

MILWAUKIE  
CITY COUNCIL MEETING  
June 7, 1983  
7 p.m.

COUNCIL CHAMBERS

1433rd Meeting

The one thousand four hundred and thirty third meeting of the Milwaukie City Council was held on June 7, 1983 with the following members 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	Topaz Faulkner, Comm. Serv. Dir.
Steve Hall, P.W. Director	(arrived 8:05 p.m.)
	Laurie Perkin, Secretary

Kinsella gave the invocation and the pledge of allegiance was recited.

AUDIENCE PARTICIPATION

Ray Polani, Citizens for Better Transit, requested Council support for Senate Joint Resolution 15 which provides more flexibility to local jurisdictions in meeting transit needs. This bill would not affect public expenditure, he said and would provide for the capability of governments to use state gas tax money for more than just highway improvements.

It was MOVED by Kinsella, SECONDED by Graf, that a letter of support for Senate Joint Resolution 15 be sent to the legislature. MOTION CARRIED with the following vote:  
AYES: Burgess, Kinsella, Graf, Hall. NO: Richmond

Jean Baker, 2607 SE Monroe, addressed the Council. She objected to the process used in the Planning Department. She mentioned lack of public notice and an uncooperative attitude of the Planning Department staff. The Mayor asked that the City Manager respond to Ms. Baker's complaint.

Nancy Thornton, Chairman of Oak Ridge Neighborhood Association, objected also to the Planning Department policies and the fact that her organization was recently asked to pay an appeal fee even though they were a neighborhood association. She asked that Council approve refund of the appeal fee if it was determined at the public hearing that correct procedures had not been followed as stated in the appeal.

PUBLIC HEARING

Steve Hall, Public Works Director, made the staff presentation. He said it was extremely important that an increase be approved, that if needed repairs were not done, this would result in an unacceptable risk. He explained that revenues were not coming in as was expected and that the systems development charges were only half of what was expected. A 12.4% increase is requested which will provide additional revenues of

City Council Minutes - June 7, 1983

approximately \$101,000. This will amount to an increase to the individual homeowner of 87½¢ a month. Included in the presentation were listed revenues, expenses and 1982-83 year end projections. Public Works Director went through a list of cuts that would have to be made if the increase was not granted though he could not recommend this. Hall asked if anything had been considered in the way of mutual aid with other jurisdictions. P.W. Director said that staff had been working on sharing equipment with other cities and service districts and on mass purchasing to save costs. There were questions from Council on funding, delinquent accounts and the contract with Clackamas County Service District # 1.

Arnold Callan, 12012 SE Wood, reminded City staff that Council had a year ago requested an audit be provided from the District. City Manager said staff has been working with Dave Abraham on a new agreement and that there would be no increase from the Service District in the coming year. David Abraham, Utilities Director from Clackamas County Service District, addressed the Council. He talked about the terms of the agreement which were of concern to the city. There was extended discussion on rates, flow, cost comparisons with other cities. Abraham said the new contract will deal more effectively with the city's sewage collection system. Public Works Director pointed out that the City of Milwaukie is the only city he knew of that pays for administration and one finance person out of the water and sewer fund. He said also that Milwaukie has more sewer lines than any city in the vicinity. No correspondence has been received in opposition to or in favor of the sewer rate increase. The following persons spoke in favor of the rate increase: George Cathey, Chairman of the Planning Commission and Bill Hupp, 2636 SE Washington. No one appeared to speak in opposition to the rate increase. The public hearing was closed at 8:48 p.m. It was MOVED by Kinsella, SECONDED by Hall, to adopt Resolution 4-1983 (A RESOLUTION OF THE CITY OF MILWAUKIE, OREGON ESTABLISHING RATES FOR SEWER USE AND REPEALING RESOLUTION NUMBER 9-1981) MOTION CARRIED with the following vote: AYES: Kinsella, Graf, Hall. NO: Burgess, Richmond. The Mayor made the following suggestions in regard to the contract with Clackamas County Service District # 1; She said there should be a new formula developed for determining rates and that the city should have the right to introduce new formula criteria. The city should also request increased representation in budget matters and be provided with a copy of the most recent audits of the district. She said that Council should also approve an agreement which would state that the city will abide by the present agreement until a

new one is completed. The agreement should state that there will be no rate increase and that a new agreement be ready for Council review within 6 months. She would also like a status report on the negotiations with the district. Dave Abraham said there were no problems with these requests and spoke of what was being done now to resolve the problems with negotiations. Council concurred with Mayor's suggestions.

#### OTHER BUSINESS

##### Report of the Solid Waste Task Force

Bill McDonald, Administrative Assistant, said the task force has completed its final report and has made recommendations which include recycling be an integral and necessary component of a solid waste management plan. He introduced Jean Baker, spokesperson for the task force, who gave a brief summary of the recommendations. She said that it was decided by the task force that the haulers be responsible for recycling and that a massive public information program be put into effect. It was the concurrence of Council to initiate a process of rate review.

#### LEGISLATION

The bills listed for June 7, 1983 were approved for payment.

##### R/R Harmony Improvements

Public Works Director has submitted a request that City Council authorize City Manager to sign a "memorandum of understanding" between Clackamas County and the City of Milwaukie regarding improvements to RR/Harmony roads. Listed in the report were a summary of the project, terms of agreement, and distribution of costs. P.W. Director said that included as part of the project is the establishment of a bus route between the Town Center and downtown Milwaukie. The route is open for discussion, however Washington Street would be the most cost effective being \$200,000 cheaper than either Harrison or Monroe. There was extended discussion on costs, impact on neighborhood, public convenience. It was MOVED by Graf, SECONDED by Kinsella that Harrison Street be designated as the preferable route. There was further discussion on the time frame, costs, and route. It was the concurrence of the Council to delay a decision on this issue, Graf WITHDREW his MOTION. It was MOVED by Burgess, SECONDED by Richmond to delay this issue and to set a public hearing for the first meeting in July. MOTION CARRIED unanimously.

##### Discussion on Adult Business regulation

It was decided to have a work session on the adult business regulations with the Planning Commission on Wed, June 15 at 7 p.m. in the Council Chambers.

##### Ordinance changing terms of office for CAB and SCAC

It was MOVED by Hall, SECONDED by Graf, to read Ordinance the first time by title only. MOTION CARRIED unanimously, It was MOVED by Hall, SECONDED by Graf, to read the ordinance the second time by title only. MOTION CARRIED unanimously.

It was MOVED by Kinsella, SECONDED by Graf, to adopt Ordinance 1542 (AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON AMENDING ORDINANCE NUMBERS 1451 and 1498 PROVIDING FOR TERMS OF OFFICE FOR THE MILWAUKIE CENTER ADVISORY BOARD AND THE SENIOR CITIZEN ADVISORY COMMISSION) MOTION CARRIED unanimously.

CONSENT AGENDA

Approval of minutes - May 17, 19, 1983

Results of May 17 election

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

OTHER BUSINESS

Discussion of Cable Commission

City Attorney said there was a need to decide on whether to appoint a cable commission soon since someone needed to be responsible for monitoring construction and there would have to be someone representing the city to apply to the Federal Communications Commission for a waiver of the 3% franchise fee limitation. It has been suggested that the application be hand delivered to the FCC in Washington D.C. Les Page has agreed to prepare the application for \$500. Council agreed that Page prepare the application and that staff prepare an ordinance establishing a Cable Communications Commission for presentation to the Council at the June 21 meeting. It was suggested that to save costs, someone in Washington D.C., for example Ron Wyden, could possibly deliver the application. Staff was directed to look into this.

City Manager gave recognition to the Parks Division and the volunteers who spent time cleaning up the cemetery for Memorial Day. Staff was directed to send a letter of thanks to volunteers.

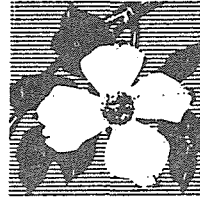
The meeting was adjourned at 10:50 p.m. to go into executive session under ORS 192.660 (1) (d) to discuss labor negotiations.

The executive session adjourned at 11:35 p.m.

Joy Burgess, Mayor

Laurie Perkin, Secretary

# CITY OF MILWAUKIE



OFFICE OF THE CITY MANAGER  
in the City Hall • phone 659-5171

## CITY COUNCIL AGENDA June 7, 1983

### COUNCIL CHAMBERS

### REGULAR MEETING (1433rd Meeting)

5:30 - Interview, Civil Service Commission

5:45 - WORK SESSION - Discussion of Sewer Division financial status & request for rate increase

7:00 - Regular Meeting

#### I CALL TO ORDER

- a) Call to order
- b) Invocation
- c) Pledge of allegiance

#### II AUDIENCE PARTICIPATION

Citizens for Better Transit - Ray Polani

#### III PUBLIC HEARING

Sewer Rate Increases

#### IV LEGISLATION

- a) Payment of bills
- b) Request for approval of RR/Harmony Project Inter-governmental agreement with Clackamas County
- c) Ordinance changing terms of office for Senior Citizens Advisory Commission and Center Advisory Board  
ORDINANCE
- d) Alteration of terms of office of current members of SCAC and CAB

#### V CONSENT AGENDA

- a) Approval of minutes, May 17 and May 19, 1983
- b) Results of levy election

#### VI OTHER BUSINESS

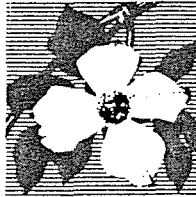
- a) Solid Waste Task Force report
- b) Adult Business Ordinance
  - 1. informal discussion
  - 2. set public hearing

VII INFORMATION


- a) Letter from Denny Smith re letter on Fed. revenue sharing
- b) Memo from SCAC re emergency shelter
- c) Planning Commission minutes, April 26, 1983
- d) Budget Committee minutes, May 19, 1983
- e) Civil Service minutes, April 25, 1983
- f) Memo from City Attorney re Cable TV franchise

VIII ADJOURNMENT

Executive Session under ORS 192.660 (1) (d) to discuss  
labor negotiations



## MEMORANDUM

TO: MAYOR AND CITY COUNCIL  
FROM: HUGH BROWN, CITY MANAGER   
SUBJECT: CITY COUNCIL MEETING - JUNE 7, 1983  
DATE: JUNE 3, 1983

The work session Tuesday will be devoted to the financial status of the sewer division as background for the requested rate increase. The discussion will be divided into two parts. Steve Hall will first review the financial data submitted in the agenda packet and summarize the options available. The staff recommendation is a 12.4% increase (88¢/month) which will have the primary benefit of restoring the city's maintenance capabilities. The recommended rate increase covers the city's internal maintenance needs only. The Clackamas Service District #1 has agreed to no rate increase for the coming year, thus reducing the larger rate increase anticipated during budget discussions.

Dave Abraham, the Service District director, will be present during the work session and the second part of the discussion will be on the District's operations and how they affect the city. In particular, we will discuss the need for a new and improved agreement. In recent discussions, the county and Service District agreed to present the desired new agreement to the city within six months. It is admitted by the county and Service District that the lack of response on their part and that of their consultant to the city's request of last year has placed us all in a difficult position in deciding the amount of future payments. It was made clear to them that no increases would likely be approved pending a new agreement. The understanding now before the city of no rate increase and a new agreement within six months appears to address our immediate concerns. There are several possibilities for a new agreement and these will be brought to City Council for discussion within the six-month period.

The agenda item on the adult business ordinance is to primarily set a public hearing date. As importantly, though, informal discussion by City Council on the proposed ordinance will provide useful guidance to staff on any additional information you would like prior to the public hearing and formal City Council consideration on June 21. The latest ordinance draft as recommended by the Planning Commission was distributed with the April 5 agenda. Please let Laurie know if you need an additional copy for Tuesday.

Lastly, regarding the agenda, the Citizens for Better Transit proposal for use of state gas tax has a potential detrimental effect on funds received by the city. The proposal is good in keeping the control of the funds at the local level but it also proposes to use already limited gas tax funds which are primarily used for critical road maintenance. It would be easier to offer blanket support for the bill if it also provided alternative or additional funding which would not decrease funds available for road maintenance.

The draft City/Loaves and Fishes agreement has been distributed for comment. Please let me know if you have questions or concerns.

A work session is scheduled for Thursday, June 9 at 7 p.m. (Council Chambers) to discuss the Cogan annexation report.

For Tuesday, an interview is scheduled for the Civil Service Commission at 5:30 immediately prior to the work session. Food will be available both before the interview and during the work session.

Have a pleasant weekend.

MEMORANDUM

TO: MAYOR AND CITY COUNCIL

FROM: VIRGINIA KOPP, SECRETARY  
CITY COMMISSIONS

DATE: JUNE 2, 1983

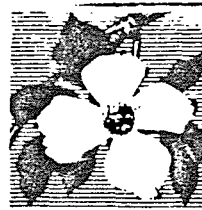
SUBJECT: INTERVIEW FOR COMMISSION VACANCY - JUNE 7, 5:30 PM.

There are two vacancies on the Civil Service Commission at this time. However, we only have one applicant, Charles Stoudt. Mr. Stoudt is a resident of the city, has had some previous experience with a Civil Service system, and is a registered voter.

*Virginia*

# CITY OF MILWAUKIE

CITY HALL • 10722 S.E. MAIN STREET  
MILWAUKIE, OREGON 97222  
TELEPHONE (503) 659-5171



Application For  
Appointment To  
City Advisory Bodies

NAME: Charles Stoult

ADDRESS: 12390 S.E. 60<sup>th</sup> Ct., A.

TELEPHONE: (HOME) 654-3596 (WORK) \_\_\_\_\_

MILWAUKIE RESIDENT SINCE: 12/16/82 (Clack County since '68)

PREVIOUS CITY APPOINTMENTS, OFFICES: None with milwaukie

EMPLOYMENT OR PROFESSIONAL ACTIVITIES: Self (see attached resume')

OTHER COMMUNITY AFFILIATIONS OR ACTIVITIES: See attached resume'

WILL YOU BE ABLE TO ATTEND REGULAR MEETINGS AT NIGHT? Yes  
DURING THE DAY? Some times

WHAT ARE YOUR SPECIAL INTERESTS, GOALS FOR MILWAUKIE? Learning to explore the potential development and service ability to its citizens.

OTHER BACKGROUND OR INPUT YOU FEEL WOULD BE BENEFICIAL TO THIS COMMITTEE OR COMMITTEES: after serving both in ~~and~~ a management labor position in and out of Civil Service

Please Check Committee or Committees on Which You Would Like to Serve:  
This form valid for only one year from date of application.

Budget Committee	<input type="checkbox"/>	Parks & Recreation Commission	<input type="checkbox"/>
Building Code Board of Appeals	<input checked="" type="checkbox"/>	Planning Commission	<input checked="" type="checkbox"/>
Civil Service Commission	<input type="checkbox"/>	Senior Citizen Advisory Comm.	<input type="checkbox"/>
Fire Code Board of Appeals	<input type="checkbox"/>	Traffic Safety Commission	<input type="checkbox"/>
Library Board	<input type="checkbox"/>		

This information will be kept on file with the City for use in consideration of appointments to city advisory bodies. Please feel free to attach any additional background information you think would be of value to the City Council.

Thank you.

Signature

5/22/83  
Date

## CIVIL SERVICE COMMISSION

### FUNCTION

To develop and maintain for the city a system of personnel administration which governs the appointment, promotion, transfer, layoff, removal, discipline and welfare of its employees and which is based on the principles of merit and science, economy, efficiency and equal opportunity.

### NUMBER OF COMMISSIONERS

5

### LENGTH OF TERM

4 years - Terms begin March 1 - Expire end of February

### SCHEDULE OF MEETINGS

Once a month on 2nd Tuesday evening. Other meetings as required under special circumstances.

### QUALIFICATIONS

#### Mandated:

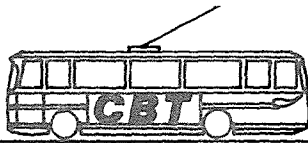
All must be registered voters and residents of the city. Two must be representatives of labor.

#### Desirable.

Previous volunteer experience on committee serving the public interest and work experience involving some aspect of organizational development would be helpful.

### TYPICAL TASKS

1. Become familiar with Civil Service Chapter of City Charter and with Civil Service Rules.
2. Rule on appeals by employees from personnel actions taken by City Manager.
3. Establish and/or revise rules which interpret Civil Service Chapter of Charter and govern City's personnel system.



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Citizens for Better Transit

2717 SW Spring Garden St

Portland, Oregon 97219

(503) 244-7797

May 31, 1983

Mayor Joy Burgess  
City of Milwaukee  
City Hall  
10722 SE Main  
Milwaukee, Oregon 97222

Dear Mayor Burgess:

I am a registered lobbyist for Citizens for Better Transit, and I would like to inform you about Senate Joint Resolution #15, which will be heard by Senator Dell Isham's Senate Transportation Committee sometime after June 10th. This Resolution would refer to the voters a constitutional ammendment allowing jurisdictions to choose to spend their allocated gas tax dollars to build guideways for light rail lines instead of for more freeway lanes, if they decided the light rail was the better option. As you know, getting the local match for LRT's is a bigger problem than getting the federal dollars, just as is true for all transportation needs, right now. We feel that the Resolution allows urban areas to meet urban-type needs without "busting the highway funds" for the rest of the state. Each jurisdiction could decide what to do with gas tax funds allocated to that jurisdiction without disturbing the pot, statewide.

If this gets on the ballot, information networks will have to be developed with other groups around the state so that voter impulses to resist using the gas tax for anything but more highway capacity per se will be tempered with knowledge that in some places there is not room for more highway capacity, and yet there is demand for more travel capacity through specific corridors. Your knowledge of the situation in the Milwaukee Corridor would be extremely valuable to the legislators having to decide whether or not it is worth putting this on the ballot. Could you support this Resolution? If so, would you consider writing a letter to Senator Isham and his committee? I enclose the list of committee members and their addresses. If you sent a copy to me, I could distribute it to all legislators, also. ODOT legal and fiscal analysts suggested the changes indicated in pen on the text of Resolution 15 enclosed. Your views on

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the wording of it, and on our strategy in general, would be very much appreciated.

I would also like to bring to your attention the problem that we face in loss of A-95 review, which is just part of the consequences of Reagan's Executive Order 12372. April 30th was supposed to be the date of implementation of this Order, but an extension has been given to Sept. 30th. In the meantime, METRO is trying to get written into State regulations a state level version of the cooperation and coordination that was mandated at the Federal level, until President Reagan issued his order cancelling it. I am very concerned about the danger that our regional decision-making process for spending transportation money may be weakened, and guarantees for broad participation be lost. The reason I am concerned is that there is a tendency to try to "streamline" bureaucratic procedures that are perceived as cumbersome or that demand a lot of staff time to implement. However, broad participation does involve staff time and it looks cumbersome if one is only concerned with narrowing the decision-making circle. If you are interested in following the process of getting this mandated at the state level before we lose the federal mandate for coordination, Mel Huie of the METRO Transportation Planning staff is in charge of carrying out this task. I have stressed to Mr. Huie that people from this region would be useful in explaining to Governor Atiyeh and others the reasons for keeping intact our regional decision-making process. Thank you for your attention.

Sincerely,

*Chris Wrench*

Chris Wrench

Enclosures

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# Senate Joint Resolution 15

Sponsored by Senator MONROE (at the request of Citizens for Better Transit)

## SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure as introduced.

Amends Oregon Constitution, upon voter approval at next general election, to allow local governments to use certain vehicle tax moneys for certain mass transit purposes.

## JOINT RESOLUTION

**Be It Resolved by the Legislative Assembly of the State of Oregon:**

**PARAGRAPH 1.** Section 3a, Article IX of the Oregon Constitution is amended to read:

Sec. 3a. (1) Except as provided in subsection (2) of this section, revenue from the following shall be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets and roadside rest areas in this state:

(a) Any tax levied on, with respect to, or measured by the storage, withdrawal, use, sale, distribution, importation or receipt of motor vehicle fuel or any other product used for the propulsion of motor vehicles; and

(b) Any tax or excise levied on the ownership, operation or use of motor vehicles.

(2) Revenues described in subsection (1) of this section:

(a) May also be used for the cost of administration and any refunds or credits authorized by law.

(b) May also be used for the retirement of bonds for which such revenues have been pledged.

(c) If from levies under paragraph (b) of subsection (1) of this section on campers, mobile homes, motor homes, travel trailers, snowmobiles, or like vehicles, may also be used for the acquisition, development, maintenance or care of parks or recreation areas.

(d) If from levies under paragraph (b) of subsection (1) of this section on vehicles used or held out for use for commercial purposes, may also be used for enforcement of commercial vehicle weight, size, load, conformation and equipment regulation.

(e) If from <sup>gas tax</sup> levies on vehicles other than vehicles used or held out for use for commercial purposes, may be used, <sup>allocated according to ORS 366 and</sup> to provide facilities for surface mass transportation if such use of the moneys is approved by the governing body of the city or county wherein the facilities are proposed to be located. This paragraph only authorizes use of such moneys for the construction, maintenance or acquisition of facilities for surface mass transportation and does not authorize use of such moneys for the purchase or maintenance of vehicles of any type or for operating expenses of facilities. The authorization for use of moneys under this paragraph includes, but is not limited to, authorization for the following types of surface mass transportation facilities: Tunnels, roadbeds, elevated structures, associated signals and signs, acquisition of right-of-way, acquisition of property, terminals, parking lots, rail, light rail, subways, trolleys, overhead or underground cables, chains or wires or other systems to supply power for the operation of vehicles.

(Suggestions by Lloyd Henson)

NOTE: Matter in bold face in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted.

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Senate Transportation and Tourism Committee

Dell Isham, Chair S214  
William Erve Vice-Chair S217

SJR 15

[2]

1       **PARAGRAPH 2.** The amendment proposed by this resolution shall be submitted to the people for their  
2 approval or rejection at the next regular general election held throughout this state.

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

DATE: June 2, 1983

TO: Hugh Brown  
City Manager

FROM: Steven Hall  
Public Works Director J.M.H.

SUBJECT: Sewer Rate Analysis

Attached is the sewer rate increase information including narrative, budget information and projections, and the proposed resolution.

It is extremely important to the Sewer Division operations that this rate increase be given favorable consideration. If there is any further information you will need please let me know.

js

CITY OF MILWAUKIE  
DEPARTMENT OF PUBLIC WORKS  
SEWER DIVISION

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1983-1984 RATE ANALYSIS

ACTION REQUESTED

City Council approve and adopt attached resolution increasing rates approximately 12.4% which will provide additional revenues of approximately \$101,000.

BACKGROUND/DISCUSSION

The last rate increase granted by the City Council was 19 May 1981. A proposal was placed before the Council on 16 February 1982 at which time the Council tabled the issue until 6 July 1982. At that time the Council denied a 14.7% rate increase and the 1982-1983 budget was reduced by not filling two vacant positions, cuts in equipment reserve, summer help, overtime and replacement construction in the amount of about \$104,000.

These reductions have severely crippled our preventative maintenance program which is necessary to save the City's aging sewer system.

Two items have assisted the Sewer Division to minimize the impacts of the reduced budget. The first was the very minor adjustment in the cost of processing sewage by Clackamas Service District #1 and the second was frugal operations combined with "Lady Luck".

Dick Bailey spoke of an acceptable risk factor during budget hearings. In my estimation, to continue with the reductions of 1982-83 is a high risk situation, one that I cannot recommend. If the pattern established in the last budget of 1982-83 continues, we will not be able to begin remedies to problems now known within the sewage system. The remedies will be the beginning of renewing our system and minimizing the impact of rain and groundwater intrusion which we engineers refer to as "infiltration and inflow". As an example of the dollar impact of rain and groundwater, the six "dry" months sewer bill is about \$235,000 while the six "wet" months bill is about \$318,000. In short, problems in the system are costing the citizens \$83,000 annually. We cannot hope to eliminate all problems, but at least minimize them.

Several factors have contributed to the necessity of an increase:

1. No increase allowed in 1982/83
2. Revenues not meeting anticipated levels due to high vacancy rate and increasing amounts of delinquent accounts.
3. An unusually wet winter contributing to rain and groundwater flow into old sections of sewer line and via illegal connections.
4. Additional units added by CSD #1 over past several years.
5. Due to lack of construction, systems Development charges revenue is down about 50%.

The division is still undermanned and under funded to make significant impacts on system repairs which would lower treatment charges. The requested increase will allow the sewer Division to return to 1981-82 budget levels for personnel and programs.

#### SUMMARY

1. To come near meeting City goals, a rate increase is required.
2. To continue minor maintenance and repairs to minimize costly inflow and infiltration, a rate increase is required.
3. To return manpower and programs to 1981-82 levels, a rate increase is required.
4. The rate increase is for two years (1982/83 and 1983/84), at 12.4% or 6.2% per year and is reasonable in today's economy.
5. No increase or less increase would not allow for an acceptable risk factor for maintaining a system of which over 50% is reaching or has surpassed its normal life span.
6. Rate increase is less than that approved unanimously by the Budget Committee.

#### RECOMMENDATION

Adopt resolution setting rate increase at 12.4% generating about \$101,000 in additional revenues. Increase to individual home owner will be a total of 87½¢ per month.

MILWAUKIE PUBLIC WORKS DEPT.  
SEWER DIVISION  
RATE ANALYSIS

1 June 1983

III  
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PROJECTIONS, 1982-83

A. REVENUES	10 months	Projected 12 months	1982-83 Budget
1. Equity, 30 June 82		* 72,900	
2. Replacement Reserve		273,000	273,000
3. Service Charges	677,837	813,400	950,000
4. Development charges	22,081	26,500	50,000
5. Interest	10,034	12,000	19,858
6. Equipment Rental	131	200	-0-
7. Miscellaneous	882	1,100	-0-
Subtotal		<u>\$1,199,100</u>	<u>\$1,292,858</u>
8. Less Rate Increase (denied July 83)			<130,000>
TOTAL		<u>\$1,199,100</u>	<u>\$1,162,858</u>
B. EXPENSES			
1. CSD Treatment Costs	510,940	** 553,000	590,000
2. Replacement Reserve	-0-	***290,000	290,000
3. Transfer, Gen. Fund	103,300	103,300	103,300
4. CSD Debt Reduction	108,783	108,783	106,700
5. Operations	101,068	121,300	202,858
Subtotal		<u>\$1,176,383</u>	<u>\$1,292,858</u>
6. Less Rate Increase			<130,000>
TOTAL		<u>\$1,176,400</u>	<u>\$1,162,858</u>
C. 1982/83 YEAR END PROJECTIONS			
1. Revenues		\$1,199,100	
2. Expenses		<u>1,176,400</u>	
3. Estimated Equity 30 June 1983		<u>\$ 22,700</u>	

\* 1981-82 Audited Amount = \$72,933

\*\* See Attached Analysis

\*\*\* Projected, 28 June 82 without rate increase = \$273,000  
Show as budget = \$290,000

June 1, 1983

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BUDGET, 1983-84

	1983-84 Budget	1983-84 Recommended
<b>A. REVENUES</b>		
1. Equity Est. 30 June 83	-0-	22,700
2. Replacement Reserve	290,000	290,000
3. Service Charges	845,000	816,000
4. Development Charges	45,000	60,000
5. Interest	9,000	9,000
TOTAL	<u>\$1,189,000</u>	<u>\$1,197,700</u>
<b>B. EXPENSES</b>		
1. CSD Treatment Costs	609,000	* 553,000
2. Replacement Reserve	290,000	290,000
3. Transfer, Gen. Fund	127,202	127,202
4. CSD Debt Reduction	107,402	107,402
5. Operations	221,016	221,016
TOTAL	<u>\$1,354,620</u>	<u>\$1,298,620</u>
<b>C. RATE INCREASE</b>		
1. Revenues	\$1,189,000	\$1,197,700
2. Expenses	<u>1,354,620</u>	<u>1,298,620</u>
3. Deficit (Rate Incr.)	<u>165,620</u>	<u>100,920</u>
4. % Increase	19.6%	12.4%

\* See detail sheet attached, includes no rate increase from CSD #1 as per David Abraham

NO RATE INCREASE ANALYSIS

	CUT	Balance Deficit	Rate Incr Required
A. Total Cut required	\$100,920	<\$100,920>	12.4%
<b>B. Items proposed in priority</b>			
1. Contingencies	12,984	< 87,936>	10.8%
2. Set Reserve @ 81/82 level **	17,000	< 70,936>	8.7%
3. Cut X'fer Equip. Reserve ***	36,000	< 34,936>	4.3%
4. Cut U.W. I	35,600	+ 664	0%

All cuts will reduce below budgeted 1982/83 levels. All cuts would hamper preventative maintenance, reconstruction & equipment replacement.

\*\*\*NOT RECOMMENDED\*\*\*

\*\* Leaves Balance of \$273,000

\*\*\* Leaves Transfer at \$12,000

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MILWAUKIE SERVICE CHARGES

MONTH	1981-82 Actual	1982-83	
		Actual	Projected
July	54,711.77	53,909.27	
August	86,534.29	87,193.28	
September	55,042.31	56,517.59	
October	90,848.69	85,448.65	
November	55,270.86	54,435.85	
December	82,897.00	79,139.40	
January	54,022.74	51,794.90	
February	105,297.54	77,097.51	
March	52,513.85	51,979.43	
April	81,733.42		76,650
May	52,563.71		49,295
June	81,854.76		76,760
9 mo. total	637,139.05	597,515.88 *	
12 mo. total	853,290.94	-0-	
Proj. 12 mo.			800,220

Project 2% growth for 1983-84 budget

\$816,000

\* Indicates 6% higher uncollectables or vacancies

CSD #1 CHARGES FOR SEWAGE TREATMENT

July	34,776.02	36,359.98	
August	33,272.68	39,428.31	
Sept.	40,391.02	33,685.27	
October	41,600.33	40,222.37	
November	47,793.91	45,216.90	
December	56,212.56	54,710.35	
January	52,640.64	51,216.36	
February	62,993.30	58,536.89	
March	45,546.01	51,818.79	
April	44,962.69	56,732.95	
May	40,680.31		41,373
June	42,871.30		43,602
10 mo. total	460,189.16	467,928.17	
12 mo. total	543,740.77		
Project 12 Mo.			552,903 say \$553,000

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON  
ESTABLISHING RATES FOR SEWER USE AND REPEALING RESOLUTION NUMBER 9-1981.

WHEREAS, Ordinance Number 981 provides that sewer rates shall be established by Council resolution, and

WHEREAS, the Council has determined it is necessary to maintain appropriate rates in order to keep up with sewage treatment and other increasing costs.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Milwaukie that the following charges for sewer service be established and Resolution Number 9-1981 be repealed.

1. EFFECTIVE DATE: To be effective commencing with billings prepared on or after July 1, 1983.
2. FLAT RATE: A flat bi-monthly rate to be charged.
  - a. Single family residences \$15.75
  - b. Each residence unit in multiple unit structures \$15.75
3. COMMERCIAL, INDUSTRIAL, and OTHER THAN RESIDENTIAL RATE:  
A bi-monthly rate of \$15.75 to be charged based on the first 1600 cubic feet of water consumed. A rate of \$1.00 per 100 cubic feet in excess of the first 1600.
4. EXCESSIVE CONTAMINANTS: Additional charges may be established by the City Council for excessive water contaminants.
5. LOW INCOME RATE: A reduced by-monthly rate of \$7.90 for individual sewer users qualifying under Ordinance Number 1424.
6. LOW INCOME QUALIFICATIONS: Shall be the same as used in administering Water Rates under Ordinance Number 1424.

Be it so resolved.

Introduced and adopted by the City Council of the City of Milwaukie Oregon on the 7th day of June, 1983 at a regular meeting of the City Council.

\_\_\_\_\_  
Joy Burgess, Mayor

ATTEST:

\_\_\_\_\_  
Laurie Perkin, City Recorder

Approved as to form:

\_\_\_\_\_  
Greg Eades, City Attorney

CITY OF MILWAUKIE  
BILLS PAYABLE JUNE 7, 1983

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1.	A & A Welder's Supply, Inc.	8.50	4-	8.50
2.	Adam, Arlie J., MS, CCC	297.00	1-62	297.00
3.	American Water Works Association	19.00	1-91	19.00
4.	B & S Rental Service Center	37.00	1-36	37.00
5.	Baker & Taylor (N.Y.)	321.81	1-34	321.81
6.	Bailey, Dick	25.85	1-61	25.85
7.	City of Beaverton (Bill Tierney)	10.00	1-22	10.00
8.	Boise Cascade	589.18	1-23	136.96
			1-32	72.77
			1-34	133.47
			1-53	47.34
			1-62	198.64
8.	The Book Gallery	249.62	1-34	249.62
9.	Bound to Stay Bound	112.18	1-34	112.18
10.	Brown, Hugh	66.05	1-21	66.05
11.	Bud's Custom Upholstery	35.00	7-	35.00
12.	Chevron U.S.A., Inc.	11.76	1-62	11.76
13.	Claude Smith, Inc.	56.84	7-	56.84
14.	Columbia Battery Mfg. Co.	126.46	7-	126.46
15.	Commercial Carrier Journal	10.00	1-91	10.00
16.	Contemporary Images	36.48	1-52	36.48
17.	Cornell Pump Co.	29.80	20-	29.80
18.	Cunningham Associates, Inc.	306.30	30-	306.30
19.	Clackamas County Animal Control	85.00	1-52	85.00
20.	Clackamas Cty.Dept. Environmental Services	292.68	1-24	132.60
			1-37	24.52
			1-53	135.56
21.	Clackamas Cty. Fire District #1	366.48	1-62	366.48
22.	" " Printing Dept.	24.00	1-24	24.00
23.	" " Recorder	9.50	1-21	9.50
24.	" " Sheriff's Dept.	7.80	1-52	7.80
25.	Dana Business Forms	290.48	1-23	290.48
26.	Department of Justice	3.50	1-22	3.50
27.	EBSCO Subscription Services	48.55	1-34	48.55
28.	Eades, Greg	23.10	1-22	23.10
29.	Eager Beaver Tree Service	200.00	4-	200.00
30.	Entenann-Rovin Co.	8.15	1-52	8.15
31.	Executive Department	300.00	1-53	300.00
32.	Fred Meyer	67.60	1-52	67.60
33.	The Gibbens Co., Inc.	208.85	1-25	208.85
34.	Goodall Rubber Company	70.44	4-	23.48
			20-	23.48
			30-	23.48
35.	Hall Tool Company	319.90	7-	319.90
36.	Holcomb Upholstery	108.00	1-62	108.00
37.	Horton Electric	784.00	30-	784.00
38.	IBM	86.75	12-	86.75
39.	ICMA (Microcomputer Workshop)	190.00	1-21	190.00
40.	ITT Grinnell Corporation	57.36	7-	57.36
41.	Kentucky Fried Chicken	12.92	1-10	12.92
2(A)	Adam, Arlie J., MS, CCC	22.00	4-	11.00
			30-	11.00

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CITY OF MILWAUKIE  
BILLS PAYABLE JUNE 7, 1983

42.	Kovac, Leonard J., Jr.	166.50	1-22	166.50
43.	City of Lake Oswego	290.24	30-	290.24
44.	Law Enforcement Council of Washington County	40.00	1-51	40.00
45.	League of Oregon Cities	59.05	1-52	59.05
46.	Lee, Hugh	24.40	1-32	24.40
47.	Leupold & Stevens, Inc.	267.75	1-92	267.75
48.	McFarlane Bark	22.00	1-36	4.00
			4-	18.00
49.	Milwaukie Automotive Service	2,643.00	3-	2,643.00
50.	Milwaukie Printing	32.00	1-24	32.00
51.	Moen Machinery Co.	108.70	1-36	108.70
52.	Motorola, Inc.	144.25	1-62	144.25
53.	Motor Vehicle Manufacturers Assn.	1.00	1-52	1.00
54.	Multichannel News	18.50	1-22	18.50
55.	Muesco	61.71	30-	61.71
56.	National Assoc. of Telecommunications	65.00	1-22	65.00
57.	National Federation of Local Cable Programmers	25.00	1-22	25.00
58.	Norris Paint Co., Inc.	3,107.05	4-	3,107.05
59.	Northwest Law Enforcement Equipment	87.00	1-52	87.00
60.	Northwest Natural Gas	624.25	1-32	285.71
			1-34	338.5
61.	Northwest Outdoor Equipment	134.02	1-36	134.02
62.	Nu-Way Printing & Envelope Co.	370.76	1-33	370.76
63.	Nudelmans	750.80	1-52	591.80
			1-62	159.00
64.	OLA Outreach Roundtable	10.00	1-34	10.00
65.	Olinger Gladstone Dodge	18.80	1-52	18.80
66.	Olson Brothers	74.45	1-52	74.45
67.	Oregon City Radiator Service	135.00	7-	135.00
68.	Oregon Society of CPA's	110.00	1-23	110.00
69.	State of Oregon, Purchasing Division	1,440.00	1-36	1,440.00
70.	Oregon Toro	95.93	1-36	95.93
71.	OSEMTA Seminars	82.50	1-61	41.25
			1-63	41.25
72.	PGE	21,084.17	1-25	16,311.64
			1-32	462.57
			1-36	20.05
			1-37	409.30
			1-61	47.07
			4-	351.24
			6-	35.40
			20-	172.24
			30-	3,274.66

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CITY OF MILWAUKIE  
BILLS PAYABLE JUNE 7, 1983

73.	Pacific Northwest Bell	2,473.93	1-22	88.29
			1-23	218.46
			1-24	72.82
			1-25	227.87
			1-31	36.41
			1-32	275.22
			1-33	72.82
			1-35	72.82
			1-36	86.18
			1-37	184.74
			1-53	880.20
			1-91	72.82
			1-92	109.23
			1-93	36.41
			30-	39.64
74.	Pacific Western Bank	414.69	12-	414.69
75.	Page, George L.	2,518.84	1-22	2,518.84
76.	Panrico Sandwiches	46.50	1-62	46.50
77.	The Parts Store	112.42	7-	112.42
78.	Pixler Auto Parts	31.91	7-	31.91
79.	Pony Soldier Inn	72.45	30-	72.45
80.	Portland Athletic Supply	128.10	1-36	128.10
81.	Petty Cash	515.89	1-10	3.94
			1-21	34.00
			1-22	3.50
			1-23	15.00
			1-31	3.25
			1-32	79.81
			1-34	37.94
			1-35	9.39
			1-36	32.82
			1-37	34.92
			1-51	10.67
			1-52	68.02
			1-53	1.57
			1-61	11.50
			1-62	96.65
			1-92	8.65
			4-	2.98
			7-	38.37
			20-	6.00
			30-	6.91
			1-145	10.00
82.	Queen Pump Company	15.00	30-	15.00
83.	Quinlan Publishing Co.	36.00	1-51	36.00
84.	Riecke, Jeanne	41.14	1-37	41.14
85.	Rock Creek Sand & Gravel	309.00	4-	309.00
86.	Rodda Paint	133.10	30-	133.10
87.	Safety-Kleen Corp.	40.75	4-	13.58
			20-	13.58
			30-	13.5
88.	Smith Brothers	42.00	1-53	42.00

CITY OF MILWAUKIE  
BILLS PAYABLE JUNE 7, 1983

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89.	Spec Industries, Inc.	900.00	4-	630.00
			20-	270.00
90.	Stevens Automotive	526.56	7-	526.56
91.	Trumbull Asphalt	916.00	4-	916.00
92.	Union Oil	106.75	7-	106.75
93.	Valley Communications	444.00	1-36	21.00
			1-52	189.00
			1-91	34.00
			4-	100.00
			30-	100.00
93.	Valley Lock & Key Service	55.20	30-	55.20
94.	Water, Food, Research Lab, Inc.	462.00	30-	462.00
95.	Wajax-Pacific Fire Equipment, Inc.	118.80	1-62	118.80
96.	Weiler Chevrolet	497.70	7-	497.70
97.	Wentworth Chevytown	41.06	7-	41.06
98.	Western Pacific Construction			
	Materials	1,834.16	4-	1,834.16
99.	Wichita Feed	374.03	1-36	84.15
			1-37	18.90
			1-62	85.30
			4-	81.49
			7-	35.07
			20-	18.56
			30-	50.56
100.	Zellerbach Paper Products	107.92	1-32	40.92
			1-37	67.00
		\$51,345.62		\$51,345.62

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	

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

MAY 23 7: 53

NO. 1111111111

DATE: May 20, 1983

TO: Hugh Brown  
City Manager

FROM: Steven Hall  
Public Works Director

*A.M.H.*

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SUBJECT: Railroad/Harmony Project  
Intergovernmental Agreement

ACTION REQUESTED:

City Council authorize City Manager to sign attached "memorandum of Understanding" between Clackamas County, Oregon and the City of Milwaukie.

BACKGROUND

Attached is information presented to the City Council at their last regular meeting which will provide the bulk of the background information for the project.

As you will note in comparing the original estimates to the current estimate, the City of Milwaukie's portion has increased considerably. Upon research of the sections of Railroad Ave. for which the City of Milwaukie is responsible, it was found that a transfer of a section of the road had not been noted in the initial estimate and that shifted the percentage split from 25% City, 75% County to 42% City and 58% County. Other than that, the basic project costs have remained the same as the original estimate.

As you will note within the agreement, the Washington Street alternative appears to be the most logical and least costly at this point in time. The other two streets considered for the Milwaukie central business district timed transfer station were Harrison Street and Monroe Street.

The project for phase I, or construction of the roadway improvements are spread between 1983 and 1986. The City's match of an estimated \$214,860 will be distributed over that period of time and allow the City time to budget for those individual portions. The 1983-84 budget has money set aside for its match on the engineering portion of the project. Through good programming the City should be able to provide for the match for the construction phase in 1985-86.

The agreement as attached provides a basis for the distribution of costs between the City and County. In my opinion, the share as proposed is reasonable and fair.

May 20, 1983

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You will also note that upon completion of the project, those areas of Railroad Ave. and Harmony Road currently within the City limits will be turned over to the City of Milwaukie for maintenance and operation.

If there are any additional questions, I will be attending the meeting to answer those as posed by the City Council or citizens.

As previously noted in the last memo, one public hearing has been held on the project and it is assumed that at least two more hearings will be held before the draft environmental impact statement is assembled.

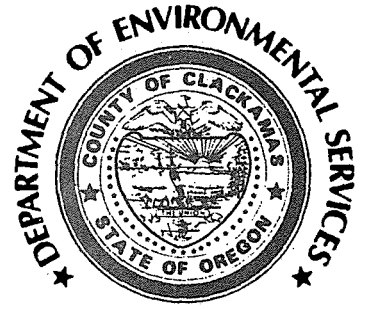
The Oregon State Highway Department will do the design of the project and administer the contract.

SUMMARY

1. In 1980, City Council authorized application to METRO for federal funds for the subject project.
2. Subsequently, METRO approved the joint application of the City of Milwaukie and Clackamas County for funding of the project.
3. Preliminary designs have been made on the project which allow reasonably accurate forecasts of costs.
4. In order to proceed with the project, it is necessary to consummate the attached agreement providing for understanding of splitting of costs and responsibility on the project.
5. Greg Eades, City Attorney has reviewed the document and has approved of same.

Enclosure: Agreement  
6 May 1983 memo

SMH:js



May 16, 1983

Mr. Steve Hall  
Public Works Director  
City of Milwaukie  
10722 S.E. Main Street  
Milwaukie, OR 97222

JOHN C. McINTYRE      THOMAS J. VANDERZAI  
Director                      Project Development Direc

WINSTON W. KURTH      DAVID R. SEIGNEUR  
Deputy Director          Development Agency Direc

BENJAMIN R. RAINBOLT  
Administrative Services Dir

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SUBJ:      City of Milwaukie/Clackamas County Inter-Governmental Agreement  
            on Local Match Commitment on the Railroad/Harmony Corridor  
            Project (Refer to Figure)

Please find a copy of the revised City/County agreement committing local match to the Railroad/Harmony Corridor Improvement Project.

I have adjusted the figures to reflect 48th Avenue versus 47th being the demarcation lane between City/County match responsibility. I have also adjusted the figures to reflect a 58%/42% County/City match commitment on preliminary engineering.

Overall PE costs are estimated at \$187,000 federal and \$220,000 total costs as a result of the Sunnyside Realignment being split out as a separate project. Thus local match on PE is estimated at \$19,140 for the County and \$13,860 for the City.

Please review the agreement and if okay have it signed and return it to the County for adoption. If you have any questions on the agreement or the progress of the project please contact me.

Sincerely,

GARY SPANOVICH, Project Manager  
Policy & Project Development Division

GS:b1

cc: Thomas VanderZanden, Director  
Bernie Straight, Traffic Engineer



MEMORANDUM OF UNDERSTANDING

between  
CLACKAMAS COUNTY, OREGON  
and  
CITY OF MILWAUKIE

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This Memorandum of Understanding, entered into this \_\_\_\_\_ day of \_\_\_\_\_, 1983, between Clackamas County, State of Oregon (hereinafter referred to as the "County"), and the City of Milwaukie (hereinafter referred to as the "City") is to set forth the basic principles of the local match commitment for the Railroad/Harmony Corridor project.

It is understood between the County and the City that Railroad Avenue and Harmony Road have been identified as a Regional Transit Trunk Route connecting the City and Clackamas Town Center Transit Stations. However, in order to adequately serve the proposed Regional Transit Trunk Route function, both Railroad Avenue and Harmony Road must be substantially upgraded.

The County and the City have been allocated \$229,500.00 in Federal Interstate Transfer 103(3)4 funds to conduct preliminary engineering studies on this upgrading and an additional \$2,720,000.00 in such funds has been reserved by the Metropolitan Service District for right-of-way acquisition and construction. The \$2,720,000.00 will be allocated to the projects identified at the completion of the preliminary engineering study. However, all Federal Interstate Transfer 103(e)4 funds provided require a 15% local match share from the recipients. Since the City and the County are joint recipients of the Federal Funds, the following pledges represent the mutual understanding of the County and the City with respect to local matching funds for federal funds for the Railroad Avenue/Harmony Road Improvement project:

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1. Both the County and the City pledge to commit local matching funds for Preliminary Engineering studies of the Railroad Avenue/Harmony Road Improvement Project which is under the joint jurisdiction of the County and the City. The matching funds to be committed by the County and the City shall be in amount of 15% of the total cost provided that 85% of the total costs shall come from Federal Interstate Transfer Funds. Of the required match, the County will be responsible for 58% and the City the remaining 42%.
2. The Railroad Avenue/Harmony Road Improvement Project will affect property located within the jurisdiction of the City as well as property located within the jurisdiction of the County. The City will be responsible for the local match on all right of way acquisition needs, on all roadways, within the City limits. The County will be responsible for the local match on all right of way acquisition needs, on all roadways, in the County, and outside the City limits.
3. The Railroad Avenue/Harmony Road Improvement Project will involve roadway reconstruction within the City limits and outside the City limits. The City shall provide local matching funds for all construction improvements for all roadway portions within the City limits and under the City jurisdiction (maintenance responsibility). The County will provide local matching funds for all construction improvements for roadway portions in the County and also within the City limits on Railroad Avenue and those portions of Harmony Road which is under County jurisdiction (maintenance responsibility).
4. Attachment A contains preliminary right-of-way and construction costs estimates for the proposed improvement as well as a breakdown on project phasing. The costs and accompanying match requirements are preliminary and are subject to further refinement depending on: more detailed engineering analysis; selection of a specific design option.

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- 5. At the completion of the Railroad Avenue/Harmony Road Improvement Project, the City will accept and the County will transfer jurisdiction (maintenance responsibility) for Railroad Avenue and those portions of Harmony Road within the City limits.
- 6. The City and the County reserve for each other the right to review and approve all improvement plans and specifications.

CLACKAMAS COUNTY

CITY OF MILWAUKIE

\_\_\_\_\_  
Chairman Robert Schumacher

*Arey Eades*  
\_\_\_\_\_  
Approved as to Form

\_\_\_\_\_  
Commissioner Ralph Groener

\_\_\_\_\_  
City Manager

\_\_\_\_\_  
Commissioner Dale Harlan

GS:bf

ATTACHMENT A  
RAILROAD/HARMONY IMPROVEMENT PROJECT  
Project Description and Preliminary Cost Estimates

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Clackamas County and the City of Milwaukie are proceeding with preliminary engineering and an environmental assessment on the Railroad/Harmony Improvement Project. The purpose of the project is to improve Railroad Avenue and Harmony Road to support their eventual use as a strong roadway improvement element and a transit improvement element.

The project will be phased with Phase 1 being the roadway reconstruction element. Phase 2 relates to transit capital improvements such as a park & ride lot, bus shelters, transit turnouts, etc. Phase 2 will be implemented at a future time in conjunction with a specified date for Tri-Met transit trunk service. Currently Tri-Met has committed to transit trunk service in concept only, with no specified date being identified.

Phase 1: Roadway Reconstruction Improvements

Project Description

- \* The trunk route would operate on Washington Avenue and portions of Washington Avenue would be overlaid.
- \* 37th - from Monroe to Railroad - would be improved to design option three standards.
- \* Railroad - from 37th to Price-Fuller - would be improved as a variation of design option 2. Two travel lanes + 7 left turn bays at selected locations + sidewalk on the north side + separated bikeway on the south side + major intersection improvement at Harmony & Linwood.
- \* The bikeway is still being analyzed within the roadway width rather than as a separated facility.
- \* Harmony Road - Price-Fuller to 82nd - improve as design option 3.

Preliminary Right-of-Way and Construction Cost Estimates

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<u>Termini</u>	<u>Improvement</u>	<u>Total</u>	<u>City</u>	<u>Co</u>	<u>St</u>
-Washington St-21st to Oak	Overlay, 2500 X \$1.25	150,000	150,000		0
-Washington St-21st to Oak	Stripping Improvements	20,000	20,000		0
-Oak (W. Leg) & Hwy 224	Int. Improvements	20,000	20,000		0
-Oak (E. Leg) & Hwy 224	Int. Improvements	20,000	20,000		0
-Possible Signal Upgrade	Int. Improvements	75,000	75,000		0
-Monroe & Oak	Int. Improvements	101,000	101,000		0
-Monroe - 37th to Oak	Assumes NO Roadway reconstruction	15,000	15,000		0
-37th-Railroad to Monroe	Design Option 3	175,000	175,000		0
-37th & Railroad	Int. Improvements	20,000	20,000		0
-Railroad Improvements	Design Option No. 2				
*37th-48th - 4 int.		744,000	744,000		0
*48th-60th - 3 int		787,000	0	787,000	
-Lindwood & Railroad	Int. Improvements	130,000	0	130,000	
-Harmony-Linwood to Price-Fuller (2400')	Option 2	545,000	0	545,000	
-Harmony-Price Fuller to 82nd (1700')	Option 3	425,000	0	425,000	
<b>TOTAL COST</b>		<b>3,227,000</b>	<b>1,340,000</b>	<b>1,887,000</b>	<b>0</b>

Local Match/Scheduling For Phase 1: (Assumes funding with 103(e)(4) Federal Funds and a 15% local match committment)

<u>Roadway Improvements</u>	<u>Year</u>	<u>City</u>		<u>County</u>	
		<u>Fed.</u>	<u>Match</u>	<u>Fed.</u>	<u>Match</u>
*Engineering	1983/84	110,000	13,860	110,000	19,140
*Right-of-Way	1984	50,000	7,500	25,000	4,000
*Construction	1985/86	1,090,125	192,375	1,579,300	278,700
<b>TOTAL</b>		<b>1,250,125</b>	<b>213,735</b>	<b>1,714,410</b>	<b>301,840</b>

These cost estimates are preliminary in nature. Our analysis indicates that Washington is the best route for the trunk service. However we are still evaluating whether the bike lane on Railroad/Harmony should be in the street or separated. The attached figures assume it is separated, however if it is in the roadway then costs will be slightly higher.

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As you can see we are approaching ROW and construction in phases in order to spread out overtime the local match burden.

Phase 2: Transit Treatments/Park & Ride Lot/Pedestrian Treatments

- \* Milwaukie north-south residential streets:
  - Asphalt sidewalk on one side only.
  - \$400,000
  
- \* Park & Ride Lot - \$1,200,000
  
- \* Transit turnouts & shelters. & pedestrian crossing of Southern Pacific tracks - \$400,000.
  
- \* Local Match/Scheduling for Phase 2:
  - Funding - Section 3 or Section 9 - 20% match.
  - Would be phased in 1985/1986/1987 in conjunction with Tri-Met service committment for new service or extension of existing service.

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

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DATE: May 6, 1983 b 10

TO: Hugh Brown  
City Manager

FROM: Steven Hall  
Public Works Director

*Steven Hall*

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

IV  
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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

IV  
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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

Kenneth Whorton  
City Manager

September 9, 1980

Steven Hall  
Public Works Director

Potential Grant  
Railroad Ave.

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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. 82nd 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-VANCOUVER METROPO. IN 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
<b>TOTAL</b>		212,100	57,900	1,600,000	1,600,000	3,470,000
<b>FEDERAL STATE</b>		180,000	49,500	1,360,000	1,360,000	2,949,500
<b>LOCAL *</b>		32,100	8,400	240,000	240,000	520,500
<u>Clackamas</u>		24,000	8,400	199,000	200,000	431,400
<u>Milwaukie</u>		8,100		41,000	40,000	89,100

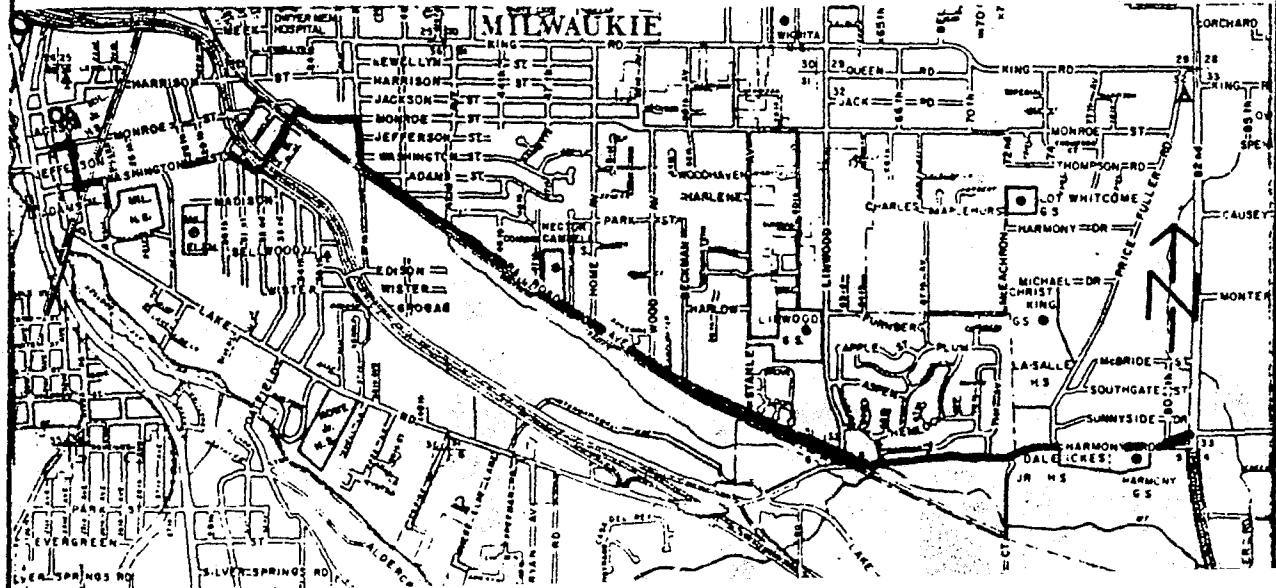
**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

**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

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

**LOCATION MAP** the apportionment as indicated above.



**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%

1498 ①

AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON AMENDING ORDINANCE NUMBERS 1451 AND 1498 PROVIDING FOR TERMS OF OFFICE FOR THE MILWAUKIE CENTER ADVISORY BOARD AND THE SENIOR CITIZEN ADVISORY COMMISSION.

THE CITY OF MILWAUKIE DOES ORDAIN AS FOLLOWS:

Section 1. Section 2 of Ordinance No. 1451 is amended to read:

Section 2. The Advisory Commission shall consist of nine members, appointed by the City Council, at least seven of whom shall be residents of the city. Five members must be over 60 years old. No more than three members of the Commission shall be employees of organizations or agencies which provide senior citizens service programs, and all members shall serve without compensation. Initially, three members shall serve a three-year term, three a two-year term and three a one-year term. At the expiration of the initial terms, each member shall be appointed for a three year term. No person may serve more than two consecutive three year terms, provided that the City Council may waive this limitation if it is in the best interest of the city to do so. Any vacancy shall be filled by appointment by the Council for the unexpired portion of the term. Any member may be removed from office for cause.

Section 2. Section 2 of Ordinance No. 1498 is amended to read as follows:

Section 2. The Advisory Board shall consist of nine members appointed by Council, the majority of whom shall be residents of the city. Five members must be over 60 years old and all members shall serve without compensation. Initially, three members shall serve a three-year term, three a two-year term and three a one-year term, as determined by lot. At the expiration of the initial terms, each member shall be appointed for a three-year term. No person may serve more than two consecutive three-year terms, provided that the City Council may waive this limitation if it is in the best interest of the city to do so. Any vacancy shall be filled by appointment of the Council for the unexpired portion of the term. Any member may be removed from office for cause. Terms of office shall expire on June 30.

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

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Section 3. The Council may alter the terms of incumbent members of the Milwaukie Center Advisory Board and the Senior Citizens Advisory Commission to comply with these amendments.

Read the first time on June 7, 1983 and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted on \_\_\_\_\_, 1983.

Signed by the Mayor on \_\_\_\_\_, 1983

\_\_\_\_\_  
Mayor Joy Burgess

ATTEST:

\_\_\_\_\_  
Laurie Perkin, City Recorder

  
\_\_\_\_\_  
Greg Eades, City Attorney

MILWAUKIE  
CITY COUNCIL MEETING  
May 17, 1983  
5:30 p.m.

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COUNCIL CHAMBERS

WORK SESSION

A work session of the Milwaukie City Council was held on May 17, 1983 with the following Councilors present:

Mayor Joy Burgess                      Don Graf  
Mike Richmond                              Roger Hall  
Ron Kinsella

Also present:

Hugh Brown, City Manager  
Dick Bailey, Fire Chief  
Laurie Perkin, Secretary

City Manager said that the work sessions will be used periodically for department presentations and that at tonight's work session Chief Bailey would explain changes made in the Fire Department.

Chief Bailey gave a description of Fire Department personnel, equipment and facilities. He talked about the mutual aid response agreement with the other jurisdictions and explained what would happen in a wide-scale emergency. He said the fire protection system includes prevention and education and he discussed the goals of the Fire Department. The most significant change, he said, was the division of the city into fire zones, whereby each captain is totally responsible for an entire zone. Among other topics under discussion were:

- Consolidation between Fire Dept's to provide better and more cost effective system.
- Professional development
- Regional training program
- Statistics on mutual aid response, alarms, assessed valuation and insured fire loss.
- 911 system which will help target false alarm calls
- manning of the rescue rig- goal will be to keep it running 100% of the time.

The meeting was adjourned at 6:45.

\_\_\_\_\_  
Joy Burgess, Mayor

\_\_\_\_\_  
Laurie Perkin, Secretary

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

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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.

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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.

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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,

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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

MILWAUKIE  
CITY COUNCIL MEETING  
May 19, 1983  
8:50 p.m.

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THE MILWAUKIE CENTER

SPECIAL MEETING

A special meeting of the Milwaukie City Council was held on May 19, 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 Director
Dick Bailey, Fire Chief	Laurie Perkin, Secretary
Steve Hall, P.W. Director	

It was MOVED by Graf, SECONDED by Hall to adopt Resolution No. 3-1983 ( A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE CALLING AN ELECTION ON THE 1983-84 OPERATING TAX LEVY.) MOTION CARRIED unanimously. It was agreed that the levy request be placed on the June 28, 1983 ballot.

It was MOVED by Kinsella, SECONDED by Richmond, that the ordinance prohibiting the issuance of permits for adult businesses be read the second time by title only. MOTION CARRIED with the following vote: AYES: Burgess, Graf, Richmond, Kinsella. NO: Hall. It was MOVED by Kinsella, SECONDED by Richmond to adopt Ordinance 1541 (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. Hall again voiced his opposition to this action, stating he had doubts about its constitutionality.

The meeting was adjourned at 8:55 p.m.

Joy Burgess, Mayor

Laurie Perkin, Secretary

5/18/83  
16:30

CLACKAMAS COUNTY, OREGON  
SPECIAL ELECTION  
MAY 17, 1983

ISSUE 26

JUANITA N. ORR, COUNTY CLERK

I CERTIFY THAT THE VOTES RECORDED ON THIS ABSTRACT CORRECTLY BY :  
SUMMARIZE THE RESULT OF VOTES CAST AT THE ELECTION INDICATED.

DATE OF ABSTRACT :  
May 23, 1983

*Juanita N. Orr*

**VB**

CITY OF MILWAUKIE  
MEASURE 01  
OPERATING LEVY

YES

PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL
001	156	054	174	055	121	071	161	076	138	078	106	079	51	099	193

VOTES CAST = 1,157

NO

PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL
001	273	054	265	055	166	071	283	076	103	078	265	079	48	099	171

VOTES CAST = 1,574

OVERVOTES

PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL
001	0	054	0	055	0	071	0	076	0	078	0	079	0	099	0

VOTES CAST = 0

UNDERVOTES

PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL
001	10	054	15	055	6	071	13	076	11	078	18	079	6	099	12

VOTES CAST = 91

TOTALVOTES

PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL	PRE	TOTAL
001	441	054	454	055	293	071	457	076	252	078	449	079	105	099	381

VOTES CAST = 2,934

SOLID WASTE TASK FORCE

FINAL REPORT

June, 1983

TASK FORCE MEMBERS:

Michael Borg  
Mel Dienes  
Dwight Long  
Fred Kahut  
Jerry Herman

Jean Baker  
Richard Hutchens  
Bonnie Mishler  
John Phillips  
Cecil Erdt

Chairman: Ron Kinsella  
Staff: Bill McDonald  
Bill Bree (D.E.Q.)

MEMORANDUM

June 3, 1983

TO: MEMBERS OF THE CITY COUNCIL

The Task Force, in response to its appointment by the Council in December, 1982, submit to you now the final draft of the work of the Task Force for your study and action. The mission and goals adopted by the City Council on December 16, 1982, have been utilized as a format and guide for our efforts.

Although the final draft is somewhat brief, it is the product of six months of thought and many hours of meeting, discussion and problem solving. Each of the recommendations was given indepth consideration from each of the participants. Our views varied due to the diversity of the members backgrounds (recyclers, garbage haulers, citizens, environmental and solid waste specialists). We came to mutual agreement on the major issues put before the Task Force. This report is the group's consensus of what we believe to be the most practical, useful, functional, and appropriate type of solid waste management system for the City of Milwaukie.

The time has indeed come for better standardship of our resources and we recommend affirmative movement towards a systematic solid waste management plan which includes recycling as an integral and necessary component.

The process has underscored that there is much more to recycling than one would suspect. Elements such as state and federal law, landfill siting, regional politics, government policies, public education, grants, local funding, commodity futures, transportation, community development, employee/ employer problems with injuries, capitol development, extending the job market, rate structures, tax credits and more, were discussed and embodied in our final recommendations.

The Task Force stressed practicality, reality, and common sense in achieving its recommendations. We kept firmly in mind the financial constraints of private industry, the city, and Milwaukie residents. We believe that the recommendations of the Task Force would act to encourage and stimulate participation in recycling. Our hope is that through this effort and subsequent actions our city will make significant progress in the reduction of solid waste and the recovery of lost resources.

Respectfully submitted,

Members of the Solid Waste Task Force

## EXECUTIVE SUMMARY

### Recommendations

1. There should be an immediate rate review and adjustment.
2. All franchised haulers should be required to offer a recycling alternative at no direct cost to all residents within their geographical territory.
3. Recycling should be viewed as an element or profit center within the overall operation of each garbage franchise.
4. Curbside collection of recyclables should be required. Public attitude and desirability of mandatory curbside collection of all waste should be surveyed.
5. Twice a year community yard debris clean-up weekends should be a coordinated effort of the city, haulers, volunteers and civic groups.
6. The city should support siting of a sanitary landfill in this metro area.
7. Extensive public education and promotion must occur if recycling is to be successful. A Metro grant for this activity is encouraged.
8. Recycling success will depend on a social revolution in which we move from a throw-away economy to a recycling economy. This change of "habit" will require continuing promotion.
9. The city should begin recycling in a modest way and expand in response to public participation.
10. The city's solid waste regulatory process must be improved. Better financial reporting, planning, and evaluation of performance are necessary.
11. The city should charge a franchise fee equal to 3% of the gross receipts of each franchise. These revenues might be utilized to offset the cost of a better regulatory process.
12. The "franchise" method of providing collection of solid waste and recyclables deserves the full support of the City Council.

1. Efficient and Effective Collection System

A. The city should encourage efforts which would result in more effective utilization of manpower and equipment.

B. There should be an evaluation (status report) of the recycling program after six months of start-up and of the whole collection program each year thereafter. This evaluation could be done by a standing Solid Waste Task Force.

C. The city should recommend that every three years each franchise operation undergo a program review.

E. It has been accepted by the Milwaukie Task Force on recycling, that the present solid waste collection system in the City of Milwaukie is, in fact, efficiently and effectively hauling 95% of the populations garbage at this time.

F. Most of the city's franchised haulers are participating in a recycling program of one form or another at present (but promotional support is needed from local government). City service groups are also playing a major role in the overall reduction of solid waste.

G. Recycling potential is unknown at this time for the City of Milwaukie, but other cities' history suggest that percentages of 3% to 25% maximum are obtainable out of the general waste stream. With these facts in mind, remember we still must deal with the other 75% of the generated solid waste.

H. Nationally, drop centers or depots, "buy back centers" and community recycling have all played major roles in the reduction of solid waste.

I. Recycling should be viewed as a service which the franchised present garbage haulers should provide.

J. As the franchisor, the city has the authority and the responsibility to define the specific elements it will expect of a city recycling program.

K. The city should test all of its requirements against a standard of reasonableness and good business economics. The best alternative is to design a program that will be cost effective and not require a subsidy.

L. City administration of basic collection and recycling should be improved to provide:

- a) rules and requirements
- b) financial reporting
- c) annual rate review
- d) performance standards
- e) standing task force

M. The Task Force has determined that a garbage rate review and adjustment should occur before the start-up of a recycling program. The rate increase should take into consideration the cost factors for the recycling program.

N. The regulations of the city franchises should prohibit the placement of source separated recyclables into any disposal facility when it is cost-effective to recycle.

O. Materials to be separated and collected should be:

- a) cardboard
- b) tin, aluminum
- c) motor oil (properly containerized)\*
- d) newsprint
- e) bottle glass (3 color)

\* desirable

P. Curbside pick-up should be mandatory for source separated recyclables.

Q. Residents should be surveyed to determine their attitude about moving to curbside pick-up of all waste.

R. Curbside collection is desirable for basic collection yet the task force recognizes it would require the City Council to make it mandatory. This is a goal for the future which should be aimed for.

S. The city should cooperate and encourage regional efforts to site a sanitary landfill.

## 2. Reasonable Service Choices for the Public

A. Recycling should be offered to all residents at no direct charge.

B. Monthly collection of recyclables is recommended as a method of controlling operating costs. (especially during the start-up period when the public is responding slowly.)

C. Curbside collection of recyclables should be required.

D. It is essential that service be regularly scheduled and reliable.

E. Twice a year the garbage haulers, civic groups, volunteers and the city should coordinate a community yard debris clean-up effort. Dumpsters would be placed at designated sites throughout the city (supervised by civic groups). For a nominal fee based on actual cost to the hauler) yard debris could be taken to the site. These efforts have proven to be popular and successful in other cities.

F. On-Call service (Yoo-hoo service) should be available for any resident of the city wishing periodic (less than weekly) removal of waste.

G. Drop boxes in the city should be regulated. Existing civic club paper drops should be grandfathered. Promotional materials should emphasize that the local hauler should be contacted (for a drop box).

H. Senior citizens should be encouraged to share a garbage can where their volume is low.

I. Tires should be hauled at the cost of disposal.

J. Printed materials should include information on disposal of exotic materials, food gleaning program, and the local Kendall Center pick-up of yet-usable items which are not yet truly recyclable.

### 3. Incentives for Public Participation in Recycling

A. The recycling program should be voluntary.

B. It is essential that collection be regularly scheduled and reliable.

C. As has already been suggested, recycling service should be provided without direct charge.

D. Provision of program issued storage receptacles has not been proven to significantly increase participation or recovery rates. Therefore the public should be advised that cardboard boxes, kraft sacks, and other receptacles of comparable strength should be utilized to store materials.

E. The primary motivations which must be cultivated for public participation are financial and environmental. Strong public awareness/education are mandatory for program success. The public should be educated on the consequences of not recycling. It is important to create a "social consciousness" shift away from a throw-away society to a recycling oriented society.

F. The city should cooperate with the haulers to provide information on rates and services which are in effect.

G. The public should be provided easy to understand "how-to" instructions on handling, pick-up dates and buy-back locations and hours. Information on materials which can be placed at curbside, and other recycling locations for other more exotic materials should also be provided.

H. Commercial businesses should be informed of the recycling program and encouraged to participate. The city should consider networking information about materials available at commercial or industrial sites which could be utilized (recycled) somewhere else.

I. Exceptions or accommodations for the elderly and handicapped may be provided e.g. not requiring curbside; can sharing.

#### 4. Incentives for Investment in Necessary Promotion, Facilities and Equipment Associated with Recycling.

A. The recycling program is highly dependent on publicity. The city should apply for any possible funding for publicity and project monitoring, evaluation. The city should not depend on such funds to initiate or maintain the program.

B. The stability of secondary markets for recycled materials is crucial to the planning and development of a dependable recycling program. The city should support regional efforts to stabilize materials markets.

C. The scale of the city program should be modest to begin with. A phased implementation of the program would be reasonable. The program should be tailored to growing participation by the community. The plan should be to enhance the program in response to public acceptance.

D. There may be three sources of tax credits which program operators could utilize in the future for recycling.

E. The City of Milwaukie might provide haulers/recyclers with access to low cost loans provided through a local development corporation- LDC. Such a policy would encourage adequate investment in facilities and equipment (for both collection and recycling).

F. A reasonable anti-scavenge ordinance is needed to protect garbage haulers from pirating of materials.

G. The city should coordinate promotion of the recycling program with the garbage haulers.

5. Use of the Waste Stream as a Resource for Future Jobs and Economic Development.

A. Stabilizing prices for materials and increasing markets are essential for the development of jobs.

B. The greater the public participation the greater the prospect of job development. Public education should include the information that recycling could increase job development.

C. Job development from recycling is likely to be indirect and to accrue over the long term. Those jobs may be in the processing industry rather than more directly in the Milwaukie collection system.

D. The city might state as a public policy that jobs which become available in collection or recycling be filled locally to the extent that it is possible.

6. An Equitable Rate Structure

A. The objective achieved by recycling is first waste removal and secondly better use of the waste resource.

B. The task force recommends that the city encourage the use of private capital for recycling start-up. Rather than considering recycling operations as a "subsidy" candidate, it would be better to consider the recycling program as a "profit center" within the overall scope of the existing franchised haulers collection program. If recycling has a positive or negative effect on the franchise profits, it should be reflected in the "rates".

C. The city should require each existing franchised hauler to provide a recycling option to persons within the geographical boundaries of their respective territories. Guidelines for that service are recommended below.

D. The city must strive to provide the following elements in its regulatory process:

- a) financial reports provided at least annually by each franchisee.
- b) annual rate review to better monitor and evaluate operational problems and costs.
- c) A reasonable return on investment or operating margin for its franchisees.
- d) A status report as specified in 1.B.

E. The city should take a concerned look at tipping fees imposed by METRO as a major cost which impacts "rates" the public must pay. Evaluation of METRO'S performance and future potential impacts bears consideration.

F. The city should charge a franchise fee equal to 3% of the gross receipts of each franchise. These revenues might be utilized to offset the cost of a better regulatory process.

7. Responsible Regulatory Practices and Procedures.

A. There is very little process involved in the regulation of garbage rates. It is recommended that the city:

1. meet regularly with the franchisees to understand their problems.
2. work "jointly" towards objective evaluation, planning, and system development. Given the relationship, this responsibility resides with both the city and the haulers.
3. require financial reports and operational data which will accurately reflect performance, costs, and profit.
4. annual rate and program review.
5. define needed performance standards.

B. In the area of recycling, the city should take the following actions:

1. adopt an anti-scavenge ordinance, with specific penalties.
2. not require mandatory recycling.
3. require curbside recycling.
4. not provide city billing or a special recycling subsidy.
5. grant exclusive territories for recycling. As the task force recommends requiring the existing haulers provide the recycling option, the exclusive territory would correspond to their existing franchise. Recycling depots and other conveniences could be added as the program grows and business economics makes them profitable.
6. provide a yard waste option (e.g. community clean-up weekends).

C. Adopt rules and regulations for the program where appropriate.

D. The city should provide its full support to the franchise system of providing for collection service and protect that power and authority from covert or overt circumvention.

E. A formal rate review process should be initiated and completed before a recycling program is started.

## APPENDIX

MISSION AND GOALS AS ADOPTED BY THE CITY COUNCIL ON  
DECEMBER 16, 1982.

MISSION: Develop a City solid waste collection, recycling and disposal plan which is cost effective and encourages job development.

The following items are MAJOR GOALS:

1. An efficient and effective collection system.
2. Reasonable service choices for the public.
3. Incentives for public participation in recycling.
4. Incentives for investment in necessary promotion.
5. Use of the waste stream as a resource for future jobs and economic development.
6. An equitable rate structure; and,
7. Responsible regulatory practices and procedures.

DENNY SMITH  
5TH DISTRICT, OREGON

WASHINGTON ADDRESS:  
1213 LONGWORTH HOUSE OFFICE BUILDING  
(202) 225-5711

Congress of the United States  
House of Representatives  
Washington, D.C. 20515

SALEM ADDRESS:  
4035 12TH S.E. #20  
P.O. Box 13009  
SALEM, OREGON 97309  
(503) 359-5755

May 3, 1983

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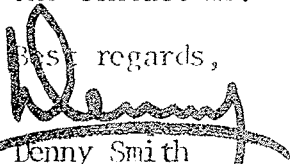
The Honorable Joy Burgess  
Mayor  
City of Milwaukie  
10722 S.E. Main Street  
Milwaukie, Oregon 97222

Dear Joy:

Just a short note to acknowledge receipt of your letter to Representative Horton regarding the extension of general revenue sharing.

I appreciate your informing me of your opinion and interest in this program. If there is anything I can do to assist you in any way, be sure and contact me.

Best regards,

  
Denny Smith  
Member of Congress

DS/gm

May 24, 1983

To: Milwaukie City Council  
From: Senior Citizen Advisory <sup>Commission</sup> ~~Committee~~  
Re: Emergency shelter

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The Senior Citizen Advisory Commission supports the concept of an emergency shelter for the homeless in this County.

It could serve the unemployed by encouraging them in their job search, thus getting families off welfare.

It is unthinkable that families should be on the streets or living in cars if the citizens of this community can give them a helping hand in time of emergency.

*Katherine Stevens*

Katherine Stevens  
Chairman

PLANNING COMMISSION MINUTES

REGULAR MEETING

APRIL 26, 1983

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MEMBERS PRESENT

JOHN LITTLEHALES  
GEORGE CATHEY  
BOB BROWN  
JOHN FOSTER  
AL LAINE  
REBECCA SWEETLAND

STAFF PRESENT

TOPAZ FAULKNER, PLANNING DIRECTOR  
JERRY THELANDER, PLANNER  
CAROL LEE, SECRETARY  
HUGH BROWN, CITY MANAGER

EXCUSED ABSENCES:

BETTY ROHOLT

Mr. Cathey called the meeting to order at 6:30 p.m.

Mr. Hugh Brown, City Manager, made introductory remarks regarding the upcoming City Budget Meetings and requested support from the Commission and citizens in attendance.

3.1 FRED J. AND MAE S. KOBBS

C-83-9 CONDITIONAL USE REQUEST

LOCATION: 10920 S.E. Home Avenue

PROPOSAL: Request to place a 40' x 28' manufactured home, and 24' x 22' attached garage on approved partitioned lot.

Jerry presented the Staff Report, recommending the siting of a 40' x 28' manufactured home at 10916 S.E. Home Ave.

Mr. Brown suggested that Finding #8 should indicate that the home would have concrete pier footings, as well as a permanent concrete perimeter foundation.

Ms. Sweetland asked Staff if the Ordinance requires an applicant to replace trees with like kind species. Jerry mentioned that two large Fir trees had been removed and should be replaced but it was not necessary to replace them with Fir trees, deciduous trees would allow for better solar access.

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APPLICANT'S RESPONSE:

SPEAKING: MAE KOBBS, 2615 S.E. Cortney Rd., Space #2

Ms. Kobs said they agreed with statements in the Staff Report, and would be glad to answer questions.

Mr. Kobs said they are the legal owners, but the deed had not yet been recorded with the County, he intends to have that done within the next few days.

AUDIENCE PARTICIPATION:

SPEAKING: Mr. John D. Gray, 4923 Ada Lane, Milwaukie

Mr. Gray stated his concerns regarding surrounding property values if a mobile home is allow to go in, especially if there is no guarantee that it cannot be moved out later and replaced with an older mobile home.

Mr. Cathey explained that any changes to a Conditional Use requires an additional hearing.

SPEAKING: MR. CHARLES R. BECK, 4755 S.E. Washington Place.

Mr. Beck mentioned the discrepancy in the public notice.

Topaz stated the public notice was prepared with information the applicant originally submitted to staff.

The Commission, by consensus, continued the public hearing it was irrelevant who was going to live in the mobile home. Criteria for the Conditional Use would be addressed. The Staff Report had been corrected to indicate that Mr. and Mrs. Kobs will be residing in the mobile home, Mrs. Westby will continue to reside at 10920 S.E. Home.

Topaz explained that the information received from the County Tax Assessor's Office indicates that there is not a devaluation of surrounding homes where mobile homes are located. Requirements for placing mobile homes in the City include compliance with HUD Code, which stipulates structural requirements for mobile homes built after 1976.

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SPEAKING: MS. BECK, 4755 S.E. Washington Place

Ms. Beck stated that a condition should be placed on the request stating that approval be granted contingent upon the Ms. Westby's lifetime.

Mr. Cathey said the Commission would consider the opinions of those concerned when making their decision for granting the request.

SPEAKING: MS. JEAN LUFFTIS, 11112 S.E. Home

Ms. Lufftis said that mobile homes make a neighborhood look tacky. There are several larger sized lots in the neighborhood as time goes on they will be split and mobile homes will be placed throughout the area.

SPEAKING: Carolyn Troychak, 10903 S.E. Home

Ms. Troychack said she did not want the area to be speckled with mobile homes. It is a lovely neighborhood, but would look extremely different with mobile homes stuck in between the homes that give the area the character it has now.

SPEAKING: JOHN BARRATT, 10910 S.E. Home, Milwaukie

Mr. Barratt owns the property to the north. He feels that some effort should be made to improve the drainage problem in the area. He supports Mr. & Mr. Kobs' request to place a mobile home on the lot. He also appreciates the applicant elevating the low spots on the lot to prevent further drainage problems.

SPEAKING: KEN CONE, 10908 S.E. 51st Ave, Milwaukie

Mr. Cone had questions regarding the procedure for Conditional Use Request.

Mr. Cathey explained that any changes to the Conditional Use would require another public hearing, and the community would be notified of such a hearing.

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SPEAKING: Mr. John Gray, 4923 Ada Lane, Milwaukie

Mr. Gray mentioned that the problem of flooding on Stanley Avenue is of major importance to the area residents.

Mr. Laine said that there was an engineering study made of the area in 1974 which stated conditions for drainage and street improvements.

SPEAKING: Albert Troychak, 10903 S.E. Home

Mr. Troychak asked if there are certain codes that mobile home must meet before approval.

Mr. Cathey explained there is a HUD Code and certain criteria mentioned in the Zoning Ordinance, which the Commission uses to evaluate an application for manufactured housing.

SPEAKING: Karen Barratt, 10910 S.E. Home

Ms. Barratt said she has no objections to the proposed manufactured home, but is concerned that the home would project into the clear vision of their driveway nextdoor.

SPEAKING: KEN CONE, 10908 S.E. 51st Avenue

Mr. Cone asked if the home would have wood siding.

Mr. Cathey stated the applicant has indicated the manufactured home would have wood siding.

SPEAKING: FRED KOBS, 2615 S.E. Cortney Rd.

Mr. Kobs said he had decided to install the home a few more feet further to the south to provide more privacy for the adjacent property owners to the north. Mr. Kobs assured the Commission that after landscaping is completed the home would not appear tacky. He wishes to plant Sweet Gum, fruit and nut trees instead of Fir trees. The front of the garage would be even with the home to the north and would not obstruct clear vision in their driveway. The manufactured home he intends to install is a new home. The ground elevation of the properties to the north and south would be used to determine the grade of infill on the site. Concrete footings and concrete block perimeter walls will be used for the foundation.

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6. Applicant has begun site preparation for installation of proposed manufactured home, by providing fill-dirt for sloped areas, removing two large Fir Trees (for safety purposes), and clearing vacant lot from debris. More fill-dirt will be needed to elevate the north side of Parcel #2 to equal elevation of adjacent lot.
7. Surrounding homes are built with wooden siding on cement foundations.
8. The manufactured home will be installed on a permanent concrete pier footing in addition to concrete block perimeter foundation; soil prepared by excavating and surfacing the area with materials that will minimize settling.
9. Adverse testimony was received at the public hearing.

CONDITIONS: C-83-9

1. Utilities, drainage, curbing, sidewalk, driveway improvements, and procedures for fire protection to be approved by Public Works Department.
2. Applicant to provide trees, replacing those removed, to be approved by Planning Staff.
3. Installation of manufactured home shall be in accordance with manufacturer's recommendations, and in compliance with Section 6.02.16 - Standards Governing Conditional Uses, Page 82, of the Milwaukie Zoning Ordinance.
4. Provide Developer's Agreement assuring cooperation in street improvements, according to Public Works Department specifications.

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Mr. Brown made a Motion to approved C-83-9, to site a manufactured home on Parcel #2, at 10916 S.E. Home St. with Findings as modified: Finding #8 - The manufactured home will be installed on a permanent concrete pier footing in addition to concrete block perimeter foundation; soil prepared by excavating and surfacing the area with materials that will minimize settling. Finding #9 - Testimony received at the public hearing. Condition #2 - Applicant to provide trees, replacing those removed, to be approved by Planning Staff. Mr. Littlehailes Seconded the Motion. Motion carried unanimously.

FINDINGS: C-83-9

1. The proposal meets required setbacks, parking requirements, street access, lot coverage and landscaping restrictions.
2. Attached garage will be built on-site, with required fire-wall between home and garage, accoring to Uniform Building Code.
3. The proposal complies with the following elements of the Comprehensive Plan:
  - OBJECTIVE #2 - Residential Land Use - Density, Policy 2.a, Page 28.
  - OBJECTIVE #4 - Neighborhood Conservation, Policy 5, Page 31.
  - OBJECTIVE #5 - Housing Choice, Policy 3, Page 32.
  - OBJECTIVE #3 - Residential Land Use: Design, Policies 6 & 7, Page 29.
4. The proposal complies with the following sections of the Milwaukie Zoning Ordinance.
  - Section 3.02.3.i - Stnadards, R-7 Zone, Page 14.
  - Section 3.01.1.a - Off-Street Parking Requirements, Page 70.
  - Section 5.03.8.a - Off-Street Parking and Loading, General Provisions, Page 76.
  - Section 6.02.16 - Standards Governing Conditional Uses, Page 82.
5. Administrative approval granted for Minor Land Partition, M-83-5. Proposal complies with all lot size and access requirements of the Zoning Ordinance.

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3.2 CONTINUED DISCUSSION OF PROPOSED AMENDMENTS TO  
MILWAUKIE ZONING ORDINANCE:  
SECTION 3.13, 3.14, 6., 3.10. 3.11. 3.12  
CONCERNING ADULT ENTERTAINMENT BUSINESSES

Topaz explained the recent progress of the public hearings and City Council's efforts to regulate adult businesses. Now that an Ordinance has been presented to the Council for adoption the next step will be to improve the Conditional Use Process for all businesses within the Commercial and Industrial Zones.

Mr. Littlehales said that the Ordinance, presently before the Council, defines and sets up the locational criteria for adult entertainment businesses. It also prohibits them from the Central Commercial Zone. The Planning Commission has a commitment to revise the Conditional Use Procedures so that businesses such as: video game rooms, drinking establishments, and movie theaters, would be considered as all other businesses that have "high-impacts" (parking, pedestrian traffic, irregular hours, etc.). By coupling the new Ordinance and the revised Conditional Use Procedure with the existing Zoning Ordinance the City will be able to regulate adult businesses on a constitutionally credible basis.

Topaz stated that Section 6.01 clarifies the Planning Commission's authority to grant or deny a Conditional Use. The Commission by consensus decided to change:

Section 6.01 - The Planning Commission may approve or deny the application.

Section 6.01.1 - . . . any alterations, including but not limited to:  
Section 6.01.3 - (Delete) "reasonable."

Section 6.01.3 - To read: When a Conditional Use Permit is approved by the Planning Commission, a written permit will be issued to the applicant, in the form of a letter from the Planning Staff, prior to development of the use. . . .

Section 6.01.4.B - To read: The Planning Commission may, upon receiving a written request from the applicant, extend the Conditional Use Permit, for a period not to exceed one year.

Section 6.01.5 - (Delete) "within 30 days" ---change "Division" to "Staff" --- change "appeal fee" to "required fee".

Section 6.01.6 - . . . have been satisfied within a time frame set by the Planning Commission.

Section 6.01.8 - To read: Review of a Conditional Use Permit upon Change of Ownership, Use or Tenant.

Upon first learning of change in ownership, use or tenant, the Director shall conduct an Administrative Review of the status of the Conditional Use Permit. If the Director finds that the conditions attached to the Conditional Use Permit have not

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Section 6.01.8 - Continued (Change to Section 6.01.7)  
been met the Director shall notify the owner or tenant of the conditions and/or restrictions. If the Director deems it necessary to achieve compliance, a hearing before the Planning Commission may be scheduled to consider suspension or revocation of the Conditional Use Permit, in accordance with Section 6.01.6.  
Section 6.01.7 - Change to Section 6.01.2

(Delete) The Planning Commission may grant or deny a Conditional Use Permit

Section 6.01.2.B - To read: The use meets the standards for the underlying zone and in the development standards.

Section 6.01.2.E - To read: The proposed use is timely, . . .

There was discussion among the Commissioners as Mr. Foster presented certain recommendations based on information from the City of Portland and other various jurisdictions. Ms. Sweetland stated that the courts have permitted jurisdictions to develop regulation based on experience of each community. Milwaukie has had no experience with adult entertainment and various adverse effects, such as the City of Portland has had. The Commission's objective is to develop criteria that will regulate adult entertainment businesses as well as all other Conditional Uses. Specific wording relating to adult businesses would have discriminatory effects, and the commission must be careful not to infringe on the First Amendment Rights.

Topaz explained that it has been established that there are certain businesses with high impact uses, which may or may not include adult businesses. High Impact Uses should be defined and addressed as Conditional Uses for C-L, C-C, M-L, and M-G Zones. By consensus the Commission developed definition for high impact uses: Any such use that generates substantial traffic or noise, or light, or irregular hours or other negative impacts on the community. Examples include, but are not limited to: Drinking establishments, commercial recreation, adult entertainment businesses, theaters, hotels and motels.

Ms. Sweetland mentioned the courts have said that the First Amendment does apply to local municipalities, which holds Planning Commissions liable for recommending such regulation that may be unconstitutional.

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Mr. Littlehales made a Motion to recommend the adoption of amendment to Section 6.01 through 6.01.8 - Conditional Uses and Section 6.01.12 - High Impact Commercial Uses; Section 3.13 - Limited Manufacturing (M-L) Zone applying sections from the revised Zoning Ordinance; Section 3.14 - General Manufacturing (M-G) Zone applying sections from the revised Zoning Ordinance; Section 3.10 - Limited Commercial (C-L) Zone, Section 3.10.2 - Conditional Uses Permitted: adding new subsection - High-Impact Commercial; Section 3.11 - Central Commercial (C-C) Zone, Section 3.11.2 - Conditional Uses Permitted: adding new subsection - High-Impact Commercial; Section 3.12 - General Commercial (C-G) Zone, Section 3.12.2 - Conditional Uses Permitted: adding new subsection - High-Impact Commercial, and Any other uses similar to the above and not listed elsewhere.

The Motion was seconded by Mr. Brown, carried 4 - 2, Mr. Foster and Ms. Sweetland voting in opposition. Ms. Sweetland stated she did not feel the amendment was constitutional.

Staff was instructed to rewrite the amendments according to discussion, and present to City Council for adoption.

6.1 CITY COUNCIL MEETING MINUTES: APRIL 5 & 7, 1983

6.2 PLANNING COMMISSION MINUTES: APRIL 12, 1983  
The Minutes were approved by consensus.

7.1 MEMORANDUM TO COUNCIL RE: COMPUTER NEEDS  
Copy of memorandum presented to Commission

7.2 MEMORANDUM FROM MAYOR RE: COMPUTER RECOMMENDATION  
Memorandum from Mayor presented to Commission.

8.1 LAND USE WORKSHOPS  
April 27, 1983 - Workshop at Gresham

The meeting adjourned at 11:45 p.m.

CITY OF MILWAUKIE  
BUDGET COMMITTEE MEETING  
May 19, 1983

VII  
20

THE MILWAUKIE CENTER

7 p.m.

A meeting of the City of Milwaukee Budget Committee was held on May 19, 1983 with the following members present:

Mayor Joy Burgess	Joe Bernard, Chairman
Mike Richmond	Ken Upton
Ron Kinsella	Jim Backenstos
Don Graf	Kathleen Hulme
Roger Hall	Georgia Brakeman

Also present:

Hugh Brown, City Manager	Topaz Faulkner, Comm. Serv. Dr.
Steve Hall, P.W. Director	Gordon Erickson, Finance Dr.
Dick Bailey, Fire Chief	Laurie Perkin, Secretary
Gayle Easterday, Police Lt.	

The minutes of April 20, 1983 were approved as read.

The City Manager has prepared memo listing revenue information and actions which have been taken which affect the proposed budget. The changes listed will result in a reduction in estimated tax rate from \$5.15 to \$5.08 and a levy reduction of \$31,000. There was discussion on whether or not to make further reductions in the proposed budget.

Arnold Callan suggested that top management people take a 2% salary reduction. He said also that the Fire union was being unreasonable in their demands for wage increases and that city employees' fringe benefits were excessive.

It was MOVED by Backenstos, SECONDED by Burgess, that the budget be reduced to a \$5.08 tax rate. Burgess suggested postponing the vote on this motion until the conclusion of the meeting. Backenstos WITHDREW his motion.

Dick Bailey, Fire Chief, explained proposed reductions in the Fire Department. An \$111,000 reduction can be made, he said, by the elimination of two firefighters and reduction in equipment and overtime costs. There was discussion on what this would do to the city's annexation bid and to the fire insurance rate. Bailey said it should affect neither.

It was MOVED by Backenstos to reduce the budget to an estimated tax rate of \$5.08. MOTION DIED for lack of a second. It was MOVED by Burgess, SECONDED by Backenstos, that city administrators take a 2% wage cut. There was extended discussion on this issue and on the reasons for the failure of the budget levy request. It was suggested that the city's next budget request be on a different ballot than that of the school district and the county requests. There was further discussion on the motion to cut administrators salaries by 2%.

VII  
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The City Manager said the management team was one of the best anywhere and that their salaries had already been frozen. Bernard asked for a VOTE on the MOTION to cut salaries. MOTION FAILED with the following vote: AYES: Burgess  
NOES: Graf, Hall, Upton, Brakeman, Richmond, Kinsella, Bernard.  
ABSTAIN: Backenstos, Hulme.  
It was MOVED by Hall, SECONDED by Brakeman, that the tax rate be reduced to an estimated \$5.08. MOTION CARRIED unanimously.

The meeting was adjourned at 8:45 p.m.

---

Georgia Brakeman, Secretary

MILWAUKIE  
CIVIL SERVICE COMMISSION  
April 25, 1983

VII  
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THE MILWAUKIE CENTER

7 p.m.

A meeting of the Milwaukie Civil Service Commission was held on April 25, 1983 with the following Commissioners present:

Charles Sirianni, Chairman  
Gordon Morterud  
Gary Salyers

Also present:

Jo Durand, Chief Examiner      Marilyn Thompson,  
Greg Eades, City Attorney      Library Director  
Laurie Perkin, Secretary

Approval of Minutes

It was MOVED by Salyers, SECONDED by Morterud to approve the minutes of March 28, 1983. MOTION CARRIED unanimously by those present.

Appointments

Jerry Thelander, Assistant Planner, (temp), 3/23/83.  
Jane Altier, Planning Intern, (temp), 4/12/83.

Terminations

John Toll, Police Officer, 3/31/83 (resigned).  
Marilyn Thompson, Library Director, 5/13/83 (layoff).

Durand explained the reasons for lay off of the Library Director. Sirianni asked if the Library Director position was considered Civil Service and if not why it was on the agenda. Durand said that, though it was not officially a Civil Service position, the staff felt that all -Civil Service positions should be a part of the Civil Service agenda so that the Commission would have an overall view of city staffing.

There was further discussion on the status of the Library Director. Thompson said she wanted it made clear that if the position was funded, she would be in a position to be rehired. Durand explained the ambiguity regarding the Civil Service status of this position. She expressed the administration's intention to provide Civil Service "protections" in this situation and indicated that Ms. Thompson had waived her right to demote in lieu of layoff. Durand said that a recall list with Thompson's name on it would be established for this position as there is for all positions in which layoff has occurred.

City Attorney Greg Eades said that this kind of a situation was not addressed in the City Charter. Thompson was originally hired under Civil Service, then lost her status when the Charter was changed in 1980. The 1982 management reorganization may

have ended the Civil Service exemption for this position.

VII  
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Promotions

David Wilcox, Fire Lieutenant to Fire Captain, 4/21/83.

Tom Tuttle, Firefighter to Fire Lieutenant, 4/21/83

Demotions

John Lund, Fire Captain to Firefighter , 4/22/83.

Durand explained that the demotion was at Lund's own request and that the promotions were made as a result of this change.

Exams in progress

The two exams in progress now are the Assistant Equipment Mechanic and the Park Aide. The city will soon be doing a cooperative selection examination for Firefighter with other jurisdictions in the area.

There were no eligible lists established. Utility Worker II and Firefighter eligible lists were exhausted.

Updated job descriptions for Park Aide and Assistant Planner were provided the Commission.

Durand gave an update on labor negotiations. She said the Firefighter negotiations are at an impasse and there was a possibility that the Police union's negotiations are too. Negotiations continue with MEA regarding economic items only. She said she will keep the Commission informed of any developments in negotiations.

Originally on the agenda was a request for a Civil Service investigation. Greg Eades explained that the attorney for the appellant decided to wait until his client's labor contract grievance in the same matter is processed before making a decision about continuing through the Civil Service investigation and appeal process. There were questions concerning the medical termination of the employee involved in this request for investigation. Durand explained that the problem became apparent during the annual physical examination of all firefighters. The city then initiated an additional examination as did the workers' compensation insurance carrier.

Greg Eades said the employee had no interest in returning to work and therefore, had no reason to come before the Civil Service Commission at all. There was discussion on problems in the Fire contract and the fact that the status of benefits was not clear as it would apply to a person who was terminated.

The meeting adjourned at 7:50 p.m.

\_\_\_\_\_  
Charles Sirianni, Chairman

\_\_\_\_\_  
Laurie Perkin, Secretary

MEMORANDUM

June 2, 1983

VII  
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TO: CITY COUNCIL

FROM: CITY ATTORNEY

SUBJECT: TRIBUNE CABLE FRANCHISE

Yesterday we received all the documents necessary to complete Tribune's acceptance of the franchise ordinance approved on May 3. These include:

1. Certificate of Acceptance
2. Guarantee of Performance by Tribune Cable Communications, Inc.
3. Certificate of liability insurance coverage
4. \$100,000 performance bond
5. \$25,000 letter of credit
6. System construction schedule
7. Check for reimbursement of franchise costs in the amount of \$27,703.43

This means that the franchise is now in effect, and we can expect the installation to begin as shown on the attached schedule.

  
\_\_\_\_\_  
Greg Eades, City Attorney

Tribune Cable Communications  
of Oregon, Inc.

Milwaukee, Oregon Construction Schedule

June 3, 1983

VII  
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June 3	Franchise Acceptance Submit construction schedule
June 16	Pole contract negotiations begin Earth station survey Off air survey Obtain all business licenses and permits
June 30	Select aerial contractors Order headend equipment Order distribution equipment Order earth station Strand mapping complete Select office site
July 19	Order test equipment Pole negotiations complete Order subscriber terminals Begin makeready engineering
July 28	Open local office Select underground contractor System design begins
August 12	Begin makeready construction, Phase 1
August 26	Begin system construction, Phase 1 Begin makeready construction, Phase 2 Start tower construction Makeready engineering complete
September 25	Complete system construction, Phase 1 Begin system construction, Phase 2 Begin makeready construction, Phase 3 Install first subscriber
October 8	Complete system construction, Phase 2 Begin system construction, Phase 3
November 7	Complete system construction, Phase 3 Begin underground construction
January 10	Complete underground construction
February 1	System construction complete
March 1	System 100% activated, project complete

May 20, 1983

Dear Sponsors:

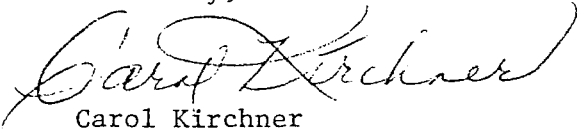
As we promised earlier enclosed are workshop content outlines for the Critical Choices '83 Conference to be held June 4, 1983 at the University of Portland.

These outlines are to help you and others from your organization prepare for the work to be done at the Conference.

We trust you will share this information with those who plan to attend.

We look forward to your participation on June 4, 1983.

Sincerely,



Carol Kirchner  
Conference Coordinator



Kandis Brewer Wohler  
Chairman  
Columbia Willamette Futures Forum

encs.

CRITICAL CHOICES '83 CONFERENCE

June 4, 1983  
at the  
University of Portland

PATTERNS OF GOVERNANCE  
Workshop Content Outline

Purpose

The present transition into the post-industrial era brings with it the probability of major changes in work, lifestyles, amount and use of leisure time, and new applications of technology. Regardless of how this combination of changes may unfold, it will require new and rapid responses from local government to serve the evolving public needs. The purpose of the Governance Workshop is to identify which probable changes will most effect local governments; and, what steps should be taken so that governing bodies can quickly and more accurately respond.

Key Questions

1. What are the potential changes in the post-industrial society most likely to effect local governance?
2. What is the process (steps) that would lead to the development of more responsive political leadership?
3. How could the general public be more involved in providing their preferences for consideration by decision-makers?

CRITICAL CHOICES '83 CONFERENCE

JUNE 4, 1983  
at the  
UNIVERSITY OF PORTLAND

ECONOMICS AND WORK  
WORKSHOP CONTENT OUTLINE

Prolonged recession and severe unemployment in Oregon and Southwest Washington has dramatically increased public interest in exploring the future of economics and work in the region. Critical Choices '83 Conference Workshops on "Economics and Work" will focus on identifying the economic choices available to us, and on various means of organizing to pursue those choices.

Key questions these workshops will explore include:

- 1) What historical cultural and physical factors form the bases of our present economic situation?
- 2) What emerging trends are influencing change in our economy and work patterns , and where are they likely to lead?
- 3) What kind of economy and work patterns do we want to see in the future?
- 4) What specific strategies might we pursue to achieve these futures?
- 5) Who should take primary responsibility for seeing that these strategies are pursued?



Columbia Willamette Futures Forum/Center for Urban Education  
0245 SW Bancroft, Portland, Oregon 97201 (503) 221-0984

CRITICAL CHOICES '83 CONFERENCE

JUNE 4, 1983

at the  
UNIVERSITY OF PORTLAND

LIFESTYLES AND WORK  
WORKSHOP CONTENT OUTLINE

Purpose: To explore trends in technological, demographic and social developments as they affect how we live our lives, to explore various choices and options open to us to shape these events, to see how we embody personal, family and community values in our daily lives, today and in the future.

Key Questions:

1. From the rich body of futurist literature (academic and fictional) literature about technological progress and its affect on people, their lifestyles and value options, which examples portray a consumer style you would like to adopt, or, try to avoid?
2. Given the 1980 U.S. Census data indicating rapidly rising divorce rates, single parent families, and working wives, is the traditional family format still viable as a model for the future, or will alternative forms of marriage and family emerge as dominant?
3. With the rise in perception that we are all enmeshed in a complex web of relationships that tie our personal lives with the whole world around us, how should we face the ethical issues involved in making choices about nuclear power, communications technology and its impact on personal freedoms, and bio-engineering capability to alter or shape the biological world, in terms of our personal lives and values?
4. If we reflect on our personal lifestyles and values, present and future, in terms of different periods in our lives--childhood, maturity, old age--what changes do you foresee or desire to come about in our social institutions (schools, government, libraries, neighborhood associations, churches, etc.) to bring them into harmony with our desires and goals?



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CRITICAL CHOICES '83 CONFERENCE

June 4, 1983  
at the  
University of Portland

SCIENCE AND BIO-SCIENCE  
WORKSHOP CONTENT OUTLINE

Purpose: To explore how new technologies and capabilities, as spin-offs from scientific developments, create new goods, services and products that can supplement or transform current, social, medical and industrial modes, both in the "engineering" and the biological or medical sectors of science.

Key Questions:

1. What are the potentially most significant specific developments in science and bio-science that should be identified and monitored?
2. What present technologies and institutions are going to be radically changed or displaced by the new developments; and, how radically different from current types are the new ones going to be?
3. What resources, physical, financial, educational, political, etc., must be made available in order to foster these developments? Will they actually be readily available?
4. What potential effects on private lives, commerce, industry, etc., can be anticipated if these new developments are extensively used?
5. What significant benefits or disadvantages can be identified as they affect different sectors of society (social classes, occupations, corporations, government bodies?)
6. Are there value judgements as to the desirability of using scientific knowlege to create ever more complex and expensive technolgies that should be questioned, or perhaps, challenged, from an ecological, humanistic or moral standpoint?

CRITICAL CHOICES '83 CONFERENCE

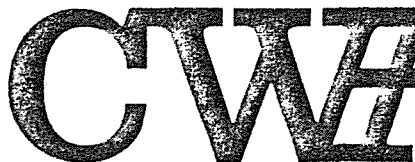
June 4, 1983  
at the  
University of Portland

TELECOMMUNICATION & TECHNOLOGY  
WORKSHOP CONTENT OUTLINE

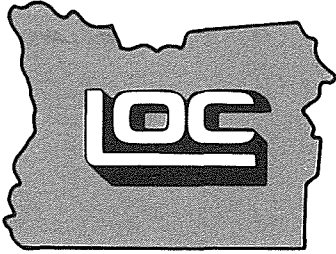
Purpose: To explore the potential effects of new telecommunication technologies on altering patterns of communication at the personal, business, industrial, and governmental levels.

Key Questions:

1. What are the potentially most significant specific developments in telecommunication technology that should be identified and monitored?
2. What present technologies are going to be displaced by these novel developments; and, how radically different are they from current ones?
3. What resources, physical, financial, educational, political, etc., must be invested in order to foster these developments; and, are they in fact, available?
4. What potential effects on private lives, commerce, industry and governmental ways of conducting affairs can be anticipated if these new technologies are extensively used?
5. a) What significant benefits or advantages can be identified as they affect different sectors of society (private, corporate, government);  
b) What possible disadvantages might result, as they affect different interest groups?
6. Are there value judgements as to the desirability of using scientific knowledge to create ever more complex and expensive technologies that should be questioned, or perhaps challenged, from an ecological, humanistic or moral standpoint?



Columbia Willamette Futures Forum/Center for Urban Education  
0245 SW Bancroft, Portland, Oregon 97201 (503) 221-0984



# League of Oregon Cities

6 JUN 83 15: 07  
-MILWAUKIE-

SALEM: Local Government Center, 1201 Court Street N.E., P.O. Box 928, Salem 97308, Telephone: (503) 588-6466  
EUGENE: Hendricks Hall, University of Oregon, P.O. Box 3177, Eugene 97403, Telephone: (503) 686-5232

Salem, Oregon  
June 3, 1983

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

Dear Joy:

Thanks very much for your letter of May 19 concerning the Legislature's efforts at property tax relief and the need to make sure that any new revenue that is generated is used to offset property taxes rather than just becoming a "windfall" for local governments. As I'm sure you are aware, that is precisely the sentiment that was contained in a resolution adopted at the League's annual conference in November, and is certainly the position that we have been taking throughout the session as the various proposals are considered. We have felt that it is important to lock the source of new revenue - whether it's a sales tax or income tax increase - into the Constitution on a dedicated basis to be used only for property tax relief. Further, we have sought both through limitations on the number of election dates and through active consideration of a constitutional expenditure limitation, to assure voters that the revenues will in fact not become just a windfall of new revenue but, in fact, will offset legitimate, needed property tax levies in each community. Part of the problem, is there can be no absolute limitation that still allows local voter control of their local government; neither can there be something that is so without restraints that we rapidly exhaust any new source of revenue and find ourselves with another tax revolt. I believe that the League has already been sensitive to the concerns spelled out in your letter.

Thank you for your comments.

Sincerely,

Stephen C. Bauer  
Executive Director

SCB:AJ



CITY OF

# PORTLAND, OREGON

OFFICE OF PUBLIC WORKS

Mike Lindberg, Commissioner  
1220 S.W. Fifth Ave.  
Portland, OR 97204  
(503) 248-4145

May 31, 1983

Dear Colleague:

Today I implemented a major reorganization in the City of Portland's Department of Public Works. I have undertaken this reorganization as a result of my new and expanded responsibilities in both transportation and sewerage, and the need to insure that these two critical public services are capably managed throughout the coming period of growth and transition.

The existing Department will be split into two organizations: one responsible for the collection and disposal of wastewater, storm water, and solid wastes; the other for transportation.

## Sewerage Systems

The Bureaus of Sanitary Engineering, Wastewater Treatment, and Refuse Disposal will report to John Lang, who will serve as Sewerage System Administrator. John, as you know, has served as Public Works Administrator for the past four years, and has been instrumental in planning and initiating the \$13 million sewage sludge composting facility currently under construction at the City's Columbia Boulevard Sewage Treatment Plant, and in developing a relatively low cost plan to provide sewage collection and treatment facilities to the unincorporated areas of Multnomah County lying between Portland and Gresham. John may be reached at 1120 S. W. 5th Avenue, Room 740, telephone number 796-7169.

## Transportation

Responsibility for transportation, until very recently, was split among a number of City bureaus reporting to different members of the City Council.

The first step towards consolidating transportation took place earlier this year when Mayor Ivancie assigned Traffic Engineering to my administrative area. By July 1st transportation planning responsibilities will be transferred to my Department as well. For the first time, one Department will be responsible for planning, designing, overseeing construction,

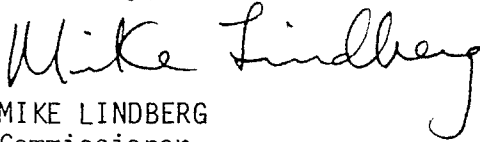
Page 2

operating, and maintaining the City's transportation facilities. I see this as a major step toward improving transportation management in the City of Portland.

I have appointed my former Executive Assistant, Geoff Larkin, Acting Public Works Administrator, and Dick Schmidt as City Engineer, to lead a transition team which will combine the City's transportation bureaus into an efficient, consolidated unit. Both Geoff and Dick will be located at 1120 S. W. Fifth Avenue, Room 702. Geoff's telephone number is 796-7016. Dick's new number is 796-7015. The following bureaus will report to the City Engineer and the Public Works Administrator:

Bureau of Streets and Structural Engineering  
Bureau of Traffic Engineering  
Bureau of Maintenance  
Bureau of Street Lighting  
Transportation Planning Section

Sincerely,



MIKE LINDBERG  
Commissioner  
Office of Public Works

MDL:mg

cc: Congressional Delegation  
State Representatives  
Bob Gordon  
Bob Duncan



*From the desk of*

MAYOR JOY BURGESS

June 6, 1983

As I will be away on a scheduled vacation on Thursday, June 9, and will not attend the City Council work session with Cogan and Associates, I want to make some of my questions and concerns known.

On page IV-10 of the report, in the second paragraph, it states:

"Annexation may be the favored if Milwaukie demonstrates that it can provide the same or better quality urban services for comparable cost to the property owners."

QUESTION: I agree, but how can this be done effectively and successfully, and how much time does Milwaukie have to do this, in order to fully and adequately preserve and protect our share of land to the east as our future growth potential, including the study area, and possibly more area to the east, to I-205.

I was pleased with the assessment and conclusion that Milwaukie could adequately provide needed services at a very minimal increase over their present tax rate, and there would be definite financial benefits, more than we had originally estimated. I have questions as to why our water rates are higher than Clackamas Water Dist. and our rates for sewers are higher, too.

QUESTION: Under the recommendations found on page VI-2, it is stated that the city should undertake a formal program to annex the study area, BUT that immediate initiation of an annexation petition is not advisable as there is insufficient support to insure success.

How long would the city be involved in a public information program, What would be the desired objective, to have over 100 outside-the-city residents petition the city to be annexed? Because you feel the Boundary Commission would be more favorable toward this form of annexation? How long would this all take, another 50 to 100 years, judging on the success of government over the last 137 years of Milwaukie's history.

QUESTION: I reason this all out as a real gamble, no matter which way the city chooses to proceed. We could be much less aggressive, wait for people to petition to come in, and lose our growth area by not showing enough initiative on the city's part. On the other hand, if we show too much aggressive initiative we could turn people against us, and we could lose. MY QUESTION: To the consultant: In your very best judgement, weighing all possibilities and strategies, do you honestly feel your recommendation on page VI-2 would bring the city the best likelihood of success in preserving a growth potential in the study area, and maybe for the far future, another area beyond? Milwaukie cannot afford to make the wrong decision.

Mayor Joy Burgess