ELEMENTARY SCHOOL</b>			
A	1 Improve access for disabled as required by federal la	93,253	
S	2 Install emergency back-up lighting system	18,318	
S	3 Make needed restroom repairs to aging facilities	57,500	
S	4 Fix kitchen facility to meet health & sanitation codes	51,750	
T	5 Computer Technology wiring and networking	85,500	
B	6 Construct covered play area	80,000	
	<b>TOTAL</b>	<b>386,321</b>	
	<b>ARDENWALD ADDITIONS</b>		
	General Maintenance - painting, flooring, lighting	175,000	
	Pave and drainage for south entrance	225,000	
	<b>TOTAL</b>	<b>400,000</b>	
	<b>GRAND TOTAL</b>		<b>786,321</b>
<b>BILQUIST ELEMENTARY SCHOOL</b>			
A	1 Improve access for disabled as required by federal la	35,072	
S	2 Install emergency back-up lighting system	17,750	
M	3 Pave play area	45,000	
B	4 Expand gym facilities for students and community	690,000	
M	5 Replace worn-out vinyl flooring	44,000	
T	6 Computer Technology wiring and networking	116,850	
	<b>TOTAL</b>	<b>948,672</b>	
	<b>BILQUIST ADDITIONS</b>		
	Covered play area expansion	80,000	
	<b>TOTAL</b>	<b>80,000</b>	
	<b>GRAND TOTAL</b>		<b>1,028,672</b>

NORTH CLACKAMAS SCHOOL DISTRICT NO. 12  
 BOND #2, 1996  
 DOLLAR ESTIMATE FOR PROJECTS - MODEL 1.7a

DRAFT

CAT	CAMPBELL ELEMENTARY SCHOOL PROJECT	\$ EST COST	TOTAL
A	1 Improve access for disabled as required by federal la	40,000	
S	2 Install emergency back-up lighting system	18,034	
M	3 Replace 35 year old vinyl flooring	40,000	
B	4 Create needed storage space in classrooms	20,000	
B	5 Building upgrade - furniture, blinds, maint. etc.	100,000	
T	6 Computer Technology wiring and networking	94,050	
	TOTAL	312,084	
	CAMPBELL ADDITIONS		
	Construct Gymnasium	690,000	
	TOTAL	690,000	
	GRAND TOTAL		1,002,084

CAT	CLACKAMAS ELEMENTARY SCHOOL PROJECT	\$ EST COST	TOTAL
A	1 Improve access for disabled as required by federal la	40,000	
S	2 Install emergency back-up lighting system	19,170	
S	3 Make needed electrical system renovation to prevent	63,900	
S	4 End flooding problem in kindergarten rooms	25,000	
S	5 Fix kitchen facility to meet health and sanitation	89,424	
M	6 Replace rotted wood windows for energy efficiency	201,250	
S	7 Upgrade unsanitary 50 year old restrooms	57,500	
M	8 Repair Masonry and Paint Exterior	100,000	
M	9 Replace main front doors and frames	8,100	
M	10 Install ground-set flagpole	2,200	
A	11 Enclose covered walk and install ramps - Phase 1	200,000	
B	12 Construct two room kindergarten addition	400,000	
S	13 Renovate and improve exterior lighting	8,900	
T	14 Computer Technology wiring and networking	102,600	
	TOTAL	1,318,044	
	CLACKMAS ELEM. ADDITIONS		
	General Maintenance - painting, flooring, lighting	225,000	
	TOTAL	225,000	
	GRAND TOTAL		1,543,044

CAT	CONCORD ELEMENTARY SCHOOL PROJECT	\$ EST COST	TOTAL
A	1 Improve access for disabled as required by federal la	307,462	
S	2 Install emergency back-up lighting system	19,454	
M	3 Replace worn vinyl flooring in selected areas	115,000	
S	4 Replace unsanitary fixtures in four restrooms	97,750	
M	5 Repair roof on east classroom wing to prevent damag	50,000	
EX	6 Reinforce structure against earthquake hazard	275,000	
T	7 Computer Technology wiring and networking	105,450	
	GRAND TOTAL		970,116

CAT	HAPPY VALLEY ELEMENTARY SCHOOL PROJECT	\$ EST COST	TOTAL
A	1 Improve access for disabled as required by federal la	32,457	
S	2 Install emergency back-up lighting system	18,318	
M	3 Replace worn gym floor tile	30,000	

NORTH CLACKAMAS SCHOOL DISTRICT NO. 12  
 BOND #2, 1996  
 DOLLAR ESTIMATE FOR PROJECTS - MODEL 1.7a

DRAFT

			\$ EST COST	TOTAL
M	4	Replace 34 year old boiler to save energy costs	21,250	
M	5	Replace dry-rotted areas in covered walkway overhang	25,000	
B	6	Renovate/media center and expand office	287,500	
M	7	Replace rotted windows in old building to save energy	69,000	
S	8	Replace unsanitary fixtures in four restrooms	51,750	
EX	9	Install fire sprinkler system req'd by water district	71,190	
T	10	Computer Technology wiring and networking	108,300	
		<b>TOTAL</b>	<b>714,765</b>	
		<b>HAPPY VALLEY ADDITIONS</b>		
		Install wood floor in gym	35,000	
		Enclose covered walkway to annex unit	125,000	
		<b>TOTAL</b>	<b>160,000</b>	
		<b>GRAND TOTAL</b>		<b>874,765</b>
CAT		<b>LEWELLING ELEMENTARY SCHOOL PROJECT</b>		
A	1	Improve access for disabled as required by federal Ia	35,364	
S	2	Install emergency back-up lighting system	19,170	
M	3	Repair broken pavement in parking lot	60,000	
M	4	Upgrade storm drainage to avoid flooding	75,000	
M	5	Complete necessary roof maintenance to prevent dam	350,000	
S	6	Repair dry rot in overhangs	25,000	
B	7	Expand gym facilities for student & comm. use	690,000	
T	8	Computer Technology wiring and networking	108,300	
		<b>GRAND TOTAL</b>		<b>1,362,834</b>
CAT		<b>LINWOOD ELEMENTARY SCHOOL PROJECT</b>		
A	1	Improve access for disabled as required by federal Ia	91,636	
S	2	Install emergency back-up lighting system	17,466	
M	3	Install energy management system to save costs	43,750	
B	4	Expand computer lab and library to serve students	149,000	
T	5	Computer Technology wiring and networking	102,600	
		<b>TOTAL</b>	<b>404,452</b>	
		<b>LINWOOD ADDITIONS</b>		
		Construct Four Classroom Pod Addition	633,000	
		<b>TOTAL</b>	<b>633,000</b>	
		<b>GRAND TOTAL</b>		<b>1,037,452</b>
CAT		<b>MILWAUKIE ELEMENTARY SCHOOL PROJECT</b>		
A	1	Improve access for disabled as required by federal Ia	305,087	
S	2	Install emergency back-up lighting system	21,300	
S	3	Make needed electrical system upgrades		
	4	to prevent fire-causing overloads	127,800	
M	5	Replace worn flooring in corridors and classrooms	95,000	
M	6	Replace 70 year old boiler to save energy costs	45,000	
M	7	Repair broken pavement	54,000	
S	8	Replace unsanitary fixtures in four restrooms	86,250	
S	11	Fix kitchen and cafeteria facilities to meet new codes	377,568	

NORTH CLACKAMAS SCHOOL DISTRICT NO. 12  
 BOND #2, 1996  
 DOLLAR ESTIMATE FOR PROJECTS - MODEL 1.7a

DRAFT

			\$ EST COST	TOTAL
B	12	Complete computer lab and activity room to serve more students	194,304	
M	13	Replace dry-rotted west and north windows	92,000	
T	14	Computer Technology wiring and networking	111,150	
B	15	Replace and expand perimeter fencing	15,000	
		TOTAL	1,524,459	
		<b>MILWAUKIE ELEM. ADDITIONS</b>		
		General Maintenance - painting, flooring, lighting	175,000	
		Redesign parking and bus loading to increase safety	200,000	
		TOTAL	375,000	
		GRAND TOTAL		1,899,459
CAT		<b>MOUNT SCOTT ELEMENTARY SCHOOL PROJECT</b>		
T	1	Computer Technology wiring and networking	116,850	
		GRAND TOTAL		116,850
CAT		<b>NORTH OAK GROVE ELEMENTARY SCHOOL PROJECT</b>		
A	1	Improve access for disabled as required by federal Ia	39,778	
S	2	Install emergency back-up lighting system	18,318	
B	3	Expand facilities for 600 student school	2,702,700	
T	4	Computer Technology wiring and networking	79,800	
		TOTAL	2,840,596	
		<b>NORTH OAK GROVE ADDITIONS</b>		
		Site, Parking, and Bus Loading Improvements	200,000	
		TOTAL	200,000	
		GRAND TOTAL		3,040,596
CAT		<b>OAK GROVE ELEMENTARY SCHOOL PROJECT</b>		
		Close school, move students to N. Oak Grove	0	
		GRAND TOTAL		0
CAT		<b>OREGON TRAIL ELEMENTARY SCHOOL PROJECT</b>		
G	1	Add four classrooms to meet enrollment growth	586,125	
T	2	Computer Technology wiring and networking	148,200	
B	3	Install perimeter security fencing	12,000	
		GRAND TOTAL		746,325
CAT		<b>RIVERSIDE ELEMENTARY SCHOOL PROJECT</b>		
A	1	Improve access for disabled as required by federal Ia	32,153	
S	2	Install emergency back-up lighting system	19,454	
M	3	Replace worn vinyl flooring	97,000	
S	4	Provide needed parking and bus loading safety	115,000	
EX	5	Reinforce structure against earthquake hazard	195,000	
T	6	Computer Technology wiring and networking	111,150	
		GRAND TOTAL		569,757

NORTH CLACKAMAS SCHOOL DISTRICT NO. 12  
 BOND #2, 1996  
 DOLLAR ESTIMATE FOR PROJECTS - MODEL 1.7a

DRAFT

CAT	PROJECT	\$ EST COST	TOTAL
<b>SUNNYSIDE ELEMENTARY SCHOOL</b>			
<b>PROJECT</b>			
A	1 Improve access for disabled as required by federal Ia	30,422	
S	2 Install emergency back-up lighting system	18,460	
D	4 Computer Technology wiring and networking	128,250	
	<b>TOTAL</b>	<b>177,132</b>	
<b>SUNNYSIDE ADDITIONS</b>			
	Redesign parking and bus loading to increase safety	200,000	
	<b>TOTAL</b>	<b>200,000</b>	
	<b>GRAND TOTAL</b>		<b>377,132</b>
<b>VIEW ACRES ELEMENTARY SCHOOL</b>			
<b>PROJECT</b>			
A	1 Improve access for disabled as required by federal Ia	84,459	
S	2 Install emergency back-up lighting system	19,170	
M	3 Repair broken paving in parking and play areas	45,000	
S	4 Repair dry rot in overhang	50,000	
S	5 Replace worn-out restroom flooring	57,000	
B	6 Expand storage in kitchen serving several schools	35,000	
B	7 Provide needed storage in classrooms	24,000	
B	8 Replace failing folding walls in three rooms	21,000	
B	9 Repair and upgrade old locker room space	58,000	
T	10 Computer Technology wiring and networking	122,550	
	<b>TOTAL</b>	<b>516,179</b>	
<b>VIEW ACRES ADDITIONS</b>			
	Re-Roof Building	300,000	
	<b>TOTAL</b>	<b>300,000</b>	
	<b>GRAND TOTAL</b>		<b>816,179</b>
<b>WHITCOMB ELEMENTARY SCHOOL</b>			
<b>PROJECT</b>			
A	1 Improve access for disabled as required by federal Ia	33,539	
S	2 Install emergency back-up lighting system	17,466	
B	3 Re-roof-cov. play ceiling-gym floor-office improv.	460,000	
T	4 Computer Technology wiring and networking	99,750	
	<b>TOTAL</b>	<b>610,755</b>	
<b>WHITCOMB ADDITIONS</b>			
	Construct Gymnasium	690,000	
	<b>TOTAL</b>	<b>690,000</b>	
	<b>GRAND TOTAL</b>		<b>1,300,755</b>
<b>WICHITA ELEMENTARY SCHOOL</b>			
<b>PROJECT</b>			
A	1 Improve access for disabled as required by federal Ia	40,000	
S	2 Install emergency back-up lighting system	15,525	
M	3 Replace worn vinyl flooring in halls and classrooms	57,000	
M	4 Construct covered play area expansion	60,000	
S	5 Replace worn-out restroom facilities	58,000	
B	6 Expand restroom facilities to meet capacity	58,000	
T	7 Computer Technology wiring and networking	82,650	
	<b>TOTAL</b>	<b>371,175</b>	

NORTH CLACKAMAS SCHOOL DISTRICT NO. 12  
 BOND #2, 1996  
 DOLLAR ESTIMATE FOR PROJECTS - MODEL 1.7a

**DRAFT**

			\$ EST COST	TOTAL
		<b>WICHITA ADDITIONS</b>		
		General Maintenance - painting, flooring, lighting	175,000	
		TOTAL	175,000	
		GRAND TOTAL		546,175
<b>CAT</b>		<b>ADMINISTRATION PROJECT</b>		
<b>CAT</b>		<b>PHYSICAL PLANT PROJECT</b>		
<b>CAT</b>		<b>TRANSPORTATION PROJECT</b>		
		<b>DISTRICT OPERATIONS CENTER ADDITIONS</b>		
		District share of County/ODOT Center	2,380,000	
		TOTAL	2,380,000	
		GRAND TOTAL		2,380,000
<b>CAT</b>		<b>TECHNOLOGY PROJECT</b>		
	T 1	Technology infrastructure costs-DISTRICT	842,025	
	T 2	Technology Upgrade, Hardware and Equipment	8,947,400	
		GRAND TOTAL		9,789,425
		<b>NEW SCHOOL CONSTRUCTION PROJECT</b>		
	G 1	New elementary school to respond to student growth	7,934,000	
	G 2	New high school on land owned by District to accomodate student growth	32,076,000	
		GRAND TOTAL		40,010,000
<b>CAT</b>		<b>DISTRICT PROJECT</b>		
	EX 1	Storm-water engineering to meet new requirements	50,000	
	F 2	Purchase future sites for growth	400,000	
	S 3	Asbestos abatement as needed	600,000	
	G 4	Project Management Costs	460,000	
	C 5	Contingency	0	
	M 6	Engineering costs for maintenance projects	540,000	
	BC 7	Bond related costs	0	
	G 8	Classrooms for growth, and furniture upgrade	800,000	
	F 9	1/2 Altamont Site Development Costs	375,000	
	F 10	Norma Road Site Development Costs	0	
		GRAND TOTAL		3,225,000
		GRAND TOTAL INCLUDING ADDITIONS		99,239,931



**MEMORANDUM**

TO: Honorable Mayor and City Council

FROM: Dave Wheaton, Public Works Director  
Linda Mullen, Neighborhood Services Coordinator

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

RE: School Pedestrian Safety Studies

DATE: May 21, 1996

**ACTION REQUESTED**

Accept the Milwaukie, Campbell, and Linwood elementary school Pedestrian Safety Study Reports, with Traffic Safety Commission's comments.

**BACKGROUND**

With Resolution 3 - 1995, Council directed the Traffic Safety Commission to complete pedestrian safety studies for each elementary school in Milwaukie. The Ardenwald project was finished about a year ago, and studies began at Milwaukie, Campbell and Linwood in the Fall. The Lewelling survey results are still being tabulated, and are not yet finalized into a report for the Traffic Safety Commission.

Study methodology varied. For example, parents from Milwaukie and Campbell elementary schools met on a regular basis to identify safety concerns and potential solutions. The principals from Linwood and Lewelling worked with their advisory committees to implement surveys which they sent home to parents. The volunteers from each school dedicated a lot of time and energy to these reports, and are anxious to see their ideas implemented. Each report (attached) gives specific background information, recommendations, and next steps.

**Hector Campbell Elementary Pedestrian Safety Task Force  
Final Report  
to  
Milwaukie Traffic Safety Commission  
April 8, 1996**

**INTRODUCTION**

The Hector Campbell Pedestrian safety task Force is a working sub-group of the Traffic Safety Commission. Its purpose is to advise the Milwaukie City Council on ways to improve pedestrian safety in the Hector Campbell school zone. This is the final report of recommended improvements for pedestrian safety near the school, as directed in City Council Resolution No. 3-1995.

Members of the Hector Campbell Pedestrian Safety Task Force have participated in a series of meetings since November to prioritize their safety concerns and recommendations.

Members of the Task Force include:

Roger Capps  
George Durey  
Valori Fletcher  
Pauline Nelson  
Tom Petchell - Spokesperson  
Shaun Spencer

The representative from Traffic Safety Commission is Susan Stone.

**SUMMARY OF THE PROCESS**

The group began by identifying physical areas of concern or other safety issues near the school. In general, these included:

Monroe Street  
Home Street  
Park Street  
Crossing 42nd  
Site obstructions

The group looked at issues specific to location and also categorized them by type of problem. They then grouped them according to cost and time before beginning their final prioritization.

**AREAS OF CONCERN:**

**Monroe Street**

The street in general (narrow, high speeds, limited sidewalks)  
Intersection of Home and Monroe - drainage also a problem  
Intersection of 47th and Monroe (no cross walk or stop signs)

**Home Street - from Railroad to hill**

reduced sight distances and reaction times  
crossing Home is a problem

**Park St.**

Speeds

**The East/West streets between 37th and 42nd**

They are narrow, kids play in them, cars go too fast on them

- Harrison
- Jackson
- Monroe
- Jefferson
- Washington

**Walkers from other side of Harrison (don't these kids take the bus?)**

crossing 42nd  
walking alone

**47th St. just above the school**

limited visibility and speeds  
kids on bikes there, too

**Visibility Issues:**

- 40th and Washington
- 44th and Jackson

**Good Things to capitalize on**

Kids along Railroad must take bus  
There is a walking path from Park, but it is in disrepair  
Garrett Street has sidewalks almost the whole way  
Ada St. has sidewalks which connect to Washington, 47th and Adams to the school.

There are some sidewalks on Monroe (37th to 42nd)  
King Street bike paths

**CONCERNS BY CATEGORY**

Drainage

Home and Monroe  
Park and Monroe

Signage

Jackson and 47th      No stop signs  
42nd and Franklin      School sign at Franklin not visible  
47th and Monroe      No stop signs or cross walk

Lack of Sidewalks

King West of 42nd  
Lewellyn  
Franklin  
Rail road

Site Obstructions

Jackson and 44th  
Jackson and 42nd  
Harrison and 47th  
Park and 48th  
Washington and 40th  
47th, just above school

Solution

determine if right-of-way or private  
property for abatement

Problematic Intersections

Home and Monroe      (volume, speed, drainage)  
any along 42nd

Problematic Streets

Monroe  
    narrow, high vehicle speeds, limited sidewalks  
Home Street (from Railroad to hill)  
    reduced sight distances and reaction times  
    crossing Home is a problem  
Park  
    Speeds

**POTENTIAL SOLUTIONS**

**Drainage**

Home and Monroe  
Park and Home

Hook up to storm drain system

**Signage**

J and 47th  
42nd and Franklin  
standards/warrants)  
47th and Monroe

Determine desired result

stop sign  
cross walk

**Lack of Sidewalks**

King West of 42nd  
Lewellyn  
Franklin  
Rail road

Install sidewalks

LID - cost to homeowner

Limit parking

create walking path

**Site Obstructions**

Jackson and 44th  
Jackson and 42nd  
Harrison and 47th  
Park and 48th  
Washington and 40th  
47th, just above school

Determine if right-of-way or private  
property for abatement

Limit parking (school)

**Problematic Intersections**

Home and Monroe  
any along 42nd  
Home and Park

Improve signage

Add cross walks

Consider curb extensions

Consider flashing yellows or other mechanism

**Problematic Streets/Speeding**

Monroe  
Home Street  
Park

SMART Trailer

Banner

speed humps

Sidewalks

Pilot article

Speedwatch program

## Low Cost/Short Term

### Project and Location:

Signage at Jackson and 47th  
Signage at 42nd and Franklin  
Signage at 47th and Monroe

### Notes:

Traffic signs must meet engineering warrants studies need to be done first

Clear sight obstructions from overgrown shrubs at:

Jackson and 44th  
Jackson and 42nd  
Jefferson and 42nd  
Franklin and 42nd  
Harrison and 47th  
Park and 48th  
Washington and 40th

Code Enforcement program can follow-up after the final report

Reduce impact of sight obstructions

Limit parking on 47th, above school Impact to some homeowners

Reduce Speeding on:

Monroe  
Home  
Park

Speedwatch program

Training available through P Works

SMART Trailer

Banner

Pilot articles - public information

## High Cost/Long Term

**Project and Location:**

**Notes:**

Drainage improvements at Home and Monroe and Park  
Master plan in progress

Add sidewalks at:  
King west of 42nd  
Lewellyn Street  
Franklin Street  
Railroad  
Lamplighter  
This is currently a home-owner expense  
unless other infrastructure improvements are made

Improve intersections  
Home and Monroe  
Any along 42nd Ave.  
Home and Park  
Each intersection will have different solutions  
engineering studies required  
possibilities:  
flashing yellow beacons  
cross walks  
curb extensions  
improve signage

Reduce Speeding on Streets  
Home  
Monroe  
Park  
Curb extensions  
Speed humps - City doesn't have speed hump  
"program"

Improve Visibility on Home  
between Hunter and Park

Improve student drop-off and pick up area

## **RECOMMENDATIONS**

The group wants to focus efforts in the following areas: 47th and Monroe, 42nd Avenue, and Home between Park and Monroe. The recommendations below are in priority order.

- 1) Reduce Speeding on  
     Monroe  
     Home  
 Through public education efforts such as the banner and speed watch program.
- 2) Install crosswalk at 47th and Monroe
- 3) Improve Intersections with Flashing Yellow Beacons and/or curb extensions  
     along 42nd  
     Home and Park
- 4) Improve Signage  
     Jackson and 47th  
     47th and Monroe  
     on Home
- 5) Tie: 5a) Clear Sight obstructions  
     Jackson and 42nd  
     Jackson and 44th  
     Jefferson and 42nd  
     Harrison and 47th  
     Park and 48th  
     5b) Reduce Speeding with curb extensions and/or speed humps  
         on Home  
         on Monroe
- 7) Improve the student drop-off and pick-up area in front of the school
- 8) Improve Drainage  
     Home and Monroe  
     Monroe and Park
- 9) Limit parking on 47th above school

## **NEXT STEPS**

The City will do further engineering work to determine:  
     Which projects meet traffic engineering standards  
     Preliminary cost estimates  
     Gantt chart time frames

# Linwood Elementary Safety Survey Information for the City of Milwaukee

## Background Information

The Linwood School Advisory Committee conducted a survey of parents in January, and had 215 respond. The intent of the survey was to identify parental concerns and ideas regarding the safety of kids walking to and from school. The results of the survey were tallied by Principal Karen Lachman, and reviewed by the School Advisory Committee.

There are several safety issues raised by the survey results. The school is taking the lead to resolve some. The School Advisory Committee is forwarding these recommendations for the City to address.

## Recommendations

- 1) Move the cross walk from its current location at the school driveway on Stanley to Stanley Park (at Harlow) where the students actually cross.
- 2) Install a mechanical device (i.e., flashing yellow beacons) and/or better safety signs on Linwood to alert traffic to slow down. *Please note:* the school has already worked with the Police Department to increase patrols on Linwood Avenue during student drop-off and pick-up times. This has been very successful when Police are present, but they can not be there every day.
- 3) Provide periodic clean-up of the Linwood bike path.
- 4) Install sidewalks on Stanley and Cedar Crest. Offer alternatives back to the Advisory Committee if funding is a problem.
- 5) Prune shrubs at end of school driveway on Stanley which currently limit visibility.

## Next Steps

This report will be presented with other school pedestrian safety task force reports to the Traffic Safety Commission, and will then be forwarded to the City Council.

which projects meet engineering standards  
preliminary cost estimates  
Gantt chart time frames

**Milwaukie Elementary Pedestrian Safety Task Force  
Final Report  
to  
Milwaukie Traffic Safety Commission  
February 26, 1996**

**INTRODUCTION**

The Milwaukie Elementary Pedestrian Safety Task Force is a working sub-group of the Traffic Safety Commission. Its purpose is to advise the Milwaukie City Council on ways to improve pedestrian safety in the Milwaukie Elementary school zone. This is the final report of recommended improvements for pedestrian safety near Milwaukie Elementary School, as directed in City Council Resolution No. 3-1995.

Members of the Milwaukie Elementary Pedestrian Safety Task Force have participated in a series of meetings since October 1995 to prioritize their safety concerns in and around the school.

Members of the Task Force include:

- Marla Andrew
- Jerry Miller
- Shirley Park
- Melanie Phillips
- Todd Sonflieth
- Denise Wofford - Chairperson
- Sandy Wright

Traffic Safety Commission was represented by Nancy Anderson.

**SUMMARY OF THE PROCESS**

The group began by identifying areas of concern near the school. In general, these included:

- 27th Avenue and its cross street Willard
- Lake Road
- Madison Street
- Washington Street
- The area immediately in front of the school.

In addition to physical locations, the task force has concerns about:

- The speed and driving habits of high school drivers on Willard, 27th, Washington, and Lake Road
- The tight bus schedules for school bus drivers, which may result in unsafe driving habits and student walking conditions

**LIST OF PROBLEM AREAS**

SE 27th Ave

SE 27th between Washington and Lake Road  
    includes hill and curve in front of school  
    includes intersection at Willard  
Drainage is bad at 27th and Lake  
Crosswalks at 27th Ave & Lake Road  
High school traffic is bad during lunch periods and when school is dismissed  
The driveway into Milwaukie Elementary School is narrow and shrubs impede visibility.

Cross Streets to 27th

No speed signs on Willard  
Need more visible signs on Willard, 27th, Washington  
Signs on Washington obscured by the trees

Lake Road

Kids walking west of 37th on Lake Road don't have sidewalks.  
The area On Lake between 34th and 37th is especially dangerous.  
Crosswalk At Lake Road & 27th Ave.

Madison

There are limited sidewalks on Madison  
No stops at 30th or 32nd and Madison (or the entire neighborhood behind the school)  
Traffic goes too fast in this neighborhood and it is an all-walking area  
Parking on Madison and congestion during drop off and pick up of students

Other

There is concern about how light rail alignments will affect traffic near the school.  
School bus drivers could improve driving habits  
Concerns about proposed changes to Lake Road

POTENTIAL SOLUTIONS

Low Cost

- Overhead banner/sign in front of school
- Re-route Willard to one way
- Use Smart Trailer at school
- Use HS kids as crossing guards
- Close Madison to any (morn.) traffic
- Paint yard signs
- Flags on speed signs
- Flashing yellow lights
- Add walking stripe on Madison
- Sports people enter lot off Lake Rd.
- Restrict parking on 27th during drop-off
- Restrict parking on one area of 27th
- Operate Speed Watch
- Have crossing guards at 27th and Wash.
- Stop sign at 30th and Madison
- Define physical walking routes
- Change bus routes or times

Short Term

- SMART Trailer
- HS sports people enter lot off Lake Rd.
- Restrict parking on 27th during drop-off
- Restrict parking on one area of 27th
- Coordinate with HS peds walking thru MES
- 27th and Wash crossing guards
- Operate speed watch
- Flags on speed signs
- Flashing yellows
- Stop sign at 30th and Madison
- Cross walk on Madison

High Cost

- Speed humps on 27th
- Curb extensions  
in front of school  
at 27th and Willard
- Sidewalk on Madison
- Walking overpass on 224
- Overhanging, flashing yellow light at:  
27th and Washington  
27th and Lake
- Traffic Control device at 27th/Lake
- Traffic Control device at 27th/Wash
- Cross walks on Madison
- Turn Madison into cul de sac

Long Term

- Speed Humps on 27th
- Re-route traffic at 27th and Willard
- Overhead sign at MES
- Traffic control device at 27th/Lake
- HS kids as crossing guards
- Curb extensions
- Sidewalks on Madison
- Cul-de-sac on Madison

**RECOMMENDATIONS**

The group prioritized potential solutions, and agreed on the top projects they would like to pursue. These are listed below in priority order.

1. Install speed humps on 27th Avenue.
2. Install curb extensions on 27th Ave in front of the school, and at 27th and Willard.
3. Timed flashing yellow lights attached to school speed signs in school zones.
4. Additional traffic control at 27th/Washington (Task force is aware that the City is working on improvements to Lake Road and would like to work with the City during the planning process).
5. Change Willard to a one-way street (west bound).
6. Walking stripe on Madison.
7. Restricted parking on 27th Ave during school hours.
8. Speed hump in front of school, with curb extensions. *— raised & walk*
9. Sidewalks on Madison from 33rd Ave to West end.
10. Sidewalks on Madison from 31st Ave to West end.

**ITEMS ACCOMPLISHED**

1. Use of Speed Monitoring Awareness Radar Trailer (SMART).
2. Requested use of overhead street banner (SLOW DOWN) in front of school.
3. Established safe walking routes with assistance from DARE Officer (Steve Moist), school PTO, and school advisory committee.

**NEXT STEPS**

The next step in the process is for the City to do further engineering work to determine:

- Which projects meet traffic engineering standards
- Preliminary cost estimates
- Gantt chart time frames

**Status of Pedestrian Safety Studies**

**Milwaukie Elementary School**

Study completed. Report to Traffic Safety Commission in March.

**Hector Campbell Elementary School**

Preliminary Report to be reviewed by Campbell Pedestrian Safety Task Force at March 26 meeting. Report to Traffic Safety Commission in April.

**Linwood**

The Appointed Advisory Committee conducted a survey of parents. A first draft report, based upon the survey's results, has been prepared and is awaiting school advisory committee review. Comments are expected March 15th. Report to Traffic Safety Commission expected in April.

**Lewelling**

The principal has drafted a survey to parents. It will go out after Spring Break. Results are expected in late March. Report to Traffic Safety Commission will be in April or May.



**Milwaukie Traffic Safety Commission**

**School Trip Safety Program Final Report**

presented to

**Milwaukie City Council**

In January, 1995, the Milwaukie City Council issued resolution 3-1995 directing the Milwaukie Traffic Safety Commission to develop a recommended school trip safety program. The MTSC enthusiastically accepted this charge, and this report summarizes our work the past sixteen months of activities.

**Charge:** Develop a recommended school trip safety program for pedestrian students, drawing from available community resources to represent and address each elementary school.

Each member of the MTSC was liaison to one or more of the city elementary schools. The MTSC member and school alignments were:

- Susan Stone - Ardenwald and Hector-Campbell
- Nancy Anderson - Milwaukie and St. John's
- Julie Wisner - Lewelling
- Dick Baker - Linwood

Most schools, except Linwood and St. John's, chose the task force route to address issues. The task force membership included teachers, school staff, parents, and concerned neighbors and citizens. Linda Mullen, Neighborhood Services Coordinator, was primary coordinator of, and moderator for, task force activities. As each task force began its work, the ideas from previous task forces' efforts were offered and incorporated where appropriate.

St. John's did not respond to numerous offers of assistance from both MTSC members and city staff. Linwood school staff chose to generate a survey that was sent to all parents.

**Timeframe:** Twelve months.

The MTSC began its efforts immediately, but experienced some lag time in getting school participation and task forces created. Also, the schools and task forces were inactive during the summer months. One MTSC member could not participate because Hector Campbell chose to meet during the work day and the member was not able to attend.

**Recommendations:** Each of the schools that were represented by a task force have prepared a final report to MTSC, which has been or will be forwarded to the City Council. In addition to the recommendations from each task force's final report, MTSC makes the following comments and recommendations.

Ardenwald

- The Ardenwald report has been presented to both MTSC and City Council. MTSC strongly supports all items in the task force final report.

Milwaukie

- Flashing yellow beacon with timers on the "Speed 20 MPH" signposts, in both directions, would be an excellent traffic control/improvement at 27th and Washington. This addition would also benefit St. John's Elementary.
- A raised cross-walk in front of the school may be an alternative to the speed hump and curb extensions recommended by the task force.

St. John's

- Did not respond to numerous offers of assistance from both MTSC members and city staff.

Linwood

- Rather than develop a task force, chose to develop a survey that was sent to all parents. The MTSC strongly supports all items in the report entitled "Information for the City of Milwaukie".

Lewelling

- Task force not active yet. Only one meeting was scheduled, at which one parent and the MTSC member were present. The one parent expressed an interest in generating support within the school, but no further action has occurred.

Hector-Campbell

- The MTSC strongly supports all items in the task force final report.

In addition to the traffic control and safety measures identified in each report, the MTSC considers the following, in order of preference, to be the most important for installation at each school. In prioritizing this list, the MTSC has considered the installation or implementation times and cost impacts of each of these measures in tandem with the degree of increased safety offered by each.

1. Each school administration should continue or commence efforts to enlist adult crossing guards for areas outside the visibility of the school grounds.
2. Each school administration and Parent Teacher Organization should continue its efforts toward student and parent education of safe walking routes and proper use of designated cross-walks.
3. Flashing yellow-beacons with timers on the "Speed 20 MPH" signposts.
4. Speed humps, where feasible.
5. Raised and striped cross-walks, where feasible.
6. Bright yellow-green school zone signs, immediately upon approval and availability from Federal Highway Administration, which is now estimated to be the end of 1997.
7. Sidewalks in areas where the city can work with homeowners for most impact and least cost.

8. The MTSC will draft a letter to Tri-Met, North Clackamas School District, and the contract bus company, reminding them of their role in protecting our city's future - the children of Milwaukie - by practicing their safe driving skills in our neighborhoods and obeying all posted speed signs.

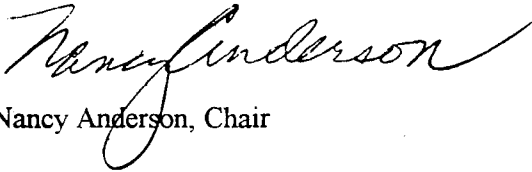
9. MTSC will continue to be available to all Milwaukie schools to assist in addressing related issues.

The MTSC strongly supports the City of Milwaukie budgeting for a Neighborhood Traffic Management Program to assist with implementation of traffic calming measures as part of the School Trip Safety Program recommendations.

The MTSC recognizes that the Transportation System Plan is a regional effort for long range planning, and believes it should not negatively impact the School Trip Safety Program by delaying the installation and implementation of these recommendations.

In summary, the MTSC has actively met the challenge of City Council to work with the community schools to make our streets safer and our city more livable.

Respectfully Submitted,



Nancy Anderson, Chair

**CITY OF MILWAUKIE  
CITY COUNCIL WORK SESSION  
MAY 7, 1996**

**Mayor Lomnicki** called the work session to order at 5:00 p.m. in the second floor conference room in City Hall.

Present were Councilmembers Farley, Schreiber, Kappa, and Trotter; Dan Bartlett, City Manager; Charlene Richards, Assistant to the City Manager; and Maggie Collins, Community Development Director.

**Information Sharing**

**Sewerage Plan Advisory Committee**

**Councilmember Trotter** shared information from the last North Clackamas Service District Master Plan Update. The Committee is taking a regional approach in developing alternatives and looking at equitable cost allocations. He pointed out one alternative that included expanding the Kellogg Treatment plant by adding 3 additional riverfront acres to the existing 7 acres.

**Councilmember Farley** discussed the feasibility of building a vertical plant. **Councilmember Trotter** explained it was more expensive to build vertically rather than horizontally.

**Councilmember Trotter** reviewed the alternatives and pointed out the figure chart which was CCSD#1's subtotal:

- Alternative 1 -- expand both the Kellogg Creek and Tri-City plants;
- Alternative 2A -- maintain Kellogg as it is for existing needs with the addition of \$16 million for site mitigation and \$4 million for odor control; build Site K; and expand Tri-City;
- Alternative 2B -- maintain Kellogg; build Oak Lodge "Nursery" site; and expand Tri-City (subtotal @ \$82 million -- this is the lowest cost item for our district);
- Alternative 3 -- maintain Kellogg and expand Tri-City;
- Alternative 4A -- decommission Kellogg; expand Tri-City, and build new Oak Lodge "Nursery"; and
- Alternative 4B -- decommission Kellogg; build new Site K; and expand Tri-City.

**Councilmember Trotter** reviewed the criteria developed by the Citizens Advisory Committee that included no longer building on the riverfront. From his standpoint as a committee member, he perceived people would be willing to pay extra to get the riverfront back. He discussed the feasibility of revenue bonds, rate increases, SDCs, and GO bonds to pay for the improvements. He pointed out revenue bonds are not done by election of the people but by the governing body. There are no specifics on SDCs at this time.

**Councilmember Farley** asked where the Oak Lodge Nursery site was located. **Councilmember Trotter** said it is adjacent to and southwest of the existing plant.

**Bartlett** added Milwaukie is a metered customer of CCSD#1, so digester costs are reduced. The City owns the collection system but not the treatment facility.

The group discussed growth and funding sources.

#### Work Session Coverage

The group discussed televising work sessions.

#### Public Safety Coordinating Council

**Councilmember Kappa** discussed funding criteria for public safety programs.

**Mayor Lomnicki** shared a notice that Beaverton Mayor Rob Drake and Metro Executive Mike Burton were holding a meeting on May 28 to discuss the winter flood and preparation for future emergencies.

#### Metro 2040 Report

Council was joined by Planning Commissioners Carolyn Tomei, Chair; Cal Walter; and Debi Linn. Metro Executive Officer Mike Burton; Growth Management Services Director John Fregonese; Assistant Transportation Director Richard Brandman; and Planner Ted Leybold were also in attendance.

**Brandman** discussed the South/North Light Rail Alignment and the efforts to collect signatures to put light rail funding on the November ballot. The measure will impact statewide transportation projects.

**Councilmember Schreiber** understood one strategy of the campaign might be to pit light rail lottery money against school lottery money.

**Brandman** said the legislature was clear the project was for light rail between the Clackamas Town Center and the Arena. It is not a bi-state project.

**Councilmember Kappa** said he was amazed about the animosity for this light rail alignment. **Brandman** said the public was very negative on the Banfield alignment. On the west side, with the exception of Goose Hollow, the winners were those who got the light rail. After the west side alignment decision was made, the Goose Hollow neighborhood became very involved with the design element.

**Councilmember Kappa** asked if the ballot measure would have any impact on the Regional Transportation Plan. **Brandman** indicated regional plans and policies would not change. He discussed the projects outside of the Metro area that were included in the funding package.

**Councilmember Trotter** asked about the design timetable. **Brandman** reported the field office, which will likely be located at 23rd and Washington, is scheduled to open by the first of June. He felt the campaign will center around livability.

**Walter** questioned the effectiveness of this argument in a state-wide issue. If light rail is a regional issue, it may not be far-reaching enough.

**Mayor Lomnicki** pointed out the measure impacts transportation dollars for the rest of the Metro region and other areas of the state.

**Burton** said the campaign chair will be from Medford to emphasize the fact that dollars are going to other areas of the state.

**Burton** said the 2040 concept and its implementation has become imperative, and the Plan must be adopted by December 31, 1997. The Technical Advisory Committees (TACs) are working with the preliminary plans on a daily basis. Elected officials and jurisdictional staff should view these drafts as a process that is "works in progress."

Metro will ask each jurisdiction, to the best of its ability, to cooperate in meeting regional standards for increased growth. Population projections have been sent to each jurisdiction and recommendations on dealing with urban growth boundaries. We need to help each other deal with the growth and encourage compact design.

**Burton** reviewed the Phase 1 Regional Framework Plan Adoption schedule. MPAC will hold a public hearing on May 29, 1996, and, theoretically, the Metro Council will adopt the Plan in September.

The Urban Growth Management Functional Plan addressed issues that came out of the various jurisdictions. Burton selected Title 2 -- Regional Parking Policy as one example of the issues that face the region. The intent of the policy is to encourage more efficient land use, reduce the required amount of parking, and support land use patterns that invite non-auto types of uses. He compared the amount of retail space, number of parking spaces, and footprint of the Lloyd Center versus the Clackamas Town Center. The Lloyd Center has more commercial and parking space in a smaller area and is also more accessible by public transit. Metro is asking jurisdictions to recognize the differences in communities when looking at the minimum and maximum number of parking spaces. There will be changes, but they will not necessarily be negative things if they are allowed to happen within their own contexts.

**Councilmember Kappa** said he felt vertical parking structures should be considered in order to conserve land.

**Burton** said last year new parking spaces took up an additional 300 acres of land. Over a period of time, the impact could be several thousand acres.

**Fregonese** said typically one would save about 37.5% of the land if vertical parking structures were built. The market will build structures only when they begin costing more than the land. He added there were about 5,000 acres of parking in the region.

**Councilmember Kappa** felt the region should make the hard choice of going to structured parking. It seemed to be a long-term livability issue.

**Councilmember Schreiber** said each community needs to make the commitment and address the local problem.

**Burton** said parking is a very contentious issue when it comes to restricting commercial access. Exempting from a maximum number of parking spaces may be a way to build incentives. Establishing a minimum was a great accomplishment.

**Brandman** pointed out decisions can be based on the value and vision of the central city -- not only on needs.

**Burton** said providing access by light rail or bus service throughout the region is the key; however, the cost is great.

**Councilmember Schreiber** believed Metro and Tri-Met needed to look at their park and ride facilities. Burton responded there is a facility in Beaverton to which floors can be added as the needs grow.

**Councilmember Kappa** said the structured parking can be attractively designed. He agreed Tri-Met should consider structured parking if commercial businesses are being asked to do so.

**Burton** said Tri-Met needs to recognize this point. He discussed the station cost at Washington Park Zoo and the need to spend additional funds to make a facility attractive.

**Fregonese** said this is the only metropolitan region that is keeping up with population growth and transit.

**Councilmember Farley** asked how many people use the bus. **Brandman** said about 40% of the trips going to the downtown are transit. Transit is doing the job downtown, but there is not enough service to and from various destinations.

**Burton** said the number of people using the bus has increased by 25% since 1990. He felt bus service was keeping up with the growing population.

**Walter** said the parking areas in downtown Portland have diminished, so people have to ride the bus into the downtown core. That could be a strategy to increase ridership.

**Burton** conjectured the price of gasoline might also increase ridership. The transit design right now is to take everyone to downtown Portland, and he hoped to change that system and expand and reach other areas.

**Councilmember Kappa** asked where the trip generation was the greatest. **Brandman** said trips are generated from a variety of areas. Multnomah County has a much higher percentage of transit trips than either Washington or Clackamas Counties.

**Councilmember Schreiber** asked what kind of technical assistance Metro would provide to the jurisdictions as they discussed growth management issues.

**Councilmember Farley** asked if the thought that there would be no more fossil fuel available ever entered people's minds.

**Burton** said people are looking at alternatives to fossil fuel. **Fregonese** said additional planning staff was being added to help local jurisdictions with planning and other services. Metro would offer help with model zoning ordinances and public involvement and outreach. He added Milwaukie was at the top of the list for these services.

**Burton** discussed "Summary of Buildable Lands and Capacity Analysis." He discussed how technology was helping make decisions and determine where buildable land exists. The region's population has reached the 1.6 million mark about five years earlier than anticipated. He discussed development opportunities for infill in communities like Milwaukie. The public needs a chance to give its input since each jurisdiction is different and has its own creative opportunities.

**Fregonese** said Milwaukie was selected as a favorite project because of its good infrastructure and location. It has been overlooked in the past because of the rapidly growing urban growth area. He suspected City Council would be asking businesses to look at redevelopment, along with an increased interest from the outside over the next five years, due to light rail.

**Mayor Lomnicki** noted, whether light rail happens in Milwaukie or not, the region still needs good transportation.

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

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Pat DuVal, Recorder/Secretary

**CITY OF MILWAUKIE  
CITY COUNCIL MEETING  
MAY 7, 1996**

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

Craig Lomnicki,  
Mayor  
Rick Farley

Jean Schreiber  
Rob Kappa  
Don Trotter

Also present:

Dan Bartlett,  
City Manager  
Ted Baird,  
City Attorney  
Charlene Richards,  
Assistant to the  
City Manager  
Angus Anderson,  
Finance Director

Greg Drechsler,  
City Engineer  
JoAnn Herrigel,  
Program Services Coordinator  
Craig Stensrud,  
Police Officer  
Jill Young,  
Staff Assistant

**PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**

**Mayor Lomnicki** read the following proclamations:

1. Milwaukie Public Safety Recognition Week -- May 12 - 19, 1996;
2. Public Service Recognition Week -- May 6 - 12, 1996; and
3. Municipal Clerks Week -- May 5 - 11, 1996

**CONSENT AGENDA**

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to approve the following consent agenda items:**

1. **City Council Minutes of April 16, 1996; and**
2. **Appoint City Manager to the North Clackamas Watershed Management Commission**

**Motion passed unanimously.**

## AUDIENCE PARTICIPATION

None.

## PUBLIC HEARING -- none scheduled

## OTHER BUSINESS

**Mayor Lomnicki** announced item C -- *Regional Transportation Plan Update Comments* was postponed until the next regular session.

### Supplemental Budget for Fiscal Year 1995 - 1996 -- Resolution

**Anderson** presented the staff report in which the City Council was requested to adopt a resolution indicating some appropriation category increases and decreases from the 1995 - 1996 adopted budget. The supplemental budget is a refinement of internal procedures to assure none of the appropriations would exceed the levels set by the City Council. These changes resulted from events occurring during the year that were not anticipated.

General Fund changes included: increasing Police Service Appropriation level by \$150,000 for training and material and supply costs for new officers and foot and bike patrols in the downtown area; and increasing Finance Appropriation level by \$90,000 with corresponding increase of "Collections on Delinquent Court Accounts" revenues. Changes to the Public Safety Fund resulted from the COPSMORE grant application. The City budgeted for \$210,750 but was actually awarded \$78,500. The Public Works Water Division accomplished more projects than anticipated, so \$125,000 was transferred from Water Fund contingency to Water Fund -- Public Works to fund the improvements.

**Councilmember Kappa** asked if the money in the Water Fund transfer was already in the CIP. **Anderson** responded these were mostly small upsizing projects that were not in the CIP.

**Councilmember Kappa** asked if the City has received COPSMORE funds yet. **Anderson** said it is on a reimbursement basis, so the City has not received the revenue yet.

**Councilmember Kappa** asked if the increased appropriations for police services were due to overtime. **Anderson** said some of it could be attributed to necessary field officer training for new employees. The balance of the expenditures is for public safety supplies such as firearms and uniforms.

**Councilmember Kappa** asked if more police patrols in the downtown area contributed to the appropriation increases. **Anderson** said most of those expenses are eligible for COPSMORE funding.

**Councilmember Schreiber** said it appeared these transfers in no way depleted the total departmental budget. **Anderson** said this was correct. The Public Safety fund was reduced because it did not receive anticipated grant funds.

**Councilmember Farley** asked how the program was impacted by the decreased grant amount. **Anderson** replied some important items were funded by the general fund or absorbed by other areas of the overall budget. Additionally, some positions were not filled.

**Councilmember Schreiber** confirmed the Budget Committee did not know how much grant money would be received when the budget was developed. All the City has done was to follow the normal pattern of providing services and making use of the small grant we received.

**Councilmember Kappa** was encouraged by the amount the City received for the COPSMORE grant and felt it was a credit to the program.

**Mayor Lomnicki** added this funding goes to increased patrols, particularly in the downtown area.

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the Resolution adopting a supplemental budget and amend appropriations for fiscal year 1995 - 1996. Motion passed unanimously.**

**RESOLUTION 18-1996:**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, TO ADOPT A SUPPLEMENTAL BUDGET AND AMEND APPROPRIATIONS FOR FISCAL YEAR 1995 - 1996.**

**Metro Conservation Project Grant -- Resolution**

**Herrigel** presented the staff report in which the City Council was requested to adopt a resolution authorizing the City Manager to sign an Intergovernmental Agreement (IGA) with Metro. The agreement will provide the City with \$40,000 for a one-year pilot project to incorporate energy, water, and other material resource conservation strategies into the regular operation and maintenance of City facilities.

The grant would provide a staff person to work on the one-year project which includes: increase energy and water efficiency; inventory waste and target materials for reduction and/or recycling; provide educational materials to staff; and develop training materials for commercial businesses in Milwaukie and throughout the region. The City will be working closely with the Chamber of Commerce and the Downtown Development Association. This project should draw positive attention to Milwaukie as a model City.

**Councilmember Kappa** asked for more information on the Model Cities program. **Herrigel** responded DEQ started this program several years ago in Corvallis to conserve materials, water, and energy and to focus on teaching public and private entities to conserve.

**Councilmember Kappa** asked how this program would work into the City's recycling efforts. **Herrigel** anticipated development of good educational materials which would integrate a message of not generating the materials in the first place.

**Councilmember Schreiber** asked if the program would address materials going to the sewage treatment plant. **Herrigel** indicated she would like the chemicals and pesticides going to the treatment plant to be a part of the program.

**Councilmember Schreiber** asked if people from other areas would be invited to Milwaukie to look at the program. **Herrigel** said she believed DEQ would want to show others what can be done.

**Councilmember Kappa** agreed the issue of household chemicals should be addressed. He asked if schools would be involved. **Herrigel** said schools are an area she would like to target, and some of them have expressed interest.

**Councilmember Schreiber** asked if the grant money would be used for materials or to hire staff. **Herrigel** said the grant funds would primarily go to staff with about \$10,000 going toward purchasing materials. She added there would be in-kind services from Metro and DEQ.

**It was moved by Councilmember Kappa and seconded by Councilmember Schreiber to adopt the Resolution authorizing the City Manager to sign an Intergovernmental Agreement (IGA) with Metro to undertake a one-year resource conservation project. Motion passed unanimously.**

**RESOLUTION 19-1996:**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AUTHORIZING THE CITY MANAGER TO SIGN AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF MILWAUKIE AND METRO TO UNDERTAKE A ONE YEAR PILOT PROJECT TO INCORPORATE ENERGY, WATER AND OTHER MATERIAL RESOURCE CONSERVATION STRATEGIES INTO THE REGULAR OPERATION AND MAINTENANCE OF CITY FACILITIES.**

**Tri-Met Transit Center Project 1996**

**Drechsler** presented the staff report in which the City Council was requested to authorize the City Manager to execute a contract for the Tri-Met Transit Center Project. In October, the City Manager was authorized to sign an agreement to work on improvements to the facility. At that time cost estimates were about \$39,000; however, the bids that came in were considerably lower. A relatively minor administrative error was discovered in the low bidder's documentation, so the unit price will be the prevailing figure. The City Council is the body that may waive this type of minor informality. Staff would also like to go to the contractor with a change order extending the reconstruction from 167 feet to 215 feet. The change order would be \$5,485.82 but would still be under the original estimated cost.

Staff is requesting City Council to authorize the City Manager to sign a contract with Bighaus P & E in the amount of \$22,431.67 and authorize a change order in the amount of \$5,485.82. The additional reconstruction is still in the same location.

**Councilmember Kappa** asked if there was any recognized damage to the curbs or infrastructure. **Drechsler** said there may be some curb work at the southern end of the project, and the City would be 100% responsible for that. **Councilmember Kappa** asked if staff felt the City's needs were being sufficiently addressed, and **Drechsler** was confident they would be.

**Councilmember Trotter** said in the line item listing, the estimate for traffic control was significantly higher than any of the bids. He asked if the documents were clear and if the project would have sufficient traffic control. **Drechsler** said he believed the traffic control provided would meet the project needs.

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to authorize the City Manager to sign a contract with Bighaus P & E in an amount not to exceed \$27,923.49 and waive the minor informality for the Tri-Met Transit Center Project.**

**Councilmember Farley** felt the City's share was too high because the damage was caused by the Tri-Met buses.

**Motion passed 4 - 1 with the following vote: Mayor Lomnicki, Councilmember Schreiber, Councilmember Kappa, and Councilmember Trotter aye; Councilmember Farley nay; no abstentions.**

**Remodel Proposals for Public Safety Building Lobby**

**Bartlett** presented the staff report in which the City Council was requested to authorize staff to work with architects to implement option #1, with possible minor modifications, to remodel the Public Safety Building Lobby area and move records, crime analysis/DARE office for a total project cost not to exceed \$43,670.

With the completion of current projects, the year ending balance is anticipated to be \$140,638, and the remaining significant projects are estimated to cost \$150,802. These significant projects include communications treatment, the remodel project, and, as the last priority, the CAD system. He added the cost of the CAD system may come down if, through CREG, there is the possibility of the City providing emergency dispatch to the County.

He discussed the proposed changes to the existing reception area that would address safety and work flow issues. The proposal would also flip the records area and the DARE/Community Policing office and expand the Police Chief's office. Looking at building efficiency and arriving at these options has been a very lengthy process.

**Councilmember Farley** referred to page seven of the packet and asked if the reception area was going to be glass enclosed. **Bartlett** said callout six was a counter extension. Staff did not believe the suggestion of bullet-proof glass was in keeping with the City's customer service commitment.

**Councilmember Farley** asked how the "soft interview" room was used. **Bartlett** said this was an area for victims, and the "hard interview" room was in the police area.

**Councilmember Kappa** asked why this was not a Consent Agenda item, since Council has seen it before. **Bartlett** said he was authorized to engage an architect, and this is a spending proposal for the remaining funds.

**Councilmember Trotter** commented it is not unusual for a building that has been in use for a couple of years to need some minor changes. It is unusual, however, to have money left to take care of these changes.

**Councilmember Schreiber** asked if there would be money to do anything with the parking area. **Bartlett** said removing a tree, relocating a light standard and re-stripping the street addressed the vision issue.

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to authorize staff to begin work with architects to implement option #1 to remodel the Public Safety Building Lobby area and move records, crime analysis/DARE office for a total project cost not to exceed \$43,670. Motion passed unanimously.**

**Public Safety Building Radio/Cellular Phone/Pager Extender**

**Stensrud** presented the staff report in which the City Council was requested to authorize an expenditure of \$64,127 for the completion of the radiax Radio Extender System at the Public Safety Building. This is an internal antenna system. The building, which is constructed of concrete, steel, and aluminum, traps radio signals causing numerous problems. The City contracted with Schema Systems, Inc., to help design the system and solve the technical problems. He reviewed the bid process, the two responding firms, and the equipment recommended.

**Councilmember Farley** asked for an explanation of a radiax cable. **Stensrud** said this is basically a leaky coaxial cable that will allow radios to work inside the building.

**Councilmember Schreiber** asked what this would do to the City's ability to be confidential. **Stensrud** said the 800 MHz system would provide the confidentiality. Conversations will be on one of 96 possible frequencies that is changed each time someone talks.

**It was moved by Councilmember Kappa and seconded by Councilmember Farley to award a contract for the radiax Radio Extender System to Clackamas Communications, Inc., in the amount of \$64,127. Motion passed unanimously.**

**Personal Services Agreement with World Class Management, Inc.**

**Bartlett** presented the staff report in which the City Council was requested to authorize the City Manager to enter into a personal services contract with World Class Management, Inc., for an amount not to exceed \$5,000 per month over a twelve-month period.

He reviewed past team building and customer service training efforts and the Teamwork and Quality Customer Service Program goals. He pointed out this request is about change -- City staff has gone to one level and wants to go on to the next. Staff proposed a 12-month contract with World Class Management, Inc., to act as a private partner in developing teams and working with staff to deliver better service to the public. The total annual commitment is \$60,000.

**Councilmember Kappa** said he was very impressed with the program as a way to redevelop service delivery but he was also concerned about the role of City Council.

**Bartlett** said the City Council is always the quality control body and will help define the focus. He discussed the imaging project in Ukiah and how processes were redefined to improve workflow. City Council will be asked at certain checkpoints if it feels service has been improved and if the training has been productive.

**Councilmember Trotter** asked for confirmation as to whether there was money in the budget. **Bartlett** said it is part of the imaging project budget and responded to employee comments about the need for training during project implementation.

**Councilmember Schreiber** said she read in the proposal that each book costs \$100. **Bartlett** said the books will be paid for out of each departmental budget.

**Councilmember Schreiber** said this made excellent sense to coordinate activities into a comprehensive system. She asked how much money was being spent to update equipment. **Bartlett** said the City is spending about \$100,000 a year to maintain data processing equipment. This year's investment is upgrading the network between City buildings.

**Councilmember Kappa** said he felt this was an excellent program and asked if there was a tracking mechanism and cost projection. **Bartlett** said Strategy 1 includes identifying the critical processes and designing a measuring system, and Strategy 4 discusses establishing an oversight process.

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to authorize the City Manager to enter into a personal services contract with World Class Management, Inc., for an amount not to exceed \$5,000 per month.**

**Councilmember Trotter** suggested a personal services contract not to exceed \$60,000 over a 12-month period since training probably will not be equally distributed each month. **Bartlett** agreed this would be a good idea.

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to amend the motion to \$60,000 over a 12-month period.**

**Councilmember Trotter** said he felt this was a good example of an open-ended contract that would benefit the City by potential cost savings. Training is essential to an organization.

**Motion passed 5 - 0.**

**Councilmember Schreiber** wanted assurance the City Council would be involved. **Bartlett** said this could be an element of the oversight process.

**Mayor Lomnicki** commented he felt this was an internal administrative process.

**City Council returned to the main motion. It was moved by Councilmember Kappa and seconded by Councilmember Trotter to authorize the City Manager to enter into a personal services contract with World Class Management, Inc., for an amount not to exceed \$60,000 in a 12-month period. Motion passed unanimously.**

**Acquisition of Real Property**

**Bartlett** presented the staff report in which the City Council was requested to adopt a resolution declaring the need to acquire the Cobb property for riverfront improvements. This resolution will begin the process on four parcels of waterfront property. He also pointed out the legal description lists four parcels, and lot 4700A1 is a corner of the larger lot 4700. The appraisal is not complete, so he was unable to comment on some of the property owner's remarks.

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the resolution declaring the need to acquire property for the purpose of assembling lots for riverfront improvements. Motion passed unanimously.**

**RESOLUTION NO. 20-1996:**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, DECLARING THE NEED TO ACQUIRE PROPERTY FOR THE PURPOSE OF ASSEMBLING LOTS FOR RIVERFRONT IMPROVEMENTS.**

**Councilmember Kappa** commented the City Council is aware of the need to acquire riverfront property but also pointed out the Neighborhood Districts' interest in park and open space property.

**Councilmember Trotter** said there is a budget item next year for park land acquisition. The City Council may choose to purchase land that is not on the riverfront. He agreed there should be a needs assessment and direction from the Park and Recreation Board. He did not feel it would be appropriate to assign a dollar amount at this time.

**Mayor Lomnicki** said we have started a process which will run its course. The fund has been designated, and decisions can be made later.

## INFORMATION

**Councilmember Kappa** asked for a status report on the Tree Ordinance. **Bartlett** said he did not believe it was scheduled at this time.

**Councilmember Trotter** said the Planning Commission chair met with Community Development, and staff is making revisions based on City Council comments. He added the subcommittee is still working on it with a consultant.

**Councilmember Trotter** asked for an update on his requests for the Planning Commission to review the variance criteria. **Bartlett** said he believed the comments were in the City Council reading file. **Baird** said the item was pulled from the April 23 Commission agenda, and the City Attorney's office is remaining involved.

**Councilmember Trotter** discussed the North Clackamas Service Area Master Plan.

**Councilmember Schreiber** updated City Council on the Furnberg Master Plan project.

**Bartlett** said plans were underway for the 1996 Japanese exchange student program, and several more host families were needed.

**Mayor Lomnicki** announced the City Council would meet in executive session pursuant to ORS 192.660 to discuss labor negotiations and property acquisition.

**Mayor Lomnicki** adjourned the meeting at 9:09 p.m.

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Pat DuVal, Recorder/Secretary

## EXECUTIVE SESSION

Council met with City Manager Bartlett in executive session to discuss property acquisitions. Bartlett reviewed the status of various transactions. He discussed an appraisal and timing of one acquisition. He answered Council questions regarding appraisals.

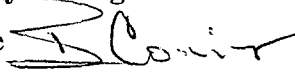
Assistant to the City Manager Charlene Richards presented information for labor negotiations to the Council. Council made suggestions for options in negotiations.

The meeting was adjourned at 10:15 p.m.

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Dan Bartlett, City Manager



**To:** Mayor and City Council  
**Through:** Dan Bartlett, City Manager  
**From:** Brent Collier, Chief of Police   
**Date:** May 8, 1996  
**Subject:** Blanket Purchase Order For R & R Uniforms

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**Action Requested:**

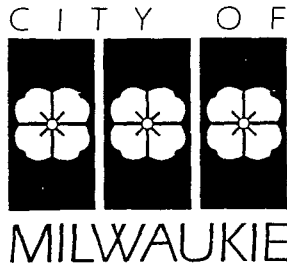
Authorize a blanket purchase order for R & R Uniforms for a total of \$18,000 for the purchase of various uniform items for police officers and reserve officers.

**Background**

The Police Department currently has a blanket purchase order with R & R Uniforms. We have used approximately \$15,000 so far this fiscal year. Since July of 1995 we have hired four new police officers and 12 reserve officers. All of these officers required new uniforms. This additional expense was not included in the original estimated amount for the purchase order.

**cc: Angus Anderson**





## **MEMORANDUM**

To: Board and Commission Chairs  
Staff Liaisons

From: Pat DuVal <sup>PAD</sup>  
City Recorder

Subject: Board and Commission Review Project

Date: May 9, 1996

The Milwaukie City Council has scheduled the public hearing on the advisory board and commission ordinances for Tuesday, May 21, 1996, at 7:00 p.m. The meeting will be held at Milwaukie City Hall, Council Chambers, 10722 SE Main Street, Milwaukie.

The draft ordinance for your board or commission is attached and reflects all Council input and discussions to date. Please share this draft with your board or commission members prior to the hearing for any additional comments. Verbal comments will be accepted at the hearing, or you may send written comments to the City Council in care of the City Recorder's Office, 10722 SE Main St., Milwaukie, OR 97222.

Copies of the draft ordinances will also be available for public inspection at the Ledding Library, 10660 SE 21st Avenue, after 5:00 p.m. on Tuesday, May 14, 1996, and at City Hall after 8:00 a.m. on Wednesday, May 15, 1996. If you wish additional information, please call 786-7502.



**MEMORANDUM**

To: Mayor and City Council  
From: Pat DuVal, City Recorder *Pat*  
Subject: Board and Commission Review Project  
Date: May 7, 1996

Action Requested

Information only.

Background

The Board and Commission Review Project public hearing is scheduled for May 21. The most recent ordinance revisions, based on direction from the last City Council work session, are attached. Draft ordinances will be forwarded to the respective chairs to share with the other board members and to invite any additional comments.

Draft model bylaws are also attached. The "Master" document contains sections which are standard to each group along with those unique to a particular board or commission. Following that are the model bylaws for each group. These are provided for review and future comment.

# DRAFT

ORDINANCE NO. 1793

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, ESTABLISHING MUNICIPAL CODE CHAPTER 2.10 -- BOARDS AND COMMISSIONS GENERALLY, REPEALING ARTICLE V. 2.04.410 AND ORDINANCE 1489, AND AMENDING ORDINANCE 1480.**

**WHEREAS**, Municipal Code Chapter 2.04 establishes the rules governing appointments to City Boards and Commissions; and

**WHEREAS**, the Milwaukie City Council established a process in which each advisory body was reviewed to clarify its role in carrying out the City Vision and Goals; and

**WHEREAS**, it was determined by the City Council that each advisory body should be designated as either a board or commission depending on its function; and

**WHEREAS**, the City Council determined that a general Ordinance standardizing appointments and operations for all boards and commissions would be advantageous;

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

Section 1: Ordinance 1489 adopted April 9, 1981, is hereby repealed.

Section 2: Ordinance 1480 adopted January 20, 1981, is amended by repealing Article V.2.04.410.

Section 3: The Milwaukie Municipal Code is amended by adding Chapter 2.10 -- Boards and Commissions Generally to read as follows:

2.10.010 -- This chapter applies to the following boards and commissions unless mandated otherwise by state statute:

- A. Budget Committee (ORS 294.336 & MMC 2.14, exclusive from monthly meetings)
- B. ~~Community Center~~ Center/Community Advisory Board (MMC 2.20)
- C. Citizen Utility Advisory Board (MMC 2.11)
- D. ~~Historic Review~~ Resources Commission (MMC 2.18)
- E. Library Board (ORS 357.400 - 621 & MMC 2.28)
- F. Park and Recreation Board (MMC 2.12)
- G. Planning Commission (ORS 227.010 - .030 & MMC 2.16)
- H. ~~Traffic Safety and Transportation Safety~~ Board (MMC 2.24 & ORS 802.300)
- I. Board of Construction Appeals (MMC 2.22 & 15.04.030)
- J. Local Contract Review Board (MMC 3.05 & ORS Chapter 279)

2.10.020 -- Definitions

A. "Board" means a public body created by ordinance or resolution which acts in an advisory capacity to the council in all matters set forth by the enactment establishing the board.

B. "Commission" means a public body created by ordinance or resolution which acts as a decision making body on behalf of the city council in all matters set forth by the enactment establishing the commission.

~~2.10.030 -- Board and Commission Appointments: The Council should consider the following criteria, among others, when making appointments to City Boards and Commissions:~~

~~— A. A board or commission should be balanced, insofar as possible, between the different economic, social, geographic, racial, sex and age groups in the community.~~

~~— B. The individual being considered should be committed to the basic ideals and purposes for which the board or commission was established on which they desire to serve.~~

~~— C. Insofar as practicable, a board or commission should contain a variety of philosophies among the different members.~~

~~— D. Individuals being considered must be willing to dedicate, at a minimum, two nights per month to the board or commission on which they desire to serve.~~

~~EA.~~ Any individual or group is encouraged to submit names for consideration to the City.

~~EB.~~ Appointments must comply with any ordinances, bylaws, Charter provisions, or state or federal laws concerning the board or commission.

~~EC.~~ In order to become more familiar with the applicants' qualifications, the council may interview all applicants for a vacancy.

~~ED.~~ Reappointments to a board or commission shall be considered in accordance with the guidelines listed in this section, together with the type of service the individual has already given to the board or commission and his/her stated willingness to continue. No person may serve more than two successive terms on any board or commission unless there is an interval of at least one term prior to the reappointment, provided that the council may waive this limitation if it is in the public interest to do so.

~~EE.~~ Consideration should be given to residents outside the city when the board or commission or function serves residents outside city boundaries;

~~EF.~~ No individual should be considered for appointment to a position on any board or commission where a conflict of interest may result. Board or commission members shall not participate in any committee proceeding or action in which any of the following has a direct or substantial financial interest: the spouse, brother, sister, child, parent, father-in-law, mother-in-law of the member; any business in which the member is serving or has served within the previous two years; or any business with which the member is negotiating for or has an arrangement or understanding concerning prospective partnership or employment. Any actual or potential conflict of interest shall be disclosed at the meeting of the board or commission where the action is being taken.

KG. Board or commission vacancies are filled by appointment by the mayor with the consent of the council. Appointments are made for terms of four years and expire the last day of March unless mandated otherwise by state statute. All board members or commissioners shall serve without compensation.

LH. Individuals appointed to one board or commission shall not serve on any other city board or commission during the term of their appointment.

2.10.040: Removal

Members of a board or commission serve at the pleasure of the governing body.

~~Members of a board or commission may be removed from office by the city council for cause. Cause for removal may be, but is not limited to:~~

- ~~\_\_\_\_\_ A. Failure to attend three consecutive regular meetings of a board or commission;~~
- ~~\_\_\_\_\_ B. Violation of Government Standards and Practices Laws (ORS Chapter 244);~~
- ~~\_\_\_\_\_ C. Falsifying board or commission records;~~
- ~~\_\_\_\_\_ D. Violation of the Open Meetings Law;~~
- ~~\_\_\_\_\_ E. Reporting to a board or commission meeting intoxicated or under the influence of nonprescribed drugs and illegal manufacture, possession, use, sale, distribution or transportation of drugs;~~
- ~~\_\_\_\_\_ F. Bringing or using alcoholic beverages on city property or using alcoholic beverages while engaged in city business off city premises, except where authorized;~~
- ~~\_\_\_\_\_ G. Offensive or threatening conduct or language toward the public, city employees or officials. Discourteous treatment of members of the public or fellow commissioners;~~
- ~~\_\_\_\_\_ H. Disregarding safety or security regulations;~~
- ~~\_\_\_\_\_ I. Failing to maintain the confidentiality of city, customer, or client information;~~
- ~~\_\_\_\_\_ J. Conviction of or pleading guilty to a crime which in the city's judgment would render the person unfit to perform in a particular position;~~
- ~~\_\_\_\_\_ K. Willful violation of any of the provisions of the city charter, ordinances, or any policies and procedures, or rules or regulations;~~
- ~~\_\_\_\_\_ L. Theft of property from workers, customers, or the city;~~
- ~~\_\_\_\_\_ M. Bringing onto city property dangerous or unauthorized materials such as explosives, firearms, or similar items;~~
- ~~\_\_\_\_\_ N. Unlawful harassment;~~
- ~~\_\_\_\_\_ O. Any other willful failure of good conduct tending to injure the public service.~~

2.10.050: Organization and Operation

~~\_\_\_\_\_ A. Organization. Each board or commission shall elect officers consisting of a chairperson and vice chairperson. Terms of office will be for one calendar year. Nomination and election of new officers shall be taken from the floor at the first board or commission meeting of the calendar year.~~

~~\_\_\_\_\_ B. Duties of Officers. The chairperson shall preside at all meetings of the board or commission and shall conduct all business brought before the board or commission.~~

~~The chairperson shall be authorized to call special meetings as required by the common consent of a majority of the members. Notification for any special sessions shall conform to the Open Meeting Law. The vice chairperson shall serve in the absence of, and assume all duties of the chairperson. The vice chairperson shall assume other duties as may be assigned by the chairperson. The chair shall be responsible to provide orientation for all new members and make training available for members of the board or commission. The chairperson of each board or commission may choose to cancel a meeting if there are no items on the agenda.~~

GA. Bylaws. The Council ~~board or commission~~ shall adopt bylaws for its each board or commission's meetings and the performance of its duties. These bylaws shall be reviewed and updated annually by each board or commission. ~~These b~~Bylaws revisions shall be reviewed and accepted by the city council.

DB. Annual Work Plan. Each board or commission shall prepare an annual work plan which will have elements of the city vision and city council goals. These work plans shall be discussed with and approved by the city council in a joint work session.

EC. Staff Support. The city will provide for necessary staff support for the board or commission including postage, meeting place, secretarial service, and new member orientation and training.

FD. Meetings. Each board or commission should meet at least once each month and shall meet on the call of the chairperson or on call by a majority of its members. All meetings shall be subject to the requirements of ORS 192.610 to 192.690 (Open Meeting Law). A majority of the voting members shall constitute a quorum for the conduct of business and the concurrence of a majority of those members present shall be required to decide any matter. These meetings shall be an opportunity for public involvement in the discussion of issues relating to that particular board or commission.

GE. Authority to Bind. Neither a board or commission, as a whole, nor any member or members individually or collectively, shall exercise authority to bind the City of Milwaukie, its officers or agents to financial commitment or obligations. Any funding for projects must be budgeted by the Council, and authorized expenditures presented to the staff for payment. The city may enter into agreements with other public agencies, associations, and individuals for services which will assist the board or commission.

HE. Annual Reports and Minutes. Each board or commission shall report on its activities in a work session with the City Council at least annually. The written minutes for each board or commission shall be submitted to council for information.

IG. Ethics Law. Board and commission members appointed by the city are considered "public officials." As such they are expected to abide by the Government Standards and Practices Laws of the State of Oregon currently codified as ORS 244.010 to 244.400.

JH. Boards and commissions may be asked to provide comments to other advisory bodies and staff when matters under consideration relate to their functional area of expertise.

Read for the first time on \_\_\_\_\_, 1996, and moved to second reading by  
\_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_, 1996.

Signed by the Mayor on \_\_\_\_\_, 1996.

\_\_\_\_\_  
Craig J. Lomnicki, Mayor

APPROVED AS TO FORM:

\_\_\_\_\_  
O'Donnell, Ramis, Crew, Corrigan, & Bachrach

ATTEST:

\_\_\_\_\_  
Pat DuVal, City Recorder

**DRAFT**

ORDINANCE NO. 1794

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, ESTABLISHING MUNICIPAL CODE CHAPTER 2.22 -- BOARD OF CONSTRUCTION APPEALS.**

**WHEREAS**, the state specialty codes were adopted in Milwaukie Municipal Code section 15.04;

**WHEREAS**, Municipal Code section 15.04.030 established the Board of Construction Appeals; and

**WHEREAS**, the Milwaukie City Council established a process in which the Board of Construction Appeals was reviewed with other advisory bodies to clarify their respective roles and responsibilities in supporting the City Vision and Council Goals and to make appointments more uniform throughout the system;

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

Section 1. The Milwaukie Municipal Code is amended by adding Chapter 2.22 -- Board of Construction Appeals to read as follows:

2.22.010: Established -- Purpose

The Board of Construction Appeals is established in accordance with the provisions of ORS 455.010 and Milwaukie Municipal Code Chapter 15.04.

2.22.020: Membership -- Qualifications

The board shall consist of seven members who are qualified by experience and training to pass upon matters pertaining to building construction. The building official is ex officio, and the secretary is non-voting.

2.22.030: Meetings

The board meets as necessary to hear appeals of building official's decisions.

Read for the first time on \_\_\_\_\_, 1996, and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_, 1996.

Signed by the Mayor on \_\_\_\_\_, 1996.

\_\_\_\_\_  
Craig J. Lomnicki, Mayor

ATTEST:

\_\_\_\_\_  
Pat DuVal, City Recorder

APPROVED AS TO FORM:

\_\_\_\_\_  
O'Donnell, Ramis, Crew, Corrigan, & Bachrach

**DRAFT**

ORDINANCE NO. 1795

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, ESTABLISHING MUNICIPAL CODE CHAPTER 2.14 -- BUDGET COMMITTEE.**

**WHEREAS**, each municipal corporation establishes a budget committee in accordance with the provisions of Oregon Revised Statutes (ORS) 294.336; and

**WHEREAS**, the Milwaukie City Council established a process in which the Budget Committee was reviewed with other advisory bodies to clarify their respective roles and responsibilities in supporting the City Vision and Council Goals and to make appointments more uniform throughout the system;

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

Section 1. The Milwaukie Municipal Code is amended by adding Chapter 2.14 -- Budget Committee to read as follows:

2.14.010: Established -- Purpose

The Budget Committee is established in accordance with the provisions of ORS 294.336 to review the City of Milwaukie budget document as prepared by the City Budget Officer and to recommend an approved budget to the city council for adoption.

2.14.020: Membership -- Qualifications

The board shall consist of the members of the governing body and an equal number of members appointed from the electors of the municipal corporation. The appointed members shall be appointed for terms of three years.

2.14.030: Officers

In addition to the chair, a member is elected from among its membership to serve as secretary.

2.14.040: Meetings

The committee meets during the budget preparation season, and additional meetings are scheduled as needed.

Read for the first time on \_\_\_\_\_, 1996, and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_, 1996.

Signed by the Mayor on \_\_\_\_\_, 1996.

\_\_\_\_\_  
Craig J. Lomnicki, Mayor

ATTEST:

\_\_\_\_\_  
Pat DuVal, City Recorder

APPROVED AS TO FORM:

\_\_\_\_\_  
O'Donnell, Ramis, Crew, Corrigan, & Bachrach

ORDINANCE NO. \_\_\_\_\_ page \_\_\_ of \_\_\_

DRAFT

ORDINANCE NO. 1796

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, AMENDING MUNICIPAL CODE CHAPTER 2.20 -- CENTER/COMMUNITY ADVISORY BOARD.**

**WHEREAS**, Municipal Code Chapter 2.20 establishes the rules governing the membership and conduct of the Center/Community Advisory Board;

**WHEREAS**, the Milwaukie City Council established a process in which the Center/Community Advisory Board was reviewed with other advisory bodies to clarify their respective roles and responsibilities in supporting the City Vision and Council Goals and to make appointments more uniform throughout the system; and

**WHEREAS**, the Milwaukie City Council and North Clackamas Parks and Recreation District (NCPRD) have entered into an intergovernmental agreement (IGA) determined the board's main focus was with the Milwaukie Center facility is as primary policy advisor with regards to the activities and operations of the Milwaukie Center;

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

Section 1: Sections 2.20.030 and 2.20.040 of Chapter 2.20 are hereby repealed.

Section 2: The title of Chapter 2.20 is amended to read as follows: ~~Community Center Advisory Board~~

Section 32: Ordinance 1582 adopted October 15, 1985, and Sections 2.20.010 and 2.20.020 of the Milwaukie Municipal Code are amended to read as follows:

2.20.010: Established -- Purpose

The ~~Community Center~~ Center/Community Advisory Board is established for the purpose of advising the City Council, NCPRD, and Center staff regarding Center ~~customer/client/participant~~ needs. The board will address the programs and facilities of the Milwaukie Center concentrating on the problems, desires, and needs of senior citizens and others in the Milwaukie area. The Board shall be responsible for, but not limited to, the following activities:

A. ~~Reviewing and commenting on rules and policies for the operation of the Center; Making decisions regarding capital improvements, programs policies, and maintenance and operations policies that will have to be approved by both the Milwaukie City Council (deedholders to the property and facilities) and the Service District Boards; and~~

B. ~~Commenting on the acceptance or rejection of donations of real or personal property or funds donated to the Center; Providing the Service District Board of Directors with budget recommendations.~~

- ~~\_\_\_\_\_ C. Commenting on the annual operating budget for the Center; and~~
- ~~\_\_\_\_\_ D. Such other activities as the council may assign.~~

2.20.020: Membership -- Qualifications

~~The Community Center Advisory Board consists of eighteen members of whom nine are appointed by the mayor with consent of the council. It is understood that half (9) of the Milwaukie Center Community Advisory Board's members will be appointed by the Service District Board and half (9) will be appointed by the Milwaukie City Council. Of these nine members, all must be residents of the City of Milwaukie and a majority must be over sixty years of age.~~

Members shall be appointed for three-year terms.

It is desirable that an applicant have an understanding of the needs of Milwaukie area senior citizens and the general community.

Read for the first time on \_\_\_\_\_, 1996, and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_, 1996.

Signed by the Mayor on \_\_\_\_\_, 1996.

\_\_\_\_\_  
Craig J. Lomnicki, Mayor

ATTEST:

\_\_\_\_\_  
Pat DuVal, City Recorder

APPROVED AS TO FORM:

\_\_\_\_\_  
O'Donnell, Ramis, Crew, Corrigan & Bachrach

**DRAFT**

ORDINANCE NO. 1797

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, AMENDING MUNICIPAL CODE CHAPTER 2.24 -- TRAFFIC SAFETY COMMISSION.**

**WHEREAS**, Municipal Code Chapter 2.24 establishes the rules governing the membership and conduct of the ~~Transportation~~ Traffic Safety and Transportation Board; and

**WHEREAS**, the Milwaukie City Council established a process in which the advisory bodies were reviewed to clarify their respective roles and responsibilities in supporting the City Vision and the Council Goals and to make appointments more uniform throughout the system; and

**WHEREAS**, it was determined through the review that the group functioned as a "board".

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

Section 1: Ordinances 1488, 1476, 1450, 1444 Sections 3 and 4, 1382, and 1284 are hereby repealed.

Section 2: The title of Chapter 2.24 is amended to read as follows: Traffic Safety and Transportation Board.

Section 3: Milwaukie Municipal Code Chapter 2.24 is amended to read as follows:

2.24.010: Established -- Purpose

*Traffic* ←  
The ~~Transportation~~ Traffic Safety Board is established for the purpose of advising and making recommendations to the City Council regarding transportation planning and safety needs in the City of Milwaukie and its urban growth boundary. The Board shall be responsible for, but not limited to, the following activities:

A. Developing and/or reviewing project proposals to further transportation safety and the Transportation System Plan;

B. Assisting, in general, in the overall reduction of traffic accidents, injuries and deaths;

C. Fostering public knowledge and support of the traffic law enforcement programs;

D. Identifying traffic problems and researching and investigating solutions;

E. Cooperating with the public and private school systems in the promotion of traffic safety aids to the those schools and their neighborhoods within the city;

F. Promoting the education of the public on traffic safety;

G. Promoting and supporting the elements of the Transportation Systems Plan; and

H. Such other activities as the council may assign.

2.24.020: Membership -- Qualifications

The board shall consist of seven voting members with two ex officio members recommended by the North Clackamas School District, one of whom must be a student of the Milwaukie High School. Not more than three voting members may be nonresidents.

It is desirable that an applicant have a familiarity with basic traffic laws.

Read for the first time on \_\_\_\_\_, 1996, and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_, 1996.

Signed by the Mayor on \_\_\_\_\_, 1996.

\_\_\_\_\_  
Craig J. Lomnicki, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Pat DuVal, City Recorder  
Bachrach

\_\_\_\_\_  
O'Donnell, Ramis, Crew, Corrigan &

**DRAFT**

ORDINANCE NO. 1798

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, ESTABLISHING MUNICIPAL CODE CHAPTER 2.11 -- CITIZENS UTILITY ADVISORY BOARD.**

**WHEREAS**, Resolution 5-1990 establishes the rules governing the membership and conduct of the Citizen's Utility Advisory Commission; and

**WHEREAS**, the Milwaukie City Council established a process in which the advisory bodies were reviewed to clarify their respective roles and responsibilities in supporting the City Vision and the Council Goals and to make appointments more uniform throughout the system; and

**WHEREAS**, it was determined through the review that the group functioned as a "board",

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

Section 1. The Milwaukie Municipal Code is amended by adding Chapter 2.11 -- Citizens Utility Advisory Board to read as follows:

2.11.010: Established -- Purpose

The Citizens Utility Advisory Board is established for the purpose of advising the city council on the methods and manner in which City utility rates and capital improvements are scheduled and carried out. The Board shall be responsible for, but is not limited to, the following activities:

- A. Reviewing existing rate structures and capital improvement programs for the various City sewer, water, and surface water utilities;
- B. Acting in an advisory capacity to the City Council in review and enactment of future utility rate structures and capital improvement programs;
- C. Promoting public knowledge, understanding, acceptance, and support of official utility programs proposed or instigated by the City; and
- D. Such other activities as the council may assign.

2.11.020: Membership -- Qualifications

The board shall consist of seven members appointed at-large by the mayor with consent of the council, all of whom must be either Milwaukie residents or own a business within the City limits throughout his/her term.

~~It is beneficial that four members be representative of such general interests as real estate, retail sales, industry, housing or banking. Three members shall be citizens-at-large.~~

Read for the first time on \_\_\_\_\_, 1996, and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_, 1996.

Signed by the Mayor on \_\_\_\_\_, 1996.

\_\_\_\_\_  
Craig J. Lomnicki, Mayor

ATTEST:

\_\_\_\_\_  
Pat DuVal, City Recorder

APPROVED AS TO FORM:

\_\_\_\_\_  
O'Donnell, Ramis, Crew, Corrigan & Bachrach

**DRAFT**

ORDINANCE NO. 1799

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, ESTABLISHING  
MUNICIPAL CODE CHAPTER 2.18 -- HISTORIC REVIEW-RESOURCES  
COMMISSION.**

**WHEREAS**, Resolution 10-1993 establishes the rules governing the membership and conduct of the Historic Review-Resources Commission; and

**WHEREAS**, the Milwaukie City Council established a process in which the advisory bodies were reviewed to clarify their respective roles and responsibilities in supporting the City Vision and Council Goals and to make appointments more uniform throughout the system; and

**WHEREAS**, it was determined through the review that the commission be established by ordinance.

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

Section 1: Resolution 10-1993 is hereby repealed.

Section 2: The Milwaukie Municipal Code is amended by adding Chapter 2.18 -- Historic Review-Resources Commission to read as follows

2.18.010: Established -- Purpose

The Historic Review-Resources Commission is established for the purpose of assisting the city council on historic preservation matters defined in the Zoning Ordinance, Section 323, specifically those duties and responsibilities described in Section 323.4(B); reviewing the Historic Resources Element of the Comprehensive Plan; and such other duties as city council may assign.

2.18.020: Membership -- Qualifications

The commission shall consist of five-such members as described in the Zoning Ordinance, Section 323.4(A).

2.18.030: Statement of Economic Interest

Commissioners are required to file annual statements of economic interest as required by ORS 244.050 with the Oregon Government Standards and Practices Commission.

Read for the first time on \_\_\_\_\_, 1996, and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_, 1996.

Signed by the Mayor on \_\_\_\_\_, 1996.

\_\_\_\_\_  
Craig J. Lomnicki, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Pat DuVal, City Recorder

\_\_\_\_\_  
O'Donnell, Ramis, Crew, Corrigan,  
& Bachrach

**DRAFT**

ORDINANCE NO. 1800

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, AMENDING MUNICIPAL CODE CHAPTER 2.28 -- PUBLIC LIBRARY.**

**WHEREAS**, the City is required to establish a public library according to the provisions of ORS 357.400 to 357.621, and pursuant to Milwaukie Municipal Code Section 2.28.010 the City Council has designated the Ledding Library as the public library for the City; and

**WHEREAS**, Municipal Code Chapter 2.28 establishes the rules governing the membership and conduct of the Library Board; and

**WHEREAS**, the Milwaukie City Council established a process in which the Library Board was reviewed with other advisory bodies to clarify their respective roles and responsibilities in supporting the City Vision and the Council Goals and to make appointments more uniform throughout the system;

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

Section 1: Ordinances 1470 and 1601 are repealed.

Section 2: Milwaukie Municipal Code Chapter 2.28 -- Public Library is amended to read as follows:

2.28.010: Designated

The Ledding Library of Milwaukie is designated the City public library according to the provisions of ORS 357.400 to 357.621.

2.28.020: Established -- Purpose

The Library Board is established for the purpose of advising the City Council and the Ledding staff regarding library patrons' needs. The Board shall be responsible for, but not limited to, the following activities:

- A. Reviewing and commenting on rules and policies for the operation of the library;
- B. Commenting on the acceptance or rejection of donations of real or personal property or funds donated to the library;
- C. Commenting on the annual operating budget for the library;
- D. Commenting on sites for public library buildings or for location of library facilities; and
- E. Such other activities as the council may assign.

2.28.020: Membership -- Qualifications

The board shall consist of seven members, with a majority of members of the board being City residents.

It is desirable that an applicant be familiar with and willing to support the library and its programs; understand the needs of the Milwaukie area library patrons and the general community relative to the library programs; have the ability to gather information regarding needs; and have experience in working with committees or other task groups.

Read for the first time on \_\_\_\_\_, 1996, and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_, 1996.

Signed by the Mayor on \_\_\_\_\_, 1996.

\_\_\_\_\_  
Craig J. Lomnicki, Mayor

ATTEST:

\_\_\_\_\_  
Pat DuVal, City Recorder

APPROVED AS TO FORM:

\_\_\_\_\_  
O'Donnell, Ramis, Crew, Corrigan & Bachrach

F. Identifying park acquisition and development priorities and recommending methods of financing;

G. Establishing, evaluating, and monitoring maintenance standards of city parks and advising council of the status; and

H. Such other activities as the council may assign.

2.12.020: Membership -- Qualifications

The board shall consist of seven members appointed by the council, all of whom must be city residents. Whenever possible, persons will be appointed who have demonstrated interest, experience, or expertise in some area of parks, recreation, or related services.

Read for the first time on \_\_\_\_\_, 1996, and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_, 1996.

Signed by the Mayor on \_\_\_\_\_, 1996.

\_\_\_\_\_  
Craig J. Lomnicki, Mayor

ATTEST:

\_\_\_\_\_  
Pat DuVal, City Recorder

APPROVED AS TO FORM:

\_\_\_\_\_  
O'Donnell, Ramis, Crew, Corrigan & Bachrach

**DRAFT**

ORDINANCE NO. 1802

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, AMENDING MUNICIPAL CODE CHAPTER 2.16 -- PLANNING COMMISSION.**

**WHEREAS**, Municipal Code Chapter 2.16 establishes the rules governing membership and conduct of the Planning Commission; and

**WHEREAS**, the Milwaukie City Council established a process in which the advisory bodies were reviewed to clarify their respective roles and responsibilities in supporting the City Vision and the Council Goals and to make appointments more uniform throughout the system; and

**WHEREAS**, the Planning Commission duties are set out in Municipal Code Section 2.16.060, and its statutory role is set out in Oregon Revised Statutes (ORS) 227;

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

Section 1: Milwaukie Municipal Code Chapter 2.16 -- Planning Commission is amended to read as follows:

2.16.010: Established -- Purpose

The Planning Commission is lawfully established for the purpose of reviewing and advising on matters of planning and zoning according to the provisions of the Comprehensive Plan, Zoning Ordinance, and other planning implementation documents. The Commission shall be responsible for, but is not limited to, the following activities:

- A. Keeping current the Comprehensive Plan and implementing ordinances for the City and urban growth boundary as applicable;
- B. Preparing as necessary legislation that will implement the purposes of the Comprehensive Plan;
- C. Recommending to the City Council plans for regulating future growth, development and beautification of the City, and to review and recommend on regional issues and concerns;
- D. Recommending and making suggestions to the Council concerning:
  - 1. The laying out, widening, extending, and locating of public thoroughfares, parking of vehicles, and relief of traffic congestion;
  - 2. Betterment of housing and sanitation conditions;
  - 3. Establishment of districts for limiting the use, height, area, bulk, and other characteristics of buildings and structures related to land development;
  - 4. Protection and assurance of access to incident solar radiation; and
  - 5. Protection and assurance of access to wind for potential future electrical generation or mechanical application.

- E. Recommending to the City Council plans for regulating the future growth, development and beautification of the City in respect to its public and private buildings and works, streets, parks, grounds, and vacant lots, and plans consistent with future growth and development of the City in order to secure to the City and its inhabitants sanitation, proper service of public utilities and telecommunications utilities, including appropriate public incentives for overall energy conservation and harbor, shipping and transportation facilities;
- F. Recommending to the City Council plans for promotion, development and regulation of industrial and economic needs of the community with respect to business and industrial pursuits;
- G. Considering and conducting Public Hearings on the Comprehensive Plans and Zoning Ordinances and similar matters which may include, but are not limited to, zone changes, condition uses, subdivisions, and partitions;
- H. Performing all other acts and things necessary to properly carry out the provisions of ORS Chapter 227 that are not specifically addressed by local Ordinances and procedures; and
- I. Such other activities as the council may assign.

2.16.020: Membership -- Qualifications

The commission shall consist of seven members appointed by the council, no more than two of whom may be nonresidents. No more than two members shall be engaged in the same kind of occupation, business, trade, or profession.

No more than two voting members of the commission may engage principally in the buying, selling or developing of real estate for profit as individuals, or be members of any partnership, or officers or employees of any corporation, that engages principally in the buying, selling or developing of real estate for profit.

2.16.030: Statement of Economic Interest

Commissioners are required to file annual statements of economic interest as required by ORS 244.050 with the Oregon Government Standards and Practices Commission.

Read for the first time on \_\_\_\_\_, 1996, and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_, 1996.

Signed by the Mayor on \_\_\_\_\_, 1996.

\_\_\_\_\_  
Craig J. Lomnicki, Mayor

ATTEST:

Pat DuVal, City Recorder

APPROVED AS TO FORM:

O'Donnell, Ramis, Crew, Corrigan & Bachrach



\*\*\*MEMORANDUM\*\*\*

COMMUNITY DEVELOPMENT DEPARTMENT

May 7, 1996

**To:** Mayor and City Council

**Through:** Dan Bartlett, City Manager *Dan*

**From:** *MC* Maggie Collins, Community Development Director  
*DB* Debbie Bischoff, Senior Transportation Planner

**Subject:** REGIONAL TRANSPORTATION PLAN UPDATE

Action Requested

It is requested that the City Council endorse the attached letter that will be sent to Metro. The letter provides the City of Milwaukie's comments on Chapter One of the Regional Transportation Plan update.

Background

On May 23, 1996, the Metro Council will hold a public hearing to entertain public testimony on Chapter One of the Regional Transportation Plan (RTP) Update. This chapter represents revised guiding principles and policy language for the RTP. Metro Council will consider adoption of this chapter on May 30th.

The Regional Transportation Plan is updated every three years. Phase I of the RTP update focused on bringing the plan into compliance with federal transportation, air quality, and disabilities Acts. This phase was completed in July 1995 with Metro Council adoption of an Interim Regional Transportation Plan. Phase II of the RTP which is underway, includes the revised Chapter One. It focuses on meeting state level transportation requirements and implementation of the 2040 Growth Concept.

Regional Transportation Plan Update  
May 7, 1996  
Page Two

### Discussion

Milwaukie staff has been active with Phases I and II of the RTP update. Community Development staff is on two technical work teams: Bicycle and Street Design. In addition, the Community Development Director has provided continual input on the RTP update through participation on the Metro Transportation Policy Advisory Committee (TPAC).

Overall, staff finds that the revised Chapter One of the RTP to be well-written and comprehensive. The guiding principles and policy language contained in the April 19th draft, demonstrate the thoughtful attempt at creating a more balanced regional transportation system that implements State Transportation Planning Rule requirements and the 2040 Growth Concept.

In the attached letter to Metro, you can note that the City's comments are very minor in nature. We found that Chapter One principles and policies are consistent with Milwaukie's Draft Transportation System Plan (TSP). Also attached for your information, is the letter sent from Metro to the City commenting on our draft TSP. Metro staff acknowledged our plan's consistency with the RTP. And so, their comments on our draft TSP were also minor in nature.

attachments



DRAFT

May 7, 1996

Mr. Andy Cotugno  
Metro Transportation Director  
600 NE Grand Avenue  
Portland, OR 97232

SUBJECT: REGIONAL TRANSPORTATION PLAN UPDATE - APRIL 19, 1996 DRAFT

Dear Mr. Cotugno:

The City of Milwaukie is pleased to submit the attached comments on the subject document. You and your staff are to be congratulated for an excellent update of the Regional Transportation Plan (RTP), Chapter One. This draft demonstrates a thoughtful and comprehensive attempt at implementing the State Transportation Planning Rule and the 2040 Growth Concept. The principles and policies contained in Chapter One should further a balanced regional transportation system that is better integrated with future land use development within the Urban Growth Boundary. We support the overall framework and guiding principles and policies of the first chapter.

Our attached comments are minor in nature and are meant to clarify specific text.

We appreciate the opportunity to review the Regional Transportation Plan, and look forward to working with your staff and reviewing the remainder of the plan update.

Should you have any questions on the City's comments, please contact Maggie Collins, Community Development Director, at 786-7651.

Sincerely,

Craig Lomnicki  
Mayor

cc: City Council  
Dan Bartlett  
Maggie Collins

DB:rtpchltr.doc

**City of Milwaukie Comments on the  
Regional Transportation Plan Update (4/19/96)**

1. In the forward section entitled “A new direction for Transportation”, references to the Pedestrian and Bicycle systems should be re-evaluated in light of the terminology used adopted Oregon Bicycle and Pedestrian Plan: Replace “Pedestrian System” with “Walkway System” and “Bicycle System” with “Bikeway System”.
2. Page 1-9, System Goal 4, Objective 3: “Promote ~~alternative~~ non-automotive modes of travel that help meet air quality standards.”
3. Page 1-11, Goal 1, Objective 2, second bullet: “be consistent with the regional motor vehicle, transit, freight, ~~bicycle~~ bikeway and ~~pedestrian~~ walkway system maps in Chapter 4 of this plan; and”
4. Page 1-13, Highways, last sentence: “Improved pedestrian crossings are located on overpasses and at same-grade intersections.” Why is there not an option for grade level pedestrian crossings with the highway undergrade for separation? We think this option should be included.
5. Page 1-15, Urban Roads, second sentence: “Urban roads serve industrial areas, intermodal facilities and employment centers where buildings are rarely oriented toward the street.” This statement should be reviewed and revised if necessary, based on the most recent changes to the Transportation Planning Rule. For employment centers and industrial areas located along major transit stops, building orientation may be required by local jurisdictions.
6. Page 1-17 - 1-19, Regional Street System Management: Transportation Demand Management should be included in this section as it is a means to Transportation System Management (TSM). See Glossary in this draft for definition of the TSM term. It includes TDM techniques as an approach to managing existing transportation facilities rather than expanding existing or building new roadways. A new objective should be created that includes TDM techniques as an approach to implementing TSM.
7. Page 1-22, Minor Arterials, second to last sentence in paragraph: “Minor arterials can serve as freight routes, providing both access and mobility.” We recommend not assuming freight routes on all minor arterial streets, especially when minor arterials are located in residential areas.
8. Page 1-23, Collectors, second to last sentence in paragraph: “Some collectors are appropriate to ~~should~~ serve as freight access routes, providing local connections to the arterial network.” Text change suggested for the same reason as 7. above.

**City of Milwaukie Comments on the  
Regional Transportation Plan Update (4/19/96)**

9. Page 1-24, last sentence of second paragraph: “The overarching goal of the public transportation system within the context of the 2040 Growth Concept is to provide an appropriate level of access to regional activities ~~to~~ for everyone residing within the Urban Growth Boundary (UGB).” Why is mobility not an important factor as it relates to regional public transportation. The frequency and schedule of public transportation to regional activities is important if public transportation is to be encouraged and better utilized to these destinations.
10. Page 1-26, second sentence under Park-and-Ride: “Bicyclist and pedestrian Bike and walk access as well as bike accommodations for parking and storage accommodations for bicyclists are considered in the siting process of new park-and-ride facilities.”
11. Pages 1-27 - 1-28, Regional Public Transportation System Goals and Objectives: Consider adding the word services after the word “public transportation” for the objectives that relate to a full range or primary and/or secondary public transportation.
12. Page 1-28, Goal 4, Objective 2: “Continue to work with local jurisdictions to make public transportation stops and walkway approaches within one-quarter mile of stops accessible.”
13. Page 1-29, add Goal 7 with objectives that address encouraging use of public transportation.
14. Page 1-30, Regional Freight System Goals and Objectives, Goal 1, Objective 2: “Include the movement of freight when conducting multimodal transportation studies, when appropriate.” Multimodal transportation studies may occur in residential areas, for example, the City’s current Lake Road Area Multimodal Connections Plan, where freight routes do not exist. Therefore, freight movements may not be appropriate to be included in all multimodal studies.
15. Page 1-30, Goal 2, Objective 1: “Provide high-quality access between freight transportation corridors and the region’s intermodal facilities and industrial sanctuaries.” Please define what “high quality access” means.
16. Page 1-31, Goal 3, Objective 3: “Encourage efforts to provide flexible public funding for freight mobility investments.” Please define “flexible public funding”.
17. Page 1-32, title: Regional ~~Bicycle~~ Bikeways System
18. Page 1-32, Goal 2, Objective 4: “Develop travel-demand forecasting for bicycles use and integrate with regional transportation planning.”

**City of Milwaukie Comments on the  
Regional Transportation Plan Update (4/19/96)**

19. Page 1-33, Goal 4, Objective 3: “Reduce the number of bicycle-related accidents in the region.”
20. Page 1-33, Goal 4, Objective 4: “Identify and improve high-frequency bicycle-related accident locations, as appropriate.”
21. Page 1-33, title: “Regional Pedestrian Program”, why is this a program and not a plan or system?
22. Page 1-33, first line of first paragraph and last sentence of second paragraph: Replace pedestrian with walkway. Again, see adopted Oregon Bicycle and Pedestrian Plan for terminology.
23. Page 1-34, Goal 1, Objective 2: “Improve pedestrian walkway networks serving those transit centers, stations and stops with high frequency transit service.”
24. Page 1-36, Goal 1: “Enhance mobility and support the use of alternative non-automotive transportation modes by improving regional accessibility to transit, carpooling, telecommuteing, bicycling, and pedestrian walking options.”
25. Page 1-36, Goal 1, Objective 2: “Develop and encourage local access to Tri-Met’s regional carpool matching database.”
26. Page 1-36, Goal 2, Objective 2: “Support efforts to provide maximum allowable tax benefits and subsidies to users of alternative non-automotive modes of transportation.”
27. Page 1-37, Goal 4, Objective 2: “Provide TDM materials that outline available regional programs and services to the public and to all local jurisdictions in the region.”
28. Page 1-37, Goal 5: “Implement TDM support programs to make it more convenient for people to use alternative non-automotive modes for all trips throughout the region.”
29. Enhance Chapter 1 Glossary with appropriate terms from Oregon Bicycle and Pedestrian Plan.

Community Development Department  
April 26, 1996



METRO

RECEIVED

MAR 28 1996

CITY OF MILWAUKIE  
PLANNING DEPARTMENT

March 27, 1996

Debbie Bischoff  
Senior Transportation Planner  
City of Milwaukie  
6101 SE Johnson Creek Boulevard  
Milwaukie, OR 97206-0641

**Subject: Metro Transportation Department Staff Comments on November 30, 1995  
Draft Milwaukie Transportation System Plan (TSP)**

Dear Debbie:

Thank you for the opportunity to comment on the draft Milwaukie Transportation System Plan. As you know, Metro is in the process of updating the Regional Transportation Plan (RTP). When this update process is completed, Metro will adopt new performance measures, refined policies and revised system elements. Milwaukie will need to refine its Transportation System Plan to be consistent with the updated RTP. Metro Transportation staff offer the following comments on the draft Milwaukie Transportation System Plan.

Overall, the draft Milwaukie Transportation System Plan (TSP) is consistent with the Regional Transportation Plan (existing and policies under development) and does an excellent job of identifying and defining improvements needed to the transportation system to serve the future needs of the city's residents and employees. The draft TSP describes needs, policies, and implementation strategies which integrate transportation and land use issues and seek to develop a balanced transportation system and reduce reliance on any one mode. We feel the chapters on walking and bicycling are particularly comprehensive in nature and go a long way toward meeting the goals of Oregon's Transportation Planning Rule.

On a general note, we recommend that the city look at how the document could be reorganized to make it less repetitive. In its current format, we found it somewhat hard to follow. For example, the walkways map seems to be reprinted in four or five different places, and the recommendation for removing dagmires (bumps separating motor vehicle traffic from bicycle/pedestrian traffic) on Linwood Avenue is mentioned in several different places. We also recommend prefacing the identification of each set of strategies by stating that the strategies are not necessarily mutually exclusive, i.e., that the city could implement a combination of them, as resources allow.

Debbie Bischoff  
 Metro Transportation Department Staff Comments on Draft Milwaukie TSP  
 March 27, 1996  
 Page 2

Following are specific comments on the draft TSP. Again, congratulations on your hard work and a job well done. Metro transportation staff look forward to continuing to work with the City of Milwaukie on transportation and growth issues in the future.

## CHAPTER 2: EXISTING CONDITIONS

Milwaukie's Transportation Plans, Policies and Standards (p. 3)

- Add a description of the city's street standards and how the TSP policies relate to or influence street standards.

### Regional Plans (p. 5-)

Recommend modifying the first paragraph to read as follows:

"The City of Milwaukie is part of the Portland metropolitan region and is a jurisdictional member of the ~~Metropolitan Services District, known as Metro, the regional government.~~ Metro is responsible for the regional aspects of land use and transportation planning, among other programs. ~~In 1995, Metro has an approved adopted the Interim Federal Regional Transportation Plan (Federal RTP) adopted in June 1995 to meet federal requirements. Metro will begin has begun~~ a major RTP update designed to ~~view regional needs implement the Region 2040 Growth Concept~~ and to ~~fully~~ comply with state and federal requirements ~~beginning in the fall of 1995.~~"

Beginning with the second paragraph, add the year "1992" when referring to the RTP (i.e., 1992 RTP instead of RTP) so that it is clear that this is the version being discussed. Also, the planning horizon for the 1992 RTP was the year 2005, not 2015.

## CHAPTER 3: WALKING

The emphasis on safety and access to schools in this chapter is excellent, as are the priority of access to transit and commercial areas. Will there be a pedestrian program contact who will handle citizen complaints about locations needing improvement (such as a traffic signal which does not allow a slower pedestrian sufficient time to cross a wide street)? How does the city plan to provide curb ramps (on existing sidewalks) to meet the standards of the Americans with Disabilities Act (ADA)?

State that the term "walking" should be interpreted to include those on foot as well as pedestrians using mobility aids, such as wheelchairs.

Debbie Bischoff  
Metro Transportation Department Staff Comments on Draft Milwaukie TSP  
March 27, 1996  
Page 3

**Walkway Network (p.1-)**

Add downtown Milwaukie pedestrian district to the list of key walkway corridors in the table and text.

**Criteria (p. 2)**

Goal 2 - Add the words "and enhance" after "Maintain". Better and *more attractive* pedestrian facilities will encourage more frequent and longer walk trips. Pedestrians experience their environment very directly because they are close to it and move relatively slowly.

**Strategies (p.2-)**

See the comment under Criteria above. We suggest adding some discussion of the desired design (e.g., well-landscaped, with benches and appropriate lighting) of the pedestrian environment.

**Pedestrian Facilities Maintenance (p. 9-)**

The last two paragraphs under Strategies ("The City should also ensure that City-owned public places [such as?] provide proper pedestrian related facilities...") are not maintenance oriented and should be moved to the Action element.

**Pedestrian Safety and Security (p. 11-)**

Speeding by motorists is both an actual and a perceived threat to pedestrian safety, especially at street crossings. It should be mentioned here and in the bicycling section. The Pedestrian Safety section of the 1995 Oregon Bicycle and Pedestrian Plan has a good discussion of the consequences to pedestrians of speeding motorists. Engineering (e.g., traffic calming, lane narrowing), education and enforcement are potential strategies to encourage motorists to obey speed limits.

**CHAPTER 4: BICYCLING**

This chapter is very good and complements the goals of the Regional Bicycle Plan, including the emphasis on bicyclist safety. Are bicycle boulevards and shared roadway/wide outside lanes an option under "bikeways" and will there be city design and engineering guidelines?

**Strategy 2: "Fill in Gaps Where Some Bikeways Exist" - Implementation (p. 3)**

We think the first paragraph in the implementation section is mixing the language in ORS 366.514 (commonly referred to as the "Bicycle Bill") with the Transportation Planning Rule. Refer to the 1995 Oregon Bicycle and Pedestrian Plan for the specific text and ODOT's interpretation of these two state requirements.

Debbie Bischoff  
 Metro Transportation Department Staff Comments on Draft Milwaukie TSP  
 March 27, 1996  
 Page 4

**Bicyclist Safety and Security (p. 11-)**

Under second paragraph, suggest adding riding on wrong side of street or riding at night with no light to the list of examples of violations.

**CHAPTER 6: AUTOMOBILES**

In Table 6.1, add access control to the list of characteristics under adjacent land use. This could mean consolidation of driveways to reduce curb cuts, etc.

Metro and local jurisdictions will be evaluating the multi-modal transportation and land use functions of the regional street network as part of the process to update the Regional Transportation Plan. As a result of this process, Metro may recommend changes to the designs of highways and some arterial streets in the Milwaukie area in order to balance the transportation needs of multiple modes and implement the 2040 Growth Concept. The street system criteria on page 26 closely complement RTP policies currently being developed.

**Transportation Demand Management (p. 30-)**

The Transportation Planning Rule requires the Portland metropolitan area (not necessarily each city and county) to reduce per capita vehicle miles of travel and per capita parking spaces by ten percent over the next twenty years. The Regional Transportation Plan will identify the contribution each local jurisdiction or area will need to make towards the regional requirement, and each local jurisdiction, in its local TSP, should identify the local strategies it will employ to achieve that share. This language should also be reflected in the second paragraph and TDM and parking sections of Chapter 8.

**CHAPTER 8: GOALS, OBJECTIVES AND POLICIES**

**Walking - Goal 1, Objective #2 (p. 2)**

Suggest modifying policy #1 to give priority to pedestrian improvements which improve access to the frequent destinations of young children, including schools, parks, community centers and libraries.

In policy #4, add parks and multi-use trails to the list of pedestrian destinations.

**Transit - Goal 1 (p. 12)**

Suggest modifying goal 1 to read: "Work with Tri-Met to provide ~~Ensure that Tri-Met provides~~ local citizens with a convenient..."

**Goal 1, Objective #1 (p. 12)**

Suggested modifications to policies:

Debbie Bischoff

Metro Transportation Department Staff Comments on Draft Milwaukie TSP

March 27, 1996

Page 5

1. The city will continue to require that new development along transit routes provide transit and passenger related amenities through the Transportation Planning Review process.
3. The city will coordinate with Tri-Met to provide benches, bus shelters, bicycle parking, and other passenger amenities at transit facilities..."
4. The city will work participate with Tri-Met and Clackamas County to implement the provisions of ADA assist relevant public agencies with the provisions of special needs transportation.

**Streets - Goal #, Objective #1 (p. 16)**

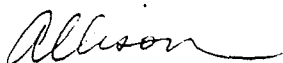
The goal and objective statements refer to multi-modal streets, but the policy 1 text does not cover pedestrian and bicycle movement.

**CHAPTER 9: PLAN IMPLEMENTATION**

The criteria in Table 9.8 are very good and complement the policies under development in the Regional Transportation Plan. The reference to vehicle miles of travel reduction should include the words "per capita".

Again, thank you for the opportunity to comment on Milwaukie's draft TSP.

Sincerely,



Allison Dobbins  
Associate Transportation Planner

cc: Mike Hoglund  
Tom Kloster



\*\*\*MEMORANDUM\*\*\*

**COMMUNITY DEVELOPMENT DEPARTMENT**

**May 21, 1996**

**To:** Mayor and City Council

**Through:** Dan Bartlett, City Manager

**From:** Maggie Collins, Community Development Director

**Subject:** Metro Growth Management Functional Plan (formerly the Framework Plan Phase I)

**Action Requested**

Information.

**Background**

Council requested that staff regularly inform them of the Metro 2040 implementation process. This memo lays out a summary of the current Metro draft (April 24, 1996) including an update on the housing and employment projections for Milwaukie. There is also an outline of the general growth management strategy for Milwaukie that will accommodate Metro's projected capacity.

The Metro Policy Advisory Committee (MPAC) is developing the Urban Growth Management Functional Plan (functional plan), which is scheduled for adoption by the Metro Council in September 1996. The functional plan is the first implementation of the 2040 Growth Concept approved by Metro Council last year and has several elements that require action by local jurisdictions within 24 months of its adoption. One of the main components of the functional plan is the requirement of local jurisdictions to show how they will accommodate increased needs for housing units and employment per Metro's projections.

**Discussion**

The functional plan has 8 sections, called Titles that are summarized below.

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

**Title 1. Requirements for Housing and Employment**

**Basic message:** Sets targets for population and employment for cities in the region to accommodate. The following table shows the Metro targets for housing and employment for the City of Milwaukie.

**Metro Fair share for housing and employment units 1994 to 2017**

City	Dwelling Unit Capacity	Single Family detached*	Single Family attached*	Multi-family*	Job Capacity
Milwaukie	<b>3,514</b>	52.3%	14.9%	32.8%	<b>7,478</b>

\*Based on Metro’s Housing Needs Analysis

**Note:** The Community Development Department anticipates that the Milwaukie Regional Center will provide the capacity for projected increases, and therefore there will not need to be major changes to the neighborhood comprehensive plan designations or zoning. Milwaukie’s growth management strategy has two components: the first phase is the Regional Center Master Plan, which will use the Metro targets of approximately 3,500 additional housing units and approximately 7,500 new job opportunities. These growth targets will be reviewed with local staff’s original infill and redevelopment assessment. This phase is currently underway through a Transportation and Growth Management funded grant. Adoption of amendments to the Comprehensive Plan and Zoning Ordinance should occur by Metro’s deadline. Potential changes include promoting mixed-use development patterns, and parking and congestion policies.

The second phase of growth management in Milwaukie will occur through the Neighborhood Growth Management Program, which will allow neighborhoods to address growth issues at the local level. Some neighborhoods are ready and eager to begin this process. The Milwaukie Growth Management Strategy is detailed in the attached outline.

**Title 2. Regional Parking Policy**

**Basic message:** Creates minimum and maximum parking ratios that must be adopted by local jurisdictions. Divides maximum parking ratios into two categories: one for Transit and Pedestrian accessible areas and one for the rest of the region.

**Note:** Milwaukie revised its parking regulations in 1994 to include minimum and maximum standards. Some additional revisions will be necessary. The City will be moving forward to address regional parking issues in the Regional Center Master Plan process. The Draft Transportation System Plan (TSP) addresses parking reduction in a general way. Staff is reviewing additional language for the TSP policy section that calls for immediate implementation of the Metro 2040 parking ratios.

### **Title 3. Water Quality and Flood Management Conservation**

**Basic message:** Provides a map of water quality and flood management areas and direction that Metro develop a model ordinance to protect the areas identified on the map. In addition to water quality and flood management areas, this section also requires cities to adopt procedures for transfer of density rights and establishment of fish and wildlife conservation areas.

**Note:** Milwaukie staff will need to review the performance standards and mapped areas, compare these to existing policies and ordinances and make changes as necessary. Milwaukie's Natural Resources Overlay may address the intent of this section.

### **Title 4. Retail in Employment and Industrial Areas.**

**Basic message:** Allow retail services in industrial areas to serve employees.

**Note:** Milwaukie's Business Industrial (BI) zoning district allows for limited retail services with the BI zone. Staff will review the language of this zone to see if it is consistent with the intent of this Title.

### **Title 5. Regional Cities and Rural Reserves**

**Basic message:** Details how neighboring cities (such as Sandy) will interact with the Functional Plan requirements.

**Note:** Does not apply to Milwaukie.

### **Title 6. Regional Accessibility**

**Basic message:** Addresses transportation issues including road design and connectivity. Also sets new Regional Congestion Standards for level-of-service analysis. Promotes connections at the local level that will connect to regional infrastructure. Regional infrastructure needs to address multiple modes of transportation and be designed to serve adjacent land uses.

**Note:** Milwaukie's Draft TSP addresses road design, connectivity, and adjacent land uses. The final draft of the TSP will have cross-section designs for local right-of-way standards which must reflect the standards set by Metro. City staff will review the Draft TSP for compliance with regional level-of-service standards and other requirements of this Title.

### **Title 7. Compliance Procedures**

**Basic message:** Sets up a schedule for local governments to comply with the functional plan. Schedule is for submittal of proposed compliance 18 months after Metro Council adoption with local adoption required 24 months after Metro adoption. This section also includes provisions for exemptions to the requirements for each title.

**Note:** This schedule should not pose a problem for Milwaukie to meet given the preliminary Milwaukie Growth Management Strategy described in the attached document.

**Title 8. Definitions**

**ATTACHMENTS**

Preliminary Milwaukie Growth Management Strategy  
Regional Center Conceptual Map

## Preliminary Milwaukie Growth Management Strategy

This strategy is an outline of how Milwaukie will address the requirements in Title 1 of the Growth Management Functional Plan.

### **Phase I: Regional Center Master Plan**

A. Conduct Regional Center Master Plan analysis, goal setting, public visioning and design recommendations. Create policy recommendations.  
*Timeframe: April 1996 to June 1997.*

B. Comprehensive Plan and Zoning Ordinance Review and Revision in accordance with Regional Center Master Plan. This phase will implement the recommendations provided in the Regional Center Master Plan and address multi-family policies and affordable housing issues. *Timeframe: July 1997 to December 1997.*

### **Phase II: Neighborhood Growth Management Program**

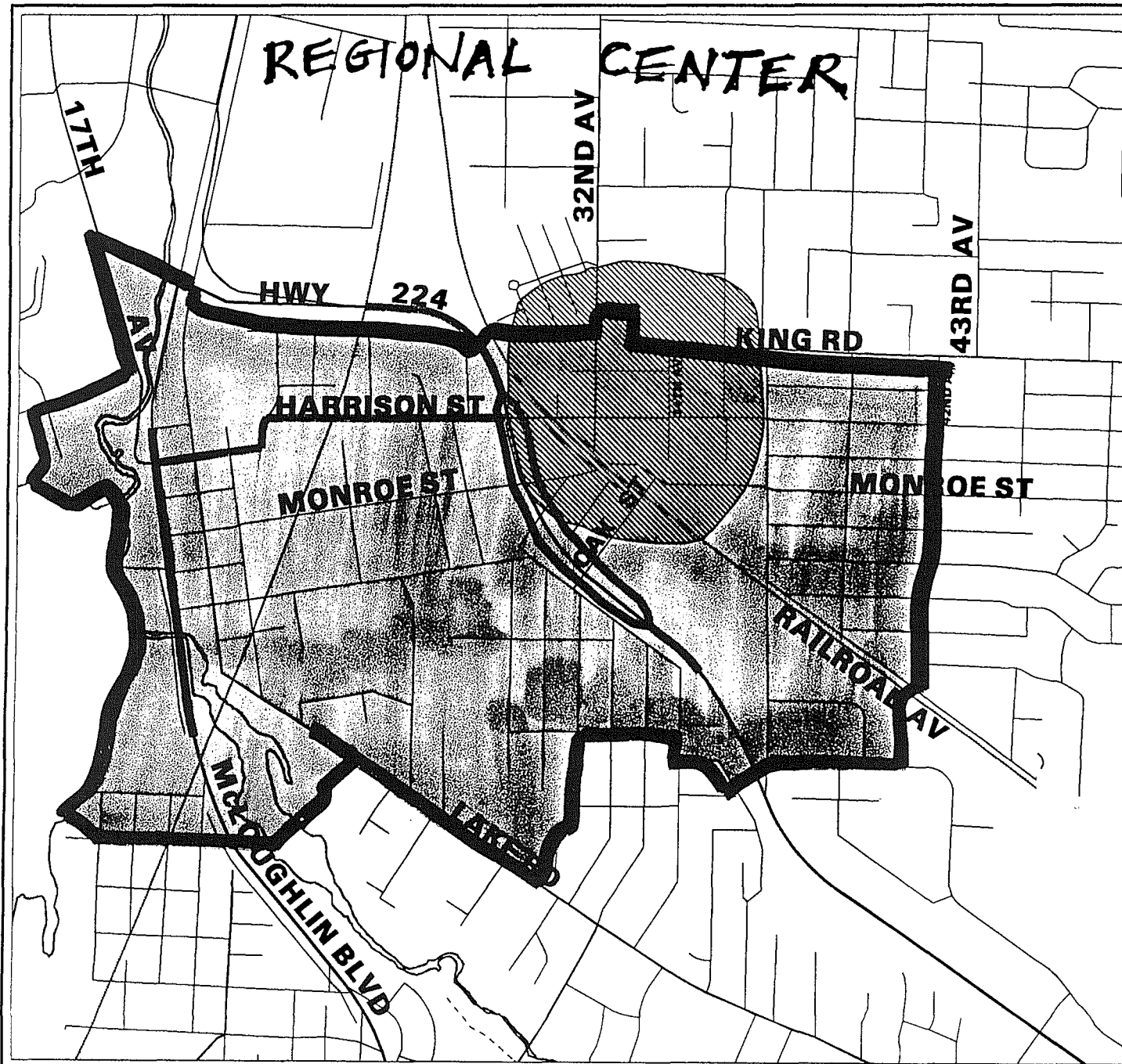
A. Work with neighborhood master planning process to develop visions for local planning issues such as flag lots. Review GIS maps to identify vacant lands and create policies to infill vacant lands within a neighborhood strategy. Use GIS maps to show neighborhood groups a snapshot of the existing neighborhood structure and review existing and future buildout potentials.  
*Timeframe: May 1996 to December 1996.*

B. Comprehensive Plan and Zoning Ordinance Review and Revision as needed to incorporate changes and recommendations from neighborhood master planning process. *Timeframe: January 1997 to June 1997.*






## Discussion

Some overlap exists between Phase I and II. It should be noted that the major policies and standards proposed by Metro's Urban Growth Management Function Plan (functional plan) are targeted in the Phase I (grant award) activities. Phase II is directed towards enhancing neighborhood livability and addressing identified growth management issues identified by Neighborhood Districts not included in the Regional Center boundary area. Both Phases will rely heavily on direction set by Milwaukie's Vision Statement. Phase I will integrate Riverfront Master Plan concepts and policies as well.

The shaded area on the attached map outlines the general area in which functional plan contents most generally apply. This map is subject to review and amendments as the Regional Center Planning process begins.



**MILWAUKIE REGIONAL CENTER ARTERIAL/STREET IMPROVEMENT PROGRAM**

-  PROJECT 1
-  PROJECT 2
-  PROJECT 3
-  PROJECT 4 STUDY AREA
-  METRO REGIONAL CENTER CONCEPT AREA

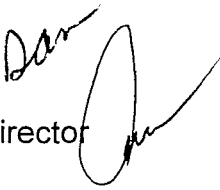
MAP DATE : JANUARY 1996

Department of  
Community  
Development





## MEMORANDUM

**TO:** Mayor and City Council  
**THROUGH:** Dan R. Bartlett, City Manager   
**FROM:** Angus M. Anderson, Finance Director  
**DATE:** May 13, 1996  
**RE:** ORDINANCE: Amend Municipal Code Section 3.05.060  
Increase Purchase Order Approval Authority for City Manager

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### RECOMMENDATION:

Consider attached Ordinance which amends Section 3.05.060 of the Municipal Code. The effect of the amendment is to increase the purchasing authority of the City Manager from \$15,000 to \$25,000. The recommended \$25,000 limit is in conformity with Oregon Revised Statutes and Oregon Administrative Rules. Specifically, OAR 125-310-020 (1) states:

*"Public contracting agencies may, in their discretion, let public contracts not to exceed \$25,000 for the purchase of goods, materials, supplies and services without formal competitive bidding..."*

### BACKGROUND INFORMATION:

On August 16, 1994, City Council adopted Ordinance 1771 and Resolution 35-1994. These actions followed a thorough two-year evaluation of all financial policies and procedures within the City, including purchasing. In the three worksessions with City Council the purchasing authority for the City Manager, without prior Council approval, was discussed extensively. It was pointed out that state laws and rules allowed for a \$25,000 limit and that many of our expenditures for ordinary budgeted items, such as police patrol cars, fell within the \$15,000 to \$25,000 window. Discussion centered around allowing approval if the item was included in the adopted budget, and therefore discussed during the budget committee hearing process. There was discussion regarding the expected level of oversight and accountability.

Council ultimately decided to retain the then existing \$15,000 approval limit. In the nearly two years since adoption of Ordinance 1771, there have been a total of 36 requests for purchasing approval brought to Council. Of these, 12 fell below \$25,000. Because each of the items was thoroughly discussed in the Budget process Council has expressed an interest in revising the approval limit for the City Manager to be in conformance with State laws.

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, RELATING TO PUBLIC CONTRACTS AND PURCHASING, AND AMENDING SECTION 3.05.060 OF THE MUNICIPAL CODE OF THE CITY OF MILWAUKIE.

WHEREAS, the City Council of the City of Milwaukie, after thorough review and evaluation adopted Ordinance No. 1771 relating to public purchasing by the City, and

WHEREAS, Ordinance No. 1771 was subsequently incorporated into the Municipal Code of the City of Milwaukie as Section 3.05, Local Contract Review Board, and

WHEREAS, the City Council acknowledged that the provisions of the Code limited the purchasing approval authority of the City Manager to \$15,000 which was not in conformity with OAR-125-310-020, and

WHEREAS, the City Council has determined that it is advantageous for the City to be in conformity with Oregon Administrative Rules as they concern public purchasing:

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

SECTION 1. Section 3.05.060 of the Municipal Code of the City of Milwaukie is hereby amended as follows:

*"The city manager or his or her designee may enter into a public contract or personal services contract which does not exceed twenty five thousand dollars without specific council approval provided the obligation is part of an adopted budget, the rules of the board are satisfied by written findings and a record is made of the transaction which shows compliance with the rules. This delegation of authority shall be subject to the limitations of Section 3.05.070."*

Read the first time on \_\_\_\_\_, 1996, and moved to a second reading by a \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_, 1996.

\_\_\_\_\_  
Craig Lomnicki, Mayor

ATTEST:

APPROVED AS TO FORM

\_\_\_\_\_  
Pat DuVal, City Recorder

O'DONNELL, RAMIS, CREW, CORRIGAN & BACHRACH

\_\_\_\_\_  
City Attorney

Citizen's Utility Advisory Commission  
1995 Annual Report

The Citizen's Utility Advisory Commission (CUAC) has maintained a consistent focus on several key issues for the Milwaukie citizens, including cost of service studies, review of City service charges, and sewer and water issues.

The CUAC met a total of seven times during calendar year 1995; four of those meetings achieved a quorum, and the other three were declared work sessions due to the presence of invited guests. Two regularly scheduled meetings were cancelled due to a projected lack of a quorum, and three regular meetings were cancelled due to a lack of agenda items. At the end of calendar 1995, the CUAC had six appointed members, and one vacant position.

In January, the CUAC hosted several representatives from Clackamas Service District #1 for an update and informal discussion about the Kellogg Treatment Plan improvements. Following that discussion, City Finance Director Angus Anderson presented the Water, Sewer, Street, and Storm sections of the City cost of service study finished in late 1994. Since its inception, the CUAC has been a staunch advocate for cost of service studies to support the various utility charges, and they were pleased to see the results.

In March the group elected new officers, and reluctantly requested that an inactive member be removed so that the position could be declared open for appointment. This position was still vacant at the end of the year, and contributed to an occasional inability to achieve a quorum during the rest of the year.

In May the group conducted a telephone conference with a consultant to discuss the rate update of the 1994 sewer rate study. The outcome was a recommendation that the sewer rates remain the same for 1995.

In August Rod Struck of the DEQ was invited to address the commission regarding the DEQ investigation of the groundwater contamination. Struck relieved a concern that had been expressed by some of the commission members regarding the possibility that the statute of limitations might prevent prosecution of any identifiable contaminants. Struck assured the members that the State of Oregon has no statute of limitations on this type of problem, but was not as optimistic about the potential of identifying the culprit(s). Struck also pointed out that while DEQ has an orphan site fund for cleanup of abandoned contaminated sites, Milwaukie is not on the list for remediation due to the City's investment in the packed towers that are effectively removing the VOC's from Milwaukie's groundwater.

In October, Linda Mullen was present to discuss public education about water conservation and how such a process would be designed and implemented.

December's meeting featured a discussion of the Pavement Management/Street Study final report, as well as review of the updated City service charges.

Citizen's Utility Advisory Commission  
6:30 pm  
March 6, 1996  
Johnson Creek Facility Conference Room

I CALL TO ORDER

Due to a lack of quorum, the meeting was declared a work session at 6:37 pm.  
Present were:

Alan Fletcher, Chair

Michael Kay, Vice-Chair

Absent were:

Tom Alford

Jim Backenstos

Ralph Klein

Anne Marie Smith

Staff present:

David B. Wheaton, Public Works Director

Gregory Drechsler, City Engineer

Drechsler reported that Alford had explained that he would not be able to attend the meeting due to a conflict with a light rail meeting this same evening. Fletcher commented that he has attended two light rail meetings to date, and is amazed how many people will state that they have no information about light rail or the proposed route, despite extensive press coverage over the past three years and direct mailings to residents. He noted that the last meeting featured both Metro and TriMet representatives discussing light rail issues.

Kay asked if there had been any feedback on the Council meeting the night before, during which CUAC had been a topic in the Boards and Commission review. Wheaton stated that Council will take into consideration all of the information and reports provided by the various boards and commissions, deliberate on the impact of that input, and produce a final version of the ordinances. Once public hearings take place, that will be one last chance to comment on the changes.

Noting that information from the absent commissioners indicate that no quorum will be attained at this meeting, Drechsler asked Kay and Fletcher if they had any comments to make on the meeting minutes of February 7<sup>th</sup>. Kay stated that on page two, paragraph two, the last line in the paragraph should read "There was extensive discussion about whether the changes listed are necessary and desirable."

Kay reported to Fletcher that the group had reiterated their belief that the utility franchise fee is something that should be reconsidered, and as a majority of Council members were present that night, he feels they heard the message.

Fletcher commented that he hopes that Council will look at and seek to enhance the positives rather than the negatives; he pointed out that citizen involvement with the utility rate structures has resulted in viable utilities with healthy funding bases. Without that citizen involvement, he feels that Milwaukie could end up with a ratepayer revolt such as West Linn has experienced and Oregon City is currently facing.

Kay agreed, listing a number of projects which the CUAC had assisted the City with including urging that cost of service studies be done on each utility, helping decide how to proceed with the sidewalk grant funds, etc. Fletcher commented that he hopes that Council sees that the relationship with the CUAC has been a partnership, rather than adversarial.

Drechsler stated that his understanding of what is occurring in the boards and commission review is not that Council is trying to control the boards, but instead are bringing all of the boards and commissions into a consistent format and making the terms end uniformly to assist Council's efforts to recruit and train citizen volunteers. He reported that of the boards and commissions that he has been involved with, the members of one have expressed concern that their responsibilities are being reduced, but when one looks at the responsibilities that Council is charging them with, it is apparent that the duties are being expanded rather than reduced. The difference between a commission and a board has been debated at length; Council is simply making the distinction between the responsibilities that a commission has (as opposed to those of a board) clear. He said that Council heard very clearly the CUAC's desire to become a rate-setting commission, and will take that under consideration. They will also carefully consider CUAC's suggestion to reword the ordinance language to stress the positive rather than the negative.

There was further discussion about the members, past and present, that have served on the CUAC, and the desire expressed by the members at the last meeting to have the membership entirely at-large rather than mostly business-specific as currently outlined in the proposed ordinance.

Drechsler went on to talk about the next agenda item, reviewing the proposal for rate review process for water, sewer & surface water. He pointed out the FCS Group proposal included in the packet and asked what the group thinks about having FCS Group review the utility rates and System Development Charges (SDC's). Fletcher commented that he thought this was a good investment, and that the quoted price was reasonable. Drechsler stated that after a quick review, he thought that the services which were included could be pared down a little to reduce the price somewhat. Kay noted that the simplified rate analysis only was about 20% less than the "total effort", and there was discussion about what would be left out if the simplified proposal was accepted.

Further discussion ensued about SDC's and what projects were included in the Capital Improvement Plan (CIP). Drechsler noted that there had been no increase in the SDC

for two years; he pointed out that the only portion of the SDC that can increase is the improvement portion, as the reimbursement portion is based on previous expenses.

Kay asked if item #3 (Develop Current Customer Statistics) in the FCS Group proposal is necessary this year, pointing out that once the new billing software is purchased this element may no longer need to be gathered separately. He suggested that the rate review could be done this year, and the customer statistics could be determined next year. Drechsler replied that he felt that the current customer statistics might be deferred to next year. Kay pointed out that the 32 hours allotted for this work element was significant, and if deferred, could reduce the total estimate considerably. Fletcher commented that Clackamas River Water has found that some old truisms - such as commercial use doesn't involve "peaking" like residential accounts - is not necessarily true; this information is essential to planning and rates. He stated that while that element could be deducted, it can be very hard to rebuild that type of information from scratch.

Drechsler stated that the next order of business was to develop an annual report to Council; he asked Fletcher, as acting chair now that Smith has resigned, if he wished to do the draft himself, or have staff help. Fletcher said that he would be happy to review a draft that staff provides. There was some discussion about the format of the report; Fletcher pointed out that development of the work plan for 1996 might also be incorporated into the report, and wondered if a one-year work plan is sufficient or if it wouldn't be advisable to draft the work plan out to two years. Kay brought up that some of the CUAC's goals (such as volume based rates) have been identified and worked toward for several years. Drechsler stated that there is no provision that the work plan can't be for more than one year, and that projecting out further has its' advantages. He suggested that the format could be 96/97 work plan goals, with recurring or future events identified separately. Kay agreed, outlining another way to list the goals:

### **RATES**

- \* Annual review
- \* Continuing
- \* Volume based rates
- \* Future Goals
- \* Pay-as-you-go

Street maintenance and repair was discussed, particularly in light of the recent flooding and any damage which might have occurred as a result. Kay emphasized that despite the CUAC's opposition to the street utility, how to otherwise pay for street maintenance is a subject that must be examined. Drechsler agreed, saying that this was also a Council goal. Kay asked if there was any way for the City to fund a summer intern to research the methods other cities of a similar size in Oregon have funded street maintenance. Drechsler said that there was no funding available in the Public Works budget for a summer intern. Other ideas were discussed further.

Kay noted that all of the items listed in Future Agenda Items are from the 1995 Work Plan, and added "input on the future sewage treatment plans".

Drechsler asked if there were any other items of concern or interest that the members wished to discuss. Fletcher commented that election of officers should be put on the agenda soon, now that Smith has resigned. He hoped that Council is going to recruit aggressively. Drechsler assured the group that all of the City commissions and boards are short members, and that Council has said that they will actively pursue volunteers as soon as the board and commission review is over.

Drechsler announced that Kay has been reappointed to the re-opened citizens review committee for the sewage treatment plant options. Kay reported that they met for the first time the week after the flood, and that the Kellogg Treatment Plant has fared well during the flood due to preventative measures taken by the plant operators. There are several options up for consideration: 1) expand Oak Lodge, build a new plant at Site K, and decommission Kellogg 2) expand Kellogg and build Site K (problematic due to Site K's need for an outfall, which will cost a tremendous amount due to its' location) 3) expand TriCity plant and divert flow from Kellogg to TriCity; and 4) expand Kellogg upward by placing heavier footings around the plant to accommodate a second story. Kay noted that Site K is now quite valuable acreage and is definitely within the 100 year flood plain. He reported that the review is off to a very slow start, but a majority of the members were involved in the original committee, which will let the group reach speed much sooner than trying to educate a whole new cast.

There being no further business, the meeting was adjourned at 7:44 pm.

/cjl

MINUTES  
CENTER/COMMUNITY ADVISORY BOARD

April 12, 1996

Members present: Janet Witter, chair; Alan Brunk, Doris Burton, Dorothy Harrington, Molly Jo Hanthorn, Eleanor Johnson, Lillie Moore, Katie Rudfelt, Bob Spielman, Harold Stohler, Della Stuelpnagel, Mitch Wall. Excused: Alice Neely, Jim McCready, Carol Storment, Norma Wetteland.

Staff: Joan Young

The minutes of the March 8 meeting were approved as distributed. Eleanor Johnson agreed to take the minutes of the May meeting in the secretary's absence.

Budget: Alan Brunk reported our 1996-97 proposed budget has gone to the budget committee of the County Commissioners.

Nutrition/Transportation: Harold Stohler announced that the new bus has arrived, will be dedicated April 17, seats 20 passengers, and will handle three wheel chairs at one time. Harold also told of a change in fund raiser dinners. In May we will change from monthly Sunday dinners to quarterly dinners in an effort to maximize income.

Building Review: Doris Burton said the new display case should be finished by the end of the school year. An electrician will donate his time to wire it. The new Center floor plan has been completed and is mounted in the entrance hall. A new layout for the pool room was discussed. MOTION: That the new layout for the pool room including storage of tables be accepted. Motion seconded and carried. A donated organ has been added in the Trillium Room.

Friends: Alan Brunk informed us that the Friends were well represented at the Chamber of Commerce open house where they did a selling job on the Milwaukie Center with fellow members who seemed not to know of its existence.

NCRP&R Board: Mitch Wall reported that the District's budget contains an item of \$1.7 million for land acquisition. He suggested that a drawing of the Sara Hite Memorial Rose Garden be given to each purchaser of an inscribed brick showing where that brick will be laid. This may enhance the sale of bricks. He also suggested a letter of appreciation be sent to Fran Whitehill and Kate Demsky for their heroic handling of the successful Easter egg hunt. He further suggested CCAB board members lend a hand at next year's hunt. One neighborhood park was wiped out by the flood this winter and the District is hoping to get a FEMA loan to remake the park. Mitch briefly discussed the problem of dogs in North Clackamas Park with one solution being to fence in an enclosure where dogs can run without a leash.

Director's Report: Joan Young discussed the current situation on funding for social services. She indicated that the Center budget anticipated a 10% cut in all revenue we receive from the government. She announced the filling of the part-time position of program assistant. Lois Juilfs will start work on April 15 and will work under Pat Kennedy. Joan spoke of the overlapping of social services performed by the County and the senior centers, and the work that needs to be done to eliminate duplication.

Ordinances: The adhoc committee's recommended changes in the City of Milwaukie draft general ordinance and the draft CCAB ordinance were discussed at length, including Mitch Wall's comments. Adherence to the CCAB Bylaws and the Intergovernmental Agreement with the P & R District was recommended. MOTION: That the specific recommended changes as outlined by Mitch and the ad hoc committee be approved for submission to the City Council with the request that rewritten drafts be returned to the CCAB and then referred to the P & R District for its approval in June. Motion seconded and carried.

Respectfully submitted,



Dorothy Harrington, Secretary

5/10/96 Approved by CCAB

LINWOOD NEIGHBORHOOD ASSOCIATION

Minutes from General Meeting - April 25, 1996, held at Linwood Elementary School, 7:00PM --

1. Minutes from previous meeting accepted, uncorrected.
2. Terry Gustafson, candidate for Clackamas County District Attorney, introduced her program/plan in that capacity if elected.
3. Linwood Elementary School needs more time on the Logo Contest, therefore voting on our new logo will take place at our May meeting.
4. Nominations for new officers for 1996-7 were as follows:
  - Chair - Tracy Cook
  - Vice Chair - Edie Kerbaugh
  - Sec/Treas - Dolly Macken-HambrightVoting on officers will take place at May meeting.
5. Rich Atkinson, Code Enforcement, introduced Diana Murvrang to answer any questions regarding light rail. Diana can be reached on 786-7657 and is with the City of Milwaukie.
  - Q. On which side of Harmony will lite rail tracks be placed?
  - A. Metro/Tri-Met have considered changing the tracks to the North side from Linwood up to Fuller Rd., but no decision has been made for sure yet. This will result in "no displacement of homes" according to Diana, but she will have more complete information at the next meeting.
  - Q. How will the schools on Fuller Rd. be affected?
  - A. Schools should have minimal impact from lt. rail, however, Christ the King may become a park and ride.
  - Q. What meetings are coming up to keep citizen's informed?
  - A. Metro will be meeting with displaced property owners, there will be a Community meeting this summer or fall. Metro/Tri-Met are planning to establish a field office with staff people who will help "lessen impacts" of lt. rail, however, no location has been decided. This office is expected to be in operation during the time that the Environmental Impact Statement is being done.
  - Q. Why is the route such that neighborhoods are being displaced?
  - A. It was decided that ridership numbers, cost, etc. made this route preferable. Recommendations came from Metro, Tri-Met and City of Milwaukie, among others.
  - Q. Why have so few citizens been informed about lite rail?
  - A. All involved did what was required by law. See notebook of info. and announcements given to each Neighborhood Assoc. Chair. Call 797-1900, Metro's opinion line, to share concerns/comments.
6. Rich Atkinson, Milwaukie City Code Enforcement, (786-7623) advised that his job is to enforce municipal civil codes and parking enforcement. This includes nuisances, trash on private property, business lic. enforcement and home business impact to neighbors. He encourages neighbors' interaction to solve problems, but he will help if that doesn't work, especially if safety is an issue.
  - Q. What happens if City Ordinance is at variance with County Zoning Ordinance?
  - A. Would depend on the situation. He would work with the parties involved or it could be handled through the court system.
  - Q. What happens when his office is called?
  - A. With regard to recreational vehicles, fences that need fixing, etc. he will check out, discuss with offender and proceed as necessary if not taken care of. His office can involve the Police if criminal activity is in evedence.
  - Q. Do hedges that obstruct views count?
  - A. Yes, call his office with info.
  - Q. If disrepaired fence has been escape route for vandals and burglars, can he help?
  - A. If fence is safety hazzard or contrbutes to a criminal problem he can. Call his office.

Atkinson advised that a house at Redwood and 71st was sited for code violations, utility theft and proved to be a drug house. With all departments working together the tenants have been displaced.

**B. Announcements:**

Blood drive - Tues., April 30, 1996. 3-8PM, at Linwood Elem. School.

Nbrhd. Assoc. Mtg. invite - Lewelling Nbrhd. Assoc., Lewelling Elem. School, May 2, 1996, 7:00PM, spec. guest to speak on nbrhd. sociology issues.

Down-to-Earth Day - May 4, 1996, Saturday, 8:30-2:30, volunteers still needed at Linwood Elementary School to help and also acquaint people with L.N.A.

8. Joyful Noise owner advised will be collection point for lt. rail petitions. Drop them off there (Harmony Rd.) and he will see that they get turned in.

9. It was requested from the floor that Linwood Nbrhd. Assoc. write a letter to the N. Clackamas Chamber of Commerce to advise them that many of the businesses and homeowners, especially along the proposed lt. rail route, are opposed to lt. rail and that the Chamber's support of lt. rail is in opposition to many of the people in the community that the Chamber purports to serve. The phrase "politically correct trolley folly" was used in reference to this opposition. The Board will meet and follow up on this request.

10. Pat DuVal advised that there are several Milwaukie City Board and Commission openings and left applications and info for those interested. See Dolly if wish copies.

Sincerely submitted,

*Dolly*  
Dolly

Linwood Neighborhood Association, Public Safety Committee --

Minutes for meeting held April 17, 1996, 7:00PM, Linwood Elementary School -

1. Minutes from previous meeting were approved even though attendance was much lower than expected.

2. Sgt. Jim Colt gave a very cohesive presentation about Youth Gangs in the Milwaukie area, and also surrounding areas on the Linwood and Portland boundaries.

Sgt. Colt is with the Milwaukie City Police Dept. (786-7400). His information was timely and quite informative, especially with regard to the rise in gang popularity among today's youth, with Oregon alone having some nearly 5000 known members, approximately 40 of which are in the Milwaukie area.

Gangs purportedly give members a sense of family and group respect and there are at least 6 types of gangs known to date:

1. IA style gangs, which are mostly transient, drug and violence-related gangs that move around and are hard to pinpoint and catch.

2. Tagger Gangs, which are not transient and are responsible for the graffiti in many areas. These are usually non-violent, but not always.

3. Asian gangs, which are usually transient, stay in own culture and are known for car prowls, thefts, and running protection rackets, and are known to love guns. These gangs are violent and best left to professionals to deal with.

4. Motorcycle gangs, Hells Angels, Gypsy Jokers, Outsiders, etc. violent, have been known to make and distribute methamphetamine drugs and have a reputation for violence.

5. White racist/supremacist gangs, the gang-types most prevalent in Milwaukie, violent at times.

6. Hybrid gangs, the other most prolific gang around here. These are gangster "look-alikes" and "wannabe's" that can be as bad or worse as far as violence because they have a reputation ("juice") to build to establish themselves.

As to how neighborhoods can combat gangs, rapid removal of graffiti is essential (however, Sgt. Colt requested that pictures be taken and forwarded to him prior to removal, so that gang activity can be tracked). Also, rental unit applications should be fully screened and pictured ID checked before renting, keeping in mind that many gang members will rent through another party, never showing their face until after the unit is rented. Keep in mind, however, that just because a person may look like a gang member, doesn't mean they are and normal discrimination laws come into play here.

★ 3. NEXT MEETING: May 15, 1996, 7:00PM at Linwood Elementary School Library.

We will try to get someone who will be able to fill us in on a recent study conducted by the Gresham Police Department on how Max has affected the crime rate along its route. Please plan to attend!

*Daly*

# Hector Campbell Neighborhood Survey Results

1 Are you aware of any planning in your area for the Max Rail Line?

YES  NO

2 Do you know about the Metro 2040 Planning Framework?

YES  NO

3 Are you aware of The City of Milwaukee's Vision Statement Goals?

YES  NO

4 Do you agree with using Light Rail as a tool to revitalize the Downtown Area?

YES  NO  Unsure

5 Do you frequent the businesses in the Downtown Area? How often?

Daily  Weekly  Unsure

6 What businesses would better serve you in the Downtown area?

7 If traffic is a problem in your area what methods do you support to control it?

More police  Speed bumps  Photo Radar

One way streets  Traffic circles

8 Do you think the City is doing a good job with the following:

Growth Planning YES  NO

Traffic Planning YES  NO

Parks and Open Spaces YES  NO

9 Please mark which one of these issues is the MOST important to you:

Schools  Traffic  Growth

Mass Transit  Taxes  Parks

10 How long have you been aware that Light Rail may affect your area?

Greater than 1 year  Six months ago  One month

**Question Number Six On Survey: What Downtown Businesses Would Better Serve You In the Downtown Area?**

- I. With all the shops on 82<sup>nd</sup> Ave. I do not think there is anything that would entice me to come Downtown. I really only use the Library.
- II. Restaurants
- III. Computer Store, Community Center for Youth
- IV. Restaurants, bookstores, A park at the Riverfront with access across the Highway
- V. Stores in Downtown Need to Stay open in the P.M.
- VI. Riverfront (Dan)
- VII. Discount Stores
- VIII. None

**General Comments:**

1. Need to work on speeders
2. Why cannot they use 224 for Light Rail? How set in stone is the Railroad Ave. line?
3. We do not want MAX coming down Railroad Ave.
4. Please get light Rail out of my Yard
5. Milwaukie has the poorest quality water in the county.
6. Need more Bike and walking paths on Railroad Ave. Add a park parcel in the Expressway industrial park. Would like to link up bike trail with the North Clackamas park system.
7. Stanley between Railroad and Monroe could use sidewalks. Need to not build on the large piece (land) across from the mall on 37<sup>th</sup> Ave. Need to leave the lake and leave it for wildlife. Rail should go down 205.

**Livability Questions**

**What is Good:**

1. Quite wide streets
2. No Outlet street, nice and quite and good neighbors
3. Dead end street, no through traffic
4. Sidewalks
5. Friendly and safe
6. Our neighbors
7. Quiet, not much traffic adequate space for people
8. Dead end street
9. clean, well maintained homes and lots
10. Feels like a rural area

### What is Bad:

1. Speeding
2. The water power park needs to be fixed up
3. Extra Traffic: people turning around on railroad Ave.
4. No street lights
5. (*phrased as needing attention*) More greenspaces-keep light density of housing in residential area. Apt. Buildings some what centralized with greenways woven in.
6. Speeding on Railroad Ave.
7. Kids driving out of control
8. No sidewalks. Already showing signs of crowding
9. Gang writing on the walls
10. Dogs barking and loud music (from homes and cars).
11. Needs sidewalks

### What I would Change:

1. More Police presence
2. The water tower park and traffic and Speeding
3. Nothing
4. Bike paths on railroad Ave.
5. Bike paths and more sidewalks and walking areas around the area.
6. Keep Milwaukie a small town, but keep the shops open at night some we can support are our town
7. Walking path on Railroad Ave.
8. More Greenspaces, buses which use existing roads.
9. More paved roads for walking
10. Add sidewalks
11. Do not want higher density to support Light Rail

### What Makes My Area Livable:

1. The area is livable now
2. A place where people feel safe, Kids can walk around the streets and be safe,
3. Where people know their neighbors, Houses and yards are kept up, The whole area is kept clean.
4. Considerate neighbors: close to schools and reasonably good roads
5. Safe and friendly
6. Feel Safe.
7. Low traffic, space doe people including adequate lot sizes, no apartments. If I had wanted to live in a faster paced larger "big city" I would have moved there.
8. Less people more like 10 years ago
9. Low crime
10. Quiet, slow paced , Lots of trees. Feels like far from city, Yet so close to shopping and restaurants etc.

**MEETING REPORT  
WAVERLY/DOWNTOWN  
NEIGHBORHOOD ASSOCIATION  
WEDNESDAY, MARCH 6, 1996**

Milwaukie Elementary School  
7:00 PM

Meeting began at 7:03 PM when George Rodriguez welcomed all to the first session of the Waverly/Downtown Neighborhood Association as an officially recognized organization. It was noted that the Mayor and representatives of Metro and Tri Met were with us tonite. Copies of the Neighborhood Survey sheet were again made available, and members were urged to take the time to fill them out and return them by the next meeting. A Sign-In Sheet is going around the room. Please sign in with your name, address and phone number. This will help us accumulate an accurate membership listing for mailings and phone tree matters.

Dick Baker introduced Clair Kuppenbender to speak on the important land use subcommittee issues. Until a chair to this committee could be named, Clair has taken on the task of attending the meetings. Many things are coming up that we need to be watching, he reported. The Waterfront development is coming to life, rumors about the Junior High and Safeway are floating around, and the Recycling Center being proposed at 32nd and Harrison are all neighborhood issues and concerns. Clair, as a member of the land use subcommittee, will continue to attend these meetings. Furthermore, Dan Krause has agreed to Chair the LUS. We can expect to hear more at upcoming meetings from this committee.

Because Metro/Tri Met are here for a presentation, most business will be kept to a minimum. One thing to be thinking about for the next meeting will be the possibility of changing the name of this association to more accurately reflect the majority of the members. Be thinking of possible names. Linda Mullen was thanked for getting us through the recognition of this association at the last City Council meeting. When a new name is decided and voted upon, this name change can then be taken to the Council for official recognition.

Last issue needing to be addressed is finding a permanent date/time for the association meetings. Discussion fell to 2nd Tuesday or 2nd Thursday of each month. Clair Kuppenbender moved the meeting time for the Waverly/Downtown Neighborhood Association be the 2nd Thursday of each month at 7:00pm. Motion was seconded. Vote taken: MOTION PASSED. The search for a permanent location will be undertaken by the officers, and results will be reported to the members.

Meeting was then turned over to Susan Shepard, from Metro, with a presentation on the Light Rail Project. Susan said she would expect the presentation to take only about 15 minutes, leaving the rest of the time for members questions and answers. Susan introduced the following people as speakers: Mayor Craig Lomnicki, from Milwaukie; Metro Councilor Rod Monroe; Leon Skyles, a Planner with Metro; and Bob Post, Project Manager with Tri Met.

Mayor Lomnicki asked to address this neighborhood group. He reported that since '92 Milwaukie has been working with Tri Met and Metro studying the Light Rail Concept. There have been lots of hearings and meetings. Mayor Lomnicki feels Light Rail is essential to Milwaukie as it continues to grow, that it can be one tool to manage this growth. Important, however, that it must improve the quality of life in the community. City Council asked Tri Met to prepare an Action Plan - to show citizens how and when and where we can be involved with the process of planning. Mayor Lomnicki also stated he had received

information from Representative Lokan who was responding to letters she had received from citizens of the City/County regarding Light Rail.

Rod Monroe, Metro Counselor from District 6, Multnomah and North Clackamas County, Chair of the S-N Steering Committee spoke next. He stated that he does not directly represent our area. Patricia McQuaig is our Counselor on Metro. Monroe stressed the commitment from Metro to making this work for Milwaukie. He assured those attending this meeting that citizens will be involved. Metro has moved up the time plan so we can get actively and specifically involved in the design. The time plan has been moved up so information can be received sooner. Monroe stated that Metro will be meeting with lots of groups, individuals, and property owners. A Community Design Specialist will be employed and stationed somewhere in Milwaukie to work with the citizens on input. This specialist will be a person chosen to help convey our design preferences to the policy makers at Metro/Tri Met. This person will also be available to speak to/with groups and individuals. Metro also has a Security Task Force formed that includes our Police Chief, Brent Collier. The Field Office is planned to be operational within 30-60 days. There will be specific hours (not 5 eight-hour days). This all is a pledge from Metro.

Leon Skyles, Project Design, stated that Metro is committed to moving forward. Also involved in the larger process. By the end of 1 year, they will have a draft Environmental Impact Statement. This will be published on all that they are doing.

#### DRAFT ENVIRONMENTAL IMPACT STATEMENT

COST  
TRANSIT RIDERSHIP  
TRAFFIC  
ECOSYSTEMS  
NOISE AND VIBRATIONS  
DISPLACEMENTS  
NEIGHBORHOOD & SOCIAL EQUITY  
HISTORIC  
PARKS  
VISUAL  
HAZARDOUS MATERIALS  
GEOLOGIC

Leon stated all of the above are studied and ideas for mitigation are included in the Statement. There are materials available from Metro - we were encouraged to write and request all information available. Also noted that we can send letter requesting to be put on their mailing list - something each member of this association should be encouraged to do. He also invited those interested to take advantage of the fact that Metro can arrange tours for groups or individuals from the association, tickets to go for a light rail ride can be furnished for a group or for an individual. He again reminded all to get name into Metro for inclusion on their mailing list in order to make sure communication is open between Metro and this community.

Bob Post, Tri Met, spoke on Tri Met's role in working with local communities to make project work for that particular community. Some, he informed us, had worked very well; some projects they learned from the problems. Post urged us to take advantage of the local office being set up, it can be very effective in responding to community questions. This office can also be very effective in creating dialog between the people in the project and those actually doing the work. This person in the office will be an independent person, not an employee of Metro, Tri Met, or the City of Milwaukie.

At this point, Leon opened for questions from the floor.

Q: *Who oversees Metro?*

A: Citizens elect 9 officers, (1 Executive, 7 Counselors and 1 Auditor). We oversee whenever we vote for these people at election time.

Q: *Should Metro be overseen by the State Legislature?*

A: Metro is set up same as our City Government - Home Rule.

Q: *Where is the money coming from for these studies?*

A: Mix of moneys - good portion is from federal grants, carry-over of money from old highway projects, good portion from local governments and tri met.

Q: *How much has been spent so far?*

A: Not sure, but can get information and report back, either in letter or attend meeting with update.

Q: *What about the 2 different lengths?*

A: We are still talking about Oregon City to 134th. \$2.8 Billion current plan for from CTC to Vancouver, with future extensions. Discussion showed people did not remember voting on the Clackamas Town Center portion of this light rail. Decision on how to get to Oregon City has not been made officially yet.

Q: *Question on current ridership on the project - and how did they get to where they were going before?*

A: 40% were bus riders; 60% new to this system.

Q: *Has the cost per mile been figured?*

A: \$150 million per mile.

Q: *It was reported that on the Government Cable channel, Ed Lindquist was heard saying that if 1% of the people in Clackamas County didn't like it, he would look into it.*

\*\*NOTE: Maybe he should hear how we feel! Letters can be addressed to

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

Discussion followed regarding the initiative process, petitions requesting vote on Light Rail that would require whole state's approval for funding.

Q: *What would happen to money if this came to a vote and was turned down by the voters?*

A: No money would be collected before the project is actually funded.

Q: *Question to Mayor Lomnicki: Regarding the letters Jane Lokan received and reported on to you, how many complaints have you received, what kind of criticism?*

A: Lomnicki said that 20-22 people testified at hearing; he doesn't keep records of people's complaints and criticisms.

NOTE: Clarification was made that our neighborhood association was not formed before that meeting/hearing; it would have been impossible for a "Neighborhood Association" voice from our area to be heard at this point. Discussion also of fact that Light Rail was first decided to be put down Washington, and then Harrison, and voices from the citizens stopped those plans.

Q: *Why Monroe, now? and why to Clackamas Town Center, when we are supposedly talking North-South?*

A: Clackamas Town Center (maybe more accurately describing Sunnyside Area) is the fastest growing area in Clackamas County. CTC is also a crossroads. Costs, ridership, relationship with urban area, what do we want to see happen - all things looked at in choosing Clackamas Town Center. Why Monroe - Metro felt it was the option that would serve downtown

Milwaukie. Alignment that allows access to and from Transit Center, would help downtown, and was felt to have high ridership potential.

*Q: Question of ridership led to input from owner of Dark Horse Comics, Milwaukie's largest downtown employer.*

A He stated he employed 100 + people; they have to get into this area each day; they would like to not have to drive. He said he had grown up in this area, he donated many \$\$ to the schools, sports, charities, etc. 50% of his people use transit. Bottom line, it was felt, that if he had a chance to relocate into an area where he could have all his employees and departments under one roof, he would relocate in a minute. He said he was not looking - but did not answer the question whether or not he would relocate if the right area was found.

Rod stressed the importance of being involved in the design; not to give up other ideas, but on the chance this is going through, at least get involved and help with input that will make it usable for those left in the area if it goes through.

Karen O'Dowd restated that she had a desk full of information available to individuals or the association. She has information why they made the decision on Monroe Street, that and the history and it is available, and was more than willing to share this information with anyone interested.

George Rodriguez reminded that we are here as an organization to work together for a compromise. The displacement of 90 families today, 1,000 tomorrow is what we are looking at with this alignment. Let's see if this thing can't go where people can use it, and still live in their homes.

If Light Rail goes up Monroe, the area around it will surely be impacted, not just the homes on Monroe. Already, the area is zoned for a much higher density than it was. When asking about the density and zoning, City Hall's answer is that people should have looked into their zoning before buying! What about those of us who bought homes here 20+ years ago - we did check zoning!!

*Q: Question of the old Arista Right of Way, which was what was used to get people to vote for the funding for the Milwaukie Light Rail.*

A: It was not as wide as needed for the type of cars, etc. used.

*Q: Can't smaller cars be used and run more cars?*

A: No answer.

Discussion of these and others questions became very heated - it is impossible to think of the changes involved and not get heated and emotional WHEN YOU LIVE IN THE AREA!

Meeting adjourned at 8:40 pm.

**NEXT MEETING: THURSDAY, APRIL 11, 1996, 7:00PM  
MILWAUKIE CITY HALL**

**SEE YOU THERE!!!**

**MEETING REPORT  
WAVERLY/DOWNTOWN  
NEIGHBORHOOD ASSOCIATION  
THURSDAY, APRIL 11, 1996**

George Rodriguez called the meeting to order at 6:50 pm and welcomed all those in attendance.

**YOUR HELP IS NEEDED:** Those inclined to being involved in the petition drive, we need to keep working on them. Oregon Taxpayers United says that we are doing well, but there are still a couple more weeks to gather signatures. Anyone available to work at gathering signatures these next two weekends are asked to sign up (with times available). Permission has been received from Costco for the next two Saturdays and Sundays.

Side note on gathering signatures: two people from this neighborhood group need a round of applause for their efforts above and beyond: Sharon Phillips has gathered 870 signatures (so far) and Helen ~~Hannan~~ has over 700. Good work, neighbors!!

**CITY PARKS:** Work on Dogwood Park is moving right along. New benches are being installed, as well as new railings, and a general grooming. All parks in Milwaukie are cared for regionally under North Clackamas Parks and Recreation District. They will soon be working on Scott Park. THANKS to the Park System for their work.

**LAKE ROAD NEIGHBORHOOD ASSOCIATION:** Since last meeting, the Lake Road Neighborhood Association is working with a consultant regarding traffic on Lake Road and improvement of the corridor. More to follow at future meetings regarding this newly begun project.

**REGIONAL CENTER MASTER PLAN:** Consultant is very interested in getting information from residents. We are right in the middle of this Plan, and need to keep informed and involved with this project. This predominantly encompasses the regional core of the city (i.e. expanded business core).

**WATERFRONT PLANNING:** Another project we need to be involved with and informed about because it is in our Neighborhood area. It would be a good idea to have a representative from that committee come to our next meeting and let us know what is happening there. Paul Graham, from Graham's Stationery, is the representative from MDDA on this committee.

**CHANGE OF NAME:** Several suggestions were :

OLD MILWAUKIE CENTER DISTRICT	CITY CENTER
MILWAUKIE CITY CENTER	CITY CENTER ALLIANCE
OLD MILWAUKIE CORE DISTRICT	HISTORICAL CORE DISTRICT
REGIONAL CITY CENTER	SPRING CREEK ASSOCIATION

Discussion on these and other suggestions followed. General idea was to point out something of the uniqueness of our setting. Suggestions were collected, results will be tallied, and we will vote at the next meeting.

**MILWAUKIE VISION:** Julie Wisner, Lake Road Neighborhood Association, spoke about a survey requesting input on what would be desired in the Downtown Area, what types of businesses, stores, restaurants, etc. would be utilized. Clair Kuppenbender had a similar "Vision" questionnaire requesting input on what was LIVEABILITY. Survey the forms and return them with your comments.

**VIDEO:** Spent 20 minutes watching a video of the February Legislative Hearing, including testimony of County Commissioner Ed Lindquist, Milwaukie Mayor Craig Lomnicki, and Karen O'Dowd from the MDDA.

**FUTURE MEETINGS:** Good idea to invite candidates for council, etc., to future meetings. Let them speak to the issues that are of concern to this neighborhood association.

**LAND USE COMMITTEE:** George Rodriguez moved that Clair Kuppenbender be appointed Co-Chair (along with Dan Krause) to the Land Use Committee. Motion was seconded by Dodie Linder. Vote taken: MOTION PASSED.

**CRIME:** Richard Baker, Sgt. with Clackamas County Sheriff's Office, spoke about crime, in general and in particular to increases Gresham has seen since Light Rail. Since the post WWII increase in crime, crime prevention specialists have focussed on isolating and identifying the various elements which seem to facilitate crime. Mobility, Opportunity, and Territory are such facets. Facets like Tri Met offer mobility and opportunity to the criminal element, and that must be addressed.

**DOWN TO EARTH DAY:** May 4 is Down to Earth Day for Milwaukie. Downtown is in our Neighborhood, so let's get involved and help with the cleanup. See you there!!

**NEXT MEETING:** May 9, 1996  
7PM  
Milwaukie Elementary School

**AGENDA:**

NAME CHANGE VOTE  
RESULTS OF PETITION DRIVE  
REGIONAL PLAN/RIVERFRONT REPORTS  
VISION ISSUES  
OPEN AGENDA

Meeting adjourned approximately 8:45 pm.

WED. 3/20/96

# Fairview crime rate jumps 42 percent

□ Chief says light-rail, apartments are the causes of increase

FAIRVIEW — New apartment construction and riders from the MAX light-rail contributed to a 42 percent increase in crime in Fairview last year, according to Police Chief Gil Jackson.

Violent crimes remain fairly uncommon in Fairview. Assaults actually dropped 15 percent to 46 incidents, fights increased by three to 23 calls and seven robberies were reported, up from none in 1994. "This is the first time that we've ever had an increase in crime that was larger than the increase in population (13.5 percent)," Jackson said.

The six most frequent police calls

involved traffic accidents, 133; suspicious circumstances, 132; alarms, 127; thefts, 123; citizen assists, 109; and family disputes, 102.

Jackson's crime statistics, however, leave 45 percent of the calls unaccounted for under a category titled, "Calls not detailed." This category grew by near 140 percent last year to 932 calls out of 2,087 total.

The Fairview City Council is asking citizens to approve a \$298,000 tax base increase in May to help fund additional police services. This would allow the department to increase staffing to nearly 24-hours a day.

The city has experienced a boom in apartment construction and Jackson said the calls generated by

Turn to CRIME, Page 2A.

## Crime

Continued from Page 1A.

the apartments are probably normal. Recent incidents indicate some people are riding the MAX line out to Fairview to commit crimes, he said.

"They made so much trouble where they live so they're going some place new and they're picking Fairview (more than ever before)," Jackson said.

Some of unspecified calls could include checking in on a citizen's welfare, hazards to the public, incomplete calls, fraud, premise checks or loud parties, Jackson said. He said a change in police radios has affected his records keeping.



**MEMORANDUM**

**TO:** Dan Bartlett, City Manager

**FROM:** *DB* Debbie Bischoff, Senior Transportation Planner, Community Development Department

**THROUGH:** *MC* Maggie Collins, Community Development Director

**DATE:** April 29, 1996

**SUBJECT:** STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Pursuant to your request, Community Development Department staff reviewed the Oregon Department of Transportation (ODOT) Statewide Improvement Program (STIP) for 1996-1998. Staff identified transportation improvement projects that will be implemented in Milwaukie or affect our future growth area; the Urban Growth Boundary Management Area. Please see the attached list of projects.

In the attachment, you will note project descriptions, the phasing of project tasks, the years for specific work products, total project costs, and sources of funding for each project. It should be noted that staff contacted both ODOT and Clackamas County staff to ascertain more detailed project descriptions that could be included in the attached project list. The project descriptions included in the STIP are for the most part, the most detailed descriptions available at this time. Staff enhanced project descriptions where additional information was available.

There are four projects that will directly impact the City. They are as follows:

1. ORE 99E - Harrison Street to Southern Pacific Railroad Undercrossing - Design and reconstruct 99E with new curbs, sidewalks, median and landscaping, relocate signals, remove parking spaces, widen travel lanes, and add bike lanes.
2. SE Johnson Creek Boulevard 32nd to 45th Avenue - Phases I and II - Design, acquire right-of-way and reconstruct Johnson Creek Boulevard to realign and upgrade travel lanes to urban standards, add bike lanes, sidewalk on east side, and

Dan Bartlett  
April 29, 1996  
Page Two

make drainage improvements. Phase I is funded for construction (32nd to 36th). Phase II only includes preliminary engineering and some land acquisition.

3. Springwater Corridor - Preliminary engineering and construction of multi-use path along the abandoned Portland Traction Company right-of-way.

4. South/North Light Rail - Pass through money from the Federal Transit Administration to Tri-Met to pay for preliminary engineering.

Staff would point out that project 1. listed above will be revised as necessary as a result of current City planning efforts with the Riverfront Master Plan and the Regional Center Master Plan.

It is likely that further revisions and input into the 1998 to Year 2000 STIP will occur in mid-1997. Milwaukie should consider long-term improvements to ORE 224 for that revision.

Please contact us, if you have any questions on this matter.

# Statewide Transportation Improvement Program 1996-1998: Oregon Department of Transportation

## *List of Projects in or Affecting Milwaukie (UGBMA)*

Project Name/Location	Project Description	Estimated: P.E. R-O-W Const. TOTAL*	Obligated: P.E. R-O-W Const.	1996	1997	1998	Funds: P.E. R-O-W Const.
OR 99E Pacific East (Harrison St., SPRR U'xing , Milwaukie)	Reconstruct 99E with new curbs, sidewalks, median, and landscaping. Relocate signals from Jackson and Jefferson Streets. Remove parking spaces, widen lanes, and add bicycle lanes. Relocate treatment plant access.	112	0	0	112	0	STP
		0	0	0	0	0	
		928	0	0	0	928	STP
		1,040					
SE Johnson Creek Blvd. (SE 32nd Ave - SE 45th Ave, Phase 1)	Safety improvements: curbs, sidewalks, bicycle lanes, transit stops, roadway alignment, storm drainage, illumination.	295	295	0	0	0	
		40	40	0	0	0	
		841	0	841	0	0	STP
		1,176					
SE Johnson Creek Blvd. (SE 32nd Ave - SE 45th Ave, Phase 2)	Safety improvements: curbs, sidewalks, bicycle lanes, transit stops, roadway alignment, storm drainage, illumination.	0	0	0	0	0	
		300	300	0	0	0	
		1,118	0	0	0	0	STP
		1,418					
Various (Springwater - Milwaukie)	Construct a bicycle/pedestrian path to connect to the abandoned Portland Traction Co. R-O-W.	14	14	0	0	0	
		0	0	0	0	0	
		57	0	57	0	0	CMAQ
		71					
92nd Ave (Johnson Creek - Idleman Rd)	Widen and reconstruct 92nd Ave to 3 lanes to include curbs, sidewalks, and bicycle lanes.	169	169	0	0	0	
		450	0	450	0	0	LOCAL
		780	0	780	0	0	LOCAL
		1,399					
Courtney Ave (River Rd - Oatfield)	Construct bikeway on Courtney connecting existing facilities on River and Oatfield Roads.	31	31	0	0	0	
		0	0	0	0	0	
		216	0	216	0	0	CMAQ
		247					

\* Figures in thousands of dollars

Statewide Transportation Improvement Program  
1996-1998: Oregon Department of Transportation

List of Projects in or Affecting Milwaukie (UGBMA)


Project Name/Location	Project Description	Estimated: P.E. R-O-W Const. TOTAL*	Obligated: P.E. R-O-W Const.	1996	1997	1998	Funds: P.E. R-O-W Const.
Springwater Corridor acquisition	Acquisition of property owned by SPRR to complete link of Corridor through Clackamas Co.	4 150 0 154	4 150 0	0 0 0	0 0 0	0 0 0	
Strawberry Ln. (Webster - I-205 Bikeway)	Construct bikeway from Webster to I-205.	30 0 262 292	30 0 0	0 0 0	0 0 262	0 0 0	CMAQ
OR 213 Cascade North (SE King Rd - SE Sunnyside Rd)	Restripe highway to provide an additional lane for bus, bicycles, and right-turn vehicles.	14 9 190 213	0 0 0	0 0 0	14 9 0	0 0 190	STATE STATE STATE
Sunnyside Rd widening (Sunnybrook/122nd)	Widen Sunnyside Rd to 5 lanes to include curb, sidewalks, and bicycle lanes.	0 1,672 10,000 11,672	0 0 0	0 0 0	0 1,672 0	0 0 10,000	STP STP LOCAL
(New) Sunnybrook ext. (93rd Avenue - Valley View Terrace, Portland)	Construct new roadway.	735 1,644 5,247 7,626	735 0 0	0 1,644 0	0 0 5,247	0 0 0	LOCAL LOCAL
South/North Light Rail (various)	Pass-through money from the Federal Transit Administration to Tri-Met to pay for preliminary engineering of S/N Light Rail project.	0 0 12,500 12,500	0 0 0	0 0 0	0 0 0	0 0 12,500	SECT3

\* Figures in thousands of dollars



**TO:** CITY COUNCIL and BUDGET COMMITTEE,  
CITY OF MILWAUKIE, OREGON

**THRU:** Dan R. Bartlett, City Manager

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

**DATE:** May 10, 1996

**RE:** Monthly Financial Reports

This report is the financial report for April 30, 1996, covering the period July 1, 1995 through April 30, 1996. The results presented are for the first ten months of the fiscal year. As of this date, only about six weeks to go.

As previously stated, the budget presentation was changed this year to include PROGRAM format presentation instead of only a FUND/FUNCTION format. Because of that change, the financial reports that are presented have been changed to reflect the new format. In addition, the new reports are trying to provide a more "high level" management type of presentation. Finally, to properly reflect actual conditions, the supplemental budget adjustments were included in the reports even though formal action was not taken until May 7<sup>th</sup>. The included reports are:

- A) PROGRAM SUMMARY:** This report is presented in exactly the same format as was used in the Budget Document. This provides a view of the adopted budget, year to date results (through April), budget balance and full year projections for each program that is budgeted. It shows an aggregate level of expenditures \$8,162,900 less than the total amount budgeted.
- B) APPROPRIATION REPORT:** This report presents all FUNDS and APPROPRIATION CATEGORIES as adopted by City Council. Presented are figures for adopted budget, year to date results (through April), budget balance and full year projections for each fund and appropriation category. This report also shows an aggregate level of expenditures that is \$8,192,900 less than the total amount of appropriations.
- C) REVENUE REPORT:** This report presents all FUNDS and all major resource classification in each fund. It also presents the adopted budget, year to date results (through April), budget balance and full year projections for each classification and fund. This report projects total resources (which includes beginning fund balances) of \$28,949,108 which is \$696,483 in excess of the total amount budgeted.
- D) FUND BALANCE REPORT:** This report is a true "snapshot" of the fund balances as of one day in time, in this case April 30, 1996. The results presented are Total Revenues, Total Expenditures and Fund Balance (always resulting in a zero for budget presentation). These classifications are shown as adopted budget, year to date results, budget balance and full year projections. As this is a snapshot that changes monthly, there isn't much emphasis placed on this report until nearing the end of the fiscal year. Until that time the report is considered to contain very preliminary data. This report shows projected ending fund balances that aggregate \$8,859,383. This amount is the sum of expenditures less than budget (\$8,162,900) plus resources greater than budget (\$696,483).

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

PROGRAM STATUS REPORT  
WITH FYE PROJECTIONS

PROGRAM	FY 1995-96 budget	YTD 2/29/96	balance	PROJECTION 6/30/96	OVER/ UNDER
<b>LEGISLATIVE</b>					
Total Expenditures	\$29,150	\$25,036	\$4,114	\$28,735	\$415
<b>ADMINISTRATION/COMMUNITY SERVICES</b>					
City Manager	106,611	95,746	10,865	117,898	(11,287)
City Records	137,124	80,831	56,293	98,650	38,474
Data Processing	204,427	83,239	121,188	142,014	62,413
Neighborhood Services	95,209	78,277	16,932	96,700	(1,491)
City Attorney	109,100	75,621	33,479	98,000	11,100
Human Resources	183,724	141,320	42,404	187,000	(3,276)
Recycling Programs	82,396	54,726	27,670	78,800	3,596
Parks Land Acquisition	445,835	278,096	167,740	278,100	167,735
Ledding Library	1,349,811	791,133	558,678	1,058,170	291,641
Public Safety Bldg Const	233,373	97,536	135,837	119,046	114,327
Total Expenditures	\$2,947,610	\$1,776,524	\$1,171,086	\$2,274,378	\$673,232
<b>PUBLIC SAFETY</b>					
Police Administration	220,192	172,766	47,426	208,000	12,192
Police Field Services	2,527,709	1,985,109	542,600	2,462,700	65,009
Police Support Services	160,197	119,205	40,992	145,000	15,197
Emergency Dispatch	366,960	281,353	85,607	340,000	26,960
Fire Administration	561,725	167,741	393,984	190,000	371,725
Fire Operations	2,385,135	1,718,205	666,930	2,087,500	297,635
Fire Prevention	158,565	111,753	46,812	140,000	18,565
Emergency Radio Comm	390,000	264,027	125,973	300,000	90,000
Total Expenditures	\$6,770,483	\$4,820,159	\$1,950,324	\$5,873,200	\$897,283
<b>COMMUNITY DEVELOPMENT</b>					
Total Expenditures	\$642,631	\$457,492	\$642,631	\$566,500	\$76,131
<b>PUBLIC WORKS</b>					
Public Works Administration	316,672	263,659	53,013	325,000	(8,328)
Public Works Engineering	400,944	296,286	104,658	358,000	42,944
Building	293,406	203,803	89,603	241,500	51,906
Code Enforcement Abatement	61,000	8	60,992	25	60,975
State Gas Tax/Street Repair	1,447,823	1,056,736	391,087	1,366,875	80,948
Bike Path	155,961	2,037	153,924	2,500	153,461
Water	3,258,493	1,478,996	1,779,497	2,030,000	1,228,493
Water SDC	211,340	4,178	207,162	5,250	206,090
Sewer	2,682,831	1,098,809	1,584,022	1,470,000	1,212,831
Sewer SDC	631,243	4,878	626,365	5,900	625,343
Storm Sewer	1,169,028	503,695	665,333	633,875	535,153
Storm Sewer SDC	31,730	1,490	30,240	1,800	29,930
Fleet Services	369,702	340,883	28,819	474,502	(104,800)
Facilities Maintenance	446,433	284,334	162,099	367,300	79,133
Public Parking Facilities	20,271	16,990	3,281	17,998	2,273
Total Expenditures	\$11,496,877	\$5,556,783	\$5,940,094	\$7,300,525	\$4,196,352
<b>FINANCE</b>					
Finance Administration	178,331	150,403	27,928	171,017	7,314
General Government	249,700	202,717	46,983	212,000	37,700
Municipal Court	208,930	147,616	61,314	202,500	6,430
Accounting	237,261	158,745	78,516	192,000	45,261
Intergovernmental/Interfund	3,277,477	2,219,349	1,058,128	2,673,445	604,032
Improvement Bond Sinking	1,076,928	14,175	1,062,753	14,175	1,062,753
PSB Debt Service	909,921	139,620	770,301	454,250	455,671
Photocopier	47,000	37,195	9,805	45,000	2,000
Telephone	135,951	65,876	70,075	82,000	53,951
Knutson Cemetary Trust	39,375	0	39,375	0	39,375
Forfeiture Trust	5,000	0	5,000	0	5,000
Total Expenditures	\$6,365,874	\$3,135,697	\$3,230,177	\$4,046,387	\$2,319,487
<b>TOTAL ALL PROGRAMS</b>					
Total Expenditures	\$28,252,625	\$15,771,690	\$12,938,426	\$20,089,725	\$8,162,900

**APPROPRIATION REPORT  
WITH FYE PROJECTIONS**

<b>FUND</b>	<b>APPROPRIATION CATEGORY</b>	<b>FY 1995-96 APPROPRIATION</b>	<b>YTD 2/29/96</b>	<b>balance</b>	<b>PROJECTION 6/30/96</b>	<b>OVER/ (UNDER)</b>
<b>GENERAL FUND</b>						
	Administration/Community Service	177,605	133,003	44,602	175,500	(2,105)
	Police Services	3,176,855	2,524,273	652,582	3,104,000	(72,855)
	Community Development	642,631	457,492	185,139	566,500	(76,131)
	Public Works	293,406	203,803	89,603	241,500	(51,906)
	Finance	208,930	147,616	61,314	202,500	(6,430)
	Transfers	2,381,020	2,219,349	161,671	2,673,445	292,425
	Contingency	896,457		896,457	0	(896,457)
	<b>TOTAL GENERAL FUND</b>	<b>\$7,776,904</b>	<b>\$5,685,536</b>	<b>\$2,091,368</b>	<b>\$6,963,445</b>	<b>(\$813,459)</b>
<b>CODE ENFORCEMENT ABATEMENT FUND</b>						
	Public Works	56,000	8	55,992	25	(55,975)
	Contingency	5,000		5,000	0	(5,000)
	<b>CODE ENFORCMNT ABATMNT</b>	<b>\$61,000</b>	<b>\$8</b>	<b>\$60,992</b>	<b>\$25</b>	<b>(\$60,975)</b>
<b>STATE GAS TAX/ST REPAIR FND</b>						
	Public Works	1,444,365	1,056,736	387,629	1,366,875	(77,490)
	Contingency	3,458		3,458	0	(3,458)
	<b>TOTAL STATE GAS TAX FUND</b>	<b>\$1,447,823</b>	<b>\$1,056,736</b>	<b>\$391,087</b>	<b>\$1,366,875</b>	<b>(\$80,948)</b>
<b>BIKE PATH FUND</b>						
	Public Works	116,444	2,037	114,407	2,500	(113,944)
	Contingency	39,517		39,517	0	(39,517)
	<b>TOTAL BIKE PATH FUND</b>	<b>\$155,961</b>	<b>\$2,037</b>	<b>\$153,924</b>	<b>\$2,500</b>	<b>(\$153,461)</b>
<b>STORM SEWER SDC FUND</b>						
	Public Works	1,788	1,490	298	1,800	12
	Contingency	29,942		29,942	0	(29,942)
	<b>TOTAL STORM SEWER SDC FND</b>	<b>\$31,730</b>	<b>\$1,490</b>	<b>\$30,240</b>	<b>\$1,800</b>	<b>(\$29,930)</b>
<b>WATER SDC FUND</b>						
	Public Works	5,014	4,178	836	5,250	236
	Contingency	206,326		206,326	0	(206,326)
	<b>TOTAL WATER SDC FND</b>	<b>\$211,340</b>	<b>\$4,178</b>	<b>\$207,162</b>	<b>\$5,250</b>	<b>(\$206,090)</b>
<b>SEWER SDC FUND</b>						
	Public Works	5,854	4,878	976	5,900	46
	Contingency	625,389		625,389	0	(625,389)
	<b>TOTAL SEWER SDC FUND</b>	<b>\$631,243</b>	<b>\$4,878</b>	<b>\$626,365</b>	<b>\$5,900</b>	<b>(\$625,343)</b>
<b>PARKS &amp; REC DISTRICT FUND</b>						
	Administration/Community Service	\$445,835	\$278,096	\$167,740	\$278,100	(\$167,735)
<b>LIBRARY SERVICES FUND</b>						
	Administration/Community Service	1,217,112	791,133	425,979	1,058,170	(158,942)
	Contingency	132,699		132,699	0	(132,699)
	<b>TOTAL LIBRARY SRVCS FUND</b>	<b>\$1,349,811</b>	<b>\$791,133</b>	<b>\$558,678</b>	<b>\$1,058,170</b>	<b>(\$291,641)</b>
<b>PUBLIC SAFETY FUND</b>						
	Police Services	98,203	34,160	64,043	51,700	(46,503)
	Fire-Rescue Services	2,855,425	1,997,699	857,726	2,417,500	(437,925)
	Emergency Radio Communications	390,000	264,027	125,973	300,000	(90,000)
	Contingency	250,000		250,000	0	(250,000)
	<b>TOTAL PUBLIC SAFETY FUND</b>	<b>\$3,593,628</b>	<b>\$2,295,886</b>	<b>\$1,297,742</b>	<b>\$2,769,200</b>	<b>(\$824,428)</b>

APPROPRIATION REPORT  
WITH FYE PROJECTIONS

<b>WATER FUND</b>					
Public Works	1,918,802	1,478,996	439,806	2,030,000	111,198
Debt Service	146,227	0	146,227		(146,227)
Reserves	74,411	0	74,411		(74,411)
Contingency	1,119,053		1,119,053	0	(1,119,053)
<b>TOTAL WATER FUND</b>	<b>\$3,258,493</b>	<b>\$1,478,996</b>	<b>\$1,779,497</b>	<b>\$2,030,000</b>	<b>(\$1,228,493)</b>
<b>SEWER FUND</b>					
Public Works	2,337,727	1,098,809	1,238,918	1,470,000	(867,727)
Contingency	345,104		345,104	0	(345,104)
<b>TOTAL SEWER FUND</b>	<b>\$2,682,831</b>	<b>\$1,098,809</b>	<b>\$1,584,022</b>	<b>\$1,470,000</b>	<b>(\$1,212,831)</b>
<b>STORM SEWER FUND</b>					
Public Works	876,025	503,695	372,330	633,875	(242,150)
Contingency	293,003		293,003	0	(293,003)
<b>TOTAL STORM SEWER FUND</b>	<b>\$1,169,028</b>	<b>\$503,695</b>	<b>\$665,333</b>	<b>\$633,875</b>	<b>(\$535,153)</b>
<b>IMPROVEMENT BOND SINKING FUND</b>					
Debt Service	14,222	14,175	47	14,175	(47)
Reserves	1,062,706		1,062,706	0	(1,062,706)
<b>TOTAL IMPRVMT BOND FND</b>	<b>\$1,076,928</b>	<b>\$14,175</b>	<b>\$1,062,753</b>	<b>\$14,175</b>	<b>(\$1,062,753)</b>
<b>PUBLIC SAFETY FACILITY DEBT SERVICE FUND</b>					
Debt Service	454,240	139,620	314,620	454,250	10
Reserves	455,681		455,681	0	(455,681)
<b>TOTAL PUBLIC SAFETY FAC DEBT SRV</b>	<b>\$909,921</b>	<b>\$139,620</b>	<b>\$770,301</b>	<b>\$454,250</b>	<b>(\$455,671)</b>
<b>CAPITAL PROJECTS</b>					
Capital outlay	\$233,373	\$97,536	\$135,837	\$119,046	(\$114,327)
<b>FLEET SERVICES</b>					
Public Works	\$369,702	\$340,883	\$28,819	\$474,502	\$104,800
<b>FACILITIES MANAGEMENT</b>					
Public Works	\$466,704	\$301,324	\$165,380	\$385,298	(\$81,406)
<b>ADMINISTRATIVE SERVICES</b>					
Legislative	29,150	25,036	4,114	28,735	(415)
Administration/Community Service	740,986	476,757	264,229	643,562	(97,424)
Public Works	717,616	559,945	157,671	683,000	(34,616)
Finance	848,243	614,937	233,306	702,017	(146,226)
<b>TOTAL ADMIN SERVICES FUND</b>	<b>\$2,335,995</b>	<b>\$1,676,675</b>	<b>\$659,320</b>	<b>\$2,057,314</b>	<b>(\$278,681)</b>
<b>KNUTSON CEMETARY TRUST</b>					
Public Works	\$39,375	\$0	\$39,375	\$0	(\$39,375)
<b>FORFEITURE TRUST</b>					
Transfers	\$5,000	\$0	\$5,000	\$0	(\$5,000)
<b>TOTALS</b>	<b>\$28,252,625</b>	<b>\$15,771,690</b>	<b>\$12,480,935</b>	<b>\$20,089,725</b>	<b>(\$8,162,900)</b>

**REVENUE REPORT  
WITH FYE PROJECTIONS**

<u>FUND</u>	<u>CATEGORY</u>	FY 1995-96 <u>budget</u>	YTD <u>2/29/96</u>	<u>balance</u>	PROJECTION <u>6/30/96</u>	OVER/ <u>(UNDER)</u>
<b>GENERAL FUND</b>						
	Fund Balance Available	1,139,993	1,215,981	-75,988	1,215,981	75,988
	Property Taxes	4,653,650	4,616,811	36,839	4,750,000	96,350
	Intergovernmental Revenue	493,261	285,517	207,744	350,000	(143,261)
	Licenses, Permits & Charges for Service	284,000	291,487	-7,487	310,000	26,000
	Fines & Forfeitures	230,000	178,654	51,346	205,000	(25,000)
	Franchise Fees	861,000	809,902	51,098	890,000	29,000
	Other Financing Sources	115,000	93,424	21,576	100,000	(15,000)
	<b>TOTAL GENERAL FUND</b>	<b>\$7,776,904</b>	<b>\$7,491,776</b>	<b>\$285,128</b>	<b>\$7,820,981</b>	<b>\$44,077</b>
<b>CODE ENFORCEMENT ABATEMENT FUND</b>						
	Fund Balance Available	60,000	60,643	-643	60,643	643
	Fines & Forfeitures	1,000	0	1,000	0	(1,000)
	Other Financing Sources	0	28	-28	50	50
	<b>CODE ENFORCMT ABATMNT</b>	<b>\$61,000</b>	<b>\$60,671</b>	<b>\$329</b>	<b>\$60,693</b>	<b>(\$307)</b>
<b>STATE GAS TAX/ST REPAIR FND</b>						
	Fund Balance Available	250,445	560,978	-310,533	560,978	310,533
	Intergovernmental Revenue	901,218	646,849	254,369	832,400	(68,818)
	Licenses, Permits & Charges for Service	5,000	18,451	-13,451	20,000	15,000
	Franchise Fees	275,160	242,366	32,794	296,400	21,240
	Other Financing Sources	16,000	23,456	-7,456	25,000	9,000
	<b>TOTAL STATE GAS TAX FUND</b>	<b>\$1,447,823</b>	<b>\$1,492,100</b>	<b>(\$44,277)</b>	<b>\$1,734,778</b>	<b>\$286,955</b>
<b>BIKE PATH FUND</b>						
	Fund Balance Available	53,908	56,895	-2,987	56,895	2,987
	Intergovernmental Revenue	100,303	6,534	93,769	8,000	(92,303)
	Other Financing Sources	1,750	2,592	-842	3,000	1,250
	<b>TOTAL BIKE PATH FUND</b>	<b>\$155,961</b>	<b>\$66,021</b>	<b>\$89,940</b>	<b>\$67,895</b>	<b>(\$88,066)</b>
<b>STORM SEWER SDC FUND</b>						
	Fund Balance Available	4,730	17,911	-13,181	17,911	13,181
	Licenses, Permits & Charges for Service	26,000	41,045	-15,045	45,000	19,000
	Other Financing Sources	1,000	1,325	-325	1,500	500
	<b>TOTAL STORM SEWER SDC FND</b>	<b>\$31,730</b>	<b>\$60,281</b>	<b>(\$28,551)</b>	<b>\$64,411</b>	<b>\$32,681</b>
<b>WATER SDC FUND</b>						
	Fund Balance Available	180,340	196,584	-16,244	196,584	16,244
	Licenses, Permits & Charges for Service	26,000	36,288	-10,288	45,450	19,450
	Other Financing Sources	5,000	9,287	-4,287	11,000	6,000
	<b>TOTAL WATER SDC FND</b>	<b>\$211,340</b>	<b>\$242,159</b>	<b>(\$30,819)</b>	<b>\$253,034</b>	<b>\$41,694</b>
<b>SEWER SDC FUND</b>						
	Fund Balance Available	572,243	616,423	-44,180	616,423	44,180
	Licenses, Permits & Charges for Service	49,000	63,495	-14,495	79,000	30,000
	Other Financing Sources	10,000	28,549	-18,549	32,000	22,000
	<b>TOTAL SEWER SDC FUND</b>	<b>\$631,243</b>	<b>\$708,467</b>	<b>(\$77,224)</b>	<b>\$727,423</b>	<b>\$96,180</b>
<b>PARKS &amp; REC DISTRICT FUND</b>						
	Fund Balance Available	445,835	433,565	12,270	443,565	(2,270)
	Other Financing Sources	0	8,810	-8,810	10,000	10,000
	Interfund Transfers	0	0	0	0	0
	<b>TOTAL PARKS &amp; REC FUND</b>	<b>\$445,835</b>	<b>\$442,375</b>	<b>\$3,460</b>	<b>\$453,565</b>	<b>\$7,730</b>
<b>LIBRARY SERVICES FUND</b>						
	Fund Balance Available	305,649	334,484	-28,835	334,484	28,835
	Property Taxes	186,500	186,019	481	192,000	5,500
	Intergovernmental Revenue	526,872	453,887	72,985	507,500	(19,372)
	Fines & Forfeitures	21,000	26,324	-5,324	33,600	12,600
	Other Financing Sources	3,500	16,407	-12,907	18,000	14,500
	Interfund Transfers	306,290	255,242	51,048	306,290	0
	<b>TOTAL LIBRARY SRVCS FUND</b>	<b>\$1,349,811</b>	<b>\$1,272,363</b>	<b>\$77,448</b>	<b>\$1,391,874</b>	<b>\$42,063</b>
<b>PUBLIC SAFETY FUND</b>						
	Fund Balance Available	463,369	492,886	-29,517	492,886	29,517
	Property Taxes	787,200	786,807	393	795,000	7,800
	Intergovernmental Revenue	103,500	5,363	98,138	10,000	(93,500)
	Licenses, Permits & Charges for Service	2,000	4,157	-2,157	5,000	3,000
	Other Financing Sources	9,500	38,559	-29,059	45,000	35,500
	Interfund Transfers	2,228,059	1,844,633	383,427	2,213,558	(14,501)
	<b>TOTAL PUBLIC SAFETY FUND</b>	<b>\$3,593,628</b>	<b>\$3,172,405</b>	<b>\$421,223</b>	<b>\$3,561,444</b>	<b>(\$32,184)</b>

**REVENUE REPORT  
WITH FYE PROJECTIONS**

<b>WATER FUND</b>					
Fund Balance Available	1,582,755	1,546,674	36,081	1,546,674	(36,081)
Licenses, Permits & Charges for Service	1,640,797	1,553,884	86,913	1,900,000	259,203
Other Financing Sources	34,941	59,342	-24,401	70,000	35,059
<b>TOTAL WATER FUND</b>	<b>\$3,258,493</b>	<b>\$3,159,901</b>	<b>\$98,592</b>	<b>\$3,516,674</b>	<b>\$258,181</b>
<b>SEWER FUND</b>					
Fund Balance Available	527,007	390,256	136,751	390,256	(136,751)
Licenses, Permits & Charges for Service	2,143,824	1,676,268	467,556	2,070,000	(73,824)
Other Financing Sources	12,000	20,396	-8,396	25,000	13,000
Special Assessment Debt Payments	0	17,891	-17,891	20,000	20,000
<b>TOTAL SEWER FUND</b>	<b>\$2,682,831</b>	<b>\$2,104,810</b>	<b>\$578,021</b>	<b>\$2,505,256</b>	<b>(\$177,575)</b>
<b>STORM SEWER FUND</b>					
Fund Balance Available	523,213	514,880	8,333	514,880	(8,333)
Licenses, Permits & Charges for Service	645,315	550,675	94,640	690,000	44,685
Other Financing Sources	500	18,523	-18,023	22,000	21,500
<b>TOTAL STORM SEWER FUND</b>	<b>\$1,169,028</b>	<b>\$1,084,077</b>	<b>\$84,951</b>	<b>\$1,226,880</b>	<b>\$57,852</b>
<b>IMPROVEMENT BOND SINKING FUND</b>					
Fund Balance Available	993,928	1,039,880	-45,952	1,039,879	45,951
Other Financing Sources	33,000	44,208	-11,208	52,000	19,000
Special Assessment Debt Payments	50,000	48,177	1,823	50,000	0
<b>TOTAL IMPRVMNT BOND FND</b>	<b>\$1,076,928</b>	<b>\$1,132,264</b>	<b>(\$55,336)</b>	<b>\$1,141,879</b>	<b>\$64,951</b>
<b>PUBLIC SAFETY FACILITY DEBT SERVICE FUND</b>					
Fund Balance Available	460,143	502,392	-42,249	502,392	42,249
Property Taxes	442,278	458,957	-16,679	465,000	22,722
Other Financing Sources	7,500	28,256	-20,756	33,000	25,500
<b>TOTAL PUBLIC SAFETY FAC DEBT SRV</b>	<b>\$909,921</b>	<b>\$989,606</b>	<b>(\$79,685)</b>	<b>\$1,000,392</b>	<b>\$90,471</b>
<b>CAPITAL PROJECTS</b>					
Fund Balance Available	233,373	248,184	-14,811	248,184	14,811
Other Financing Sources	0	9,234	-9,234	11,500	11,500
<b>TOTAL CAPITAL PROJECTS</b>	<b>\$233,373</b>	<b>\$257,418</b>	<b>(\$24,045)</b>	<b>\$259,684</b>	<b>\$26,311</b>
<b>FLEET SERVICES</b>					
Fund Balance Available	0	8,980	-8,980	8,980	8,980
Licenses, Permits & Charges for Service	297,106	249,085	48,021	325,000	27,894
Other Financing Sources	7,000	-1,158	8,158	-1,250	(8,250)
Interfund Transfers	65,596	33,751	31,845	111,751	46,155
<b>TOTAL FLEET SERVICES</b>	<b>\$369,702</b>	<b>\$290,657</b>	<b>\$79,045</b>	<b>\$444,481</b>	<b>\$74,779</b>
<b>FACILITIES MANAGEMENT</b>					
Fund Balance Available	0	0	0	0	0
Licenses, Permits & Charges for Service	454,433	353,507	100,926	415,800	(38,633)
Fines & Forfeitures	10,271	5,401	4,870	15,000	4,729
Other Financing Sources	2,000	1,788	212	1,750	(250)
<b>TOTAL FACILITIES MANAGEMENT</b>	<b>\$466,704</b>	<b>\$360,696</b>	<b>\$106,008</b>	<b>\$432,550</b>	<b>(\$34,154)</b>
<b>ADMINISTRATIVE SERVICES</b>					
Fund Balance Available	0	-559	559	-559	(559)
Licenses, Permits & Charges for Service	2,333,416	1,865,975	467,441	2,240,000	(93,416)
Other Financing Sources	2,579	3,908	-1,329	5,000	2,421
<b>TOTAL ADMIN SERVICES FUND</b>	<b>\$2,335,995</b>	<b>\$1,869,325</b>	<b>\$466,670</b>	<b>\$2,244,441</b>	<b>(\$91,554)</b>
<b>KNUTSON CEMETARY TRUST</b>					
Fund Balance Available	37,500	37,714	-214	37,714	214
Other Financing Sources	1,875	1,688	187	2,000	125
<b>TOTAL KNUTSON CEMETARY TRUST</b>	<b>\$39,375</b>	<b>\$39,403</b>	<b>(\$28)</b>	<b>\$39,714</b>	<b>\$339</b>
<b>FORFEITURE TRUST</b>					
Fund Balance Available	0	0	0	0	0
Fines & Forfeitures	5,000	1,060	3,940	1,060	(3,940)
<b>TOTAL FORFEITURE TRUST</b>	<b>\$5,000</b>	<b>\$1,060</b>	<b>\$3,940</b>	<b>\$1,060</b>	<b>(\$3,940)</b>
<b>TOTALS</b>	<b>\$28,252,625</b>	<b>\$26,297,832</b>	<b>\$1,954,793</b>	<b>\$28,949,108</b>	<b>\$696,483</b>

**FUND BALANCE REPORT  
WITH FYE PROJECTIONS**

<u>FUND</u>	<u>CATEGORY</u>	FY 1995-96 <u>budget</u>	YTD <u>2/29/96</u>	<u>balance</u>	PROJECTION <u>6/30/96</u>
<b>GENERAL FUND</b>					
	Total Revenues	7,776,904	7,491,776	285,128	7,820,981
	Total Expenditures	7,776,904	5,685,536	2,091,368	6,963,445
	<b>TOTAL GENERAL FUND</b>	<b>\$0</b>	<b>\$1,806,240</b>	<b>(\$1,806,240)</b>	<b>\$857,536</b>
<b>CODE ENFORCEMENT ABATEMENT FUND</b>					
	Total Revenues	61,000	60,671	329	60,693
	Total Expenditures	61,000	8	60,992	25
	<b>CODE ENFORCMNT ABATMNT</b>	<b>\$0</b>	<b>\$60,663</b>	<b>(\$60,663)</b>	<b>\$60,668</b>
<b>STATE GAS TAX/ST REPAIR FND</b>					
	Total Revenues	1,447,823	1,492,100	-44,277	1,734,778
	Total Expenditures	1,447,823	1,056,736	391,087	1,366,875
	<b>TOTAL STATE GAS TAX FUND</b>	<b>\$0</b>	<b>\$435,363</b>	<b>(\$435,363)</b>	<b>\$367,903</b>
<b>BIKE PATH FUND</b>					
	Total Revenues	155,961	66,021	89,940	67,895
	Total Expenditures	155,961	2,037	153,924	2,500
	<b>TOTAL BIKE PATH FUND</b>	<b>\$0</b>	<b>\$63,984</b>	<b>(\$63,984)</b>	<b>\$65,395</b>
<b>STORM SEWER SDC FUND</b>					
	Total Revenues	31,730	60,281	-28,551	64,411
	Total Expenditures	31,730	1,490	30,240	1,800
	<b>TOTAL STORM SEWER SDC FND</b>	<b>\$0</b>	<b>\$58,791</b>	<b>(\$58,791)</b>	<b>\$62,611</b>
<b>WATER SDC FUND</b>					
	Total Revenues	211,340	242,159	-30,819	253,034
	Total Expenditures	211,340	4,178	207,162	5,250
	<b>TOTAL WATER SDC FND</b>	<b>\$0</b>	<b>\$237,980</b>	<b>(\$237,980)</b>	<b>\$247,784</b>
<b>SEWER SDC FUND</b>					
	Total Revenues	631,243	708,467	-77,224	727,423
	Total Expenditures	631,243	4,878	626,365	5,900
	<b>TOTAL SEWER SDC FUND</b>	<b>\$0</b>	<b>\$703,589</b>	<b>(\$703,589)</b>	<b>\$721,523</b>
<b>PARKS &amp; REC DISTRICT FUND</b>					
	Total Revenues	445,835	442,375	3,460	453,565
	Total Expenditures	445,835	278,096	167,740	278,100
	<b>TOTAL PARKS &amp; REC FUND</b>	<b>\$0</b>	<b>\$164,279</b>	<b>(\$164,279)</b>	<b>\$175,465</b>
<b>LIBRARY SERVICES FUND</b>					
	Total Revenues	1,349,811	1,272,363	77,448	1,391,874
	Total Expenditures	1,349,811	791,133	558,678	1,058,170
	<b>TOTAL LIBRARY SRVCS FUND</b>	<b>\$0</b>	<b>\$481,230</b>	<b>(\$481,230)</b>	<b>\$333,704</b>
<b>PUBLIC SAFETY FUND</b>					
	Total Revenues	3,593,628	3,172,405	421,223	3,561,444
	Total Expenditures	3,593,628	2,295,886	1,297,742	2,769,200
	<b>TOTAL PUBLIC SAFETY FUND</b>	<b>\$0</b>	<b>\$876,519</b>	<b>(\$876,519)</b>	<b>\$792,244</b>
<b>WATER FUND</b>					
	Total Revenues	3,258,493	3,159,901	98,592	3,516,674
	Total Expenditures	3,258,493	1,478,996	1,779,497	2,030,000
	<b>TOTAL WATER FUND</b>	<b>\$0</b>	<b>\$1,680,905</b>	<b>(\$1,680,905)</b>	<b>\$1,486,674</b>

**FUND BALANCE REPORT  
WITH FYE PROJECTIONS**

<b>SEWER FUND</b>				
Total Revenues	2,682,831	2,104,810	578,021	2,505,256
Total Expenditures	2,682,831	1,098,809	1,584,022	1,470,000
<b>TOTAL SEWER FUND</b>	<b>\$0</b>	<b>\$1,006,001</b>	<b>(\$1,006,001)</b>	<b>\$1,035,256</b>
<b>STORM SEWER FUND</b>				
Total Revenues	1,169,028	1,084,077	84,951	1,226,880
Total Expenditures	1,169,028	503,695	665,333	633,875
<b>TOTAL STORM SEWER FUND</b>	<b>\$0</b>	<b>\$580,382</b>	<b>(\$580,382)</b>	<b>\$593,005</b>
<b>IMPROVEMENT BOND SINKING FUND</b>				
Total Revenues	1,076,928	1,132,264	-55,336	1,141,879
Total Expenditures	1,076,928	14,175	1,062,753	14,175
<b>TOTAL IMPRVMT BOND FND</b>	<b>\$0</b>	<b>\$1,118,089</b>	<b>(\$1,118,089)</b>	<b>\$1,127,704</b>
<b>PUBLIC SAFETY FACILITY DEBT SERVICE FUND</b>				
Total Revenues	909,921	989,606	-79,685	1,000,392
Total Expenditures	909,921	139,620	770,301	454,250
<b>TOTAL PUBLIC SAFETY FAC DEBT SRV</b>	<b>\$0</b>	<b>\$849,986</b>	<b>(\$849,986)</b>	<b>\$546,142</b>
<b>CAPITAL PROJECTS</b>				
Total Revenues	233,373	257,418	-24,045	259,684
Total Expenditures	233,373	97,536	135,837	119,046
<b>TOTAL CAPITAL PROJECTS</b>	<b>\$0</b>	<b>\$159,882</b>	<b>(\$159,882)</b>	<b>\$140,638</b>
<b>FLEET SERVICES</b>				
Total Revenues	369,702	290,657	79,045	444,481
Total Expenditures	369,702	340,883	28,819	474,502
<b>TOTAL FLEET SERVICES</b>	<b>\$0</b>	<b>(\$50,226)</b>	<b>\$50,226</b>	<b>(\$30,021)</b>
<b>FACILITIES MANAGEMENT</b>				
Total Revenues	466,704	360,696	106,008	432,550
Total Expenditures	466,704	301,324	165,380	385,298
<b>TOTAL FACILITIES MANAGEMENT</b>	<b>\$0</b>	<b>\$59,372</b>	<b>(\$59,372)</b>	<b>\$47,252</b>
<b>ADMINISTRATIVE SERVICES</b>				
Total Revenues	2,335,995	1,869,325	466,670	2,244,441
Total Expenditures	2,335,995	1,676,675	659,320	2,057,314
<b>TOTAL ADMIN SERVICES FUND</b>	<b>\$0</b>	<b>\$192,650</b>	<b>(\$192,650)</b>	<b>\$187,127</b>
<b>KNUTSON CEMETARY TRUST</b>				
Total Revenues	39,375	39,403	-28	39,714
Total Expenditures	39,375	0	39,375	0
<b>TOTAL KNUTSON CEMETARY TRUST</b>	<b>\$0</b>	<b>\$39,403</b>	<b>(\$39,403)</b>	<b>\$39,714</b>
<b>FORFEITURE TRUST</b>				
Total Revenues	5,000	1,060	3,940	1,060
Total Expenditures	5,000	0	5,000	0
<b>TOTAL FORFEITURE TRUST</b>	<b>\$0</b>	<b>\$1,060</b>	<b>(\$1,060)</b>	<b>\$1,060</b>
<b>TOTALS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,859,383</b>

## 05/08/96 MILWAUKIE POLICE DEPARTMENT

## QUARTERLY REPORT

OFFENSE/ACTIVITY	1995 1ST QTR	1996 1ST QTR	PERCENT OF CHANGE	JAN-MAR 1996
PART I OFFENSES	212	226	6.60%	226
PART II OFFENSES	219	247	12.79%	247
1 PART III ACTIVITY	1163	667	-42.65%	667
2 OFFICER ASSISTANCE	791	546	-30.97%	546
TOTAL	2385	1686	-29.31%	1686

## CLEARANCES

PART I OFFENSES	61	64	4.92%	64
PERCENT of CLEARANCES	29%	28%	-1.58%	28%
PARTII OFFENSES	114	137	20.18%	137
PERCENT of CLEARANCES	52%	55%	6.55%	55%
TOTAL	175	201	14.86%	201
PERCENT of CLEARANCES	41%	42%	4.66%	42%

## ARRESTS

ADULTS	195	218	11.79%	218
JUVENILE	66	74	12.12%	74
TOTAL	263	292	11.03%	292
MISDEAMEANOR	125	157	25.60%	157
*FELONY	99	99	0.00%	99
**TRAFFIC	7	4	-42.86%	4
DUII	32	32	0.00%	32
TOTAL	263	292	11.03%	292

## TRAFFIC ACCIDENTS

INJURY ACCIDENTS	13	12	-7.69%	12
NON-INJURY	54	65	20.37%	65
TOTAL	67	77	14.93%	77
FATAL ACCIDENTS	0	1	#DIV/0!	1
PERSONS INJURED	29	13	-55.17%	13
CITATIONS ISSUED	6	FI32	-100.00%	5

## UNIFORM TRAFFIC CITATIONS

VBR (SPEEDING)	57	414	626.32%	414
EQUIPMENT VIOLATIONS	87	121	39.08%	121
DUII	32	32	0.00%	32
REG/LIC VOL	91	96	5.49%	96
DWS	135	123	-8.89%	123
OTHER	201	336	67.16%	336
TOTAL	603	1122	86.07%	1122
COURTESY NOTICES	138	87	-36.96%	87

## MISCELLANEOUS

PARKING CITATIONS	27	4	-85.19%	4
RESIDENTIAL ALARMS	74	78	5.41%	78
COMMERCIAL ALARMS	53	85	60.38%	85
SCHOOL ALARMS	15	12	-20.00%	12
BANK ALARMS	1	7	600.00%	7
TOTAL	170	186		186

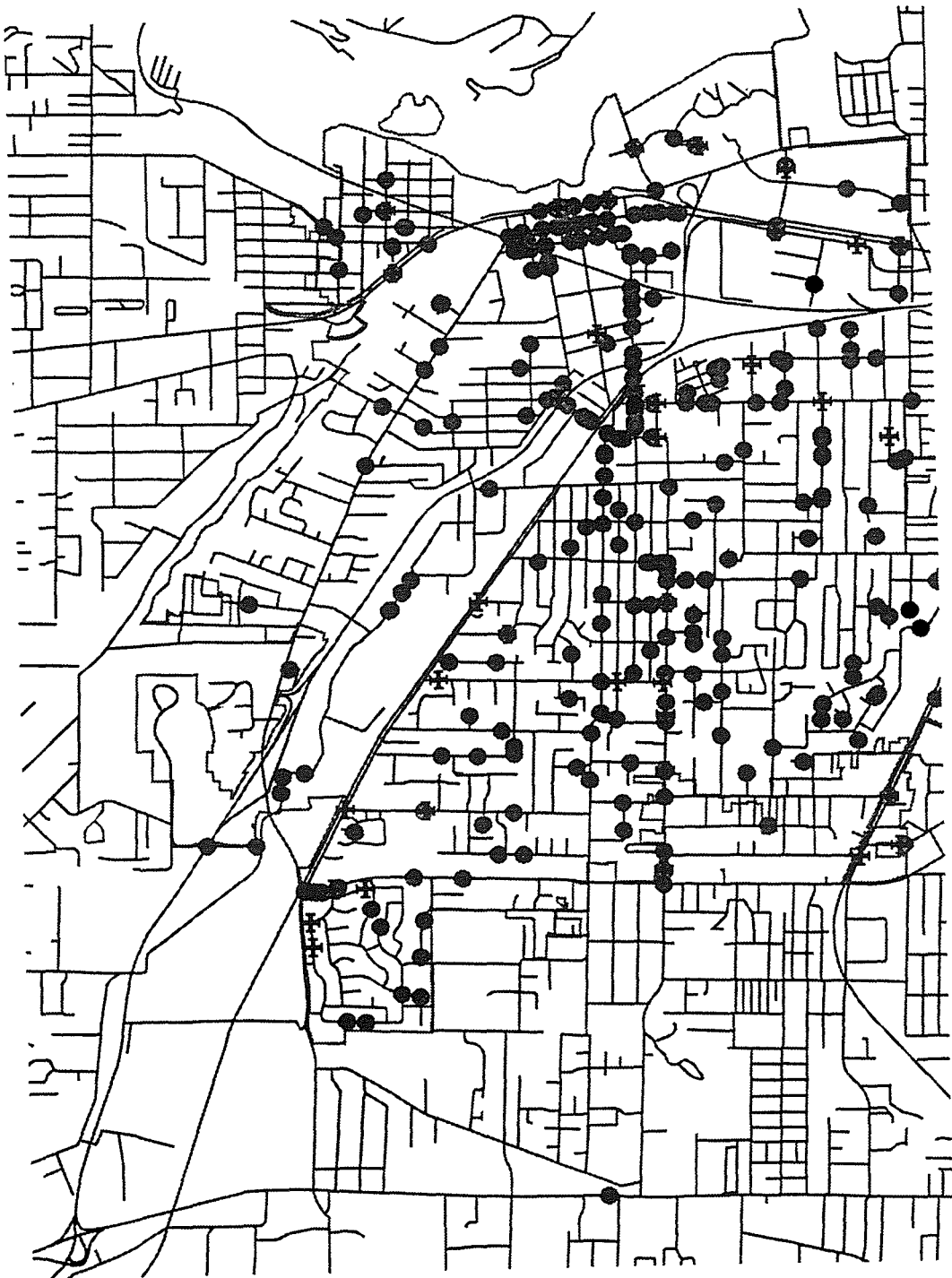
\* Includes Felony Traffic Arrests \*\*Infraction and Misdemeanor Traffic Arrests

1.Non-Criminal Activity

2.Number of Officers Required to Provide Back-up/Assistance to Primary Officer

FIRST QUARTER 1996

STOLEN CARS  
REPORTED CRIMES  
CITY LIMIT  
STREETS





*Library Information Network of Clackamas County*

## LIBRARY NETWORK INTERGOVERNMENTAL BOARD

TO: City Council, City of Milwaukie  
FROM: Library Network Intergovernmental Board (LNIB) *J Rood*  
RE: Report on Capital Districts Plan

May 6, 1996

In the summer of 1995, the Library Network Intergovernmental Board appointed several Task Forces, composed of elected officials, policy-makers, concerned citizens, library board members and city and county employees to study and develop new more equitable options for funding construction of library facilities in Clackamas County. The primary concern was to develop a method which allowed residents of unincorporated areas of the county to contribute their fair share toward the cost of constructing or renovating the library facilities which they use.

The recommendations of these Task Forces have been summarized into one final report which suggests a series of steps which will lead to the definition of the boundaries for a number of "Capital Districts for Library Construction." The final report was accepted by LNIB at its January 25, 1996 meeting.

The Task Force felt that a critical first step toward implementing the plan would be to present the report to elected officials and decision-makers throughout the County. **Dan Fowler, Mayor of Oregon City and Commissioner Darlene Hooley** (co-chairs of the original LNIB Task Force) have already presented the plan to a recent Clackamas County Mayors and Managers meeting and a Clackamas Cities meeting. They have also volunteered to organize briefings for City Councils on this important new library construction funding concept in order to answer any questions or to clarify procedural or political concerns.

If you are interested in an briefing, please contact **Joanna Rood, Library Network Administrator** who will be coordinating the arrangements for the briefings. Please contact her at 655-8550 to arrange a date or if there are any questions.

LNIB is proceeding with plans for implementing the next steps as outlined in the attached report and has suggested that each library jurisdiction draw up its own draft boundary proposal by the end of June 1996 for presentation at the July LNIB meeting.

TO: Library Network Intergovernmental Board

FROM: District Task Force, Darlene Hooley, Dan Fowler, co-chairs

RE: **REVISED** Recommendations - formation of **Capital Districts for Library Construction**

February 9, 1996

NOTE: The following report was revised at the January 25, 1996 LNIB meeting and then accepted.

### I. INTRODUCTION

In a cooperative library network such as LINCC (Library Information Network of Clackamas County) there are many strengths, including sharing of collections, sharing costs of automation and other cooperative programs and a county-wide serial levy which enables all residents of the county to have free access to libraries throughout the county.

However, residents who live outside of cities pay (via the levy) for library operating expenses only, and the problem of how to include the unincorporated residents in funding the construction and renovation of the library facilities they are using has long been of concern.

Although the District Task Force was originally established by LNIB (Library Network Intergovernmental Board) to look into options for implementing a county service district (probably in the Sunnyside area), the committee soon returned to LNIB and obtained approval to address the larger question of library capital construction funding.

The District Task Force reviewed several construction funding options before concentrating on an innovative new concept in which a number of non-traditional "county service districts" were defined and successfully implemented in 1995 by the Deschutes County Library. In this model, **capital districts for library construction (capital districts)** were defined throughout the county, but, since no on-going operating expenses were to be funded by these districts, no permanent tax base would be required. These capital districts are expected to issue bonds for library construction or renovation, but operation of the facility would continue to be covered by other funding such as a county-wide library serial levy or general funds. Nothing in the ORS code specifically describes such "capital-only" districts, but nothing expressly prohibits them either, and this model does present a new and creative solution to library capital funding problems.

The capital districts concept has several advantages:

- \* if district boundaries are drawn appropriately, residents included inside each district should feel a natural connection to the library to which they are being asked to contribute funding. This should contribute to higher success rates for the bond measures since residents are not asked to pay for library construction for facilities located in other parts of the county.
- \* all county residents (not just residents of incorporated cities) will have an opportunity to share

in the cost of building and renovating their neighborhood libraries.

\* as the capital district boundaries are drawn, they will define natural services areas for each library which may clear up some old "turf" conflicts and allow for easier long-range planning.

On the other hand, there are some concerns among some local jurisdictions that some local control over city owned and operated library facilities might be sacrificed in this new model if funding for library facilities were to come from county service districts. These concerns need to be satisfactorily addressed as part of a contractual agreement between the administrators of the capital district (the Board of County Commissioners of Clackamas County) and the local jurisdiction.

## **II. RECOMMENDED CRITERIA FOR DEFINING BOUNDARIES OF CAPITAL DISTRICTS**

As part of its investigations, the District Task Force created two additional sub-committees to further study the capital districts model. A "Boundaries Sub-committee" identified six criteria which should be considered in establishing boundaries for the proposed **capital districts**. These criteria are listed below, in priority order:

- 1. Current locations of libraries and staff expertise:** It is unlikely that those jurisdictions which have made long-term commitments to developing and operating libraries would be willing to be part of a library district with the main facility located elsewhere or operated by another jurisdiction. Therefore, in the process of establishing boundaries, current city or county-owned and operated facilities should form the hub of any district that includes that library. Library staff will have valuable expertise to share about the natural or traditional service areas of their libraries based on their knowledge of their own patrons and what areas of the county are served by their library.
- 2. Natural geographic boundaries and current and future traffic patterns:** The location of rivers and of current and future bridges, roads, and mass-transit systems should be criteria in establishing districts. The degree to which library facilities are easily accessible by car or public transportation systems should be an important factor in determining how effectively new or renovated library facilities will be used. In cases where neighboring library-owning jurisdictions cannot agree on a boundary, (based on local definition of traditional service areas) the traveling times along arterial roads to the libraries, as well as other criteria listed below, could help determine boundary locations.
- 3. School District or other established distinct boundaries:** To the degree that school district boundaries are contiguous, are associated with logical community aggregations, and are consistent with the first two criteria, school district boundaries should be used as a criterion for establishing the boundaries of capital improvement districts. Tax lots have already been assigned to these districts. There should be less cost in identifying the tax-base associated with the capital improvement district if existing tax-based boundaries are used. More than one school district may be assigned to a single capital improvement district. Other districts such as those for parks and recreational purposes may exist that have the advantage of in-depth research to establish community involvement and may be more reliable and positively received in certain communities than school districts which have undergone mandatory consolidation.
- 4. Current usage patterns and patron preference:** Current usage patterns would be useful in understanding the distribution of patrons, and it would seem logical to turn to the shared library computer system for statistics. The committee explored these possibilities and found that using the patron use statistics available on the Dynix system it is possible to learn how many books are checked out at library "A" by residents of city "B" (or any other city), but the same information is not available for un-incorporated residents, so these statistics have limited use.

Another alternative to establish patron preference would employ a scientific survey of randomly sampled patrons in areas where there is a major overlap in current usage patterns to ascertain their preference for a location of a library facility to meet their needs. The questions would have to be directed to future, as well as current, facilities. This survey technique has been used with success in establishing other districts in the county.

**5. Urban Growth Boundary** - Some cities with urban population densities may wish to use their urban growth boundary to help define their capital improvement district boundary.

**6. The existing or potential tax base to support the construction of a facility** - Clearly, any district would have to have a large enough tax base to support the development or renovation of a facility. The assessor's office can be useful in providing information on assessed values in proposed new districts.

### **III. RECOMMENDED PROCEDURE FOR DEFINING BOUNDARIES**

After review and discussion, the District Task Force recommends to LNIB the following steps to complete the process of defining the capital district boundaries:

**Step 1 - Presentation of District Task Force recommendations** to LNIB, a Clackamas County Mayors and Managers meeting, City Councils, and BCC (Board of County Commissioners).

**Step 2 - Each library-operating jurisdiction should draw up its own draft boundary proposal.**

**Step 3 - Representatives of library-operating jurisdictions should meet together to try and work out any boundary conflicts** that may exist in their draft proposals.

**Step 4 - Responsibility for reviewing and coordinating final drafts of the capital district boundaries** should be given to City and County Planning Department staffs.

**Step 5 - Public hearings shall be held** concerning the establishment of the capital district boundaries

**Step 6 - If agreement cannot be reached in certain areas, professional consulting help should be retained to propose a resolution of problems** to affected jurisdictions.

**Step 6 - The agreed-upon boundary plan is presented to LNIB, City Councils, and BCC for approval.**

**Step 7 - County and City Planning Staffs prepare needed documentation to present capital district proposals to Metropolitan Boundary Commission.**

### **IV. RECOMMENDED PROCEDURE FOR ACTIVATING BOUNDARIES AND IMPLEMENTING CAPITAL DISTRICTS**

The second committee set up by the District Task Force was the "Governance Sub-committee" which has identified the following recommended procedures which should be used when activating the capital districts.

**1. The current operating entities (cities and the county) would agree to re-configure their advisory boards** so that their membership accurately reflects the population distribution of the new capital districts and that this newly configured board should serve as the advisory board for the individual

districts.

2. Large, populous **unincorporated areas could form one or more capital districts** that will be treated like the others and that they will contract with the county or adjacent city for operations of any facility built by a district.

3. That the BCC, as **fiscal agent, will enter into an agreement with the cities or other jurisdiction who will be operating the library facilities** constructed by funds levied by the districts. This contract should specify who could make decisions about the improvements or maintenance of the buildings and who is fiscally responsible for such maintenance (assumed to be the local jurisdiction).

4. **Ownership rights of the facility will be transferred, if requested, by contract to the local jurisdiction** once the bond is paid off. In addition, the contract should include some type of language preventing the possible disenfranchisement of the non-city district population. This might occur at some future date if problems developed with levy distribution and cities became unhappy with the rate of payment for service to unincorporated residents and decided to deny service.

5. **Each jurisdiction which chooses to activate its capital district** for a library capital district **would be required to prepare a written service plan** along with its proposal for a new or renovated facility. The service plan should include how the library would provide services to all current and future patrons (including both incorporated and unincorporated residents) within the proposed service area boundaries.

6. That **a review process be established** that local jurisdictions should follow as they begin to develop their plans for renovation or construction of new facilities using the capital district funding. Under this process the LNIB and BCC (as fiscal agent) would have general review of the plans at early stages of their development and input would be encouraged, **but final approval of the size, design and site choice of the facility would be left to the local jurisdiction.**

7. In an ideal situation, **any new facilities would be developed in conjunction with the three-year levy cycle** so that issues to do with possible impact on levy distribution of significant new facilities could be built into the levy planning process.

Appendix A  
Questions about District Formation

1. What is the process by which district boundaries could be re-drawn in future if population density patterns change and as unincorporated areas within the district are incorporated.

**ANSWER:** The process would be to re-negotiate the boundaries and then submit the proposal to the voters of the affected districts.

2. Once the proposed capital district boundaries have been defined, must the districts be imposed on all areas or can some jurisdictions opt out?

**ANSWER:** The solution that would appeal to all participants would contain the option that a jurisdiction might agree to boundary drawing, but decline to have these boundaries activated as capital districts. It is not known if this compromise would jeopardize the entire capital districts plan as presented to the Metropolitan Boundary Commission.

3. What if the library serial levy failed or the distribution formula changed, how could people from the capital service districts still be served if they were non-city residents?

**ANSWER:** If the county-wide serial levy failed or was discontinued, each jurisdiction would have to evaluate its operating fund sources. Options for continuing to fund a library would include, using general fund revenue, creating a library operating levy within the jurisdiction and imposing user fees.

CITY OF MILWAUKIE  
COUNCIL AGENDA ITEM SUMMARY

Agenda of: 5/21/96

Order of Business:  Work Session  
 Time needed for work session item  
 Executive Session  
 Proclamations, commendations,  
special reports and awards  
 Public Hearing  
 Other Business  
 Consent Agenda  
 Information

Title of Item: 2040 Report

Staff Report by: Maggie Collins

Department Head OK: me

City Attorney OK: \_\_\_\_\_

Comments:

Submitted by: Jeanne Garst

Date: 5/1/96

Do you wish to have this form returned as confirmation? Yes

Please submit this form to the City Manager's Office so item will be included in proper agenda.

One item per sheet, please.

CITY OF MILWAUKIE  
COUNCIL AGENDA ITEM SUMMARY

Agenda of: 5/21/96

Order of Business:  Work Session  
 Time needed for work session item  
 Executive Session  
 Proclamations, commendations,  
special reports and awards  
 Public Hearing  
 Other Business  
 Consent Agenda  
 Information

Title of Item: Light Rail Maintenance Facility / Park and  
Ride Update w/ Metro Rep's.

Staff Report by: Maggie Collins Ted Keybold

Department Head OK: me

City Attorney OK: \_\_\_\_\_

Comments:

Submitted by: Jeanne Garet

Date: 5/1/96

Do you wish to have this form returned as confirmation? yes

Please submit this form to the City Manager's Office so item will be included in proper agenda.

One item per sheet, please.

CITY OF MILWAUKIE  
COUNCIL AGENDA ITEM SUMMARY

Agenda of: May 21st

Order of Business:  Work Session  
 Time needed for work session item  
 Executive Session  
 Proclamations, commendations,  
special reports and awards  
 Public Hearing  
 Other Business  
 Consent Agenda  
 Information

Title of Item: Regional Transportation Plan Update

Staff Report by: Debbie Bischoff

Department Head OK: MC

City Attorney OK: \_\_\_\_\_

Comments:

Held over from May 7th Council Worksession

Submitted by: M Collins

Date: 5/2/96

Do you wish to have this form returned as confirmation? Yes

Please submit this form to the City Manager's Office so item will be included in proper agenda.

One item per sheet, please.

Date 5-21-96

I wish to address City Council on Agenda Item # JCB Phase I & II

Name LINDA HATKELID

Organization Self

Address 8617 SE 36

Phone 659-2111

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Date 5-21-96

I wish to address City Council on Agenda Item # J.C.B PHASE I & II

Name ARNOLD HATKELID

Organization SELF

Address 4227 S.E. JOHANSON CR. RD

Phone 503-659-4205

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_