

**CITY OF MILWAUKIE
CITY COUNCIL WORK SESSION
January 17, 1995**

Dan Bartlett, City Manager, opened the work session at 5:11 p.m. The following Councilmembers were present:

Craig Lomnicki,
Mayor
Rick Farley

Jean Schreiber
Rob Kappa
Don Trotter

Staff present:

Dan Bartlett,
City Manager
Charlene Richards,
Assistant to the
City Manager
Pam Beery,
City Attorney
Greg Drechsler,
Acting Public Works Director

Kelly Somers,
Public Works Superintendent
Mike Clark,
Operations Supervisor - Streets
Pat DuVal,
Recorder/Secretary

Also present:

Roger Brown, Director
North Clackamas Parks
and Recreation District
Joan Young, Director
Milwaukie Center
Thom Kaffun,
North Clackamas Parks
and Recreation District

Don Robertson,
North Clackamas Parks
and Recreation District
Randy Lytle, Project Manager
Alpha Engineering

North Clackamas Parks and Recreation District Quarterly Report

Bartlett reviewed the North Clackamas Parks and Recreation District proposal to use City-owned property for maintenance and administrative operations. The locations were 40th and Harvey and 2566 Harrison.

He recommended the City Council approve a long-term agreement, similar to the present arrangement for the property at 11022 SE 37th Avenue. The District would be responsible for utilities, maintenance, and meeting ADA requirements. Utility costs for the two facilities was \$9,600 last year. He added that the City has access to the Harrison St. property by an easement. The City should be able to continue use of the easement if the facility is for public use.

Councilmember Schreiber asked if there were plans for the building at 11022 SE 37th. **Bartlett** said the Milwaukie Museum, with whom the City has a long-term agreement, was interested in using the facility. The Museum would pay the utilities and maintain the property.

Mayor Lomnicki asked if the current standards would be maintained. **Bartlett** said the Museum would probably maintain the renovation and remodeling already completed by the District.

Councilmember Farley asked if the Harrison St. property complied with electrical codes. **Bartlett** said the electrical was sufficient for police use.

Councilmember Kappa said the Budget Committee discussed a facilities plan and talked about what to do with the properties. **Bartlett** said the Committee discussed a facilities review within the Budget.

Councilmember Kappa said he understood that all buildings would be evaluated. **Bartlett** said square footage minimums would be maintained. Block Grant funds would complete a majority of the Library facilities plan. The two properties being discussed at this work session are not included in a facilities plan. City Council goals are to look at Johnson Creek facility to address employee concerns about overcrowding. The feasibility of adding an extension to either the South or East of the current building would be considered.

Councilmember Kappa said he remembered discussions about using the 40th and Harvey facility for Public Works maintenance and repair facilities. **Bartlett** said all active Public Works operations are operating from the Johnson Creek facility. The 40th and Harvey facility is currently used for storage.

Councilmember Schreiber asked how the District would use the 40th and Harvey facility. **Brown** said it would be used to store maintenance equipment.

Bartlett pointed out that someone would be in and out of the building seven days a week. This would help prevent vandalism and graffiti.

Councilmember Trotter asked who contacted the City about renting the Harrison St. facility. He asked if the City would gain anything by agreeing to let the District use that facility.

Bartlett said, in order to sell the property, the City would not only have to buy the access, but also give up control of the park area. This park is an important feature of the City's open spaces plan.

Councilmember Trotter suggested that the City could change the property lines. This would make more sense than retaining the liability.

Councilmember Schreiber said she saw certain advantages to keeping park functions in the City as a service to the residents of Milwaukie.

Councilmember Kappa said he would like to see a presentation from the District prior to making a decision.

Brown said the District submitted a letter last year expressing an interest in using these two properties when they became available. The District would like to use one portion of the 40th and Harvey facility for maintenance, and another section for activities and meeting space. Parking space is readily available. The District proposes to move its administrative operations from 37th and Railroad to the Harrison St. facility. The District needs a facility in which to serve the public and offer sufficient parking.

Councilmember Trotter asked if the disposition of the property at 2566 Harrison was addressed in the bond issue for the new Public Safety Facility. **Bartlett** said it was not.

Bartlett said in order to sell the property, the City would probably have to buy legal access. Individuals interested in leasing the facility from the City were from graphic design and public relations firms. He said he had generally ruled out selling the parcel, to keep the pond and the property together. The City had never considered doing a lot-line adjustment. There were also discussions of demolishing the house and developing a pocket park, but that idea was discarded.

Councilmember Trotter asked if there was an appraisal on the Harrison facility. **Somers** said neither the house nor the fire station had been appraised recently.

Bartlett said, since the City receives direct benefit from the District, rent would not be charged.

Councilmember Trotter asked how much of the 40th and Harvey site the District proposed to use.

Bartlett said the City would deal with the paved aprons and parking lot; the well; packed tower; and storage space for Water Department, Fire Department, and Friends of the Library supplies.

Councilmember Trotter asked if the City would still be able to use the facility. **Bartlett** said the District would use the bays and the sleeping quarters. That would amount to about 25% of the entire facility.

Brown said, if the City Council approved the use of the 40th and Harvey facility, the District would move relatively soon. Maintenance is approaching its busy season, and the building needs certain repairs and modifications. He said he would like to be able to relocate by the beginning of March. If the Administration operations relocated to the Harrison St. facility, the registration address would have to be changed in the catalogues, and the public notified.

Councilmember Schreiber said she saw no reason to sell property at this time.

Councilmember Trotter said, if we have an inventory of property that has no particular use to us, it might be better to sell and use the funds toward the riverfront or other park property.

Mayor Lomnicki said, in the visioning process, participants looked at keeping the area along the creek more open. The property might be used in the future.

Bartlett said the District is the City's parks function. The Spring Creek weir is maintained, and it is treated as a park intended for use by the general public. He said one could see the District staff as an extension of the City that goes out to the urban growth boundary. Housing maintenance operation in North Clackamas Park has always been considered a poor idea. The City has made a conscious effort to consolidate all facets of Public Works and Community Development in one facility.

Councilmember Trotter asked what the term of the agreement would be with the District if the City Council decided to follow the staff recommendation. **Bartlett** said the agreement could be subject to a periodic review. **Brown** said the District would like to have a ten-year agreement.

Bartlett added the City would save about \$9,600 a year on utilities. The City, as the property owner, would continue to maintain insurance.

Councilmember Schreiber agreed that the risk of vandalism would be less if the facility were occupied on a regular basis.

Bartlett agreed that the facility would probably be more secure. He said he believed park development and expansion was a better use of public dollars.

Mayor Lomnicki said he would probably agree with staff's recommendation to put the two facilities into some type of operation and to review any agreements in ten years. He said he believed there was community value in having the District headquarters located in the City of Milwaukie.

Councilmember Kappa said the District would be a good tenant, but was concerned that there were other uses for the facilities. He wanted to act in the best interest of the City.

Councilmember Trotter said he was more concerned about the Harrison St. property than 40th and Harvey. He agreed that wise use of public dollars needed to be considered. He said he would be more comfortable if he knew how much money the City could realize on the sale of the property. If the amount were substantial, the money could be used to purchase other property.

Councilmember Schreiber said the Harrison St. property is part of the creek-park linkage for community-use trails. The property's shape, location on a busy street, and proximity to an apartment complex may not attract buyers. The Parks District is part of the City's service plan, and the City should encourage it to make use of the resource. In addition, the facilities would be upgraded.

Councilmember Farley said he agreed with Trotter and was concerned with how much of the pond flow would be taken away if the property were sold.

City Council directed staff to: (1) immediately begin preparing a Community Service Overlay for the 40th and Harvey facility in response to the North Clackamas Parks and Recreation District request for facility use; and (2) in the next thirty days, gather information on appraised value and potential buyers of the Harrison Street property, before responding to the Parks District request.

Licyntra Lane Design Alternatives

Greg Drechsler, Acting Public Works Director, presented the staff report. He discussed the City's commitment to repairing a portion of Licyntra Lane west of Boss Lane that impacted five homes. Project funds are included in the 1994 - 1995 Budget. At the July 5, 1994, work session, City Council directed staff to obtain more detailed information on the design alternatives and estimated costs to repair and renovate a portion of Licyntra Lane.

Two engineering firms submitted proposals to provide preliminary design alternatives and develop cost estimates. The City entered into an agreement with Alpha Engineering to provide this service. Residents were notified of the work session and several interested parties were present. **Drechsler** said Randy Lytle, Alpha Engineering Project Manager, would present the options.

Mayor Lomnicki asked if the design options were specific to one street. **Drechsler** responded that the issue being addressed at this work session was improvements to Licyntra Lane, but there was also the broader perspective of the City's street design.

Bartlett said City Council and the Planning Commission have adopted certain street standards. When issues arise, such as 32nd Avenue, the improvements seem to violate our own standards.

Mayor Lomnicki said he did not want to get City Council into a situation of holding a public hearing on each specific street issue rather than making policy considerations.

Councilmember Schreiber said the issue would be whether to stick to or modify the standards based on public input and/or engineering options.

Bartlett said decisions would be made in the Capital Improvement Program, and he discussed recent Filbert Street improvements.

Lytle showed illustrations of the topography and three design alternatives that included: (1) full street improvements with curbs and gutters, sidewalks, new paved structural section, catch basins, and storm drainage improvements; (2) half-street improvements with curbs and gutters on one side of the street, utilization of existing manhole, possible addition of a catch basin, and paved structural section; and (3) pavement overlay, graded ditches, and current drainage system.

Councilmember Farley asked the length of Licyntra Lane. **Lytle** said the section under consideration was about 700 feet.

Lytle said Alternative Two would maintain the topography. Alternative Three would be a typical inverted street with repaving of certain portions.

Lytle said, with Alternative One, there may be existing obstructions such as fences, landscaping, or utility poles. This design may require constructing some retaining walls and a substantial amount of grading. Alternative Two would have a similar impact on one side of the street.

Councilmember Farley asked what type of soil was in that area. **Lytle** said he did not know.

Lytle added that Alternative Three might also include moving utilities and landscaping because each site is very different. The drainage is currently on the north side of the street and outlets toward the creek.

Councilmember Trotter said the drawings of Alternatives Two and Three indicate no curbs. **Lytle** responded that Alternative Two has curbs on one side of the street. He added that there could also be a combination of the Alternatives. These are a baseline comparison of costs.

Councilmember Trotter said that Alternative Three appears to use the same amount of base rock as Alternatives One and Two and is really not an overlay. **Lytle** said an overlay is an option, and there are portions of Licyntra Lane that may need to be reconstructed.

Councilmember Trotter asked from a policy standpoint, if this were a new subdivision, would a cul-de-sac be required? This is a major street rehabilitation. He asked if there would be a liability in not providing a turn-around for emergency vehicles.

Drechsler said the area under consideration is adjacent to Rowe Jr. High School, and he did not believe that the street would go through in the future. He said staff was looking at the feasibility of a cul-de-sac.

Councilmember Trotter expressed concern about how this issue would fit into the current Transportation System Plan (TSP). He said he would like to look at the whole picture and to see sidewalks on at least one side of Licyntra. He was also concerned about the current Traffic Safety Commission's school route study. School safety issues must be considered in the policy-setting issue.

Councilmember Kappa added that certain streets, on an individual basis, do not fit into a pattern. From a policy standpoint, there should be curbs and gutters.

Councilmember Schreiber said she believed the TSP would look mostly at collector and arterial streets.

Councilmember Trotter said he believed City Council should look at both the Traffic Safety Commission study and TSP when setting policy.

Councilmember Farley asked what would be gained by an overlay. **Lytle** said the overlay could redirect drainage, and an asphalt curb could be considered. The life expectancy would be about ten years.

Mayor Lomnicki said he was concerned that a policy is long-term, and standards are set. Policy develops a vision that sets a look and use for a certain street. He thought City Council needed to indicate to Public Works the look, feel, and functionality of each street. He added that sidewalks, at least on one side of the street, would meet the City's policy of pedestrian-friendly streets.

Councilmember Trotter suggested that the street and curb system could be paid for by the City and the sidewalks, except where they would be needed for safety, by a Local Improvement District. He agreed that pedestrian-friendly streets are needed. He added that the City would not have a long-lasting policy until the TSP was complete.

Mayor Lomnicki said the TSP set priorities for the broader policy.

Councilmember Schreiber discussed the feasibility and maintenance of walking lanes. The issue was how to deal with established homes that do not have curbs and gutters when they are located adjacent to new developments that have full-street improvements.

Bartlett said the TSP may designate pedestrian-friendly routes and suggest improvements that are consistent with standards.

Mayor Lomnicki believed that improvements should be consistent with what the City requires from its developers.

Councilmember Trotter said he was also concerned about storm water runoff. It is implied that an inverted crown or curbs to direct the runoff is the minimum.

Drechsler said getting an engineering idea of the economics of the issue was also primary. Staff will need City Council direction to maintain standards when Capital Improvements are considered.

Mayor Lomnicki said he believed a long-term solution was needed. Short-term improvements start the cycle all over again without addressing bigger issues.

Councilmember Farley asked how old Licynta Lane was. A member of the audience said it was built about thirty years ago.

Councilmember Kappa said he thought the road should be reconstructed.

Karen Coreson, 3648 SE Licynta Lane, said the width of the road would not allow for sidewalks. Residents would be happy with something simple such as improving the grade of the road. Pedestrian traffic is made up of residents living on a dead-end road. Children are not in jeopardy. She said it was most important to redirect the water and resurface the road.

Councilmember Kappa asked how the residents felt about resurfacing the street. **Coreson** said the neighbors were interested in having a decent paving job, but the project is more expensive and complicated than anyone on the street intended.

A member of the audience said he wanted relief from the constant water damage.

Drechsler said streets are deteriorated by standing water. The City wants to do street improvements that will handle water effectively to extend the life of the surface.

A member of the audience said the neighbors were not looking for elaborate improvements; they want to keep it simple.

Mayor Lomnicki said he was concerned that there be available a way for children to safely walk or ride their bikes to school.

A member of the audience said children do not usually use Licyntra Lane to get to school.

Mayor Lomnicki said it sounded as if there was a concern regarding the proximity of houses to the current roadway. He said there needed to be some flexibility because each situation may be unique. The biggest needs were to get our children to and from school safely and to get rid of standing water.

Coreson said erosion is very bad, but runoff does not impact everyone on the street.

Drechsler said the TSP Study will be completed by June and will help in determining long-term needs. He agreed that any work being considered should be done to enhance future improvements.

A member of the audience asked why 34th Avenue gets expensive speed humps and his street gets nothing. **Bartlett** recommended that Drechsler contact him.

Drug and Alcohol Policy

There was insufficient time for this work session item. It was considered during the regular session.

Pat DuVal

Pat DuVal, Recorder/Secretary

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**CITY OF MILWAUKIE
CITY COUNCIL AGENDA
JANUARY 17, 1995**

MILWAUKIE CITY HALL
10722 SE Main Street

1711th MEETING

WORK SESSION

5:00 p.m. - North Clackamas Parks and Recreation District Quarterly Report
5:30 p.m. - Licyntra Lane Design Alternatives (Greg Drechsler)
6:00 p.m. - Drug and Alcohol Policy (Charlene Richards)

REGULAR SESSION

7:00 p.m.

I. CALL TO ORDER
Pledge of Allegiance

II. PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

**Presentation of the 1993-1994 Comprehensive Annual Fiscal Report
(Angus Anderson)**

III. PUBLIC HEARING *(Public Comment will be allowed on items appearing on this portion of the agenda following a brief staff report presenting the item and action requested. The Mayor may limit testimony.)*

- A. Comprehensive Plan Map Amendments for Annexed Lands (CPA-94-04) and Comprehensive Plan Text Amendment for Elk Rock Island Plan (CPA-94-05) - Ordinance (Debbie Bischoff)**
- B. Zoning Map Amendments for Annexed Lands (ZC-94-01) and Subdivision Ordinance Text Amendment for Flag Lot Buildability (ZA-94-07) - Ordinance (Debbie Bischoff)**
- C. Consider Three-Year Serial Levies for Library and Public Safety - Resolutions (Angus Anderson)**

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.)*

CITY OF MILWAUKIE



MEMORANDUM

COMMUNITY DEVELOPMENT
PUBLIC WORKS

6101 S.E. JOHNSON CREEK BLVD.
MILWAUKIE, OR 97206

TELEPHONE: 652-4410
FAX: 774-8236

TO: Mayor and City Council

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

FROM: Gregory J. Drechsler, Acting Public Works Director *GJD*

SUBJECT: Licyntra Lane - Street Design Alternatives

DATE: January 6, 1995

Recommendation/Action Requested

Conduct a work session to discuss Licyntra Lane - Street Design Alternatives/Options and provide guidance and direction on the next steps.

Background

A council work session was held on July 5, 1994 during which Public Works asked for council guidance and direction on the City's policy addressing the level of repairs and maintenance on local service streets. See attached staff report dated June 22, 1994 for further details.

Licyntra Lane was used by staff during this presentation as a typical local service street that was in need of repair. In 1991 a commitment to repair the street was made to the citizens of the five homes along the stretch on Licyntra Lane west of Boss Lane. This commitment was reaffirmed after the approval of the 1994/1995 which included funding for this project as indicated in a letter to the Coreson's date July 12, 1994.

As a result of the work session staff was directed to obtain more detailed information on the design and cost of three possible options for the repair/renovation of Licyntra Lane and return to council with this information.

Staff received two proposals from engineering firms to provide preliminary design alternatives and preliminary cost estimates for three alternatives. After review of the proposals the City entered into an agreement with Alpha Engineering Inc., to provide this service.

Discussion

Randy Lytle, Project Manager for Alpha Engineering Inc., will present an overview of the three technical options and discuss the preliminary cost estimates for the project.

LICYNTRA LANE IMPROVEMENTS

Overview:

It is our understanding that Licyntra Lane west of Boss Lane is in need of reconstruction. This is due to asphalt that is in poor condition, drainage that is directed improperly, and erosion in the area.

Alpha Engineering has been retained by the city of Milwaukie to present design alternatives for Licyntra Lane from Boss Lane westerly to the end of the street (~700 ft.). The City will then review the design alternatives and related construction costs. When the City has rendered it's decision on which design alternative they would like to proceed with, Alpha will commence with construction documents.

The following design alternatives will be considered:

Alternative One:

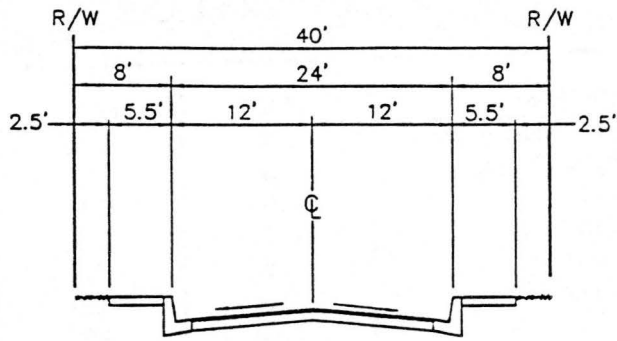
Full street improvements consisting of curb and gutter, sidewalk, new pavement structural section, catch basins and storm drainage improvements.

Alternative Two:

Half-street improvements consisting of curb and gutter on one side of the street, utilization of existing grated manhole inlet with possible additional catch basins, crowned street section, super elevated street section, or inverted street section.

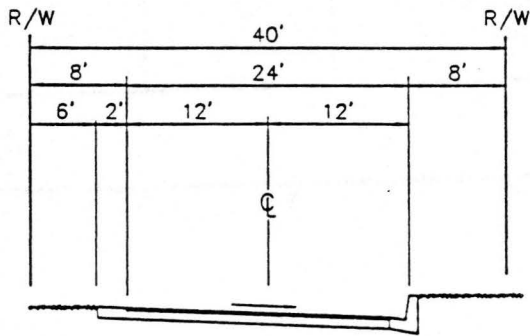
Alternative Three:

Minimum street design consisting of a pavement overlay, graded ditches and utilization of existing drainage facilities.



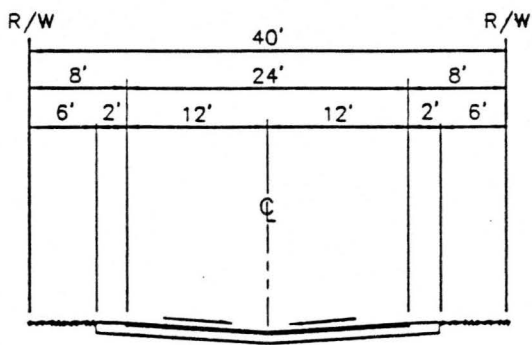
ALTERNATIVE ONE

TYPICAL CROWNED STREET SECTION
40' WIDTH RIGHT-OF-WAY



ALTERNATIVE TWO

TYPICAL SUPERELEVATED STREET SECTION
40' WIDTH RIGHT-OF-WAY



ALTERNATIVE THREE

TYPICAL INVERTED STREET SECTION
40' WIDTH RIGHT-OF-WAY

**CITY OF MILWAUKIE
PRELIMINARY CONSTRUCTION COST ESTIMATE
FOR
LICYNTRA LANE
ALTERNATIVE ONE**

ITEM #	DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	AMOUNT
1	Mobilizations, Bonds, & Ins.	L.S.	L.S.	---	\$5,000
2	Project Safety & Shoring	L.S.	L.S.	---	\$500
3	Traffic Control	L.S.	L.S.	---	\$1,000
4	Demolition/Site Prep.	L.S.	L.S.	---	\$6,000
5	Grading/Excavation	C.Y.	1200	\$6	\$7,200
6	Asphalt Concrete	Tons	350	\$36	\$12,600
7	Base Rock	Tons	950	\$12	\$11,400
8	Curb & Gutter	L.F.	1400	\$7	\$9,800
9	Sidewalk	S.F.	7000	\$3	\$21,000
10	Catch Basins	EA.	4	\$850	\$3,400
11	18" Storm Drain	L.F.	50	\$35	\$1,750
12	Sorm Drain Manhole	EA.	1	\$1,500	\$1,500
13	Storm Drain Connection	EA.	1	\$500	\$500
14	Utility Adjustments	L.S.	L.S.	---	\$3,000
15	All Other Work	L.S.	L.S.	---	\$2,000
				Subtotal:	\$86,650
				15% Contingency:	\$12,998
				TOTAL:	\$99,648

**CITY OF MILWAUKIE
PRELIMINARY CONSTRUCTION COST ESTIMATE
FOR
LICYNTRA LANE
ALTERNATIVE TWO**

1	Mobilizations, Bonds, & Ins.	L.S.	L.S.	---	\$5,000
2	Project Safety & Shoring	L.S.	L.S.	---	\$500
3	Traffic Control	L.S.	L.S.	---	\$1,000
4	Demolition/Site Prep.	L.S.	L.S.	---	\$5,000
5	Grading/Excavation	C.Y.	1000	\$6	\$6,000
6	Asphalt Concrete	Tons	350	\$36	\$12,600
7	Base Rock	Tons	950	\$12	\$11,400
8	Curb & Gutter	L.F.	700	\$7	\$4,900
9	Catch Basins	EA.	2	\$850	\$1,700
10	18" Storm Drain	L.F.	15	\$35	\$525
11	Storm Drain Connections	EA.	2	\$500	\$1,000
11	Utility Adjustments	L.S.	L.S.	---	\$2,000
12	All Other Work	L.S.	L.S.	---	\$2,000
Subtotal:					\$53,625
15% Contingency:					\$8,044
TOTAL:					\$61,669

**CITY OF MILWAUKIE
PRELIMINARY CONSTRUCTION COST ESTIMATE
FOR
LICYNTRA LANE
ALTERNATIVE THREE**

1	Mobilizations, Bonds,	L.S.	L.S.	---	\$5,000
2	Project Safety & Shoring	L.S.	L.S.	---	\$500
3	Traffic Control	L.S.	L.S.	---	\$1,000
4	Demolition/Site Prep.	L.S.	L.S.	---	\$4,000
5	Grading/Excavation	C.Y.	900	\$6	\$5,400
6	Asphalt Concrete	Tons	350	\$36	\$12,600
7	Base Rock	Tons	950	\$12	\$11,400
8	Catch Basins	EA.	2	\$850	\$1,700
9	18" Storm Drain	L.F.	25	\$35	\$875
10	Storm Drain Connections	EA.	2	\$500	\$1,000
11	Utility Adjustments	L.S.	L.S.	---	\$1,500
10	All Other Work	L.S.	L.S.	---	\$2,000
				Subtotal:	\$46,975
				15% Contingency:	\$7,046
				TOTAL:	\$54,021

THE CORESON COMPANY

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AUDIO FOR MEDIA

P.O. BOX 22423
MILWAUKIE, OR 97222
(503) 659-7815

Greg Drechsler
6101 SE Johnson Creek Blvd.
Milwaukie, Or 97206

Dear Mr. Drechsler:

I am writing to reiterate our phone conversation of August 22nd.

On behalf of the residents of Licyntra Lane, I wish to make our position concerning street improvements clear. It is my understanding that the street improvements which were scheduled are now being delayed because the council is exploring the possibility of a major street improvement to include curbs and/or sidewalks. The council and the taxpayers of Milwaukie will no doubt be delighted to hear that the residents of Licyntra neither need or want such an improvement and, in fact, would find it incompatible with the street width and current usage. There are no buildable lots remaining so the current homes are the only ones to be effected.

In our communication with the city concerning this issue over the past few years, we have found that Mr. Mike Clark has seen the lay of the land and understands the need for resurfacing the road and redirecting the drainage. These are the only improvements needed or wanted by the residents of Licyntra Lane. Perhaps it would be in everyones best interest to speak with Mr. Clark.

Please inform us as to the date of the next council meeting concerning our street so my husband and I can attend.

Thank you.

Sincerely,

Karen Coreson

Karen Coreson
3648 SE Licyntra Ln.
Milwaukie, Or. 97222
659-1264

CC:MIKE CLARK

RECEIVED
SEP 14 1994
CITY OF MILWAUKIE
DEPT. OF PUBLIC WORKS



CITY OF MILWAUKIE

Mr. and Mrs. Coreson
3648 SE Licyntra lane
Milwaukie, OR 97222

July 12, 1994

Dear Corky and Karen:

I am writing to update you on plans to improve Licyntra Lane. The budget for FY 94-95 has been approved. The budget, as I indicated in my previous letter, has funds allocated for the repair of Licyntra Lane. I have asked the Engineering Division to move forward with the development of design options for the repairs of Licyntra lane.

While the funds for repairing Licyntra Lane have been budgeted, Council still has to take action on a Franchise Fee Ordinance in order to secure the necessary revenues to fund any capital street improvements this fiscal year. This Franchise Fee Ordinance will be considered at the August 2 Council meeting.

The City will keep in touch with you regarding our progress in funding the project and anticipated construction schedules as more information becomes available. If you have any additional questions, please feel free to call me at 652-4410.

Sincerely,

Tim Corbett
Public Works Director

c: Craig Lomnicki, Mayor
Dan Bartlett, City Manager
Greg Drechsler, City Engineer

RTC/rtc

CITY OF MILWAUKIE



8
COMMUNITY DEVELOPMENT
PUBLIC WORKS

5101 S E JOHNSON CREEK BLVD.
MILWAUKIE, OR 97206

TELEPHONE 652-4410
FAX 774-8236

TO: Mayor and City Council
THRU: Dan Bartlett, City Manager
FROM: R. Tim Corbett, Public Works Director *RTC*
RE: Policy on Local Street Repair
DATE: June 22, 1994

ACTION REQUESTED

Provide comment and direction on the policy options outlined in this report. These policy options are directed towards the repair of streets classified as "local collectors".

BACKGROUND

Staff has developed clear criteria outlining that sewer, water, street and storm infrastructure must be in acceptable condition prior to making repairs. A large percentage of the local streets in Milwaukie were built prior to current development standards and do not have existing curb, gutter and sidewalks. The City has not had a clear policy addressing the level of repairs and maintenance on local streets. In some cases, such as the Sellwood neighborhood (also known as Quincy Addition) and Filbert Street, the City has completed street repairs to local streets and also added curb and gutter to bring these streets up to a higher urban improvement standard. In other cases, such as 52nd Avenue from King to Monroe and 37th Avenue from King to Harvey, the City has only repaired the existing street with an asphalt overlay and opted not to add curb and gutter.

CURRENT BUDGET/FUNDING CONSIDERATIONS

In order to assist Council in addressing policy options, the following points related to the Street Budget should be considered:

- * FY 93-94 was the last year that staff is authorized to transfer \$150,000 from the Sewer and Water Fund as a repayment for street cuts. A total reduction in revenues of \$300,000 is reflected in the FY 94-95 budget.
- * City Council directed staff to develop a Franchise Fee Ordinance which would charge franchise fees to Sewer and Water and dedicate revenues to the Street Fund. It is estimated that the franchise fee, if adopted, will provide approximately \$240,000 in revenues to the Street fund.

- * The FY 94-95 Street budget includes Franchise Fees as a revenue source. Capital street improvements in the FY 94-95 budget total \$108,000. \$30,000 of the total is allocated for repairs to local streets. If the Franchise Fees are not adopted, the resulting revenue shortfall will require that all scheduled capital improvements be postponed in FY 94-95.

RELATED ISSUES AND STUDIES

TRANSPORTATION PLANNING RULE

In FY 94-95, staff will complete a long range Transportation System Plan (TSP) to ensure compliance with the Statewide Transportation Planning Rule (TPR). The Plan will identify needed improvements to multi-modal transportation elements and the overall transportation network over the next 20 years. In addition, anticipated costs and funding alternatives will be identified to meet these needs. It is likely that the TSP will prioritize street improvements for arterial and collector streets over local street improvements due to the higher functioning of these streets.

STREET MAINTENANCE NEEDS STUDY

City staff has estimated that it would take at least \$300,000 to \$500,000 in street related capital improvements annually just to maintain existing streets in their present condition. This estimate may be conservative. Staff has budgeted funds to conduct a study this year to determine what the actual needs are to maintain and improve the condition of existing streets. This effort will be coordinated with the TPR efforts. The information generated from this coordinated work effort will be used to determine annual funding requirements. In a previous worksession, Council directed staff to evaluate a serial levy or bond issue as a long term funding strategy for street improvements. The information generated from these studies will provide a basis for justification of additional funding needs.

POLICY OPTIONS

Staff will relate the following policy options to the repair of Licyntra Lane which is a typical local street in need of repair. This will provide an example of the costs and issues associated with the policy options. Licyntra lane is a dead end street which has an existing pavement width of 20 feet and serves five single family residences. A commitment was made to the citizens living on Licyntra Lane to repair their street in 1991 and this commitment was reaffirmed by staff in the attached letter.

OPTION 1:

Repair local streets as originally constructed with no added amenities such as curb, gutter, driveway approaches or sidewalk. Existing curb and gutter would be repaired. Staff determines if the best course of action would be repairs through an overlay or full reconstruction of the street, depending on existing base conditions. Drainage improvements are completed as required to meet repair criteria.

Licyntra Lane Example

Scope of Work: 1" leveling course, fabric and a 2" overlay to repair existing 20' street. Drainage improvements have been included in the storm budget.

Estimated cost: \$13,500 - Street Dept.
\$6,000 - Storm Dept.

Life Expectancy: 10 to 15 years due to limited traffic volume.

- * Costs may increase due to the possible need for right-of-way acquisition for a fire turn around at the end of Licyntra Lane and adding Licyntra Court to the scope of work.

PROS:

- * Repairs/maintains existing street as originally constructed.
- * Less of a budget impact compared to full street improvements with added amenities such as curb and gutter.
- * Ratio of street life expectancy to dollars spent is higher compared to full street improvements with added amenities such as curb and gutter.
- * Does not use Street funds to improve streets to a standard currently required in new subdivisions where the cost of the improvements are ultimately financed by home buyers.

CONS:

- * Does not bring local streets up to "urban standards".
- * May not resolve drainage problems on properties if driveway approaches and grading of the lots are not to current standards.
- * Does not address pedestrian safety on local streets.

OPTION 2:

Reconstruct/repair street, widen if appropriate and add curb, gutter, concrete driveway approaches, sidewalks and drainage.

Licyntra Lane Example

Scope of Work: Repair existing street and widen to 28' with curb, gutter and concrete driveway approaches. There is not sufficient right-of-way to add sidewalk.

Estimated cost: \$50,500 - Street Dept.
\$6,000 - Storm Dept.

Life Expectancy: 15 to 20 years

NOTE: All construction estimates are preliminary and would be re-evaluated in the design phase.

PROS:

- * Brings local streets up to "urban standards".
- * Increased level of pedestrian safety on local streets if sidewalks are included.
- * Provides higher life expectancy.
- * Will resolve drainage problems on property if driveway approaches and grading of the lot were not originally designed to current standards.

CONS:

- * May establish a repair and maintenance expectation level which cannot be met with street funds.
- * Will result in less budget available to repair and maintain other local streets as well as arterials and collectors.
- * Ratio of street life expectancy to dollars spent is lower compared to repair of existing infrastructure only.
- * Uses Street funds to add street improvements currently required in new subdivisions where the cost of the improvements are ultimately financed by home buyers.

OPTION 3:

Repair existing street and widen to 28' with drainage improvements. The addition of curb, gutter, sidewalks and concrete driveway approaches would only be included if property owners fronting the street formed a Local Improvement District (LID) to participate in funding these improvements. City LID policy indicates that the City would pay 25% of the costs of the specific improvements funded by the LID. Staff would survey all appropriate property owners prior to making local street improvements to establish interest in LID formation and the additional amenities desired.

Licyntra Lane Example

Scope of Work: Reconstruct existing street to a 28' width with curb and gutter, concrete driveway approaches. There is not adequate right-of-way for sidewalks.

Total Estimated cost: \$50,500 - Street Improvements
\$ 6,000 - Storm Improvements.

Life Expectancy: 15 to 20 years

Distribution of Costs under this option:

Street Repairs	\$22,500 - Street Dept.
Drainage improvements	\$ 6,000 - Storm Dept.

LID Improvements

Curb, Gutter, Driveway approaches \$28,000

Street Department Share	\$7,000
LID amount	\$31,125

PROS:

- * Brings local streets up to "urban standards" if desired by property owners.
- * Minimizes use of Street funds to add improvements currently required in new subdivisions where the cost of the improvements are ultimately financed by home buyers. Street funds are used to maintain existing infrastructure.
- * Less of a budget impact compared to City-financed full street improvements with added amenities such as curb and gutter.
- * Increases level of pedestrian safety on local streets if sidewalks are desired by property owners.
- * Will resolve drainage problems on property if driveway approaches and grading of the lot were not designed to current standards.

CONS:

- * Property owners do not generally view participation in street improvements as their responsibility.
- * May result in few streets being brought up to "urban standards".

OPTION 4:

No repairs and improvements to local streets would be completed without the formation of an LID to share in all "local" street repair costs. Property owners would decide on the level of improvements/repairs to be undertaken under the LID. Street Funds would be used only to participate at a 25% level on local street repairs and used to improve collector and arterial streets.

Licyntra Lane Example

The level of repair to Licyntra would be determined by property owners. All costs outlined in options 1 & 2 would be shared by property owners paying 75% of total cost through the LID.

PROS:

- * Least cost option to improve "local" streets.
- * Provides choices about the levels of improvements to property owners.
- * Does not bring local streets up to "urban standards".
- * Focuses dollars on collector and arterial streets.

CONS:

- * May not resolve drainage problems on private properties.
- * May not address pedestrian safety on local streets unless desired by property owners.
- * May not bring local streets up to "urban standards" unless desired by property owners.
- * Property owners do not generally view participation in street improvements as their responsibility. May lead to dissatisfaction with City street maintenance services.
- * May lead to serious deterioration of local streets to an unacceptable level and increase pothole repair work which would ultimately be ineffective.

COMMUNITY DEVELOPMENT
PUBLIC WORKS

6101 S.E. JOHNSON CREEK BLVD.
MILWAUKIE, OR 97205

TELEPHONE: 652-4410
FAX: 774-8236



CITY OF MILWAUKIE

Mr. and Mrs. Coreson
3648 SE Licyntra lane
Milwaukie, OR 97222

June 22, 1994

Dear Corky and Karen:

I am in receipt of your letter expressing your concerns related to Licyntra Lane. The repair of Licntra Lane is part of the budget proposed to the City Council for next fiscal year which begins on July 1, 1994. I am anticipating that the budget will be adopted as proposed. I further anticipate that funds will be available and the plans will be completed so that repairs to Licyntra Lane can be made in late summer.

Thank you for taking the time to write. If you have any additional questions or concerns please feel free to call me at 652-4410.

Sincerely,

Tim Corbett
Public Works Director

c: Craig Lomnicki, Mayor
Dan Bartlett, City Manager

5-28-94

Mr. Tim Corbett
Public Works
6101 SW Johnson Creek Blvd
Milwaukie, OR 97206

Dear Mr. Corbett

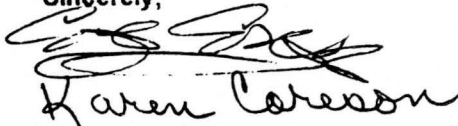
In April of 93 we sent a letter to Milwaukie city officials on behalf of the people in our neighborhood concerning the condition of Lycintra Lane, the street on which we live. We then received a letter from Mayor Lomnicki assuring us that once the water lines had been replaced we could expect to have the road paved in the fall of 93 or summer of 94. (Please note the enclosed copies of this correspondence.)

Given that the promise of a repaved road has been made to us each year since 1991 I'm sure you'll understand that we are not inclined to make any assumptions that the matter will be handled as indicated.

As further evidence to the need for this improvement, we have enclosed pictures of a recent rainstorm in which the water clearly does not take the path it was designed to. It avoids the drains to a large degree and ends up flooding the lower level properties. Water, mud, and debris washes across the street and into our lawn and driveway, as well as the driveway of others on our street, several times each year during rainstorms. It appears a repaving would present the opportunity to improve the grade of the road as well, which would make the previous drainage work worth the hard work and money that the city has invested.

On behalf of the residents of Lycintra Lane we would greatly appreciate hearing your plans. Thank you in advance for your help and cooperation. Please send your response to the address below.

Sincerely,



Corky and Karen Coreson
3648 SE Lycintra Lane
Milwaukie, Or. 97222

cc: Mayor Lomnicki/Mike Clark



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

CITY OF MILWAUKIE

Mr. and Mrs. Coreson
3648 SE Licyntra lane
Milwaukie, OR 97222

RECEIVED
JUN 10 1994

May 4, 1993

CITY OF MILWAUKIE
DEPT. OF PUBLIC WORKS

Dear Corky and Karen:

Thank you for taking the time to express your concerns about the condition of S.E. Licyntra Lane. I have discussed this issue with staff and they have explained the reasons the water line project is needed in your area. Staff has also provided me with a tentative schedule of when the water line and street repairs will be completed.

The existing water line in Licyntra is 2 inches in diameter. This line is being replaced with a 6" water line which will increase the the flow of water in the area, which in turn improves the taste and quality of the water. In addition, the increase in the size of the line and the adding of a fire hydrant, will improve fire protection in the neighborhood.

Staff has explained that the water line project was scheduled to occur in the summer of 1992 or the spring of 1993. Several unanticipated projects have come up which have caused a slight delay in completing the project on Licyntra Lane. Staff anticipates that the water line project on Licyntra will be completed during the summer of 1993. Once this is completed, an overlay can be done on the street in the fall of 1993 or summer of 1994. As I'm sure you can understand, we want to be sure that the water lines are in good condition and will not need replacement or repairs after we repair the street.

I hope this information resolves your concerns. If you have any questions I would encourage you to contact our Public Works Director, Tim Corbett, at 652-4410.

Again, thank you for bringing your concerns to the City's attention.

Sincerely,

Craig J. Lomnicki
Mayor

CJL/rtc

4-6-93

RECEIVED
APR 24 1993

Mr. Mike Clark
City Of Milwaukie
10722 SE Main
Milwaukie, Or. 97222

CITY OF MILWAUKIE
DEPT. OF PUBLIC WORKS

Sir:

We, the undersigned, are the residents of the homes on SE Licyntra Lane, West of Boss Lane. With this letter we hope to bring to your attention the gross deterioration of that small stretch of road.

Some of us have, spoken with City officials about this issue and we remain perplexed. It was indicated that this road would be paved in the summer of 91. We then learned that this would not take place because the water department was going to do some work "to improve the quality of water in the area". Beyond some street markings (which have now faded away) no work has taken place, purportedly because of budget concerns.

We find no discernable lack of quality in our water. We do, however, continue to have a deplorable street. To continue to patch this street would be to patch the patches. We neither want nor need curbs or sidewalks, as our street is too narrow to allow for such unnecessary amenities. We respectfully suggest that street paving supersede the perceived water problems and that this road not be allowed to continue rotting away to a state that will, doubtless, make it more problematic and costly to repair.

It would require very little observation to note that we have the worst street in the area, largely because the other streets were built more recently. Are we to be penalized for having properties that have paid taxes for a longer period of time than the other homes in the area?

We appeal to your sense of logic and remain hopeful that you can help us resolve this issue. Please send your correspondence to "Corky and Karen Coreson, 3648 SE Licyntra Lane, Milwaukie, Or 97222. Thank you for your attention in this matter.

Sincerely,

The residents of Licyntra Lane (West of Boss)

cc/Jay Saatkamp, Graig Lomnicki, Bob Knudson, Gene Schreiber, Rob Cappa, Rick Farley

~~Cory Carson~~

Karen Carson

CORKY & KAREN CARSON
3648 S.E. LICYNTA LANE
MILW, OR 97222

Angelina D. Zanni

Ernie Zanni
3646 S.E. LICYNTA LANE
ERNIE & ANGELINE ZANNI

Dennis L. McKee

Betty Lorraine McKee
3634 S.E. LICYNTA LANE
DENNIS & BETTY MCKEE

Albert Stein

Dee Stein
3600 S.E. LICYNTA LANE
BURT & DEE STEIN

