

MILWAUKIE
CITY COUNCIL MEETING
May 17, 1983
7 p.m.

COUNCIL CHAMBERS

1432nd Meeting

The one thousand four hundred and thirty second meeting of the Milwaukie City Council was held on May 17, 1983 with the following Councilors present:

Mayor Joy Burgess	Don Graf
Ron Kinsella	Roger Hall
Mike Richmond	

Also present:

Hugh Brown, City Manager	Topaz Faulkner, Comm. Serv. Director
Greg Eades, City Attorney	Gordon Erickson, Finance Director
Dick Bailey, Fire Chief	Laurie Perkin, Secretary
Steve Hall, P.W. Director	

Mike Richmond gave the invocation and the pledge of allegiance was recited.

AUDIENCE PARTICIPATION

Mayor Burgess presented a certificate of appreciation to Ned Weymouth of the Oregon Nurserymen's Association for a donation of 24 cherry trees to be planted along Main Street.

The Mayor read a proclamation declaring June 4 Futures Day and endorsing the Critical Choices conference to be held at the University of Portland on this date.

The Mayor read a proclamation from the American Businesswomen's Association declaring May 1983 as Education Month.

Bill Hupp has submitted memo dated May 16, 1983 objecting to the Tri-Met buses parking near City Hall and the lack of enforcement of the noise ordinance. He mentioned the litter problem caused by Tri-Met passengers and said he thought Tri-Met was responsible for cleaning up the area. Hupp also referred to Ordinance 1218 regarding the regulation and licensing of ambulance services. He said this ordinance has not been enforced, that ambulance services should pay a fee, that the Fire Chief be responsible for the inspection of ambulances and suggested that the ordinance be rewritten.

The City Manager responded to the litter problem, stating that it was the city's responsibility and that it had been taken care of. He said the staff would be meeting with Tri-Met soon and had several things to discuss with them including the transfer station. He said staff would discuss the enforcement of the ordinance regulating ambulance services.

Jim Backenstos related an incident which occurred as he was driving along Harrison Street. A yellow volkwagon travelling in front of him suddenly disappeared from view, claimed Backenstos. He learned later that the vehicle had apparently fallen into a large chuckhole. Backenstos said also that in issuing citations, the Police Department favors city employees over citizens.

Vicki Gagnier, 4084 SE Washington, addressed the Council concerning the need for stop signs on Jefferson, Adams, and Monroe Streets where they intersect with 40th. She said the area has grown, there are many more children now, and that now that the school buses were not running there the children had to walk. It was the consensus of Council that the problem be referred to the Traffic Safety Commission.

LEGISLATION

It was MOVED by Hall, SECONDED by Kinsella that the bills listed for May 17, 1983 be approved for payment. MOTION CARRIED unanimously. There was discussion on the contract with the sewer district. The City Manager said a staff report with recommendations will be provided Council at the next meeting.

Adult Business Ordinance

The City Manager explained LCDC notice requirements in regard to amendments to the zoning ordinance and the reason for the need to extend the moratorium on adult businesses. Hall objected to this action since he did not think it was necessary for the health and welfare of the community. It was MOVED by Richmond, SECONDED by Graf, to read the ordinance the first time by title only. (AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON AMENDING ORDINANCE NO. 1537 PROHIBITING THE ISSUANCE OF PERMITS FOR ADULT BUSINESSES AND DECLARING AN EMERGENCY). MOTION CARRIED with the following vote: AYES: Burgess, Richmond, Kinsella, Graf. NO: Hall. There will be a second reading at the next Council meeting.

CONSENT AGENDA

Approval of Minutes - May 3, 1983

It was MOVED by Hall, SECONDED by Kinsella, to adopt the consent agenda. MOTION CARRIED unanimously.

OTHER BUSINESS

Mayor Burgess has received letter from Susan Wagner, President of King Bell Housing, Inc. requesting Council support for the establishment of an emergency/temporary shelter for the Clackamas County community. The Mayor has also received a letter from John Maguire, Basic/Emergency Services Coordinator of the Community Action Agency, requesting Council support for a multi-purpose nutrition center for low-income families and an emergency/temporary shelter project. The proposals are for CDBG funds available through the "Jobs Bill".

Mayor Burgess reported on the Policy Advisory Board meeting which she and the City Manager and the Community Services Director attended. The city was to present a proposal for CDBG funds for the Main Street project, however the presentations were delayed until the next meeting of the County Commissioners which will be May 26. The Mayor suggested postponing approval of the aforementioned projects until more information was obtained as to the kind of proposals which would be made. There was extended discussion on the advisability of supporting the projects at this time. It was MOVED by Graf, SECONDED by Kinsella that the Council go on record as supporting the request by King Bell Housing Inc. for an emergency shelter and the request by the Community Action Agency for the nutrition center and the emergency shelter. MOTION CARRIED unanimously.

Staff was directed to send letters to the County Commissioners stating Council support for the projects.

Mayor Burgess read a letter from Nick Knapp, Director of the Housing Authority of Clackamas County regarding Hillside Park disposition. He has proposed that a task force be set up to meet and discuss various options regarding Hillside Park. The Mayor has been asked to serve on the task force. It was Council consensus that the Mayor serve on the task force as the representative of the city. Staff was directed to inform Mr. Knapp of the Mayor's appointment.

Request for CDBG funds for Main Street project

Community Services Director gave a report on the Main Street Project. She talked about improvements which have been made, studies done by planning interns, meetings with the riverfront property owners. The business community has worked hard on the project but can no longer devote the amount of time necessary. The request for CDBG funds is for \$56,000 to form a downtown staff of four faculty people and students from PSU. The time frame would be one year and expected to come from this study would be downtown improvements, market analysis, and a financial program. It was MOVED by Hall, SECONDED by Graf, to approve the request for use of CDBG Grant monies as outlined by Community Services Director.

Cable TV Commission

There was extended discussion on whether or not a Cable TV Commission should be appointed. The Mayor said she did not think an advisory body should have the authority to set rates. Graf agreed. The City Attorney said rate setting is very complicated, that if the Council chose to do this, it would take up a great deal of time. Kinsella suggested the issue needed more investigation. Staff was directed to obtain more information from other cities, etc. and bring the matter up for discussion at the next meeting.

It was MOVED by Kinsella, SECONDED by Burgess, that Janice Rose be appointed to the Library Board. MOTION CARRIED unanimously.

It was MOVED by Burgess, SECONDED by Kinsella to appoint Susan Wagner to the Parks and Recreation Commission. MOTION CARRIED unanimously.

Traffic Safety Recommendation

The Traffic Safety Commission has submitted a recommendation denying request for a crosswalk at the intersection of Linwood and Aspen Streets. It was recommended by the TSC that a Pedestrians symbol sign replace the School Advance Warning sign. It was MOVED by Graf, SECONDED by Hall, to accept the recommendation of the Traffic Safety Commission. There was extended discussion on use of stop signs, state and federal traffic laws, speed zones, use of warning lights. It was MOVED by Graf, SECONDED by Hall to amend the motion on the floor to include that a 25 mile an hour speed sign be posted in this area. MOTION CARRIED unanimously. On the MAIN MOTION,

as amended, MOTION CARRIED unanimously. Public Works Director asked that staff be authorized to establish the limit of the speed zone. Council concurred.

It was agreed by Council that David Abrahams, Director of Clackamas Service District # 1 be asked to attend the next Council meeting to discuss the districts contract with the city. The City Manager said a staff report would be provided. It was decided to hold a public hearing for sewer rate increases on June 7, 1983.

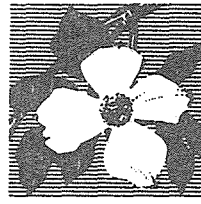
It was MOVED by Richmond, SECONDED by Kinsella that the letter to the League of Oregon Cities regarding tax reform be amended as follows: the words in the last sentence beginning with "and the understandable..." be deleted. Add a last sentence to read "Reduction in property tax should first be accomplished, and separation among the various taxing methods maintained." MOTION CARRIED with the following vote: AYES: Richmond, Kinsella, Burgess. NO: Graf, Hall.

Graf said the garbage haulers should be getting a rate increase. Kinsella said the Solid Waste Task Force will submit their final report and recommendations on the first meeting in June.

The meeting was adjourned at 10 p.m.

Joy Burgess, Mayor

Laurie Perkin, Secretary

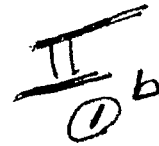
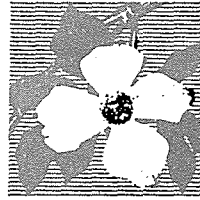


CITY COUNCIL AGENDA
May 17, 1983
7 p.m.

COUNCIL CHAMBERS
WORK SESSION - 5:30 p.m.

REGULAR MEETING
(1432nd Meeting)

- I CALL TO ORDER
a) Call to order
b) Invocation
c) Pledge of allegiance
- II AUDIENCE PARTICIPATION
a) Presentation of certificate to Oregon Nurserymen's Assoc.
Ned Weymouth
b) Proclamation - Critical Choices for the Future
- III LEGISLATION
a) Payment of bills
b) Ordinance amending Ordinance No. 1537 prohibiting
issuance of permits for adult businesses.
ORDINANCE _____ 1st reading
- IV CONSENT AGENDA
a) Approval of minutes - May 3, 1983
- V OTHER BUSINESS
a) Letter from Susan Wagner re emergency shelter for
Clackamas County
b) Request for endorsement of city request for CDBG grant
for Main Street project
c) Discussion of appointment of Cable TV Commission
d) Appointment to Library Board (Warren Schaffer-Janet Rose) *Wagner*
e) Recommendation from Traffic Safety Commission re Susan W. Wagner
Linwood crosswalk
f) Set public hearing date for sewer rate increases
g) Letter to LOC regarding tax reform
- VI INFORMATION
a) Newspaper article on adult business and light rail
b) Letter to/from Tri-Met
c) Minutes - Traffic Safety Commission
d) McLoughlin Blvd. status report
e) RR/Harmony improvements - status report
- VII ADJOURNMENT



P R O C L A M A T I O N

WHEREAS, the Ad Hoc Futures Committee was formed in the summer of 1981 by the Metropolitan Service District Council to support research on the trends of changes in the Portland area; and

WHEREAS, the Ad Hoc Futures Committee was supported by members from the City Club, the Metropolitan Citizens League, the Chamber of Commerce, Metro Council, and City and County governments; and

WHEREAS, this committee met frequently for more than a year to study all the previous long-range planning for the Portland area, and to evaluate current efforts in other cities, and to seek guidance from futurists; and

WHEREAS, this Committee finished their research and published their findings in a document entitled CRITICAL CHOICES FOR GREATER PORTLAND, wherein they identified areas of critical concern for the future of the Portland area; and

WHEREAS, it was recognized that greater public awareness and involvement was needed to find the best solutions to the problems within the critical areas, and a public conference was designed to enable public participation; and

WHEREAS, the Oregon Community Foundation agreed that the critical areas of concern were valid issues affecting the quality of life in the present and future, and granted funds for a public conference;

NOW THEREFORE, I, Joy Burgess, Mayor of Milwaukie, do hereby proclaim the day of June 4, 1983 to be

THE FIRST ANNUAL FUTURES DAY IN MILWAUKIE

and call upon the citizens of this City to observe this day by participating in the Critical Choices Conference '83 which will be held at the Buckley Conference Center at the University of Portland.

Joy Burgess, Mayor

Date

CITY OF MILWAUKIE
BILLS PAYABLE MAY 17, 1983

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1.	A & A Welders Supply, Inc.	71.15	4-	71.15
2.	ASE Supply, Inc.	200.10	7-	200.10
3.	Aaron Business Equipment, Inc.	295.00	12-	295.00
4.	Airweld, Inc.	45.23	1-62	45.23
5.	Allied Plating, Inc.	101.77	7-	101.77
6.	American Planning Association	16.80	1-35	16.80
7.	Bailey Tool	116.00	4-	116.00
8.	Baker & Taylor (NY)	65.27	1-34	65.27
9.	Baker & Taylor (Reno)	634.20	1-34	634.20
10.	Ben-Ko-Matic	63.90	7-	63.90
11.	Bernard's Garage	39.00	7-	39.00
12.	Boise Cascade	15.50	1-23	11.90
			1-34	3.60
13.	Bound to Stay Bound	3.64	1-34	3.64
14.	Bureau of National Affairs, Inc.	70.00	1-51	70.00
15.	Clackamas Communications, Inc.	158.32	1-62	158.32
16.	Clackamas Water District	117.75	1-32	99.75
			1-36	18.00
17.	City Council	275.00	1-10	275.00
18.	Cogan & Associates	2,854.97	1-21	2,854.97
19.	Columbia Battery Mfg.	100.00	7-	100.00
20.	Commercial Refrigeration, Inc.	210.00	1-32	210.00
21.	Complete Exhaust Distributing, Inc.	35.03	7-	35.03
22.	Cooper's Market	19.80	1-10	19.80
23.	County of Clackamas, Assessor	291.52	1-23	97.17
			1-35	97.18
			1-92	97.17
24.	Clackamas Cty. Community Development	1,234.00	1-36	1,234.00
25.	" " Fire District No. 1	4,074.63	1-62	4,074.63
26.	" " Library	6.12	12-	6.12
27.	" " Recorder	8.00	1-92	8.00
28.	" " Sports Officials	1,328.00	1-36	1,328.00
29.	" " Service Dist. #1	56,809.95	1-32	77.00
			20-	56,732.95
30.	" " Sheriff's Dept.	7.95	1-52	7.95
31.	Dee Thomason Ford	75.88	7-	75.88
32.	Department of General Services	75.00	12-	75.00
33.	Dorsey Paint & Equipment, Inc.	11.88	7-	11.88
34.	Dun's Marketing Services	520.00	1-34	520.00
35.	EBSCO Subscriptions	85.40	1-34	85.40
36.	Edwards Manufacturing Company	140.00	1-62	140.00
37.	Finzer Business Systems, Inc.	74.50	1-23	74.50
38.	Flink's Excavation	8,210.00	20-	8,210.00
39.	Flying J. Propane, Inc.	453.00	4-	453.00
40.	Gaylord Bros., Inc.	254.93	1-34	254.93
41.	Goodyear Truck Center	190.30	7-	190.30
42.	Graphic Products, Inc.	70.71	1-24	70.71
43.	Halstead's Enterprise, Inc.	50.00	1-92	50.00
44.	Hamm, Richard	54.00	1-61	27.00
			1-63	27.00

CITY OF MILWAUKIE
BILLS PAYABLE MAY 17, 1983

III
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45.	Hinds Supply Company	818.17	30-	818.17
46.	Home Laundry	181.58	1-62	181.58
47.	Horton Electric	140.00	1-32	140.00
48.	Horton Electric	22.81	1-37	22.81
49.	Hyneman, Glorianne C., RN	231.40	1-32	231.40
50.	ICMA	45.00	1-21	45.00
51.	ISSPRO (Instrument Sales & Service)	81.29	1-62	60.91
			7-	20.38
52.	JAFCO	32.97	1-52	32.97
53.	Kaiser Permanente	64.00	1-52	64.00
54.	Keller Supply Company	8.58	4-	8.58
55.	Labor Education & Research	3.50	1-22	3.50
56.	Lawton Printing, Inc.	2.80	1-62	2.80
57.	League of Oregon Cities	50.00	1-22	50.00
58.	Lehleitner, George, Labor Law Section	45.00	1-22	45.00
59.	McFarlane Bark	126.50	1-36	2.50
			4-	41.34
			20-	41.34
			30-	41.32
60.	Main Street Cleaners	622.40	1-52	437.50
			1-61	5.55
			1-62	166.40
			1-63	12.94
61.	Earl Marks Company, Inc.	98.58	7-	98.58
62.	Mid Columbia Chapter of ICBO	5.00	1-93	5.00
63.	Milwaukie Automotive Service	2,643.00	3-	2,643.00
64.	Milwaukie Floral	174.00	1-36	37.50
			3-	136.50
65.	Milwaukie Plumbing	116.60	1-62	116.60
66.	Milwaukie Lumber	2.40	4-	2.40
67.	Milwaukie Postmaster	20.00	1-62	20.00
68.	Moen Machinery Co.	8.95	1-36	8.95
69.	Motorola, Inc.	144.25	1-62	144.25
70.	National Main Street Center	35.00	1-35	35.00
71.	The New Review	31.43	1-35	31.43
72.	Northwest Copy Products	29.95	1-53	29.95
73.	Northwest Natural Gas	240.80	4-	9.54
			30-	231.26
74.	OFCA Conference '83	284.00	1-61	142.00
			1-63	142.00
75.	OSASCA Workshop	30.00	1-32	30.00
76.	Olson Brothers	106.67	1-52	106.67
77.	Oregonian Publishing Co.	4.50	1-21	4.50
78.	Oregonian	78.00	4-	78.00
79.	Oregon Toro	34.80	1-36	34.80

March 29, 1983

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Mr. Hugh Brown
City of Milwaukie
10722 SE Main
Milwaukie, OR 97222

Dear Mr. Brown:

The Columbia Willamette Futures Forum is presenting its first annual Critical Choices '83 Conference on Saturday, June 4, 1983, at the University of Portland, Buckley Center. One of the primary goals of the conference is to bring diverse groups together to examine new directions for the future of the region because all of us have a stake in the future viability and livability of our environment.

Therefore, we are seeking a broad-based coalition of organizations and government entities in the Portland/Vancouver Metropolitan area to join together as sponsors of the conference. We believe your participation as a sponsor would be an asset to the conference and equally valuable to your membership. To ensure that your sponsorship is meaningful, we have fashioned the following framework for conference activities:

Work study groups on the critical areas are developing pre-conference discussion material for our sponsoring organizations so that conference involvement is optimal.

Attitudinal surveys will be taken before and during the conference to help us assess our recommendations and/or conclusions.

A special Friday evening, June 3, reception will be held for the keynote speaker and representatives of the sponsoring organizations to establish rapport for the following day's program.

During the conference, we will encourage participants to propose their own agenda of issues for the future and the processes for dealing with them now by asking the questions: Where are we now? Where are we headed? What could we face along the way? Where would we like to be? How do we get there?

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A list of conference registrants will be published to facilitate on-going futures' activities.

(A detailed description of conference goals, the day's tentative schedule and program, and a partial list of sponsoring organizations is attached.)

Your responsibility as a sponsor, should you agree, is simply to give your public support and encourage participation at the conference of your membership.

To draw attention to the significance of this event, we would appreciate adoption of the enclosed sample resolution officially sponsoring the conference and proclaiming June 4th the first annual futures day.

June 4th will be an important day in the future of the region. We hope you will join us as a sponsor and will call you in a few days to discuss this with you.

Sincerely,

Carol Kirchner

Carol Kirchner
Conference Coordinator

Kandis Brewer Wohler

Kandis Brewer-Wohler

Chair

Columbia Willamette Futures Forum

encs.

CRITICAL CHOICES '83 CONFERENCE

An examination of the issues confronting the
Portland-Vancouver Metropolitan Area in the next decade

SATURDAY, JUNE 4th, 8:00 a.m. - 5:00 p.m.

UNIVERSITY OF PORTLAND, BUCKLEY CENTER

Spearheaded by the Columbia/Willamette Futures Forum
in concert with the Center for Urban Education
through support from the Oregon Community Foundation

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GOALS & ACTIVITIES

- 1) To bring together diverse groups and key individuals to examine new directions for the future of the region.
 - (a) To educate, arouse and enthuse the public about the opportunity to plan for the future.
 - (b) To encourage participants to propose their own agenda of issues for the future.
 - (c) To encourage participants to propose their own processes for dealing with the issues.
 - (d) To share tools, strategies and information.
 - (e) To provide for contact and coordination among those groups interested in looking at the future and alternatives.
 - (f) To introduce "leading edge" thinkers in the field of futures.

- 2) To pinpoint issues and make recommendations.
 - (a) To promote formation of community task forces to explore critical choice areas.
 - (b) To reduce duplication of efforts and to make better use of limited resources in the area.
 - (c) To ensure that the separate, "emerging" issues are seen as part of a whole life-picture that is new and ever changing.
 - (d) To develop a common language.

- 3) To initiate a variety of on-going futures' activities in the region.
 - (a) To provide a mechanism for "follow-up: after the conference.
 - (b) To begin an annual tradition -- an annual benchmark on the "state of the region".
 - (c) To launch the Columbia-Willamette Futures Forum.
 - (d) To encourage and identify new and diverse local leadership.

ORGANIZATIONS EXPRESSING ACTIVE SPONSORSHIP INTEREST TO DATE:

City Club	City of Portland
Metropolitan Service District	Futures Committee
Alliance for Social Change	University of Portland
League of Women Voters	City of Gresham
Metropolitan Citizens League	Gresham Chamber of Commerce
Flexible Ways to Work	Mt. Hood Community College

a.m.

Welcome

Special Remarks: Ned Look, Oregon Community Foundation

Keynote address:

Don Michael, author and professor, Stanford
Research Institute: "Getting Ready to Face the Future"

Panel discussion on four critical choice areas:

- 1) Technology/Telecommunication/Science:
How will the revolution in telecommunication and altered patterns of communication influence the way we live, work and govern ourselves? What social and economic effects will new technological innovations have on our society, and how will we respond at the local level?
- 2) Economics and Work:
In a period of increased economic instability and profound structural change in the economy, can we guarantee continued economic growth and lasting employment opportunities?
- 3) Patterns of Governance:
Given expanding local needs, shrinking government revenues and difficult policy trade-offs, how will we effectively govern ourselves at the local level?
- 4) Lifestyles and Values:
As our society enters a period of rapid and unsettling change, how will individuals, families, communities and institutions adapt and survive?

Luncheon

p.m.

Concurrent workshops on critical choice areas listed above

Assessment Dialogue

Telestar: connecting Washington, D.C., and conference participants

after 5

No-host gathering

COLUMBIA WILLAMETTE FUTURES FORUM STEERING COMMITTEE

Kandis Brewer-Wohler, Chair
Steve Ames
Pauline Anderson
Mike Barnes
John Broome
Herb Cawthorne

Adam Davis
Jack Fried
Julianne Johnson
Marge Kafoury
Steve Lowenstein
Ruth Ellen Miller

Judy Phelan
Bill Rhodes
Bill Robertson
Betty Schedeen
Steve Schneider
Doug Strain
Nancy Waddell

Conference Coordinator: Carol Kirchner, CUE, 221-0984

CITY OF MILWAUKIE
 BILLS PAYABLE MAY 17, 1983

III
 a (3)

80.	PGE	4,877.96	1-32	580.70
			1-34	303.47
			1-36	12.07
			1-53	194.68
			1-61	973.87
			4-	1,153.83
			20-	42.59
			30-	1,616.75
81.	Cash Management Institute	87.00	1-34	87.00
82.	Pacific Coast Industrial Laundry	300.75	1-34	18.00
			1-37	18.50
			1-51	4.00
			1-62	11.00
			4-	83.08
			20-	83.08
			30-	83.09
83.	Pacific Northwest Bell	1,192.10	1-34	186.18
			1-52	54.16
			1-53	46.57
			1-61	38.31
			4-	399.38
			20-	244.50
			30-	223.00
84.	Pacific Water Works Supply Co.	13.35	30-	13.35
85.	The Parts Store	87.86	7-	87.86
			20-	
87.	Petty Cash	148.56	1-10	4.48
			1-23	4.50
			1-35	10.59
			1-37	9.18
			1-52	33.55
			1-53	6.08
			1-62	38.78
			1-92	6.20
			7-	35.20
88.	Pixler Auto Parts	79.00	7-	79.00
89.	Phillips Sanitary Service	198.00	1-36	198.00
90.	Physicians Medical Laboratories	145.45	1-62	145.45
91.	City of Portland	114.53	1-52	114.53
92.	Portland Door Closer	45.00	1-32	45.00
93.	Portland Observer	18.19	4-	18.19
94.	Portland State University	20.25	4-	6.75
			20-	6.75
			30-	6.75
95.	Portland Road & Driveway	848.00	4-	848.00
96.	Potwin, Bruce	10.80	1-32	10.80

CITY OF MILWAUKIE
BILLS PAYABLE MAY 17, 1983

III
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98.	Robben Oil Company	869.07	1-37	209.67
			1-53	307.90
			1-61	351.50
99.	Rock Creek Sand & Gravel	331.00	4-	331.00
100.	Rodda Paint	43.56	1-36	43.56
101.	Rean Contractors	1,002.30	30-	1,002.30
102.	Riecke, Jeanne	67.00	1-33	67.00
103.	Rippling River Resort	192.60	1-61	97.20
			1-63	95.40
104.	Rub-A-Dub Car Wash	31.90	1-52	28.90
			1-21	3.00
105.	Sanderson Safety Supply	599.08	20-	599.08
106.	Sanderson Safety Supply	51.10	4-	51.10
107.	Signpost	16.00	1-34	16.00
108.	Smith Brothers Office Outfitters, Inc.	42.00	1-53	42.00
109.	Southern Pacific Transportation Co.	275.00	30-	275.00
110.	Spec Industries	677.54	4-	677.54
111.	Stevens Automotive	277.25	7-	277.25
112.	Transmission Exchange Co.	546.50	7-	546.50
113.	Trumbull Asphalt	450.00	4-	450.00
114.	U.S. Postmaster	1,750.00	1-23	1,750.00
115.	U.S. Postal Service	1,500.00	1-23	1,500.00
116.	Vannice, John	10.00	1-32	10.00
117.	Wilco-Wajax-Pacific Fire Equipment	345.87	1-62	345.87
118.	Weiler Chevrolet	3.86	7-	3.86
119.	Western Pacific Construction Materials	444.17	4-	444.17
120.	Western States Fire Apparatus, Inc.	85.68	1-62	85.68
121.	Wiens, Arthur N. Ph.D.	275.00	1-52	275.00
122.	Wiley Security Services	16.60	1-53	16.60
123.	Zellerbach Paper Company	56.40	1-24	56.40
		\$104,244.41		\$104,244.41

III
a (5)

CHART OF ACCOUNTS
FUNDS, DEPARTMENTS & DIVISIONS

Effective July 1, 1982

CITY COUNCIL	01-10	BONDED DEBT FUND	02
CITY ADMINISTRATION	01-21	EQUIPMENT RESERVE FUND	03
LEGAL	01-22	STATE TAX STREET FUND	04
COMPTROLLER	01-23	IMPROVEMENT BOND SINKING	
COMPTROLLER/PURCHASING	01-24	FUND	05
COMPTROLLER/GENERAL GOVERNMENT	01-25	STREET IMPROVEMENT FUND	06
		EQUIPMENT REPAIR FUND	07
COMMUNITY SERVICES ADMINISTRATION	01-31	BIKE AND FOOTPATH FUND	09
MILWAUKIE CENTER	01-32	FIXED ASSET ACCOUNT GROUP	10
MUNICIPAL COURT	01-33	REVENUE SHARING FUND	12
LIBRARY	01-34	COMMUNITY DEVELOPMENT GRANT	
PLANNING	01-35	FUND	13
PARKS & RECREATION	01-36	SEWER FUND	20
CITY HALL	01-37	WATER FUND	30
		GENERAL LEDGER/INVENTORY	GL
POLICE ADMINISTRATION	01-51		
FIELD SERVICES	01-52		
SUPPORT SERVICES	01-53		
FIRE ADMINISTRATION	01-61		
FIRE SUPPRESSION	01-62		
FIRE PREVENTION	01-63		
PUBLIC WORKS ADMINISTRATION	01-91		
PUBLIC WORKS ENGINEERING	01-92		
PUBLIC WORKS BUILDING	01-93		

III
B

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON AMENDING
ORDINANCE NO. 1537 PROHIBITING THE ISSUANCE OF PERMITS
FOR ADULT BUSINESSES AND DECLARING AN EMERGENCY.

WHEREAS, the Council adopted Ordinance No. 1537 prohibit-
ing the issuance of permits for adult businesses for 60 days
to allow for the development of reasonable regulations for
these businesses and,

WHEREAS, the Council has determined that these regulations
can't be adopted within the 60 day period due to notice
requirements of the Land Conservation and Development Com-
mission, therefore

THE CITY OF MILWAUKIE DOES ORDAIN AS FOLLOWS:

Section 1. Section 1 of Ordinance No. 1537 is amended
by extending the 60 day period to 120 days.

Section 2. Because this ordinance is necessary for the
immediate preservation of the public health, peace, safety
and best interests of the inhabitants of the city, an emergency
is declared to exist, and this ordinance shall take effect
immediately upon its passage by the Council and signing by the
Mayor.

Read the first time on _____, 1983 and
moved to second reading by _____ vote of the City
Council.

Read the second time and adopted by the City Council on
_____, 1983.

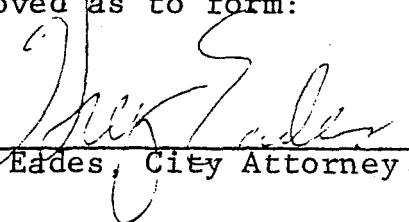
Signed by the Mayor on _____, 1983.

Joy Burgess, Mayor

ATTEST:

Laurie Perkin, Recorder

Approved as to form:



Greg Eades, City Attorney

IV
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MILWAUKIE
CITY COUNCIL MEETING
May 3, 1983
5 p.m.

COUNCIL CHAMBERS

WORK SESSION

A work session of the Milwaukie City Council was held on May 3, 1983 with the following Councilors present:

Mayor Joy Burgess	Don Graf
Mike Richmond	Roger Hall
Ron Kinsella	

Also present:

Hugh Brown, City Manager
Laurie Perkin, Secretary

Arriving at 5:45 p.m.

Greg Eades, City Attorney
Bill Cullen, President, Tribune Cable
Les Page, Cable TV Consultant

The City Manager talked about the budget election campaign. He said \$100 has been received thus far which will go towards signs, mailings, etc. The Mayor asked that Council review all mailings since she had received objections to the letter sent out by the Citizens for Milwaukie Committee. The City Manager has talked to civic organizations and city advisory bodies. The Mayor offered to speak to these organizations as well. Kinsella said he thought that the Senior Center advisory bodies would be glad to volunteer their time to help with phone calls, mailings, etc.

City Manager said that Sumner Sharpe of Cogan and Associates has put together final data on the annexation study and is ready to begin a community survey. He said that he would like to have a job description for City Planner ready by July 1 when the feasibility study is completed.

Kinsella said the Solid Waste Task Force report would be ready to submit to the Council by the first of June.

Discussion on Tax Reform

Richmond has submitted memo expressing opposition to the League of Oregon Cities method of obtaining tax reform. Their plan does not allow for any tax reduction, he said but creates a new tax to replace another one. There was extended discussion on method of funding the schools, county taxes, various proposals being considered by the legislature. It was agreed that the City Manager and Richmond get together and discuss this further. The City Manager will then submit something in writing to the Council at the next meeting.

Cable TV

City Attorney said that some changes had been made in the Cable TV franchise ordinance. He discussed these changes which Council accepted. Les Page praised city staff, particularly City Attorney for a fine accomplishment in obtaining an excellent franchise. Cullen said if the ordinance was

IV
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adopted tonight, the equipment will be ordered and delivery will be made within 90 days. It will be 6 or 7 months until the first subscriber will receive Cable TV. A local office will be opened within 60 days of the adoption of the ordinance.

The work session was adjourned at 6:15 p.m.

Joy Burgess, Mayor

Laurie Perkin, Secretary

IV
A 3

MILWAUKIE
CITY COUNCIL MEETING
May 3, 1983
7 p.m.

COUNCIL CHAMBERS

1431st Meeting

At 6:15 prior to the regular Council meeting the Council interviewed Susan Wagner, 10524 SE 34th, for a position on the Parks and Recreation Commission. Larry Cereghino who was scheduled to be interviewed for the same position did not appear.

The one thousand four hundred and thirty first meeting of the Milwaukie City Council was held on May 3, 1983 with the following Councilors present:

Mayor Joy Burgess	Don Graf
Mike Richmond	Roger Hall
Ron Kinsella	

Also present:

Hugh Brown, City Manager	Gordon Erickson, Finance Dir.
Greg Eades, City Attorney	Laurie Perkin, Secretary
Dick Bailey, Fire Chief	

Mayor Burgess gave the invocation and the pledge of allegiance was recited.

AUDIENCE PARTICIPATION

Mayor Burgess read proclamations declaring May 18 - 22, 1983 as POPPY DAYS and May 22 - 28, 1983 as PUBLIC WORKS WEEK.

Jim Backenstos objected to Tri Met taking up parking spaces near City Hall. Bill Hupp supported Backenstos's statements. There was discussion on the transit station. City Manager said the delay was due to lack of funds. It was concurrence of Council that a representative from Tri-Met be asked to come to a Council meeting.

Ronda Niswender representing the Milwaukie American Legion Post 180 as 1983 Junior Miss Poppy read a poem and received the proclamation read by Mayor Burgess.

LEGISLATION

It was MOVED by Hall, SECONDED by Graf, that the bills listed for May 3, 1983 be approved for payment.

Acceptance of State Revenue Sharing Funds

Finance Director has prepared an ordinance which is required by the State of Oregon in order to receive state shared revenues. The latest estimate received is \$88,000. It was MOVED by Hall, SECONDED by Richmond, to read the ordinance the first time by title only. MOTION CARRIED unanimously. It was MOVED by Hall, SECONDED by Richmond, to read the ordinance the second time by title only. MOTION CARRIED unanimously. It was MOVED by Hall, SECONDED by Kinsella to adopt Ordinance No. 1539 (AN ORDINANCE OF THE CITY OF MILWAUKIE DECLARING THE CITY'S ELECTION TO RECEIVE STATE REVENUES). MOTION CARRIED with the following vote: AYES: Burgess, Graf, Hall, Richmond, Kinsella. NOES: none.

IV
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Southern Pacific Pipeline Agreement

Paul Roeger, Office Engineer, has submitted memo dated April 25, 1983 referring to an agreement covering the construction, maintenance, and operation of the 8" water pipeline crossing in the vicinity of 23rd and Bluebird, Milwaukie. It was MOVED by Graf, SECONDED by Kinsella, to approve the agreement as requested. MOTION CARRIED unanimously.

Cable TV Ordinance

It was MOVED by Kinsella, SECONDED by Hall, to read the ordinance the first time by title only. MOTION CARRIED unanimously. It was MOVED by Kinsella, SECONDED by Hall, to read the ordinance the second time by title only. MOTION CARRIED unanimously. It was MOVED by Kinsella, SECONDED by Hall, to adopt Ordinance No. 1540 (AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON GRANTING A FRANCHISE FOR CABLE TELEVISION SERVICES TO TRIBUNE CABLE OF OREGON, INC.) MOTION CARRIED with the following roll call vote: AYES: Burgess, Richmond, Kinsella, Hall, Graf. NOES: none.

OTHER BUSINESS

It was MOVED by Kinsella, SECONDED by Burgess, to appoint Louise Trimpler to the Center Advisory Board. Graf said that he would abstain from voting since he was acquainted with Ms. Trimpler. MOTION CARRIED with the following vote: AYES: Kinsella, Richmond, Burgess, Hall. ABSTAIN: Graf.

It was MOVED by Hall, SECONDED by Kinsella, to appoint Janet Rose to the Library Board. MOTION FAILED with the following vote: AYES: Kinsella, Hall. NOES: Burgess, Richmond. ABSTAIN: Graf.

It was MOVED by Burgess, SECONDED by Richmond, to appoint Warren Schaffer to the Library Board. MOTION FAILED with the following vote: AYES: Burgess, Richmond. NOES: Kinsella, Hall. ABSTAIN: Graf.

Discussion of adult business ordinance

Community Services Director has submitted memo dated April 28, 1983, stating that LCDC (Land Conservation & Development Commission) requires every jurisdiction to notify them in writing 45 days prior to taking any final action on any amendments to the zoning ordinance or the comprehensive plan. There was discussion on the LCDC requirements and whether or not to extend the moratorium prohibiting adult businesses. It was decided to set a public hearing at the next meeting.

It was decided to have a work session prior to each Council meeting at 5:30 p.m.

Mayor Burgess announced that the Council had completed evaluations of the City Manager and the City Attorney and that no consensus was reached as a result of the evaluations.

The meeting was adjourned at 8 p.m.

Joy Burgess, Mayor

Laurie Perkin, Secretary



KING BELL HOUSING, INC.

EQUAL HOUSING OPPORTUNITY

IVa

May 10, 1983

Joy Burgess, Mayor
City of Milwaukie
12208 S.E. 22nd Ave.
Milwaukie, Or. 97222

Re: Emergency Shelter for Clackamas County

Dear Ms. Burgess:

King Bell Housing, Inc. is proposing the establishment of an emergency/temporary shelter for the Clackamas County community and wish to recruit the endorsement of the City Council for the project. The concept calls for an existing four or five-plex to be purchased and remodeled to accommodate the needs of families without any provisions for shelter, food, clothing or medical needs. At this point we do not have a specific site selected. We are hoping to incorporate a number of county resources currently available to provide a "one-stop" center for families suffering from these needs and our statistics indicate a number of people qualify.

If you and the Milwaukie City Council support and endorse this effort, we would appreciate a letter to that effect. The Housing Authority of Clackamas County and the Social Services Division of the county are both supporting this proposal through the donation of staff time and like contributions. We appreciate any interest you are able to offer.

Sincerely,

Susan M. Wagner by SKW

Susan M. Wagner
President

SMW:js

CITY OF MILWAUKIE
M E M O R A N D U M
PUBLIC WORKS DEPARTMENT

Ve

DATE: May 12, 1983

TO: Hugh Brown / City Council
City Manager

FROM: Traffic Safety Commission

SUBJECT: Request for crosswalk
Linwood Ave.

The Traffic Safety Commission recommends to the City Council that the request for a crosswalk at the intersection of Linwood and Aspen Streets be denied for the following reasons:

1. A painted crosswalk would tend to give people a false sense of security in this dangerous location.
2. An additional crosswalk in the area would tend to reduce the effectiveness of the existing school crosswalk to the north.
3. Excessive signing and traffic regulations tend to confuse drivers rather than protect pedestrians.

The Commission also recommends that the existing southernmost "School Advance Warning" sign be replaced with a "Pedestrians" symbol sign.

The Commission also suggests that for added safety the Church initiate a street crossing patrol to assist children and elderly persons before and after church services.

js

CITY OF MILWAUKIE
M E M O R A N D U M
PUBLIC WORKS DEPARTMENT

IV 8 ①

DATE: May 12, 1983

TO: Hugh Brown
City Manager

FROM: Steven Hall
Public Works Director

SUBJECT: Sewer Division
Rate Hearing

ACTION REQUESTED

This request is for the City Council to set a public hearing for a proposed rate increase in sanitary sewer fees for 7 June 1983.

BACKGROUND

During the hearings of the 1983-84 budget at the Budget Committee and City Council level, this division noted the necessity of an increase in the rates in the sanitary sewer division in order to meet the current requirements and level of service.

Due to the lack of an increase in the sewer rates last year, two positions have been kept unfilled in the sewer division and some major rehabilitation projects have been delayed. The division cannot continue to operate at this level of manpower and maintenance for long without major consequences.

Current budget projections indicate we are on schedule with our reduced budget and the expenditures to meet that budget and, at preliminary review, the 1983-84 proposed sanitary sewage budget and revenues will be very close to those proposed.

We are still working with Clackamas Service District #1 for an interim contract and will not have that completed prior to the hearing date. The consultant for the District reviewing our current contract has been rather unresponsive and both the City and the County have been very unhappy with the lack of progress.

The proposed rate increase will be based on the best information available at that time.

It is necessary that a rate increase go into effect near the new fiscal year so that necessary maintenance and operations may be reinstated for that year.

SUMMARY

1. The adopted 1983/84 proposed budget indicates a need for a sewer rate increase.
2. The budget was passed unanimously by the Budget Committee and City Council with the proposed rate increase.

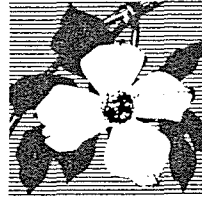
Memo - page 2
Sewer Rate Increase
May 12, 1983

IV f (2)

Summary (continued)

3. The new rate must go into effect as close to the beginning of the new fiscal year as feasibly possible.

SMH:js



DRAFT LETTER FROM MILWAUKIE CITY COUNCIL

TO: League of Oregon Cities

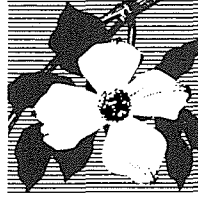
The Milwaukie City Council has previously indicated its strong support for tax reform. However, as the various proposals and amendments are presented to the Legislature, we are concerned about how the public perceives the sales tax proposal to offset the property tax. To many, this appears unnecessarily complicated and only adds further confusion to the tax system. At worst, the offset proposal with a floating sales tax rate appears suspiciously like the legislative response to Measure 6, i.e., property tax relief which is now being raided by the state. Without a limitation on either expenditures or on tax-generation, could this also not happen with the current proposals? Whatever the final product, the formula established to produce tax reform now must not be eligible for revision for other purposes later.

Accordingly, we recommend a limitation provision be included in tax reform legislation and urge that implementation be as direct and easily understood as possible. The limitation will provide assurance that the addition of a sales tax is not just a method to support vast expenditure growth, ~~and the understandable method will greatly aid its being explained to voters.~~

Sincerely,

Joy Burgess
Mayor

→ Reduction in property
Tax should first be accomplished,
and separation among the various
Taxing methods maintained.



DRAFT LETTER FROM MILWAUKIE CITY COUNCIL

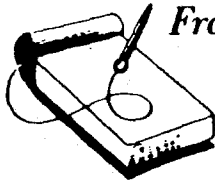
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Accordingly, we recommend a limitation provision be included in tax reform legislation and urge that implementation be as direct and easily understood as possible. The limitation will provide assurance that the addition of a sales tax is not just a method to support vast expenditure growth and the understandable method will greatly aid its being explained to voters.

Sincerely,

Joy Burgess
Mayor



From the desk of

MAYOR JOY BURGESS

JB

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Adult business freeze sought

Commissioner Mildred Schwab proposed Friday a 90-day moratorium on the establishment of new adult businesses in Portland.

The proposed moratorium is an attempt to freeze the spread of businesses that feature nude dancing but do not serve alcoholic beverages, said Deputy City Attorney Kris Scoumperdis.

City code prohibits nudity in establishments where liquor is sold. However, the city is powerless to regulate such entertainment in businesses that do not serve liquor, said Don Weidner, Schwab's executive assistant. The moratorium is being sought to allow time to complete a study on whether such businesses can legally be regulated.

Schwab said there have been numerous complaints from city residents about the locations some of these businesses have chosen.

In addition, the the moratorium would apply to certain taverns serving beer and wine where topless dancing is allowed, Scoumperdis said.

The moratorium would also apply to adult bookstores and theaters and massage parlors, already regulated by the city. It also would prevent established adult businesses from moving to a new location during the 90-day period.

The council approved an ordinance last year barring adult bookstores and theaters from locating within 500 feet of residential zones and schools.

*From
The Oregonian
May 7, 1983*

Light-rail cars' colors to be 'brightened up'

By STAN FEDERMAN
of The Oregonian staff

In a move to improve the interior design and color scheme of the 26 Banfield light-rail cars being built for Tri-Met, the agency board has authorized a \$300,000 change order with the manufacturer.

The order basically changes some of the original specifications for the cars, with emphasis on "brightening them up," said Doug Babb, a Banfield project spokesman.

Robert J. Halperin, marketing manager for Bombardier, Ltd. of Canada, which is building the cars, said the original color specifications called for white and pastel shades.

"But these only gave the car a hospital-room look," Halperin said.

He said the colors were not vivid or appealing enough, and appearance would be very important for the light-rail cars.

"Tri-Met wants an attractive car and so do we," he said. "A good-looking car is a very marketable commodity. It helps sell the light-rail concept — and ridership."

The new color scheme for the car's interior will be a two-tone combination of deep burgundy and red. The exterior colors will remain Tri-Met's current tones — orange, red and burgundy.

Besides the color changes, there will be design changes on the cars, including

enlarging the operator cab to give the driver more room.

Another design change will add protective materials to certain areas of each car in an attempt to thwart vandalism. The cars' seats will be stainless steel with heavy coverings also extremely vandal-resistant.

The total change order outlay will be \$800,000, Rabb said, with Bombardier picking up \$500,000 of the tab.

Halperin said the Canadian company is assembling the light-rail cars at its new Vermont plant, and the first one will be completed on schedule in September.

However, the first cars will not be delivered until next January, when the first section of the light-rail trackage is nearly complete. Work on the first two miles of track from Gresham to the system's Ruby Junction maintenance center began a month ago.

Each car will cost approximately \$775,000, with an additional \$1.5 million in reserve for change orders.

Electrically powered, the light-rail cars are a modern version of the old streetcar — but much bigger and more comfortable. Each car is 88 feet long, nearly twice the length of a standard Tri-Met bus.

The 15-mile Banfield light-rail line between Gresham and downtown Portland is scheduled to be completed by June 1986.

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 SE 17th AVENUE
PORTLAND, OREGON 97202

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②

April 26, 1983

The Honorable Joy Burgess
Mayor, City of Milwaukie
10722 S.E. Main Street
Milwaukie, OR 97222

Dear Mayor Burgess:

Thank you very much for your letter advocating an increase in transit revenues. Your support for our regional transportation planning efforts is appreciated.

I, too, noted The Oregonian's editorial February 17 in which Tri-Met was chided for inaction where budget matters are concerned. Nothing could be farther from the truth, and I welcome this opportunity to personally put to rest many of the inaccuracies contained in this article.

But first a general comment: it is a little-known fact that urban mass transportation throughout the western world is not a money-making venture. It is well documented in transit circles, but not reported by the nation's press, that increases in riders and service--rather than increasing profits--actually decrease overall revenues.

This fact which, as I mentioned, is reaffirmed daily by transit systems operating under a variety of conditions around the world means that Tri-Met cannot be held accountable to the same criteria as normal "businesses". For, in effect, a public transit agency is not a business. It is, however, a critical service, as important to a city's day-to-day operations as schools, police and fire protection, water and sewer services.

Having said that, let me now address the specifics of The Oregonian's editorial. First, the matter of bringing in federal financing. Tri-Met was responsible for federal appropriations in fiscal year 1983 amounting to \$74 million. \$56 million of that is for the Banfield Project, \$12 million is for Westside transportation and transit improvements, and \$5 million will go for the downtown area.

These dollars were leveraged from the federal government's general fund by Tri-Met staff working in concert with Oregon's Congressional delegation in Washington. I might add that these funds were obtained at a time of federal cutbacks by the Reagan Administration!

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As a matter of fact, the present administration, contrary to what had been reported in The Oregonian's editorial, is repeatedly threatening to cut operating assistance to local transit districts and wishes to defer nearly \$300 million of the new gasoline tax revenues, rather than commit these monies to transit, as anticipated by the Surface Transportation Assistance Act of 1982 (passed last December).

Locally, Tri-Met has taken the lead role to acquire funding for the area's roads and highways. Under Tri-Met leadership, an amendment was passed to the Surface Transportation Assistance Act of 1982 to increase the local entitlements by some \$48 million in Interstate Transfer funds. Most of this money will be available for road and highway improvements locally.

As for regional sources of funding, unfortunately, The Oregonian and others continue to suggest that constitutionally restricted categories for raising transportation monies be used to support transit. This is a fight Tri-Met was involved in as long ago as the 1973 session of the Oregon Legislature. At that time, an amendment to the constitution allowing money for transit to be derived from the gas tax was referred to the electorate. It was decisively rejected.

Since then, vehicle registration fees for mass transit have been removed by the State Legislature as a possible source of funding for transit, and the Legislature has moved determinedly to further categorize motor vehicle taxes. With the passage of Ballot Measure No. 2 in 1980, the constitution was amended to prohibit expenditures of gas tax monies on anything not directly connected to road improvements. To suggest that Tri-Met, or any other transit agency in Oregon, seek these funds at a time when the economy is declining and when our ridership figures are down would not constitute good public policy. (Politically, it wouldn't fly either!).

There are, however, other means of financing transit operations at the state and local levels, and Tri-Met has been very aggressive in pursuing these avenues. In the 1981 session of the Legislature, Tri-Met won approval for a self-employment tax, and, just one year ago, implemented that tax. This is the first year in which it will be collected, increasing revenues by nearly \$2 million. Holding a consensus together for any tax at this time is a precarious venture at best, but Tri-Met is hopeful that, with the economy turn-around, the payroll tax will pick up soon.

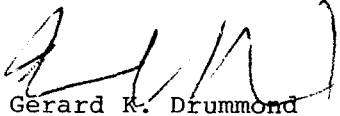
As for the future, Tri-Met is actively pursuing funding of the Westside and Southside transit corridor projects. HB 2228, now before the Intergovernmental Affairs Committee of the State House of Representatives, would give increased bonding authority to Tri-Met so that private sector monies can be raised for the local match. An effort to acquire a full-funding

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contract from UMTA will be pursued next year, when further studies have been completed.

Many thanks for your support of mass transportation in the area.

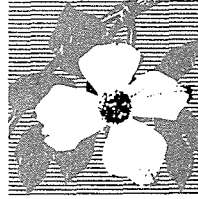
Sincerely,



Gerard K. Drummond
President
Board of Directors

GKD:REF:paf

CITY OF MILWAUKIE



May 6, 1983

Gerard K. Drummond
President, Board of Directors
Tri-Met
4012 SE 17th Avenue
Portland, OR. 97202

Dear Mr. Drummond:

Thank you for your recent letter of April 26 in which you fully explain to me your energetic efforts to obtain continued funding at the state and federal level as well as your continued interest in pursuing funding of the west side and south side corridor project.

I appreciate your pointing out to me the inaccuracies in the Oregonian article of February 17. I realize as well as you that funding is the key factor in the development of a regional transit system. Any efforts that Tri-Met can extend to pursue needed monies to accomplish this end, feel confident that the City of Milwaukie is behind you and will give you the needed support and encouragement.

Feel free to call upon me or the City Manager, Hugh Brown, at any time that we can assist you in these efforts. The City of Milwaukie and its citizens continue to have a high level of interest in the development of light rail between Portland and Milwaukie. If there are any new developments relative to this particular project please keep our staff informed in order for us to enter into joint participation with you.

Sincerely,

Joy Burgess
Mayor

JB/lp

TRAFFIC SAFETY COMMISSION
Meeting - May 9, 1983
Minutes

Council
VI
CO

- I CALL TO ORDER: The meeting was called to order by Warren Bottemiller, Vice-Chairman, at 7:35 p.m. in the City Hall Council Chambers.

MEMBERS PRESENT: Warren Bottemiller
Don Kopp
Jim Stell
Dave Bukovi
Dick Samuels

MEMBERS ABSENT: Louis Bruneau
Eric Griffith

STAFF PRESENT: Paul Roeger, Office Engineer
Judy Small, Secretary

- II APPROVAL OF MINUTES: There were no minutes of the previous meeting available to be acted upon.

Bukovi expressed concern about the continued absence of the High School representative. It was felt that perhaps there should be a representative plus an alternate from the High School. Bottmeiller suggested that the student representative should be active on the commission and should act as a liaison between high school students and the commission working through the student council.

III AUDIENCE PARTICIPATION

Bottemiller introduced Gordon Oliver, correspondent for the Oregonian.

IV OLD BUSINESS

A. Project Status Report

1. Signalization - State Highway Department is still pondering the best course of action to eliminate confusion at the intersection of 32nd and Harrison traffic signal.
2. McLoughlin Blvd. Roeger attended a planning meeting for McLoughlin Light rail transit project. They are looking at the possibility of providing a "Park and Ride" station somewhere in this vicinity. No definite decisions have been made at this point in time.

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- IV A. 3. Railroad Crossings. Both Harrison Street and Monroe Street crossings (Tillamook Supr) have been repaired and repaved. Southern Pacific is continuing to upgrade and repair crossings.
4. Traffic Revisions - none
- B. Bruneau report on legislative action. No significant progress or changes.
- C. Intersection - 37th/Monroe - Roeger reported that traffic counts were not sufficient to warrant a 4-way stop at this intersection. Public works will install a larger than normal stop sign and a white stop bar at the intersection and a stop ahead sign before reaching the intersection.
- D. Roeger reported on the progress of the Railroad/Harmony corridor improvement project. Plans are to realign Sunnyside Road/82nd/Harmony intersection, improve Harmony and Railroad, widen S.E. 37th Ave. from Railroad to Monroe. There is a possibility of building a Tri-Met park and ride area on the railroad property at 37th/Monroe with 100+ spaces. Still to be determined is the routing from the 37th/Monroe area to downtown Milwaukie.

Bukovi asked if there were traffic counts available for before and after the Town Center opened. Roeger noted that most of the city counts were done prior to the Town Center opening.

Kopp reported that most people attending the public meeting on 12 April 1983 were concerned about being assessed for the cost of sidewalks and about the noise factor. It was noted that the additional noise of buses traveling the route would probably not come close to the noise caused by passing trains along the same route.

V NEW BUSINESS

There was extensive discussion regarding the feasibility of installing a crosswalk as requested by Pastor Neth of the Milwaukie Covenant Church. It was the general feeling of the Commission that an additional crosswalk in that area would, 1) give people a false sense of security, 2) reduce the effectiveness of the existing crosswalk at the school crossing, and 3) confuse drivers with excessive signing.

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V New Business (continued)

IT WAS MOVED by Stell, seconded by Samuels that the Commission recommend to the City Council that the request for a painted crosswalk at the intersection of Linwood and Aspen be denied. It was further recommended that the southernmost "School Advance Warning" sign on Linwood Ave. be replaced with a "Pedestrians" symbol. Motion was carried unanimously.

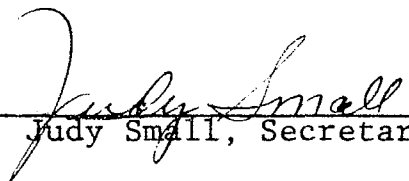
It was also suggested that for added safety the Church initiate a street crossing patrol to assist children and elderly before and after church services.

RAILROAD Ave. Fatality - Roeger gave a summary report on the traffic fatality on Railroad Ave.

It was noted that the terms of three of the Commission members will expire as of June 30, 1983. City Council is requested to appoint new commissioners to fill these vacancies or reappoint current members if they have not served the two term limit.

Meeting adjourned at 9:05 p.m.

Warren Bottemiller, V.C.



Judy Small, Secretary

CITY OF MILWAUKIE
M E M O R A N D U M
PUBLIC WORKS DEPARTMENT

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DATE: May 12, 1983

TO: Hugh Brown
City Manager

FROM: Steven Hall
Public Works Director

SUBJECT: McLoughlin Corridor North
Status Report

The Metropolitan Service District has completed their preliminary Overall Regional Process and Fiscal Year 1983 Work Program. For the City Council's information, included in that is the "Phase I Alternative Analysis - Southern/Bi-State Corridors."

I am attaching a copy out of that report which documents objectives and products from that study.

Of interest to you and the City Council is the fact that the potential for light rail and its study by METRO is continuing and is within the next fiscal year work program.

If you or the City Council have any questions I will be happy to respond to them.

Enclosure: Report/in part

PHASE I ALTERNATIVES ANALYSIS - SOUTHERN/BI-STATE CORRIDORS

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Program Objectives:

1. Complete the technical analysis for the Phase I Alternatives Analysis in the Central Portland area, Southern Corridor and Bi-State Corridor.
2. Determine whether to proceed with a Phase II Alternatives Analysis; produce a report describing promising alternatives.
3. Amend the Regional Transportation Plan (RTP) to include any feasible transitway corridors and initiate a Phase II Alternatives Analysis/DEIS accordingly.
4. Adopt the McLoughlin Boulevard highway and transit improvement program, staging plan and financing strategy.
5. Allocate the McLoughlin Boulevard Interstate Transfer reserve.

Relation to Previous Work:

The Regional Light Rail Transit (LRT) System Plan Scope of Work (approved in FY 1983) serves as an overall guide for the Regional LRT System Plan project phases. This scope of work provides a context for following the federal process for a Phase I and Phase II Alternatives Analysis. The first geographic area of analysis, which is comprised of the Southern Corridor, the Bi-State Corridor (I-5 North and I-205 North) and the Central Portland study area, was begun in FY 1983. Much of the technical work is scheduled for completion prior to FY 1984. A supportive consulting engineering effort was also begun in FY 1983, in accordance with the Regional LRT System Plan Scope of Work.

Products:

1. McLoughlin Corridor Highway/Transit Staging Plan and Financing Strategy.
2. Phase I Alternatives Analysis recommendations and resulting amendments to RTP.
3. Phase I Alternatives Analysis "Promising Alternatives" report, documenting analysis.
4. Decision on whether to proceed with a Phase II Alternatives Analysis in either of these corridors.
5. Allocation of McLoughlin Corridor Interstate Transfer Reserve.

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Responsibilities:

Metro is responsible for the overall conduct of the study coordination of the Oregon decisions, Oregon public involvement, technical analysis associated with travel forecasts, impact analysis and cost-effectiveness evaluation.

Tri-Met is responsible for definition of alternatives including engineering analysis, capital costing and operating costing.

Clark County RPC is responsible for coordinating Washington decisions and development of alternatives within Washington (including highway network coding, transit route design and population/employment forecasts).

Portland will provide input on impact analyses and provide technical supervision of traffic impact analyses in Portland.

Expenses:

Metro: Personnel	\$55,000
M & S	30,500
	<u> \$85,500</u>
Tri-Met: Personnel	\$ 34,800
M & S	133,000
	<u> \$167,800</u>
Portland: Personnel	\$ 10,000
TOTAL	<u> \$263,300</u>

Revenues:

FY 1984 (e) (4)	48,450
Metro Match	4,275
Tri-Met Match	4,275
Phase I Alt. Anal. (e) (4)	170,000
Tri-Met Match (in-kind)	28,500
Portland Match	1,500
Section 9A	5,040
Tri-Met Match	1,260
TOTAL	<u> \$263,300</u>

CITY OF MILWAUKIE
M E M O R A N D U M
PUBLIC WORKS DEPARTMENT

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DATE: May 6, 1983

TO: Hugh Brown
City Manager

FROM: Steven Hall
Public Works Director

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SUBJECT: Railroad/Harmony Improvements
Status update

ACTION REQUESTED

No action requested, information for update to City Council.

BACKGROUND

In 1978 the City of Milwaukie, Clackamas County, Metro and Tri-Met began discussions of potential major transfer points for transit riders within the Clackamas County area. The intent of these discussions was to provide a formal and logical structure for major transit facilities within the North Clackamas regions.

This preliminary analysis at the staff level provided for four potential major timed transfer stations and their interties. The timed transfer stations which evolved were in Milwaukie, Oregon City, Clackamas Town Center and a location near S.E. 82nd and Highway 212. Along with those major timed transfer stations, major transit routes were investigated.

In the City of Milwaukie, there were three potential east/west routes which would be suitable for transit use. These included the Johnson Creek Blvd./32nd/Harrison corridor, the King/Harrison corridor and the Railroad/Harmony corridor for this vital east/west connection.

Attached is a memo dated 9 September 1980 from myself to the City Manager which details information passed to the City Council.

Based on that information, on 16 September 1980 the City Council authorized staff to apply for preliminary engineering funds to Metro as a joint project with Clackamas County.

Metro then requested that the City of Milwaukie and Clackamas County apply for not only preliminary engineering but the right-of-way and construction estimate costs. This application was approved by City Council on 18 November 1980 and a sheet from that application delineating costs and responsibility is supplied for your information.

Memo - Railroad/Harmony Improvements
May 6, 1983
Page 2

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The Metropolitan Service District via resolution 81-213 authorized \$229,500 for preliminary engineering and reserved \$2,720,000 for the right-of-way acquisition and construction costs for the Railroad/Harmony improvements.

As you will note in that preliminary estimate of 1980, the City's 15% match for the federal funds amounted to \$89,100 spread over a period of three years.

On 12 April 1983 a public hearing was held at the Campbell Grade School gym to allow the public to provide input as to the proposals that were being considered by the City and County. Seventy-five people attended that meeting and staff representatives from the City of Milwaukie, Clackamas County, and Tri-Met were available. The primary purpose of this first hearing was to receive public input as to their comments and reactions to the proposals currently being considered. This meeting will be followed by approximately two additional public hearings to help incorporate the comments and concerns of the citizens, if practical, within the preliminary design and the draft Environmental Impact Statement.

The reaction of the public was mixed, as is usual, and a summary of their comments are listed as follows:

- Concern was expressed for the three alternatives in Milwaukie and the potential traffic increase on Harrison, Monroe, or Washington Streets.
- Testimony was presented in favor of and in opposition to adding buses or increased traffic to the Milwaukie downtown, Railroad and Harmony legs of the route.
- Concern was expressed over potential right of way acquisition.
- Many people were concerned about additional noise from buses; both single event and cumulative noise levels.
- Testimony was received in favor of the proposed routes and options. Some individuals proposed other routes, such as King Road, Lake Road, Highway 224 and International Way.
- Testimony indicated there are numerous springs under Railroad Avenue and ground stability may not support heavy traffic.
- Southern Pacific Transportation indicated it would oppose any new at grade crossings, either vehicular or pedestrian.
- Some speakers were concerned sidewalks would be funded via L.I.D. and they would be assessed for improvements in the future.
- Some individuals expressed concern about storm drainage problems on the north sides of Railroad and Harmony Roads, as the roadway tends to act as a barrier to down stream storm drainage movement.

Memo - Railroad/Harmony Improvements
May 6, 1983
Page 3

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For the Council's information, the proposed 1983-84 budget has funds included for the estimated City match for preliminary engineering. The project is funded by 85% federal highway funds and 15% local match funds.

To give the Council a perspective on the City's investment, the cost of overlaying the City's portion of Railroad Ave. would exceed the City's match for this project which will totally rehabilitate the road and improve its structural capabilities considerably. Also proposed are sidewalks and bikepaths with an improvement of the two existing lanes and bus turnouts and amenities.

This office will keep the Manager and City Council posted as to any further meetings and/or changes in the plans which may arise.

SUMMARY

City Council authorized staff to apply for funds.

Metro approved funding for project.

Preliminary hearing stage has commenced with the first of three completed.

City has funded the City match in the 1983-84 proposed budget for preliminary engineering.

Enclosure: Memo
Cost estimate (1980)

cc: Traffic Safety Commission

SMH:js

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Kenneth Whorton
City Manager

September 9, 1980

Steven Hall
Public Works Director

Potential Grant
Railroad Ave.

The City of Milwaukie and Clackamas County have been pursuing grant funds which might be available for the upgrading of the Harmony/Railroad Ave. corridor. Some months ago, this office made a presentation to the City Council indicating some concepts that the City of Milwaukie Public Works Department and the Clackamas County Department of Environmental Services have been discussing in reference to the impact of the Clackamas Town Center, the Oregon City bypass and the intended transit improvements projected in the near future. This involved identifying three or four major transit connections points of which the City of Milwaukie downtown area was one major location and one of the second large major transit intersections would be at the soon to open Town Center.

The additional lines proposed by Tri-Met in conjunction with the Town Center and the growth that will be produced as a by-product of that town center will have a considerable impact on our area and the North Clackamas area in particular.

The presentation by this department to the City Council proposed the use of Harmony Road and Railroad Ave. as a major transit and vehicle artery between the Town Center and the City of Milwaukie. One of the major reasons for proposing this was the fact that this particular route is adjacent to a railroad track and skirts the edge of current residential development and the impact on penetrating any of the neighborhoods would be minimal. A perimeter road of this type is always ideal, and even more so when it fits a scheme of traffic control.

The City Council at that time indicated concurrence with the concept. We are now at the point in time where the Public Works Department, in conjunction with the Clackamas County Department of Environmental Services are looking to Metro for potential funding for preliminary engineering for such a project. Clackamas County has currently received authorization through Federal Aide Urban funds to improve that section from S.E. 32nd Ave. to Linwood Ave. to a higher standard for bus traffic and increased vehicular traffic.

The second phase of that is the necessity of improvements of Railroad Ave. from Linwood Ave. to S.E. 37th and from that point to Highway-224 and, in the case of transit, to the Milwaukie central business district.

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The City of Milwaukie controls that section of Railroad Ave. from S.E. 37th Ave. to 48th Ave., and the section from S.E. 48th Ave. to Linwood is under the County's jurisdiction. It is estimated that the preliminary engineering will cost a minimum of \$100,000 to a maximum of approximately \$150,000 for this particular segment of a vital transit and vehicular link through Milwaukie. A current "rough" estimate for the construction of such a project is in the vicinity of \$2 million.

The City and County staff have come to the conclusion that a logical proration of costs would be based on a percentage of lineal feet of road within each jurisdiction. With this general concept in mind, the following is recommended:

- 1) City Council authorize City staff to work in conjunction with Clackamas County staff to send a grant application for preliminary engineering for this project to Metro with the understanding that the local match would be approximately \$15,000 to \$20,000 with a breakdown of that cost between the City and County as previously mentioned.
- 2) That the City Council, based on the above mentioned method of apportioning costs, commit to attempt to provide for their local match for an estimated \$2 million construction cost in approximately a two year period of time.

The match by the City of Milwaukie for their portion of the preliminary engineering could come from several areas within the current budget or a proposed 1981/82 budget. The \$15,000 match for the preliminary engineering for the permanent time transfer station in Milwaukie has already been identified within the City budget. Assuming that Tri-Met will assume a major portion of the match on that project, the City's participation would hopefully be considerably less than the \$15,000. Also, with the bidding of the TSM projects for S.E. Harrison between 32nd and Highway 224, signalization of Oatfield/34th/Lake Road and signals for International Way and Lake Road being bid in the fall of this year, there is a potential of those bids coming in under the current estimates and allowing us some funds to utilize out of the match projected in this current budget.

If either of those two potential funding sources did not materialize, it would be possible to provide for that match commitment in the 1981/82 budget. I believe this project is critical to maintaining some sanity of traffic flow through the City of Milwaukie with the growth we see on the horizon, and particularly with the impact of Tri-Met's increase in service in approximately one year and the vehicular increase due to the opening of the Town Center in approximately the same period of time.

Memo - Railroad Ave.
Potential grant

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The match for the \$2 million rough estimate for construction would have to be something programmed into along term budgetary item so that the City could actually, in conjunction with the County, complete this most necessary link between the Town Center and the City of Milwaukie.

The only alternative available is to allow the increased transit traffic to utilize the King/Harrison route to the proposed time transfer station which will more than likely be located directly west of City Hall. With our current traffic problems, particularly from Highway 224 to McLoughlin Blvd., I believe the traffic increase and the attendant problems are quite obvious. This allows us to plan a little bit for the future and hopefully allow for the construction of a most needed facility.

Thank you for your consideration of this request.

SMH:js

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND-CONCOVE METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Clackamas County - City of Milwaukie
 LIMITS 82nd to Milwaukie Central Business District LENGTH 3 miles
 DESCRIPTION The development of a regional transit trunk route that will connect the McLoughlin Blvd. and I-205 corridors - This project will include widening of roadway, development of transit, bicycle, and pedestrian facilities. Relocation of Harmony Rd. between 80th and 82nd Ave. is an important component of this project.

PROJECT NAME Harmony - Railroad

ID No FAU 9702
 APPLICANT Clackamas County & City of Milwaukie

SCHEDULE

TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

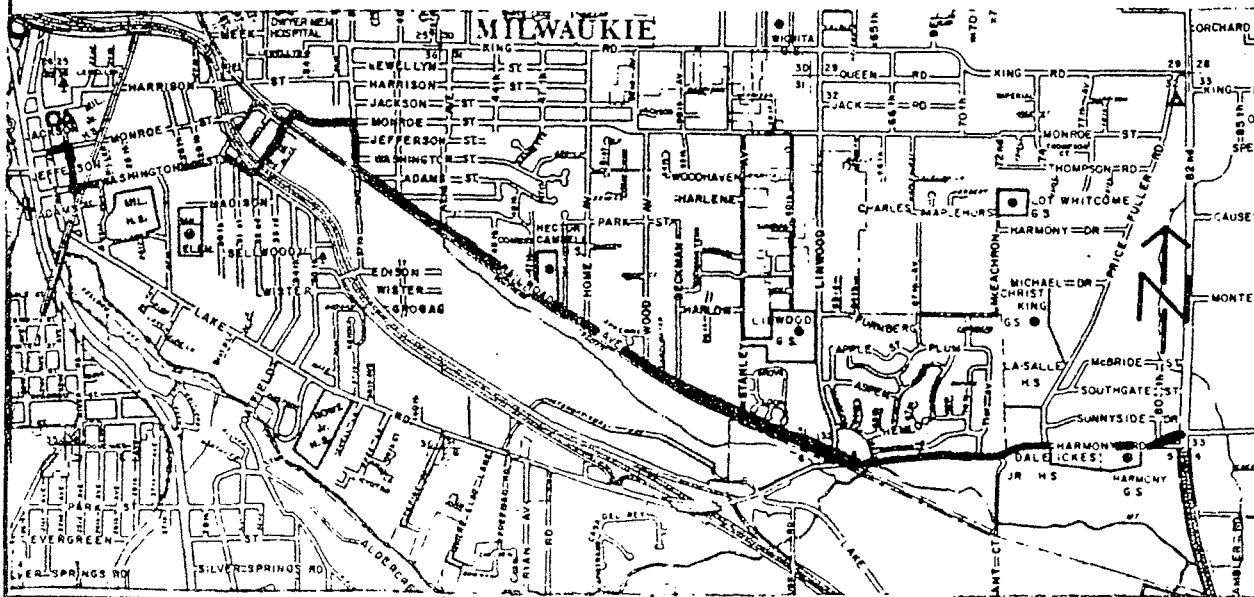
RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT XXX TSM ELEMENT _____

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL		212,100	57,900	1,600,000	1,600,000	3,470,000
FEDERAL STATE		180,000	49,500	1,360,000	1,360,000	2,949,500
LOCAL *		32,100	8,400	240,000	240,000	520,500
Clackamas		24,000	8,400	199,000	200,000	431,400
Milwaukie		8,100		41,000	40,000	89,100

*Clackamas County and the City of Milwaukie will share local match based on

LOCATION MAP the apportionment as indicated above.



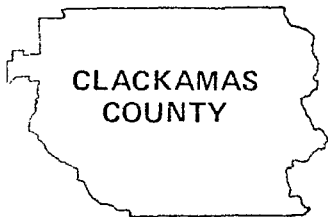
APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 270,000
 CONSTRUCTION* (2,190,000)
 RIGHT OF WAY* (510,000)
 TRAFFIC CONTROL* (500,000)
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

*RESERVE _____ 3,200,000
 TOTAL \$ 3,470,000

SOURCE OF FUNDS (%)

FEDERAL
 FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL _____ UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE SUBSTITUTION _____
 MT. HOOD CAT. 1 85%
 NON FEDERAL
 STATE _____ LOCAL 15%
 _____ 100%



DEPARTMENT
OF
HUMAN RESOURCES

SOCIAL
SERVICES
DIVISION

COMMUNITY ACTION
TRANSPORTATION
655-TRAM (8726)
AREA AGENCY ON AGING
Long Term Care
655-8200

May 16, 1983

Joy Burgess, Mayor
City of Milwaukie
10722 S.E. Main Street
Milwaukie, OR 97222

Dear Mayor Burgess:

As you recall, the Task Force on the Unemployed and Low-Income in the Milwaukie Area identified both nutrition and emergency housing as among the four most pressing needs confronting the unemployed, underemployed and unemployable. Two of the projects currently being proposed for Community Development Block Grant funding with monies available through the so-called "Jobs Bill" address these needs: the Multi-Purpose Nutrition Center for Low-Income families (\$150,000) and the Emergency/Temporary Shelter (\$200,000). Because of some unfounded suppositions about these projects, I would like to make clear a few facts about both projects and then describe the former at greater length.

If these projects are approved, not one penny of the money will go to the County or be used for salary of present or future county employees. Both facilities will be owned and administered by private, non-profit Oregon corporations whose operational budgets are and will be independent of county funds.

The Multi-Purpose Nutrition Center will be owned and administered by the Gleaners of Clackamas County, an Oregon non-profit corporation with IRS tax-exempt status as a 501-C-3 charitable organization. Gleaning was inaugurated in Clackamas County by the Community Action Agency in 1976. It is an organization which coordinates the gathering of fruit, nut and vegetable crops by low-income households from fields donated by commercial and back-yard growers. Gleaners pick for themselves in a self-help endeavor and also donate picked food to emergency feeding organizations as well as to "adoptees," aged and handicapped persons unable to go to the fields themselves. In 1976, about 67,000 lbs. of foodstuffs were gleaned; in calendar year 1982 the total gleaning poundage had reached 328,000. In addition, excess Clackamas County crops are traded with other gleaning groups through the state such as apples from Hood River and fish from the coastal areas.

In keeping with the Community Action philosophy, the Gleaning Project was "spun off" from agency control in 1980 and is now run by a Board composed of representatives of the 17 gleaning teams throughout the county and is organized as a major non-profit corporation. Almost 800 households participated in the program in 1982. Since it's almost entirely staffed by volunteers, its budget

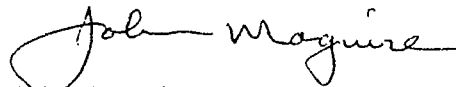
1107 SEVENTH STREET, OREGON CITY, OREGON 97045 - 655-8640

is small (less than \$10,000; the last few years). These funds have been raised through a variety of means: Green Thumb provides a ½ time worker; Pacific Northwest Bell has donated substantial materials; actual monies have come from United Way and various fund-raising events. This agency has provided office space and limited staff-time for technical assistance.

In addition to various Gleaning activities, the Nutrition Center would provide office and warehouse space for the Food-Buying Club which has almost 1000 participating households. We hope also to develop a tool-lending library of rototillers, food-preservation equipment (canning, food-drying), etc. as well as classes in gardening and food-preservation methods.

I hope, finally, that the City Council of Milwaukie will support both the multi-Purpose Nutrition Center for Low-Income families and the Emergency/Temporary Shelter projects through a letter to the County Commissioners. I am grateful for your consideration of these matters.

Sincerely,

A handwritten signature in cursive script that reads "John Maguire". The signature is written in black ink and is positioned above the printed name and title.

John Maguire
Basic/Emergency Services Coordinator

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