

MILWAUKIE  
CITY COUNCIL MEETING  
April 20, 1982  
7 p.m.

COUNCIL CHAMBERS

1406th Meeting

At 6:40 p.m., prior to the regular Council meeting, the City Council interviewed candidates for appointment to the Traffic Safety Commission. The following persons were interviewed.

William Burback, 4616 SE Adams, Milwaukie  
James Fields, 10522 SE Home Avenue, Milwaukie

The one thousand four hundred and sixth meeting of the City Council of the City of Milwaukie, Oregon was held at 7 p.m. on April 20, 1982 with the following councilors present:

Mel Paulson  
Wallace Bischoff  
Mayor Joy Burgess

Donald Graf  
Roger Hall

Also present:

Hugh Brown, City Manager  
Topaz Faulkner, Community Services Director  
Gordon Erickson, Finance Director  
Steve Hall, Public Works Director  
Laurie Perkin, Secretary

The invocation was given by Don Graf and the pledge of allegiance was recited.

Mayor Burgess read a proclamation declaring the week of April 18-24 Volunteer Recognition Week.

AUDIENCE PARTICIPATION

Gerald Lelac, Regional Supervisor, Oregon Liquor Control Commission, went briefly through the OLCC process for licensing. When the OLCC receives an application, it is brought to the city for their endorsement, along with the application. OLCC also has a copy of the personal history and the financial statement which is available to the Police Department. The OLCC waits until the city has made its recommendation before processing their investigation further. If the City Council gave an unfavorable recommendation then the OLCC would not approve the license. The areas considered by the OLCC are: whether the outlet is within 500 feet of a church or school, whether there had been criminal history or disturbances, and if it is a dispenser outlet, whether 25% of the sales were in food. There was discussion on whether the City Council would want copies of the application and personal history of the applicant. It was agreed by Council that it would be sufficient to have the material available at the city so that any Council member could have access to it.

Larry Cato from Clackamas County Department of Environmental Services, provided summary of south McLoughlin Corridor problems which included lack of uniform traffic flow on McLoughlin, lack of facilities for non-vehicular circulation, lack of convenient transit service, business/traffic conflicts, design inefficiencies.

Mr. Cato said that the plan presented to the Council was a draft only. He said that all jurisdictions were represented on a task force, including Milwaukie and that the County hoped to get suggestions and ideas from all of the jurisdictions. The plan has been looked at from a comprehensive approach and will cover the area from where the North McLoughlin project ends all the way into Oregon City. Graf expressed concern about the changes within the city limits of Milwaukie. Since the plan for the south corridor will not be finalized until November or December, it does not help Council to make a decision on proposals for North McLoughlin. Mr. Cato said that projects within the city were being looked at now and that city staff has been asked to review them. There was discussion on setting a work session with Council and city and county staff regarding the matter. Mr. Cato said that the county is more than willing to get input from the City and would welcome such a meeting.

PUBLIC HEARING - Annexation, Plan Map Amendment, Zone Change  
10700 SE Stanley

The Public Hearing was declared open at 8 p.m. No conflict of interest was declared and no written correspondence has been received. Topaz Faulkner, Community Services Director, presented staff report. The request is for annexation at 10700 SE Stanely which is four house lots north of Monroe. She referred to the seven findings of the Planning Commission dated March 30, 1982.

Nancy Duncan, representing applicant, introduced herself to the Council but had nothing to add. There were no further questions and no one appeared to speak either in favor of or in opposition to the annexation. The Public Hearing was closed at 8:04. It was MOVED by Paulson, SECONDED by Hall to adopt Resolution 9-1982 (A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE APPROVING A REQUEST FOR ANNEXATION TO THE CITY OF MILWAUKIE. A-82-4 DUNCAN/ACOSTA) MOTION CARRIED unanimously. It was MOVED by Graf, SECONDED by Hall to read Ordinance 1521 the first time by title only. MOTION CARRIED unanimously. It was MOVED by Hall, SECONDED by Bischoff to read Ordinance 1521 the second time by title only. MOTION CARRIED unanimously. It was MOVED by Graf, SECONDED by Hall to adopt Ordinance 1521 (AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, AMENDING ORDINANCE NUMBERS 1437 AND 1438 BY REDISIGNATING CERTAIN PROPERTY FROM CLACKAMAS COUNTY LOW-DENSITY TO CITY LOW-DENSITY RESIDENTIAL AND REZONING THE PROPERTY FROM CLACKAMAS COUNTY R-10 TO CITY R-7. A-82-4 DUNCAN/ACOSTA) MOTION CARRIED with the following roll call vote: AYES: Paulson, Burgess, Bischoff, Graf, Hall. NOES: none Ordinance 1521 was passed by the Council and was so declared by the Mayor.

LEGISLATION

It was MOVED by Hall, SECONDED by Paulson that the bills listed for April 20, 1982 be approved for payment. MOTION CARRIED unanimously.

Planned Development- Overlay Zone-Northridge Heights  
Ordinance 1522 - second reading

It was MOVED by Graf, SECONDED by Hall to read Ordinance 1522 the second time by title only. MOTION CARRIED with

the following roll call vote: AYES: Burgess, Bischoff, Graf, Hall. NO: Paulson.

SE 40th and Wister Street LID

Public Works Director reported that work has been completed on the above referenced property. The request for improvements was made by 80% of the property owners and the cost was \$193,000. In accordance with LID procedures, City Council is requested to direct City Recorder to prepare and mail notice of proposed assessment to each property owner and set date for a public hearing. It was MOVED by Hall, SECONDED by Graf to set the public hearing for the second meeting in May and that notices be sent in accordance with LID procedures. MOTION CARRIED unanimously.

Request from Clackamas County Senior Citizen Council to serve liquor at The Milwaukie Center

Paulson stated that a new liquor policy be set on this matter, before approving the request. Bill Schultze, Senior Citizens Council addressed the Council. He described the program scheduled for the Oktoberfest and said that the CCSCC had had trouble in the past due to lack of space, which is why they wanted to use the Center this year. There was general discussion on problems created by the serving of liquor. It was MOVED by Paulson, SECONDED by Hall to approve request by Clackamas County Senior Citizen Council to serve liquor at the Center. Burgess asked to delay accepting the motion, and suggested that the matter be tabled until the next meeting. It was MOVED by Graf, SECONDED by Bischoff, to table the matter until the next meeting when a proposed policy could be presented to the Council. MOTION CARRIED with the following roll call vote: AYES: Burgess, Bischoff, Graf, Hall. NO: Paulson

Progress Payment Water Well # 7

Public Works Director has recommended payment to West Coast Drilling Co. in the amount of \$19,972.80 for the drilling of Water Well # 7. This is the third payment of five. Included in the payment are costs for casing and screen. It was MOVED by Bischoff, SECONDED by Paulson to accept recommendation of Public Works Director. MOTION CARRIED unanimously.

Resolution to change authorized bank accounts and signers

Finance Director has prepared resolution updating signatures for banking functions. It was MOVED by Hall, SECONDED by Bischoff, to adopt Resolution 10-1982 (A RESOLUTION OF THE COUNCIL OF THE CITY OF MILWAUKIE AUTHORIZING BANKING ACCOUNTS AND SIGNERS. REPEALING RESOLUTION NUMBER 23-1981) MOTION CARRIED unanimously.

It was MOVED by Graf, SECONDED by Bischoff, to excuse Roger Hall from the 12:00 p.m. April 20, 1982 meeting of the Council. MOTION CARRIED unanimously.

## CONSENT AGENDA

Minutes of April 6, 1982 meeting

Liquor license approval- Riverside saloon

It was MOVED by Hall, SECONDED by Graf, to approve the Consent Agenda.

Mr. Warren Cavitt, spoke in behalf of his brother, Mr. Kenneth Cavitt, owner of Riverside Saloon. He answered questions from the Council regarding types of entertainment to be provided.

MOTION CARRIED unanimously.

It was MOVED by Graf, SECONDED by Paulson to accept resignation of Bob Gudgel from Planning Commission. MOTION CARRIED unanimously. Council directed staff to send letter of appreciation and certificate to Mr. Gudgel. Staff was also directed to advertise for the position on the Planning Commission and set up interviews for next month.

## OTHER BUSINESS

City Manager mentioned that the Police Department is now using the new motorcycle which will result in more prompt service and that the Fire Department's Rescue 51 has gone into service. Burgess asked to be informed whether Milwaukie was the only city in Clackamas County to have a motorcycle. Hall suggested setting a date for a work session with staff regarding city goals. A work session was set for April 29, 1982 at 7:30 p.m. This may include discussion on highway improvements. Burgess asked for input from staff on ways to improve city's image.

Traffic Safety Appointment

It was MOVED by Paulson, SECONDED by Graf to reappoint Louis Bruneau to the Traffic Safety Commission. MOTION CARRIED unanimously. It was MOVED by Graf, SECONDED by Hall to appoint William Burback to the Traffic Safety Commission. The motion was withdrawn. It was the consensus of Council to wait and interview Mr. Bottemiller at the next meeting before making an appointment. Hall suggested a 10 minute interval between interviews and Council meeting.

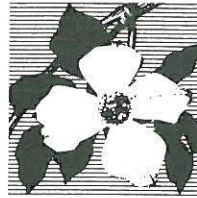
The meeting was adjourned at 9:10 p.m.

APPROVED BY

Joy Burgess, Mayor

Laurie Perkin, Secretary

# CITY OF MILWAUKIE



CITY COUNCIL AGENDA  
April 20, 1982  
7 p.m.

COUNCIL CHAMBERS

1406th Meeting

6:40 - Interviews - Traffic Safety Commission

- I CALL TO ORDER
- a) Call to order
  - b) Invocation
  - c) Pledge of allegiance
- II AUDIENCE PARTICIPATION
- a) Presentation by Gerald Lelac from the Oregon Liquor Control Commission re licensing procedures
  - b) Presentation by Bernie Straight, Clackamas County Traffic Engineer re South McLoughlin Corridor Improvement Plan
- III PUBLIC HEARING
- a) Annexation, Plan Map Amendment, Zone Change  
10700 SE Stanely  
RESOLUTION 9-1982  
ORDINANCE 1521
- IV LEGISLATION
- a) Payment of bills
  - b) Planned Development - Overlay zone- Northridge Heights  
(background material included in April 6 packet)  
ORDINANCE 1522 (second reading)
  - c) Proclamation - Volunteer week - The Milwaukie Center
  - d) SE 40th and Wister Street LID - request approval  
to mail notice of assessment and set date for  
public hearing
  - e) Request from Clackamas County Senior Citizen Council  
to serve liquor at The Milwaukie Center
  - f) Progress payment - Water Well # 7
  - g) Resolution authorizing banking accounts and signers  
RESOLUTION 10-1982
- V CONSENT AGENDA
- a) Minutes of April 6, 1982 Council meeting
  - b) Liquor license approval - Riverside Saloon

VI INFORMATION

- a) Library report - March, 1982
- b) Report from Public Works Director re 33 houses adjacent to Clackamas Water District
- c) Resignation letter from Bob Gudgel - Planning Commission

VII OTHER BUSINESS

*(1). motorcycle (2). Rescue #51*

VIII ADJOURNMENT

INTERVIEW SCHEDULE

City Council meeting  
April 20, 1982, 6:40 p.m

Applicants for Traffic Safety Commission

6:40 William Burbach

6:50 James W. Fields

Also wishing to be considered for appointment,  
but unable to appear, is Warren Bottemiller.

Louis Bruneau wishes to be considered for  
reappointment to the commission.

TRAFFIC SAFETY COMMISSION

V  
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FUNCTION

To act in an advisory capacity to the City Council and City Manager in coordination of traffic safety activities, foster public knowledge and support of the traffic law enforcement and traffic engineering problems, cooperate with the school systems in promotion of traffic safety, promote the education of the public on traffic safety and in general assist in the overall reduction of traffic accidents, injuries and deaths.

NUMBER OF BOARD MEMBERS

seven (7)

LENGTH OF TERM

two (2) years

SCHEDULE OF MEETINGS

The second Monday of each month

QUALIFICATIONS

Mandated:

One member is appointed by the North Clackamas School District. One member is a Milwaukie High School student appointed by the High School. Of the five members appointed by the Council, three may be non-residents of the city.

Desirable:

Familiarity with basic traffic laws  
Licensed driver

TYPICAL TASKS

1. Recommend solutions to specific problems referred to the to the Commission by Staff or City Council.
2. Research, develop and implement traffic safety programs which meet local needs.
3. Promote the education of the public on traffic safety.

# CITY OF MILWAUKIE

MILWAUKIE-OR

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



## Application For Appointment To City Advisory Bodies FOR 1981

NAME: William H. Burbach

ADDRESS: 4616 SE Adams, Milwaukie, OR 97222

TELEPHONE: (HOME) 654-4694 (WORK) \_\_\_\_\_

MILWAUKIE RESIDENT SINCE: 1960

PREVIOUS CITY APPOINTMENTS, OFFICES: \_\_\_\_\_

EMPLOYMENT OR PROFESSIONAL ACTIVITIES: County property

Appraiser

OTHER COMMUNITY AFFILIATIONS OR ACTIVITIES: \_\_\_\_\_

WILL YOU BE ABLE TO ATTEND REGULAR MEETINGS AT NIGHT?  
DURING THE DAY? Yes  
No

WHAT ARE YOUR SPECIAL INTERESTS, GOALS FOR MILWAUKIE? \_\_\_\_\_

OTHER BACKGROUND OR INPUT YOU FEEL WOULD BE BENEFICIAL TO THIS  
COMMITTEE OR COMMITTEES: \_\_\_\_\_

Please Check Committee or Committees on Which You Would Like to Serve:

- |                                |       |                                 |          |
|--------------------------------|-------|---------------------------------|----------|
| Budget Committee               | _____ | Milwaukie Center Advisory Comm. | _____    |
| Building Code Board of Appeals | _____ | Parks & Recreation Commission   | _____    |
| Civil Service Commission       | _____ | Planning Commission             | _____    |
| Fire Code Board of Appeals     | _____ | Senior Citizen Advisory Comm.   | _____    |
| Library Board                  | _____ | Traffic Safety Commission       | <u>X</u> |

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.

William H. Burbach  
Signature

3-31-82  
Date

# CITY OF MILWAUKIE



## Application For Appointment To City Advisory Bodies FOR 1981

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

26 MAR 82 16: 17

NAME: James Wesley Fields  
ADDRESS: 10522 S.E. Home Avenue  
TELEPHONE: (HOME) 654-6010 (WORK) \_\_\_\_\_  
MILWAUKIE RESIDENT SINCE: July 20, 1950  
PREVIOUS CITY APPOINTMENTS, OFFICES: none

EMPLOYMENT OR PROFESSIONAL ACTIVITIES: unemployed at present  
previously maintenance auto mechanic, salesman, clerk  
OTHER COMMUNITY AFFILIATIONS OR ACTIVITIES: none

WILL YOU BE ABLE TO ATTEND REGULAR MEETINGS AT NIGHT? yes  
DURING THE DAY? no

WHAT ARE YOUR SPECIAL INTERESTS, GOALS FOR MILWAUKIE? To see

Milwaukie grow in a logical, orderly manner. To see that future problems are dealt with before they become large and difficult to deal with. To attract labor intensive industry to our city.  
OTHER BACKGROUND OR INPUT YOU FEEL WOULD BE BENEFICIAL TO THIS COMMITTEE OR COMMITTEES: \_\_\_\_\_

Please Check Committee or Committees on Which You Would Like to Serve:

- |                                |       |                                 |       |
|--------------------------------|-------|---------------------------------|-------|
| Budget Committee               | _____ | Milwaukie Center Advisory Comm. | _____ |
| Building Code Board of Appeals | _____ | Parks & Recreation Commission   | _____ |
| Civil Service Commission       | _____ | Planning Commission             | _____ |
| Fire Code Board of Appeals     | _____ | Senior Citizen Advisory Comm.   | ✓     |
| Library Board                  | _____ | Traffic Safety Commission       | ✓     |

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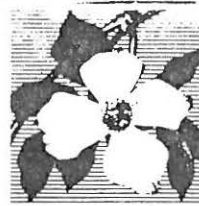
Thank you.

James Wesley Fields  
Signature

3/26/82  
Date

# CITY OF MILWAUKIE

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



## Application For Appointment To City Advisory Bodies

FOR 1981

MILWAUKIE-OR  
MAR 82 15: 41

NAME: Warren Arthur Bottemiller

ADDRESS: 4307 SE Jackson St.

TELEPHONE: (HOME) 659-1445 (WORK) -

MILWAUKIE RESIDENT SINCE: 1956

PREVIOUS CITY APPOINTMENTS, OFFICES: none

EMPLOYMENT OR PROFESSIONAL ACTIVITIES: unemployed at present  
(have been missionary in Ivory Coast past 13 years)

OTHER COMMUNITY AFFILIATIONS OR ACTIVITIES: membership in Milw.  
Baptist Church (since 1952) - no community activities

WILL YOU BE ABLE TO ATTEND REGULAR MEETINGS AT NIGHT? yes  
DURING THE DAY? at present

WHAT ARE YOUR SPECIAL INTERESTS, GOALS FOR MILWAUKIE? my interest is  
in the maintaining of a high moral, academic and  
civic atmosphere in Milwaukie for my children and  
all future generations of our community's families

OTHER BACKGROUND OR INPUT YOU FEEL WOULD BE BENEFICIAL TO THIS  
COMMITTEE OR COMMITTEES: have observed traffic (and other)  
conditions in several countries of the world

Please Check Committee or Committees on Which You Would Like to Serve:

- |                                |       |                                 |          |
|--------------------------------|-------|---------------------------------|----------|
| Budget Committee               | _____ | Milwaukie Center Advisory Comm. | _____    |
| Building Code Board of Appeals | _____ | Parks & Recreation Commission   | _____    |
| Civil Service Commission       | _____ | Planning Commission             | _____    |
| Fire Code Board of Appeals     | _____ | Senior Citizen Advisory Comm.   | _____    |
| Library Board                  | _____ | Traffic Safety Commission       | <u>X</u> |

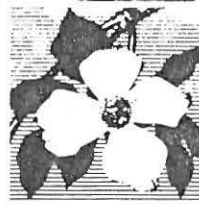
This information will be kept on file with the City for use in consideration of appointments to city advisory bodies. Please feel free to attach any additional background information you think would be of value to the City Council.

Thank you.

Warren A. Bottemiller  
Signature

March 26, 1982  
Date

# CITY OF MILWAUKIE



## Application For Appointment To City Advisory Bodies

MILWAUKIE-OR

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

SEP 20 11: 46

NAME: Louis W. Bruneau

ADDRESS: 12942 SE Rusk Road

TELEPHONE: (HOME) 653-2072 (WORK) 248-5501

MILWAUKIE RESIDENT SINCE: 1976

PREVIOUS CITY APPOINTMENTS, OFFICES: None

EMPLOYMENT OR PROFESSIONAL ACTIVITIES: Senior Management Analyst for  
City of Portland - Department of Public Works

OTHER COMMUNITY AFFILIATIONS OR ACTIVITIES: Portland Amateur Hockey  
Association; Instructor at P.C.C. & P.S.U.

WILL YOU BE ABLE TO ATTEND REGULAR MEETINGS AT NIGHT? Yes  
DURING THE DAY? Usually.

WHAT ARE YOUR SPECIAL INTERESTS, GOALS FOR MILWAUKIE? My special interest  
is in traffic safety. My goals include improved safety for all forms of traffic,  
i.e. pedestrian, bicycle and motor vehicle.

OTHER BACKGROUND OR INPUT YOU FEEL WOULD BE BENEFICIAL TO THIS  
COMMITTEE OR COMMITTEES: I am a member of the Transportation Research Board,  
American Public Works Assoc., Am. Management Association. I have a BA from  
University of Washington and a MBA from the University of Michigan.

Please Check Committee or Committees on Which You Would Like to Serve:

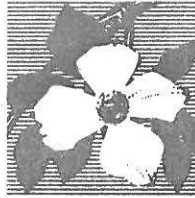
Budget Committee	<input type="checkbox"/>	Milwaukie Center Advisory Comm.	<input type="checkbox"/>
Building Code Board of Appeals	<input type="checkbox"/>	Parks & Recreation Commission	<input type="checkbox"/>
Civil Service Commission	<input type="checkbox"/>	Planning Commission	<input type="checkbox"/>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

Louis W. Bruneau  
Signature

9/26/80  
Date



III  
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## MEMORANDUM

TO: CITY COUNCIL

FROM: PLANNING COMMISSION

RE: A-82-4; PRC-82-4; ZC-82-5  
Nancy Duncan, Applicant  
Edith Acosta; John and Carole Taylor, Property Owners

DATE: March 30, 1982

At the meeting held on March 23, 1982, the Milwaukie Planning Commission approved a petition for annexation, initiated Comprehensive Plan Map Amendment from County to City Low-Density Residential and Zone Change from County R-10 to City R-7 of property located at 10700 S.E. Stanley Avenue (Tax Lot #5900) The Planning Commission action was supported by the following:

### FINDINGS:

1. The proposed annexation would comply with the following elements of the Comprehensive Plan:
  - A. OBJECTIVE #2 - Residential Land Use: Density, Policy 2.A, Page 28.
  - B. OBJECTIVE #4 - Neighborhood Conservation, Policy 5, Page 31.
  - C. OBJECTIVE #4 - Dual Interest Area Plan Compatibility Policy 1, Page 88.
  - D. OBJECTIVE #6 - Annexation, Policy 1, Page 90.
2. Would match the Low-Density Land Use Designation.
3. Annexing the parcel would reduce irregularity of the City Boundary and would fill in the unincorporated area east of Stanley Avenue and north of Monroe Street.
4. The annexation will not adversely effect health, safety and welfare of the community.

MEMORANDUM  
CITY COUNCIL  
MARCH 30, 1982  
PAGE 2

III a  
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5. The annexation would satisfy public need for additional housing.
6. The City R-7 Zoning would match present zoning of adjacent City properties.
7. The annexation complies with the Dual Interest Area Agreement.

RECOMMENDED ACTION: The Planning Commission recommends that the City Council approve the Annexation, Comprehensive Plan Map Amendment and Zone Change. See the Planning Commission Minutes and Staff Report attached for additional information.

ATTACHMENTS:

Staff Report - March 23, 1982  
Planning Commission Meeting Minutes - March 23, 1982  
Annexation Resolution  
Comprehensive Plan and Zone Change Ordinance

# CITY OF MILWAUKIE PLANNING DEPT. III STAFF REPORT

DATE: March 23, 1982

FILE NO: A-82-4  
PRC-82-4  
ZC-82-5

3

APPLICATION : ANNEXATION, PLAN MAP AMENDMENT  
APPLICANT : ZONE CHANGE  
PROPERTY OWNER : NANCY DUNCAN  
LOCATION : EDITH ACOSTA, JOHN AND CAROLE TAYLOR  
10700 S.E. Stanley Avenue, Milwaukie  
(Tax Lot 5900)

## PROPOSAL:

1. Request to consider petition from Edith Acosta and John and Carole Taylor for annexation of property at 10700 S.E. Stanley, on east side of Stanley Avenue between Monroe and Harrison Streets.
2. Request to consider Comprehensive Plan Map Amendment from County Low-Density Residential to City Low-Density Residential.
3. Request to consider Zone Change from County R-10, Residential to City R-7, Residential.

The Applicants seek to annex for City sewer and R-7 Residential Zoning. The parcel will be partitioned into two lots, and a single-family dwelling palced on the flag-shaped parcel. A Minor Land Partition, application and site plan will be prepared in compliance with the Zoning and Subdivision regulations if the annexation is approved.

## SURROUNDING ZONING AND LAND USE:

(See Land Use Map)

## PRESENT ZONING:

County R-10, Residential

- NORTH: City R-7, Residential, 6' high hedge, single-family residence.
- EAST: County R-10, Residential, single-family residence.
- SOUTH: City R-7, Residential, 6' high hedge, single-family residences.
- WEST: City R-7, Residential, Stanley Avenue beyond are single-family residences.

POPULATION: 3.

III a (4)

SITE CONDITIONS:

The 111.58' wide x 281 deep parcel is 31,353.98 sq.ft. in area and is occupied by an older two story single-family residence, in need of extensive repairs, in the west central portion of the parcel; one single-car garage, northeast of house and gravel driveway along the north property line. See Exhibit #1, and Land Use Map.

ACCESS:

Access is from Stanley Avenue, which has oil and rock paving and no curbs, sidewalks, or sewers.

VEGETATION:

The parcel has a row of fir trees along the west property line, widely scattered variety of deciduous trees and shrubs and grass ground cover.

TOPOGRAPHY:

The parcel is relatively flat.

PUBLIC SERVICE:

**FIRE:** Clackamas County Fire District #1 serves the parcel. The area will be withdrawn upon annexation. The Mutual Aid Agreement between the City and Fire District will be maintained.

**SEWER AND WATER:**

The parcel is served by an 8" City of Milwaukie sanitary sewer and 6" Wichita Water District water line.

**POLICE:** The Milwaukie Police Department patrols and responds to requests for assistance from the County Sheriff's Department in areas adjacent to the City.

**SCHOOLS:** The property will remain in the North Clackamas School District #12.

CITY ZONING DESIGNATION:

Section 2.06 - Zoning Annexed Areas:

Areas annexed to the City shall be included within the boundaries of zones established in this Ordinance. The Planning Commission shall recommend to the City Council, which shall adopt by appropriate zoning the following:

III a  
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City Zoning Designation: (Continued)

Areas already zoned before annexation shall be in the City Zone most clearly approximating the zoning in effect prior to annexation or the zone indicated by the adopted Comprehensive Plan of the City.

The site is zoned Clackamas County R-10, Residential and adjacent areas within the City are zoned R-7, Residential. City R-7 Zoning would match the Low-Density Comprehensive Plan Designation and adjacent areas within the City.

CITY AND COUNTY COMPREHENSIVE PLANS:

Adjacent areas within City and County are designated Low-Density Residential.

DUAL INTEREST AREA AGREEMENT WITH CLACKAMAS COUNTY:

The parcel is within the City's Dual Interest Area. Our agreement states that the Low-Density Residential Designation will be maintained by the City after annexation until a need for change is shown at a Public Hearing.

RELEVANT ELEMENTS FROM THE CITY COMPREHENSIVE PLAN:

OBJECTIVE #2 - Residential Land Use: Density, Policy #2.A, Page 28.  
The predominant housing type will be single-family detached.

OBJECTIVE #4 - Neighborhood Conservation, Policy #5, Page 31.  
Within Low-Density areas, new projects will maintain a single-family building bulk, scale and height when abutting existing single-family areas, or when abutting a street where existing single-family houses face the project.

OBJECTIVE #4 - Dual Interest Area Plan Compatibility, Policy 1, Page 88.  
The City will participate with the County during the Plan Amendment process to establish land use designation compatibility within the Dual Interest Area. The process for this coordination is established in the Dual Interest Area Agreement.

The Agreement establishing Comprehensive Plan compatibility has been approved by Milwaukie and Clackamas County.

OBJECTIVE #6 - Annexation, Policy 1, Page 90.  
In the short-term, the primary aim of annexation will be to straighten and rationalize the City's irregular boundaries.

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EFFECTS ON CITY BOUNDARIES:

The annexed parcel would fill in the gap of unincorporated area east of Stanley Avenue and north of Monroe Street.

PORPOSED USE:

The Applicant intends to Minor Land Partition the parcel into two lots, and place a single-family residence detached dwelling on the new flag-lot shaped parcel.

The annexation would not adversely effect the health, welfare and safety of the community. The annexation would comply with Section 2.06 of the Zoning Ordinance and 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 #4 - Dual Interest Area Plan Compatibility, Policy 1, Page 88.
- OBJECTIVE #6 - Annexation, Policy #1, Page 90.

STAFF RECOMMENDATION:

1. Approve petition for annexation of Tax Lot 5900, at 10700 S.E. Stanley Avenue and forward petition to the City Council for action.
2. Initiate Comprehensive Plan Map Amendment from County Low-Density Residential to City Low-Density Residential and forward to the City Council for action.
- 3.. Initiate Zone Change from Clackamas County R-10 to Milwaukie R-7, Residential, forward to the City Council for action to take place if and when the property is annexed to the City of Milwaukie.

PROPOSED FINDINGS:

1. The proposed annexation would comply with the following elements of the Comprehensive Plan:
  - A. OBJECTIVE #2 - Residential Land Use: Density, Policy 2.A, Page 28.
  - B. OBJECTIVE #4 - Neighborhood Conservation, Policy 5, Page 31.

CITY OF MILWAUKIE - PLANNING DEPARTMENT  
STAFF REPORT - NANCY DUNCAN A-82-4; PRC-82-4; ZC-82-5  
PUBLIC HEARING - MARCH 23, 1982

III  
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⑦

PROPOSED FINDINGS: (Continued)

- C. OBJECTIVE #4 - Dual Interest Area Plan Compatibility, Policy 1, Page 88.
- D. OBJECTIVE #6 - Annexation, Policy 1, Page 90.
- 2. Would match the Low-Density Land Use Designation.
- 3. Annexing the parcel would reduce irregularity of the City Boundary and would fill in the unincorporated area east of Stanley Avenue and north of Monroe Street.
- 4. The annexation will not adversely effect health, safety and welfare of the community.
- 5. The annexation would satisfy public need for additional housing.
- 6. The City R-7 Zoning would match present zoning of adjacent City properties.
- 7. The annexation complies with the Dual Interest Area Agreement.

8. *No testimony against.*

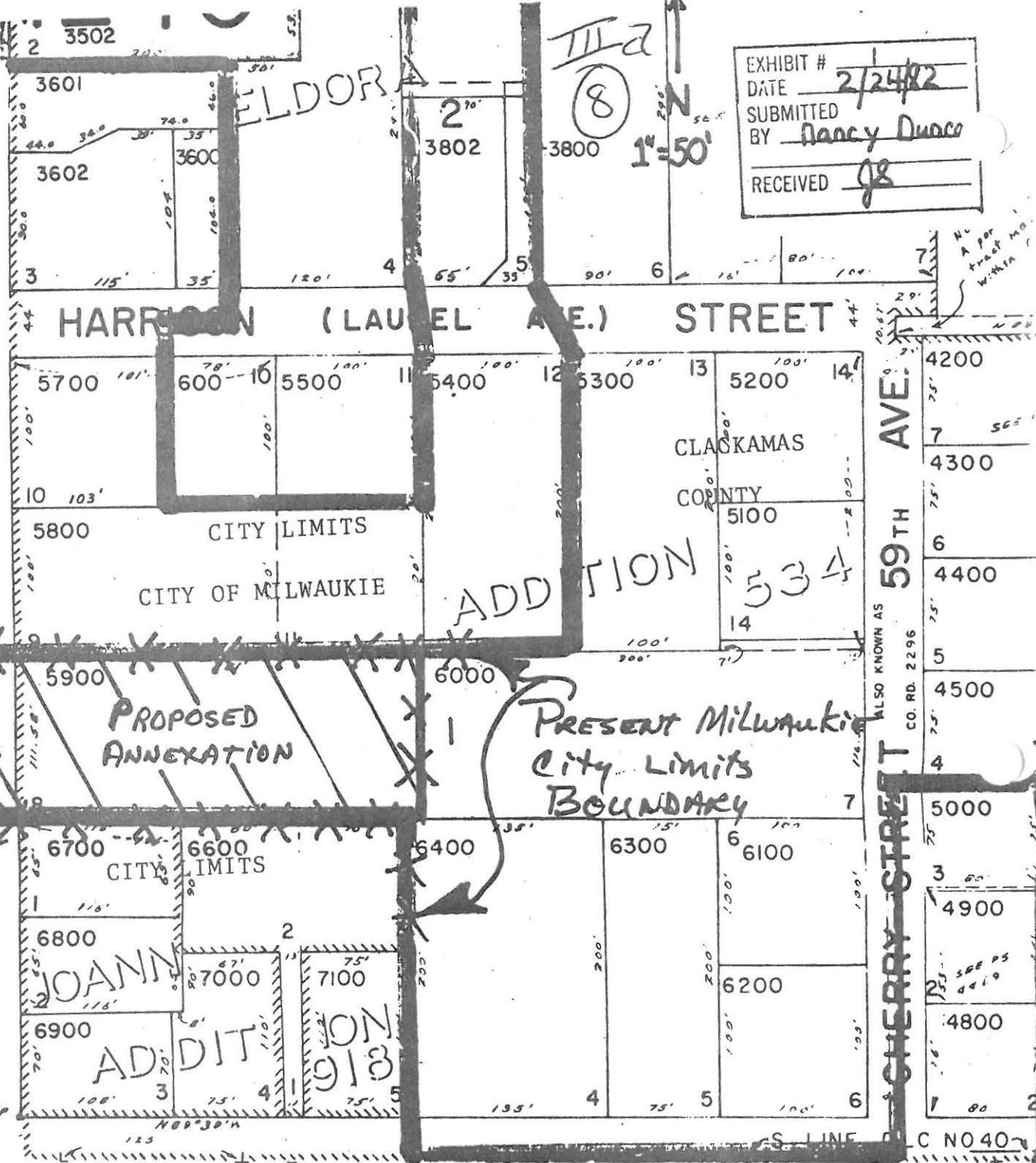
ATTACHMENTS:

- Land Use Map
- Assessor's Map - Exhibit #1

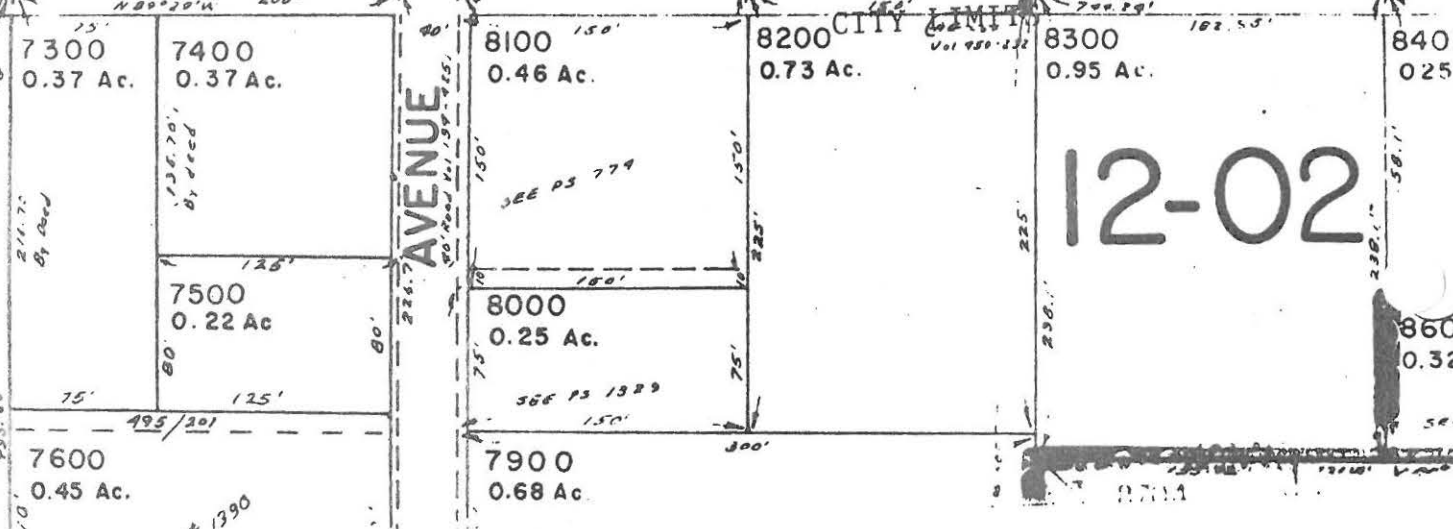
EXHIBIT # 1  
 DATE 2/24/82  
 SUBMITTED BY Nancy Dunco  
 RECEIVED JR

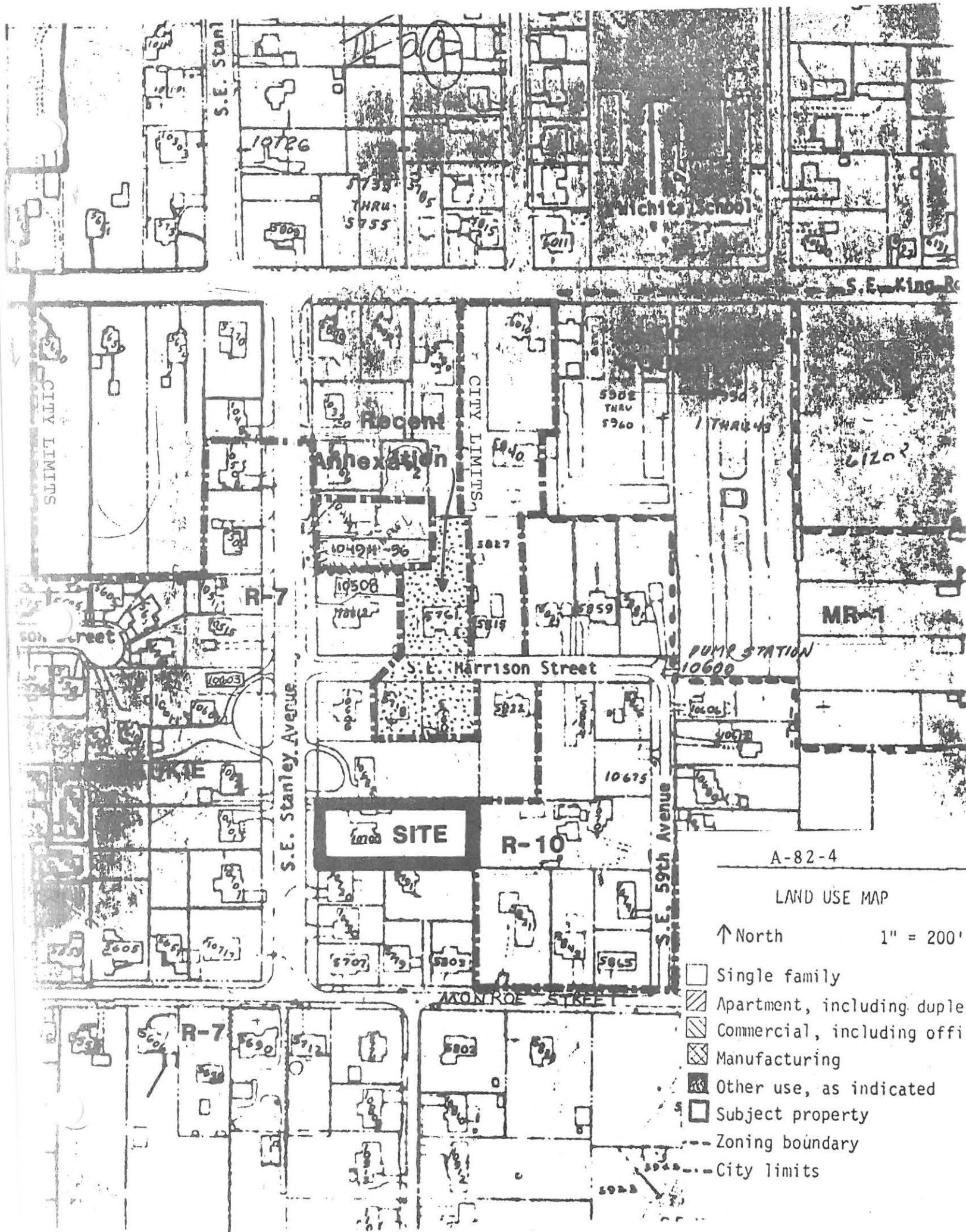
(SHERIDAN)

(STANLEY)



PROE





A-82-4

LAND USE MAP

↑ North 1" = 200'

- Single family
- Apartment, including duplex
- Commercial, including office
- Manufacturing
- Other use, as indicated
- Subject property
- - - Zoning boundary
- City limits

TII  
a (10)

CITY OF MILWAUKIE  
MINUTES OF PLANNING COMMISSION  
REGULAR MEETING  
MARCH 23, 1982

MEMBERS PRESENT:

DON TROTTER  
REBECCA SWEETLAND  
PATRICIA JAMTGAARD  
AL LIANE  
JOHN LITTLEHALES  
GEORGE CATHEY

STAFF PRESENT:

TOPAZ FAULKNER, PLANNING DIRECTOR  
JON STEIN, ASSOCIATE PLANNER  
STEVE HALL, PUBLIC WORKS DIRECTOR  
CAROL LEE, SECRETARY

MEMBERS ABSENT:

BOB GUDGEL

Topaz introduced Mr. Henry Markus, Consultant from the Department of Energy. Mr. Markus presented some very interesting facts concerning solar energy. (See Attachment)

3.0 NANCY DUNCAN, Applicant; ACOSTA, TAYLOR, Co-Owners  
A-82-4; PRC-82-4; ZC-82-5  
LOCATION: 10700 S.E. Stanley Ave., Milwaukie  
Tax Lot #5900

PROPOSAL:

1. Request to consider petition for annexation of property at 10700 S.E. Stanley, on the east side of Stanley Avenue, between Monroe and Harrison Streets.
2. Request to consider Comprehensive Pan Map Amendment from County Low-Density Residential to City Low-Density Residential.
3. Request to consider Zone Change from County R-10, Residential to City R-7, Residential.

Jon presented the Staff Report. Mr. Trotter asked the Applicant, Ms. Nancy Duncan, if she had any comments. The Applicant had no additional comments referring to her application.

Mr. Eades had presented a memorandum, regarding to the Dual Interest Area Agreement. Mr. Trotter asked the Commissioners to note the second paragraph, last sentence, which reads: The intent was, that the City would not adopt a designation which would allow a more intensive category of land use.

CITY OF MILWAUKIE - PLANNING DEPARTMENT  
MINUTES OF PLANNING COMMISSION  
REGULAR MEETING - MARCH 23, 1982

III a  
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Mr. Trotter mentioned the County Low-Density Designation which allows 6 units per acre as opposed to the City Low-Density Designation which allows 6.7 units per acre.

Mr. Cathey asked if the Applicant requested the R-7 Zoning, or had the Staff recommended it. Staff answered that it had been their recommendation.

Mr. Cathey said that in the past the property would be changed in accordance with the County's present zoning, if it were County R-10 then the property would be annexed as City R-10.

Jon explained the City has two "low-density zones" and in this case the R-7 Zone is the most compatible with the County Zoning.

Mr. Liane MADE A MOTION TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF Annexation A-82-4; Plan Map Amendment PRC-82-4; Zone Change ZC-82-5 as supported by the Findings in the Staff Report, to be initiated upon completion of the annexation. Mr. Cathey SECONDED THE MOTION; IT PASSED UNANIMOUSLY.

FINDINGS:

1. The proposed annexation would comply with the following elements of the Comprehensive Plan:
  - A. OBJECTIVE #2 - Residential Land Use: Desntiy, Policy 2.a, Page 28.
  - B. OBJECTIVE #4 - Neighborhood Cosnervation, Policy 5, Page 31.
  - C. OBJECTIVE #4 - Dual Interest Area Plan Compatibility Policy 1, Page 88.
  - D. OBJECTIVE #6 - Annexation, Policy 1, Page 90.
2. Would match the Low-Density Land Use Designation.
3. Annexing the parcel would reduce irregularity to the City Boundary and would fill in the unincorporated area east of Stanley Avenue and north of Monroe Street.
4. The annexation will not adversely effect health, safety and welfare of the community.
5. The annexation would satisfy public need for additional housing.

CITY OF MILWAUKIE - PLANNING DEPARTMENT  
MINUTES OF PLANNING COMMISSION  
REGULAR MEETING - MARCH 23, 1982

III a  
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6. The City R-7 Zoning would match present zoning of adjacent City properties.
7. The annexation complies with the Dual Interest Area Agreement.

RESOLUTION NUMBER 9-1982

III a (13)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE  
APPROVING A REQUEST FOR ANNEXATION TO THE CITY OF MILWAUKIE.  
A-82-4 DUNCAN/ACOSTA

WHEREAS, a request has been made for annexation to the territory described below, and

WHEREAS, annexation of the territory to the City has been initiated by landowner's statement of consent, in accordance with ORS 199.490.2, and would therefore constitute a so-called "triple majority" annexation and a "minor boundary change" under the Boundary Commission Law, ORS 199.410 to 199.510, and

WHEREAS, the part of the territory that lies in the Clackamas County Rural Fire Protection District No. 1 would by operation of ORS 199.510 (2) be automatically withdrawn from that district immediately upon consummation of the annexation;

WHEREAS, the part of the territory that lies in the Wichita Water District would by operation of ORS 199.510 (2) be automatically withdrawn from that district immediately upon consummation of the annexation of the annexation;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MILWAUKIE that the Council approves annexation of the following described property and requests the Boundary Commission to approve it and effect it as soon as possible;

IN THE COUNTY OF CLACKAMAS, STATE OF OREGON TO WIT:

Lot 8, Block 1, ELDORA ADDITION, CLACKAMAS COUNTY, OREGON.

BE IT FURTHER RESOLVED THAT THE City Recorder is directed to file certified copies of the statements of consent and of this Resolution with Portland Metropolitan Area Local Government Boundary Commission at once.

Introduced and adopted by the City Council on \_\_\_\_\_ 1982.

ATTEST:

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

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

APPROVED AS TO FORM:

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

ORDINANCE NUMBER \_\_\_\_\_

III  
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AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, AMENDING ORDINANCE NUMBERS 1437 AND 1438 BY REDESIGNATING CERTAIN PROPERTY FROM CLACKAMAS COUNTY LOW-DENSITY TO CITY LOW-DENSITY RESIDENTIAL AND REZONING THE PROPERTY FROM CLACKAMAS COUNTY R-10 TO CITY R-7. A-82-4 DUNCAN/ACOSTA

WHEREAS, annexation of the property described below was initiated by the property owner's statement of consent, and

WHEREAS, the annexation request was considered at public hearings before the Planning Commission and City Council, and

WHEREAS, the City Council has recommended the annexation and forwarded it to the Boundary Commission for approval, and

WHEREAS, it is necessary for the city to apply city zoning and land use designations to the property,

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

Section 1. The following property is redesignated from Clackamas County Low-Density to city Low-Density and rezoned from Clackamas County R-10 to City R-7:

Lot 8, Block 1, ELDORA ADDITION, Clackamas County, Oregon.

Section 2. Ordinance Numbers 1437 and 1438, and the Comprehensive Plan and Zoning Maps are amended accordingly.

Section 3. This ordinance shall be effective as of the date of approval of the annexation of the property by the Boundary Commission.

Read the first time on \_\_\_\_\_, 1982, and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_, 1982.

Signed by the Mayor on \_\_\_\_\_, 1982.

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

ATTEST:

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

Approved as to form:

*Greg Eades*  
\_\_\_\_\_  
Greg Eades City Attorney

CITY OF MILWAUKIE  
BILLS PAYABLE APRIL 20, 1982

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1.	A & A Welder's Supply, Inc.	10.62	7-	10.62
2.	AMA COM	36.69	1-41	36.69
3.	AM Bruning	24.66	1-92	24.66
4.	ASE Supply	60.09	7-	60.09
5.	Academic Book Center, Inc.	660.00	1-70	660.00
6.	Allen's Press Clipping Bureau	27.00	1-21	27.00
7.	The Alliance for Social Change	7.00	1-22	7.00
8.	American Society for Engineering	35.00	1-91	35.00
9.	Andrew Heating Company	300.00	1-53	300.00
10.	Arbuckle, Jess	498.00	1-62	498.00
11.	Brown, Hugh	581.80	1-21	581.80
12.	B & P Quick Print	15.00	1-70	15.00
13.	Bailey, Dick	21.60	1-61	21.60
14.	Baker & Taylor	208.70	1-70	208.70
15.	Boise Cascade	541.95	1-41	104.02
			1-70	422.92
			1-80	15.01
16.	Brooks Products, Inc.	165.90	30-	165.90
17.	Business Equipment Bureau	80.78	1-22	80.78
18.	CRS	24.47	1-21	10.91
			1-80	13.56
19.	Ceiling & Interior Systems Supply	35.84	1-70	35.84
20.	Cellocraft	55.00	1-94	55.00
21.	Chemeketa Community College	40.00	1-62	40.00
22.	Chevron U.S.A., Inc.	189.20	4-	189.20
23.	City Council	275.00	1-10	275.00
24.	Cogan & Associates	3,892.15	1-21	3,892.15
25.	Consolidated Supply Co.	211.10	30-	211.10
26.	Coover, Lewis Bryan	100.00	1-23	100.00
27.	Cunningham Associates, Inc.	1,927.00	30-	1,927.00
28.	Clackamas Cty. Fire Dist.#1	4,209.47	1-62	4,209.47
29.	" " Printing	144.65	1-21	56.22
			1-23	32.21
			1-51	56.22
30.	" " Service Dist.#1	45,639.51	1-22	93.50
			20-	45,546.01
31.	" Water District	120.75	1-22	102.75
			1-94	18.00
32.	DSG, Inc.	29.95	1-41	29.95
33.	Demco	588.03	1-70	588.03
34.	Dick's Color Center	36.32	1-62	36.32
35.	Doubleday & Company	28.75	1-70	28.75
36.	Eades, Greg	41.95	1-30	41.95
37.	Eastside Heating	2,995.00	3-	2,995.00
38.	Embarcadero Resort Hotel	38.00	1-23	38.00
39.	Flying J Inc.	13.04	4-	13.04
40.	Fleck Construction Co.	15,585.50	3-	15,585.50
41.	Fred Meyer	66.23	1-52	66.23

CITY OF MILWAUKIE  
BILLS PAYABLE APRIL 20, 1982

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42.	Gale Research Company	46.67	1-70	46.67
43.	Gladstone Auto Parts Co.	163.86	1-94	163.86
44.	Goodyear Truck Tire Centers	27.50	7-	27.50
45.	Graphic Products, Inc.	89.46	1-92	89.46
46.	Growth and Change	12.50	1-80	12.50
47.	Home Laundry	145.41	1-62	145.41
48.	Hopp's Upholstery	45.00	1-52	45.00
49.	Hyneman, Glorianne C. RN	143.60	1-22	143.60
50.	International Conference of Building Officials	164.40	1-61	164.40
51.	Jafco	72.88	1-43	72.88
52.	Jury Fees	65.00	1-23	65.00
53.	Kawasaki Motors Corp. and Portland Motorcycle Co.	5,180.23	1-52	5,180.23
54.	Kovac, Leonard	750.00	1-30	750.00
55.	McFarlane's Bark, Inc.	64.00	1-94	64.00
56.	Main Street Cleaners	563.55	1-52	473.55
			1-61	2.70
			1-62	81.00
			1-63	6.30
57.	Milwaukie Automotive Service	2,643.00	3-	2,643.00
58.	Milwaukie Auto Parts	95.20	1-94	61.84
			7-	33.36
59.	Milwaukie Lumber	112.35	1-62	82.35
			1-94	4.20
			4-	8.60
			20-	8.60
			30-	8.60
60.	Milwaukie Plumbing	75.57	30-	75.57
61.	Milwaukie Postmaster	40.00	1-61	40.00
62.	Moen Machinery	140.20	1-94	140.20
63.	Motorola, Inc.	1,162.00	1-52	1,162.00
64.	National Public Works Week	5.00	1-92	5.00
65.	The New Review	595.48	1-24	395.51
			1-80	199.97
66.	Norris Paint	1,999.50	4-	1,999.50
67.	Northwest Copy Products	250.00	1-70	250.00
68.	Northwest First Aid Supply	385.00	1-62	40.00
			3-	345.00
69.	Northwest Law Enforcement	311.40	1-62	311.40
70.	Northwest Natural Gas	822.59	1-70	427.02
			4-	27.62
			30-	367.95
71.	Northwest Pump & Equipment	633.75	3-	633.75
72.	Nudelman Bros.	145.00	1-52	145.00
73.	" "	20.00	1-62	20.00
74.	OCOPPA	15.00	1-21	15.00
75.	Olson Bros. Shell Service	18.85	1-62	18.85
76.	Oregon, State Court Administrator	26.00	1-30	26.00
77.	Oregonian	141.64	1-21	112.20
			1-80	29.44
78.	PM Printing, Inc.	143.05	1-42	143.05

CITY OF MILWAUKIE  
BILLS PAYABLE APRIL 20, 1982

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79.	PGE	6,936.32	1-24	12.32
			1-43	491.35
			1-53	200.41
			1-61	275.39
			1-70	257.84
			4-	379.15
			20-	352.45
			30-	4,967.41
80.	Pacific Diesel Power co.	28.59	1-62	28.59
81.	Pacific Northwest Bell	17.28	1-62	17.28
82.	Pacific Northwest Bell	1,572.18	1-53	508.59
			1-61	182.50
			1-70	120.72
			4-	638.17
			20-	122.20
82.	Pacific Water Works Supply Co.	243.63	30-	243.63
83.	Parkrose Machine & Fab.	3,645.72	30-	3,645.72
84.	Paulsen & Roles Laboratories	25.20	1-94	25.20
85.	Petty Cash	270.21	1-21	25.57
			1-22	35.50
			1-41	39.65
			1-51	10.40
			1-52	21.10
			1-53	4.99
			1-62	37.15
			1-70	25.06
			1-80	25.25
			1-90	1.50
			1-91	1.30
			4-	10.00
			7-	31.66
			30-	1.08
86.	Physicians Medical Laboratories	1,069.25	1-61	1,069.25
87.	Pixler Auto Parts	69.62	1-62	46.62
			7-	23.00
88.	Portland Observer	22.50	1-21	22.50
89.	Portland State Book Store	11.21	1-92	11.21
90.	Portland Transmission Parts	70.20	7-	70.20
91.	Robben Oil Company	405.76	1-43	405.76
92.	Rodda Paint	63.51	1-94	63.51
93.	Rook, Roger	101.20	1-23	101.20
94.	Rose City Business Supply Corp.	139.00	1-53	139.00
95.	Rossmann's Landfill	87.05	1-94	5.85
			3-	29.00
			4-	52.20
96.	Ryan, Richard	21.00	1-63	21.00
97.	Sanderson Safety Supply Co.	206.80	GL	206.80
98.	Shell Oil Co.	102.38	1-21	102.38
99.	Shepard's McGraw-Hill	79.75	1-30	79.75
100.	Southgate News Agency	116.61	1-21	116.61
101.	Speedometer Service & Instrument	15.12	1-62	15.12
102.	Stevens Automotive	130.20	7-	130.20
103.	Subpoena Fees	5.00	1-23	5.00

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CITY OF MILWAUKIE  
BILLS PAYABLE APRIL 20, 1982

104.	Suchsland, Irene M.	10.40	1-22	10.40
105.	Technical Publishing	130.00	1-62	130.00
106.	Volunteer Bureau	50.00	1-22	50.00
107.	Water, Feed & Research Lab.	126.50	30-	126.50
108.	Water Metrics Co.	542.50	30-	542.50
109.	Webfoot	195.00	1-94	195.00
110.	Weiler Chevrolet	256.13	1-52	236.41
			7-	19.72
111.	Western Pacific Construction	376.41	4-	376.41
112.	Whitworth Ltd., Norm	100.00	1-94	100.00
113.	Wichita Feed & Hardware	293.47	1-62	160.96
			1-94	56.78
			7-	.75
			20-	2.19
			30-	72.79
114.	Wilco Fire Equipment	2,150.81	1-62	211.70
			3-	1,939.11
115.	Wilcox Printery	152.00	1-21	36.00
			1-22	54.00
			1-52	62.00
116.	Willamette Dog & Cat Hospital	48.00	1-52	48.00
117.	Willamette Valley Health Care	214.00	3-	214.00
118.	The Gibbens Co., Inc.	201.13	1-24	201.13
		\$117,177.98		\$117,177.98

CHART OF ACCOUNTS  
FUNDS, DEPARTMENTS & DIVISIONS      Effective July 1, 1981

CITY COUNCIL	01-10	BONDED DEBT FUND	02
CITY MANAGER'S OFFICE	01-21	EQUIPMENT RESERVE FUND	03
COMMUNITY SERVICE	01-22	STATE TAX STREET FUND	04
MUNICIPAL COURT	01-23	IMPROVEMENT BOND SINKING FUND	05
GENERAL GOVERNMENT	01-24	STREET IMPROVEMENT FUND	06
CITY ATTORNEY	01-30	EQUIPMENT REPAIR FUND	07
FINANCE	01-41	BIKE AND FOOTPATH FUND	09
PURCHASING	01-42	FIXED ASSET ACCOUNT GROUP	10
CITY HALL	01-43	REVENUE SHARING FUND	12
POLICE ADMINISTRATION	01-51	COMMUNITY DEVELOPMENT GRANT FUND	13
"    FIELD SERVICE	01-52	SEWER FUND	20
"    SUPPORT SERVICE	01-53	WATER FUND	30
FIRE ADMINISTRATION	01-61		
"    SUPPRESSION	01-62		
"    PREVENTION	01-63		
LIBRARY	01-70		
PLANNING	01-80		
PUBLIC WORKS ADMINISTRATION	01-91		
"    "    ENGINEERING	01-92		
"    "    BUILDING	01-93		
"    "    PARKS	01-94		

ORDINANCE NUMBER \_\_\_\_\_

IV  
b

AN ORDINANCE OF THE CITY OF MILWAUKIE ADOPTING A PLANNED DEVELOPMENT OVERLAY ZONE FOR NORTHRIDGE HEIGHTS.

WHEREAS, the Planning Commission approved a 25 unit Planned Development south of Highway 224, north of 39th Avenue and east of 36th Avenue at a public hearing on March 9, 1982 and

WHEREAS, the Milwaukie Zoning Ordinance No. 1438 required the City Council to rezone the property to apply the PD zone and approve the final development plan,

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

Section 1. The final development plan as recommended by the Planning Commission for Northridge Heights is approved.

Section 2. The property is rezoned to apply the PD overlay zone to the existing R-7 and R-10 zoning under the conditions adopted by the Planning Commission on March 9, 1982.

Section 3. The city accepts all dedications of public facilities, land and open space as described in the final development plan.

Read the first time on \_\_\_\_\_, 1982 and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_, 1982.

Signed by the Mayor on \_\_\_\_\_, 1982.

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

ATTEST:

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

Approved as to form:

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

APR 82 13: 34

MILWAUKIE-OR

IV  
20  
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MEMORANDUM

TO: City Council  
FROM: Senior Citizen Advisory Commission  
SUBJECT: Volunteer Recognition  
DATE: April 14, 1982

At the April 9, 1982, meeting of the Senior Citizen Advisory Commission, following a discussion of Volunteer Recognition Week during the week of April 18 - 24th, the motion was passed to request the City Council to proclaim this week of April as Milwaukie Volunteer Recognition Week.

Attached for your consideration is a draft of a proclamation mentioning Milwaukie Volunteer Week. The day set to honor individuals who volunteer at or through The Milwaukie Center has been set for April 24, 1982.

Thank you.

*Gail Roach*  
Gail Roach, Secretary

# CITY OF MILWAUKIE



TV/C(2)  
OFFICE OF THE CITY MANAGER  
in the City Hall • phone 659-5171

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

WHEREAS, volunteers in the City of Milwaukie have made and continue to make a great contribution to individuals within the community as a whole, and

WHEREAS, it is the policy of the City to enhance the quality of life for all, and

WHEREAS, the President of the United States has proclaimed the week of April 18-24, 1982 as National Volunteer Recognition Week

NOW, THEREFORE, I, Joy Burgess, Mayor of the City of Milwaukie, Oregon, with the unanimous consent of the City Council, do hereby proclaim the week of April 18-24, 1982, Volunteer Recognition Week. I call upon all our residents to join us in appreciation of the efforts of volunteers.

Joy Burgess, Mayor

MAR 82 9:25

MILWAUKIE  
OR

CITY OF MILWAUKIE  
M E M O R A N D U M  
P U B L I C W O R K S D E P A R T M E N T

DATE: April 6, 1982

IV  
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TO: Hugh Brown, City Manager  
City Council

FROM: Steven Hall  
Public Works Director *Steven M. Hall*

SUBJECT: S.E. 40th & Wister Local Improvement District  
Assessment apportionment

Attached is a copy of the breakdown of costs and proposed apportionment to property owners for improvements on S.E. 40th and Wister Local Improvement District. These costs are hereby certified correct and the apportionment approved by this office.

In accordance with LID procedures I am requesting the Council direct the City Recorder to prepare and mail a NOTICE OF PROPOSED ASSESSMENT to each property owner including the amount of assessment, date and time for filing objections and date and time of public hearing on assessments. I am also requesting that Council set the date for public hearing allowing adequate time for the Recorder to prepare and mail said notices.

js

April 1, 1982

STREET, STORM & SANITARY SEWER, WATER AND STREET LIGHTING ASSESSMENTS - 40th & WISTER L.I.D.

22  
TY

PROPERTY	ASSM'T UNITS	STREET Incl. FIRE RD.	SAN. SEWER	STORM SEWER	WATER	DESIGN & CONST. ENGINEER'G	CONST. INSP.	STREET LIGHTING	SPECIAL ASSESSM'T COSTS	BOND FINANCING COSTS	TOTAL ASSESSM'TS
TL 100 (N.W.)	2,500	901.020	⊕	⊕	415.902	172.063	97.209	89.942	\$350.00 Water serv. (C.O.#2)	180.879	2,207.02
TL 100 (South)	34,215	12,331.354	3,129.899	5,453.221	5,692.036	2,354.854	1,330.398	1,230.951	- - - - -	2,475.505	33,998.21
TL 200	10,000	3,604.078	⊕	1,593.810	1,663.608	688.252	388.835	359.769	\$350.00 Water Serv.	723.515	9,371.87
TL 300	8,100	2,919.303	⊕	⊕	1,347.523	557.484	314.956	291.413	2,000.00 UG Util. 350.00 Water Serv. 759.00 D/W	586.047	9,125.73
TL 401	2,000	720.816	⊕	⊕	332.722	137.650	77.767	71.954	401.50 D/W 410.50 Eng.Adj.D/W 1224.30 Force Acc't	144.703	3,521.91
TL 1600	10,000	3,604.078	⊕	1,593.810	1,663.608	688.252	388.835	359.769	1042.79 Force Acc't adj.-San.Lat. 275.00 Water Serv. 651.71 D/W	723.515	10,991.37
TL 1700	10,000	3,604.078	⊕	1,593.810	1,663.608	688.252	388.835	359.769	2,000.00 UG Util. 275.00 Water Serv. 651.71 D/W	723.51	11,948.58
TL 1800	58,609	21,123.142	5,361.398	9,341.161	9,750.24	4,033.776	2,278.922	2,108.572		4,240.446	58,237.66
TL 1900	24,522	8,837.921	2,243.209	3,908.341	4,079.501	1,687.732	953.501	882.226	\$350.00 Water Serv.	1,774.202	24,716.63
TL 5100	8,432	3,038.959	771.337	1,343.900	1,402.755	580.334	327.866	303.357		610.067	8,378.57
TL 5200	20,182	7,273.751	1,846.197	3,216.627	3,357.494	1,389.030	784.746	726.086	\$330.00 UG Util. 275.00 Water Serv.	1,460.197	19,316.13 ⊕⊕
TOTALS		67,958.50 *	13,352.04**	28,044.68	31,369.00***	12,977.68**	7,331.87	6,783.81	11,696.51	13,642.59	193,156.68***

more - - - - -

40th & Wister L.I.D. Assessments - continued

- ⊙ Indicates no assessment per ordinance
- ⊙⊙ \$20,659.13 less \$1,343.00 prepaid engineering. See Alpha letter 6/23/81
- \* Includes Force Account \$510.84, Change Order #4 - \$756.00, 1/2 Change Order #3 - \$962.50. Does not include driveways.
- \*\* Include Force Account - \$1042.79
- \*\*\* Does not include water services. Include Change Order #1 - \$492.50.
- \*\* Does not include \$410.50 - see TL 401.
- \*\*\* \$191,913.68 plus \$1,343.00 (see ⊙⊙)

ASSESSMENTS DETERMINED BY ADDING TOTAL NUMBER OF ASSESSABLE UNITS AND DIVIDE INTO TOTAL COST OF ITEM.

Handwritten initials "AM" and "H" in a circle.

STREET	67,958.50/188,560.00	Ass.Units	=	\$0.360407827/unit
SAN. SEWER	13,352.04/145,960.00	" "	=	\$0.091477391/unit
STORM SEWER	28,044.68/175,960.00	" "	=	\$0.159380995/unit
WATER	31,369.00/188,560.00	" "	=	\$0.166360840/unit
DESIGN/Const.				
ENGINEERING	12,977.68/188,560.00	" "	=	\$0.068825201/unit
CONST. INSP.	7,331.87/188,560.00	" "	=	\$0.038883485/unit
STR. LIGHTING	6,783.81/188,560.00	" "	=	\$0.035976930/unit
BOND COST & INTERIM FIN.	13,642.59/188,560.00	" "	=	\$0.072351453/unit

4 APR 82 13: 34

MILWAUKIE-OR

IV  
①

MEMORANDUM

TO: Topaz Faulkner, Community Services Director

FROM: Sara Hite, Center Director

SUBJECT: Request of Clackamas County Senior Citizens Council, Inc.  
to serve beer at the Center at the Oktoberfest German Dinner.

DATE: April 14, 1982

The CCSCC serves seniors throughout the County. Their funding is provided mainly by Older American's Act money and private foundations, so they are forced to raise additional funds to survive.

Since this is a service organization raising money to serve seniors; the event is attended mainly by seniors and staff; the beer is part of the dinner; and City Council twice in the past has granted an exception to the "Alcoholic beverages policy", I would look favorably toward the CCSCC's request.

# Clackamas County Senior Citizens Council, Inc.

Mailing Address:  
P. O. Box 102  
Marylhurst, OR 97036

Room 207, O'Hara Hall  
Marylhurst Center  
635-3802 or 635-6774

IV  
2

Dear Friends,

As many of you probably know, Senior Council sponsors an Oktoberfest every fall in an effort to raise funds. We are all painfully aware of the budget difficulties so many of us are experiencing. The Oktoberfest is our only annual fund raising event.

The money raised helps to continue our many programs. Without this event we could not afford to offer our Grocery Delivery Service, Home Sharing, Nursing Home Directory, Telephone Reassurance, or Friendly Visiting Programs. Over our ten year history, the seniors of Clackamas County have come to depend on Senior Council.

This year we would like to hold our Oktoberfest at Milwaukie Center. The atmosphere is so pleasant and it can accommodate our guests comfortably. Our event offers a German Dinner followed by a Bingo Game. What Oktoberfest would be complete without good old-fashioned beer? We'd like to ask you to waive your alcoholic beverage rule to allow us to sell beer.

We would appreciate hearing your views on our request. Your cooperation would be greatly appreciated. Thank you for your time.

Sincerely,

Clackamas County  
Senior Citizens Council, Inc.

*Chris Farley*  
Chris Farley  
Executive Director

CF/ks

THE DATE IS PLANNED FOR FRIDAY OCT. 22<sup>ND</sup> 8:  
5<sup>00</sup>PM - 9<sup>00</sup>PM

# Clackamas County Senior Citizens Council, Inc.

Mailing Address:  
P. O. Box 102  
Marylhurst, OR 97036

Room 207, O'Hara Hall  
Marylhurst Center  
635-3802 or 635-6774

IV  
2

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We would appreciate hearing your views on our request. Your cooperation would be greatly appreciated. Thank you for your time.

Sincerely,

Clackamas County  
Senior Citizens Council, Inc.

*Chris Farley*

Chris Farley  
Executive Director

CF/ks

THE DATE IS PLANNED FOR FRIDAY OCT. 22ND 82  
5:00 PM - 9:00 PM

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

APR 82 11: 24

MILWAUKIE-OR

IV  
60

DATE: April 14, 1982

TO: Hugh Brown  
City Manager

FROM: Steven Hall  
Public Works Director *S. M. Hall*

SUBJECT: Water Well No.7  
Progress Pay estimate #3

Attached is a letter from Bob Kennedy of Cunningham Associates, Inc., along with progress pay estimate #3 for the drilling of water supply well no.7. This estimate is for work completed through April 9, 1982 and includes payment for casing and screen.

I concur with Mr. Kennedy's estimate and recommend payment be approved in the amount of \$19,972.80. Payment should be made to:

West Coast Drilling Co., Inc.  
220 Academy Street  
Mt. Angel, Oregon 97362

js

cc: Gordon Erickson  
Comptroller

H.S. BURDIN  
R.D. KENNEDY  
J. L. HELTON

PHONE: 653-0753  
9401 SE. MCLOUGHLIN  
MILWAUKIE, OREGON 97222

**CUNNINGHAM ASSOCIATES, INC.**  
**CONSULTING ENGINEERS**  
REGISTERED PROFESSIONAL ENGINEERS  
OREGON WASHINGTON

TU  
F (2)

FILE 937

April 13, 1982

Mr. Steven R. Hall  
Public Works Director  
City Hall  
10722 SE Main St.  
Milwaukie, Oregon 97222

Subject: Well No. 7

Dear Steve:

Enclosed are three (3) copies of Progress Estimate No. 3 for work completed to April 9 on Well No. 7.

Since Estimate No. 2 did not allow for material purchased, we have included the payment for casing and screen.

Very truly yours,

*R.D. Kennedy*  
Robert D. Kennedy  
Cunningham Associates, Inc.

Encl  
RDK:sh

CITY OF MILWAUKIE, OREGON  
 DRILLING WATER SUPPLY WELL NO. 7  
 CONTRACTOR: WEST COAST DRILLING CO. INC.

IV F (3)

ESTIMATE NO. 3

PAGE NO. 1 of 2

XXXXXXXXX To April 9, 1982

	THIS ESTIMATE	PREV. ESTIMATE	TOTAL
PROGRESS ESTIMATE	\$ 21,024.00	\$ 19,233.00	\$ 40,257.00
EXTRA WORK			
GROSS AMOUNT OF EST.	21,024.00	19,233.00	40,257.00
LESS 5% RETAINED	1,051.20	961.65	2,012.85
OTHER DEDUCTIONS			
NET AMOUNT	19,972.80	18,271.35	38,244.15

AMOUNT DUE THIS ESTIMATE

\$ 19,972.80

ESTIMATES PREPARED BY

R.D. Kennedy

APPROVED: JOHN M. CURRIE, CITY MANAGER

*R.D. Kennedy*

APPROVED: CITY OF

BY

DATE

CITY OF MILWAUKIE, OREGON  
 DRILLING WATER SUPPLY WELL NO. 7  
 CONTRACTOR: WEST COAST DRILLING CO. INC.

DRILLING NO. 3

PAGE NO. 2 of 2

XXXXXXXXXX To April 9, 1982

ITEM	UNIT PRICE	UNIT	THIS ESTIMATE		PERCENTAGE PAID		TOTAL
			QUANTITY	AMOUNT	PAID	AMOUNT	
1. Move in/Move out	\$ 1200.00	L.S.		\$	70%	\$ 840.00	70% \$ 840.00
2. Drlg/Drvg 20" casing	72.00	L.F.			80	5,760.00	80 5,760.00
3. Drlg/Drvg 16" casing	48.00	L.F.			247	11,856.00	247 11,856.00
4. Prep & Hdlg Samples	1.00	L.F.			327	327.00	327 327.00
5. Furn 16" Csg Left	24.00	L.F.	150	3,600.00			150 3,600.00
6. Furn 14" Csg Left	22.00	L.F.	107	2,354.00			107 2,354.00
7. Furn 14" Screen	190.00	L.F.	70	13,300.00			70 13,300.00
8. Install Screen	10.00	L.F.	177	1,770.00			177 1,770.00
9. Pulling 16" Csg & cutoff	1500.00	L.S.			30%	450.00	30% 450.00
10. Furn Cement Grout	11.00	Sk					
11. Pulling 20" Csg & Slg	15.00	L.F.					
12. Developing Well	80.00	Hr					
13. Testing Capacity & DD	85.00	Hr					
14. Disinfecting	250.00	L.S.					
<b>TOTAL</b>			XXXX	XXXX	XXXX	21,024.00	XXXX 19,233.00 XXX 40,257.00



MEMORANDUM

APR 82 15: 45

MILWAUKIE-OR

IV  
①  
2

TO: Hugh H. Brown, City Manager

DATE: April 13, 1982

FROM: Gordon Erickson

SUBJECT: Resolution to Change Authorized Bank Accounts and Signers

The attached resolution has been prepared for Council consideration. Adoption will enable us to update signatures for our banking functions.

Currently all of our checking accounts are with the First State Bank of Oregon except for a Revenue Sharing Account maintained at the Oregon Bank. I am not anticipating any new accounts at this time. At various times we do use the following insititutions for investments.

State Treasury Local Government Pool  
Bank of Milwaukie  
First State Bank of Oregon  
The Oregon Bank  
Oregon Mutual Savings Bank  
Oregon Trail Savings and Loan  
Willamette Savings and Loan

Please call me if there are any questions.



Gordon Erickson  
Finance Director

GE/vam  
Enclosure

RESOLUTION NUMBER 82-

TV  
9  
②

A RESOLUTION OF THE COUNCIL OF THE CITY OF MILWAUKIE AUTHORIZING BANKING ACCOUNTS AND SIGNERS. REPEALING RESOLUTION NUMBER 23-1981.

BE IT RESOLVED by the Council of the City of Milwaukie, Oregon, that Resolution Number 23-1981 is hereby repealed.

BE IT FURTHER RESOLVED that the City of Milwaukie has established in its name one or more deposit accounts with First State Bank of Oregon and The Oregon Bank.

BE IT FURTHER RESOLVED that the First State Bank of Oregon and The Oregon Bank are selected as depositories for the funds of the City of Milwaukie. Funds shall be withdrawn from said depositories on checks of the City of Milwaukie signed by any two of the following:

- Hugh H. Brown, City Manager
- Richard D. Bailey, Fire Chief
- Steven M. Hall, Public Works Director
- Gordon R. Erickson, Finance Director and City Treasurer

Each person is authorized in the name of this municipal coporation to endorse and deliver to said depositories, for any purpose and to any amount commercial paper of any kind, negotiable or non-negotiable, executed by others and owned or held or payable to the City of Milwaukie. The authority hereby conferred shall continue in force until notice of its revocation in writing is given to the depositories.

BE IT FURTHER RESOLVED that the above named individuals are authorized to establish additional accounts as may be useful to meet legal mandates, comply with grant regulations, create operating efficiencies and maximize investment earnings. Additional accounts may be established with legally authorized institutions other than the aforementioned if such action is in the best interests of the City of Milwaukie.

Adopted by the City Council on the 20th day of April, 1982.

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

ATTEST:

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

Approved as to form:

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

APR 9 11: 41

MILWAUKIE-OR

VI  
6

M E M O R A N D U M

TO: Hugh Brown, City Manager  
FROM: Ron Schanaker, Police Chief  
DATE: April 9, 1982  
SUBJECT: APPLICATION FOR LIQUOR LICENSE

State and local law enforcement records fail to reflect any negative information on the below-listed applicant. I therefore find no reason to deny issuance of the requested license renewal.

APPLICANT: Kenneth Lynn Cavitt DBA  
RIVERSIDE SALOON  
11921 S.E. 22nd Avenue  
Milwaukie, Oregon 97222

Ronald C. Schanaker  
Chief of Police

RCS:jh

## LEDDING LIBRARY OF MILWAUKIE

## LIBRARIAN'S REPORT

for

March 1982

VI  
a  
①

CIRCULATION:	1982	1981	1980	1979	1978	1977	1976
Adult	13,466	13,247	11,741	9,506	9,601	7,190	6,707
Juvenile	6,228	6,400	5,715	4,358	3,757	2,463	2,850
Totals	19,694	19,647	17,456	13,864	13,358	9,653	9,557
In house	2,207	2,241	---	---	---	---	---
Daily average	729	756	671	513	494	357	353
Number days open	27	26	26	27	27	27	27

Books loaned to other libraries: 70; Books borrowed from other libraries: 87;  
Microfilms borrowed from other libraries: 3;

Adult reserves processed: 60; Juvenile reserves processed: 17;

Books in collection: 51, 849; Books withdrawn: Adult: 212; Juvenile: 26;  
Total withdrawn: 238

Books added: Adult: 98; Juvenile: 61; Total added: 159;

Books mended: 93;

Record albums in collection: 2,613; Records withdrawn: Adult: 4; Juvenile: 0;

Records added: Adult: 0; Juvenile: 0;

Framed art prints in collection: 117;

Films in collection: 201 (none added or deleted)

Reference questions answered: 1,351; Adult: 762; Juvenile: 589;

Registrations processed: 434; In city: 169; Out of city: 265;

## LIBRARY INCOME:

Total bank deposit: \$722.33; Fines & fees: \$511.28; Copy machine: \$211.00;

Reader-printer: 0; Reserves: \$22.00; Card replacements: \$6.95;

## OTHER INFORMATION:

Non-reference telephone calls received: 476;

Flower arrangements provided by Ardenwald Garden Club

Display in lobby cabinet: Black and white nature photographs, courtesy of  
Marvin Nichols

Volunteer hours worked during month of March: Combined total: 143 3/4 hours  
provided by 12 persons.

## COMMENTS:

Good news! Joan Bronson the manager of the downtown B. Dalton Bookstore called to let me know that our grant request will be partially funded. Our tentative plans are for Mrs. Bronson to present us with a check for \$1,686.00 at the April 22nd volunteers tea at 7:00 pm here at the library. The money is to be used for the purchase of beginning readers.

Mark April 22nd on your calendar. Please join the Friends in welcoming the new city manager at their annual award ceremony for the volunteers, which will also provide an opportunity to thank B. Dalton for their grant. A framed picture and other memorial books will be presented at this time in honor of one of our volunteers, Laura Kirkendall, who passed away in March. Her husband, Dr. Lester Kirkendall,

VI a (2)

has graciously suggested that donations could be made to the Friends of the Library for the purchase of books in her memory.

A new drum was purchased for the Savin copy machine which gets heavy use.

Background work was done for a fiction book order which I hope to complete this spring.

In preparation for conversion to automation, the book collection is being weeded.

Respectfully submitted,



Marilyn Thompson  
Library Director

14 APR 22 11: 24

-MILWAUKIE-OR

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

VI b ①

DATE: April 13, 1982

TO Hugh Brown  
City Manager

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

SUBJECT: Mayor's request  
Water main extension

At the last regular City Council meeting, Mayor Burgess requested an estimate of costs for extending City water mains into the area east of Monroe where Wichita Water District is proposing annexation by Clackamas Water District.

Attached is a map showing that area indicating Milwaukie city limits and three lots which exist within the City on S.E. 64th court and the water mains which would have to be constructed.

The new 12" main is required as per the City's 1964 Comprehensive Water Plan which is proposed for future extension to the east from an existing 12" line located in Linwood Ave. at Monroe. The 8" main extending on 64th Ave. to the south is minimum required for adequate fire flow and future extension to the south. The estimate of construction costs are as follows:

1.	465' of 12" water main @ \$24/ft.	=	\$11,160
2.	500' of 8" water main @ \$16/ft.	=	8,000
3.	2-12" valves @ \$1000/ea.	=	2,000
4.	1-8" valve @ \$750/ea.	=	750
5.	1 fire hydrant @ \$1500	=	1,500
6.	1 blow off @ \$500	=	500
	Estimate		<u>\$23,910</u>
	Contingencies at 10%		<u>2,390</u>
	TOTAL ESTIMATE		\$26,300

At the present time, this line could only make water service to those three homes located within city limits as indicated on the attached map. Based on an average single family residential consumption of 2000 cu.ft., the bimonthly bill for a single family residence would be \$16.42 or the total income for the three homes over a period of one year would amortize a value of a little less than \$300.

Based on those figures, the cost effectiveness of such a project is nonexistent and staff cannot recommend such a construction project at this point in time.

If the Mayor or Council wishes further information, I will be at the meeting to discuss same.

Enclosure: Map

SMH:js

FRANKLIN

VIEW 553

NEW 12" MAIN

100' 18 100' 17 100' 16 100' 15 100' 14 100' 13 100' 12 100' 11 100' 10

MONROE MONROE S Line

5300 5500 3 5600 4 7000 5 7100 7200 7800 7900 8000 8600  
5400 5700 6900 73 7400 8500 8800

NEW 8" MAIN

SMELSER'S

12-96

ADDITION

12-50

MAPLE

LOTS IN CITY

SE 64 TH COURT

Lot 2 10.32

HUF

5800 0.27 Ac. 5900 0.23 Ac.

6000 0.59 Ac.

6100 0.44 Ac.

6200 0.18 Ac.

6300 2.13 Ac.

7500

7600

7700

Lot 3 34.80

8200

8100

12-04

MILWAUKIE

COUNTY

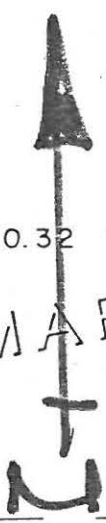
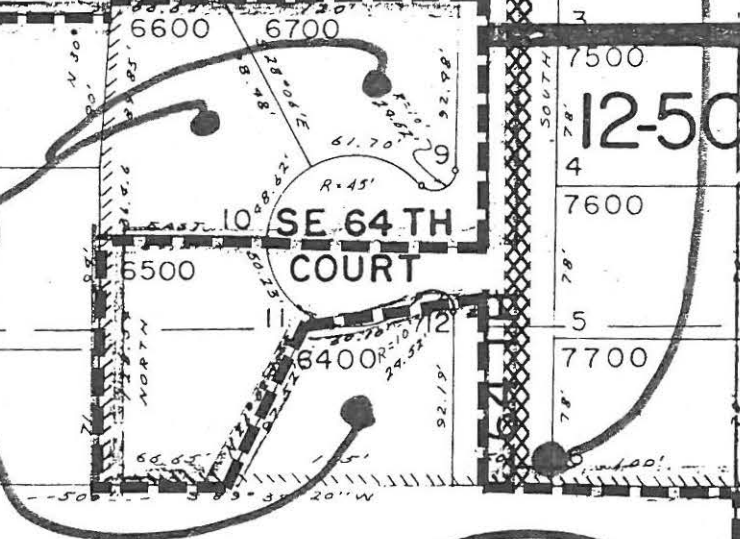
LINWOOD

LINWOOD

Garrett 38

ROAD

PUBLIC



3 APR 82 14: 52

MILWAUKIE-OR

VI  
C

April 13, 1982

City Council  
City of Milwaukie  
10722 S. E. Main Street  
Milwaukie, OR 97222

Gentlemen:

It has been a pleasure to have served you as a member of the Planning Commission during the last five years. However, increased personal commitments require me to reduce my level of involvement in civic affairs. At this time, please accept my resignation from the Planning Commission.

Sincerely,



Bob Gudgel

BG: sm

Information that will be sent to Council -Mgr only *at press*

1. letter written to County Commissioners re decompression chamber
2. press release- Tea at Library
3. large packet - report on Southern corridor of McLoubhlin. *1*
4. applications for Traffic Safety Commission interviews as well as requirements for commission etc.

~~SECRET - Information is Confidential~~

# CITY OF MILWAUKIE



CITY COUNCIL  
in the City Hall • phone 659-5171

April 12, 1982

Clackamas County  
Board of Commissioners  
906 Main Street  
Oregon City, OR 97045

Gentlemen:

At its regular Council meeting on April 6, 1982, the Milwaukie City Council voted unanimously to recommend to the County Commissioners that the use of the County decompression chambers be discontinued. The Council feels strongly that this method of destroying animals is inhumane and should be replaced by another form of euthanasia. Your early action to change the current procedures is strongly supported.

Very sincerely,

Joy Burgess  
Mayor

JB/lp

DRAFT

March 11, 1982

SOUTH McLOUGHLIN CORRIDOR

IMPROVEMENT PLAN

## FORWARD

This document is a plan to tie together the various transportation projects proposed for the South McLoughlin corridor and the design plans being developed for designated Activity Centers. The design plans are intended to be adopted as supplements to the Clackamas County Comprehensive Plan.

Clackamas County, Tri-met, the Oregon Department of Transportation and the Metropolitan Service District have identified problems and suggested a variety of improvements for the McLoughlin Corridor. North of Milwaukie, a major highway/transit project using Interstate Transfer funds is underway. Transit stations in Milwaukie and Oregon City are currently being developed. ~~A major park and ride lot is planned for the north side of Oregon City.~~ In order to derive full benefit from these projects, the McLoughlin Corridor between Milwaukie and Oregon City will require various improvements to the transit and pedestrian environment and to traffic flow.

Late in 1981 Clackamas County formulated a management structure, the South McLoughlin Task Force, for project coordination and to ensure a unified public process. Representatives of the County, Tri-Met, ODOT, Metro, Milwaukie, Gladstone and Oregon City are participants in the Task Force.

In this same year, the County received a grant from the U.S. Environmental Protection Agency, in conjunction with Metro, to help pay for the development of the design plans. The intent of the grant was to plan for Activity Centers with increased density and improvements for pedestrians, bicycles, and transit in order to reduce per capita auto use in the corridor, leading to improved regional air quality.

The County also received a federal grant through Tri-Met to plan for transit supportive improvements in the McLoughlin corridor. This planning grant was intended to augment the design plans.

The plan is organized into six sections: (1) Introduction, (2) Background, (3) Problems, (4) Goals and Objectives, (5) <sup>Potential</sup> Solutions ~~and Improvement Needs~~, and (6) Funding Strategies and Priorities. Appendices are provided to help support parts of the main text.

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- A. Introduction
  
- B. Background
  - 1. History
  - 2. Current Use
  - 3. Design Issues
  - 4. Population and employment
  - 5. Traffic
  - 6. Accidents
  - 7. Transit
  - 8. Interstate transfer funding opportunities
  
- C. Problems
  - 1. Traffic
  - 2. Transit
  - 3. Pedestrian/Bicycle/Handicapped
  - 4. Business Activity and land use
  - 5. Design
  
- D. Goals & Objectives
  - 1. Thru traffic
  - 2. Local traffic
  - 3. Bus transit
  - 4. Light Rail transit
  - 5. Pedestrians/bicycle/handicapped
  - 6. Local businesses
  - 7. Land use support
  
- E. Potential Solutions  
(To be added later)
  
- F. Funding Priorities  
(To be added later)

G. Appendix

1. Activity Center Descriptions
2. Accident Diagrams in Major Intersections

Maps

- 1 South McLoughlin Corridor

Figures

- 1 Population & Employment Growth in the South McLoughlin Corridor, 1960-2000
- 2 Southeast Suburban Transit Service Concept

## A. INTRODUCTION

The 1980 Clackamas County Comprehensive Plan specifies a number of improvements for McLoughlin Blvd. Included are the following requirements: develop continuous pedestrian/bikeways, provide pedestrian access to bus stops, improve pedestrian access across McLoughlin, restrict curbside parking and unnecessary access points, develop right turn lanes, improve the signal intertie, and develop amenities appropriate for a "boulevard".

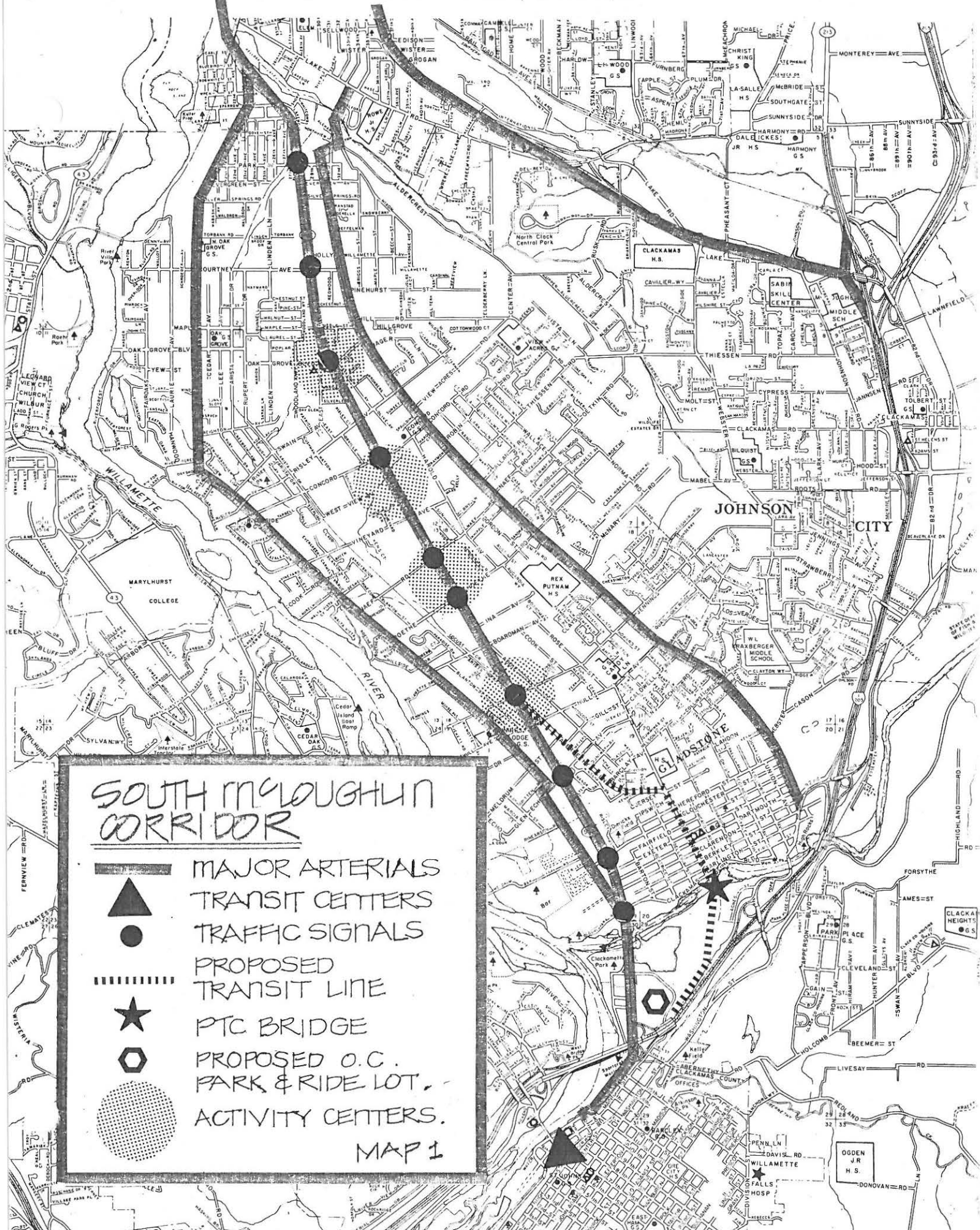
The County Comprehensive Plan also specifies a series of Activity Centers along McLoughlin Blvd. Each Activity Center is to have a design plan to guide the intensified development allowed by the Comprehensive Plan and provide for the public facilities that will be necessary before the area can develop in an efficient manner to its highest potential.

The main objectives of the "South McLoughlin Corridor Improvement Plan" are to:

- \* Support the level of development provided for in the Comprehensive plans of Milwaukie, Gladstone, Oregon City, and Clackamas County.
- \* Ensure that McLoughlin Blvd. will continue to operate as a major arterial and primary state highway.
- \* Ensure continued accessibility from McLoughlin Blvd. to local businesses, neighborhoods, and employment centers.
- \* Provide a rapid, safe and convenient bus transit system.
- \* Preserve the option for future introduction of Light Rail Transit (LRT) through compatible development and road improvements.
- \* Provide for the safe, pleasant and convenient movement of pedestrians, bicycles and the handicapped.
- \* Utilize design features to help interate auto, bus and pedestrian systems on McLoughlin Blvd. and enhance the business environment.

Main features of the Improvement Plan are:

MILWAUKIE TRANSIT CENTER  
CORNER MAIN & JACKSON.



## B. BACKGROUND

### 1. History of Transportation Facilities in the Corridor.

Most of the roads between Milwaukie and Gladstone were laid out relative to the Willamette River and the old rail line which paralleled the river. (See Map 1)

The rail line, built by the East Side Railway Company, began to carry passengers between Portland and Oregon City in 1893. The trip took one hour.

A succession of different companies managed the line until the Portland Traction Company was formed in 1930. During the 1930's the depressed economy plus an increase in auto use contributed to a general decline in ridership. Ridership increased during World War II, but declined again after the war. Declines continued in spite of the fact that service was good, with 46 daily departures and a travel time of 50 minutes. In 1958 the Portland Traction Company dropped passenger service in spite of strong public pressure and a PUC order to maintain service.

Perhaps associated with the decline of rail ridership was the development of McLoughlin Blvd., also known as the Super Highway or Highway 99E. McLoughlin Blvd. was constructed in the 1930's as the major route between Oregon City and Portland. It was the first four-lane highway in Oregon. McLoughlin Blvd. bypassed the existing commercial districts of Gladstone and Oak Grove, and unlike other roads, it did not parallel the rail line. McLoughlin Blvd. stimulated the development of a new auto-oriented commercial strip, which was not closely related to older commercial centers. This strip has become the focus of commercial activity in the corridor.

## 2. Current Use

The South McLoughlin Corridor study area includes approximately 4.5 miles of McLoughlin Boulevard, extending from the Milwaukie city center to the Clackamas River. Other arterials in the area are River Road and Oatfield Road; these roughly parallel McLoughlin.

There is a substantial amount of strip commercial development adjacent to McLoughlin Blvd, with some multi-family and mobile home residential development and some light industrial uses located a few lots back from the street. The strip commercial is intensified at both ends of McLoughlin as it passes through the cities of Milwaukie and Gladstone. Single family houses, mostly in good condition, fill most of the areas away from McLoughlin Blvd, with some vacant lots and potential redevelopment sites scattered throughout.

Businesses on the McLoughlin Corridor cover almost the full range of commercial activity; from "super-stores" that serve the whole southeast suburban area (JAFCO, GI Joes) to community level shopping centers, supermarkets, and services that serve just a portion of the south McLoughlin Corridor. Businesses on the strip are generally healthy, with a high level of turnover right now reflecting the problems of small businesses in the 1982 economy rather than loss of competitiveness of the local commercial environment. New development is occurring on vacant land throughout the strip, generally using the land fairly intensely. Some older buildings are also being redeveloped.

The County Comprehensive Plan designates four areas in the McLoughlin corridor as "Activity Centers" (See Map 1). These are located along McLoughlin Blvd., at Oak Grove Blvd, Concord Ave., Naef Road/Roethe Road, and Jennings Avenue. Current land use, transportation patterns and redevelopment potential in these areas indicate opportunities for land use intensification and transportation improvements. The activity centers are roughly 3000 feet apart, which is appropriate spacing for future express bus or light rail stops. Each activity center is briefly described in Appendix 1.

### 3. Design Issues

Public facilities on McLoughlin Blvd. through the southern corridor were designed primarily to facilitate high speed auto traffic through an essentially rural landscape. The road itself is basically a 4-lane highway with a continuous painted median about 14 feet wide for most of its length. The median functions as a one-way left turn lane at major intersections and as a two-way left turn lane elsewhere. Lane widths are 11 feet inside, 12 feet outside, and shoulders vary from 4 to 10 feet. At major intersections, wide shoulders are used informally as right-hand turn lanes.

Right of way through most of this section of McLoughlin blvd. is 120 feet. Roughly 80-86 feet of this is paved, with the remainder used variously for landscaping, parking, and business purposes. Some of the road is curbed, some paved continuously onto private property, and a few areas bounded by open storm drainage ditches.

Pedestrian facilities are minimal. Very few sidewalks exist, and these tend to be located directly adjacent to the paved area of the road. Crosswalks are located only at signalized intersections. There are no raised medians, pedestrian crossing signs or other facilities to protect the pedestrian crossing the street away from these crosswalks.

Businesses located along McLoughlin are designed to divert and intercept auto traffic. This creates traffic and auto accident problems due to frequent braking, turning, and merging movements. Each business's facade and signs are designed to catch the motorists eye and seen in a group, appear cluttered and discordant.

The landscaping and design of many of the newer developments provides visual relief, but building style, height, orientation to the road and landscaping (or lack of it) are still monotonous or unattractive along most of the strip. Buildings tend to be set far back from the road with large, bare parking lots in front. Construction is usually low and sprawling. The broad paved right of way, straight road, and location makes everything look inaccessible and immense to the person on foot.

#### 4. Population and Employment

Population and employment growth in the McLoughlin Corridor and surrounding area is shown in Figure 1<sup>1</sup>. Employment in the Corridor is growing more rapidly than population, with growth in both sectors expected to slow between 1980 and 2000.

Total population in the corridor is nearly stabilized, with a very low growth rate expected in the future. However, a partial redistribution of population will occur. Declining household size means that more dwelling units will be required to hold the future population.

Much of the growth in dwelling units will occur in areas planned for medium and high density housing, located near major roads and commercial centers. This shift in the distribution of dwelling units will increase opportunities for transit and pedestrian travel in the McLoughlin corridor.

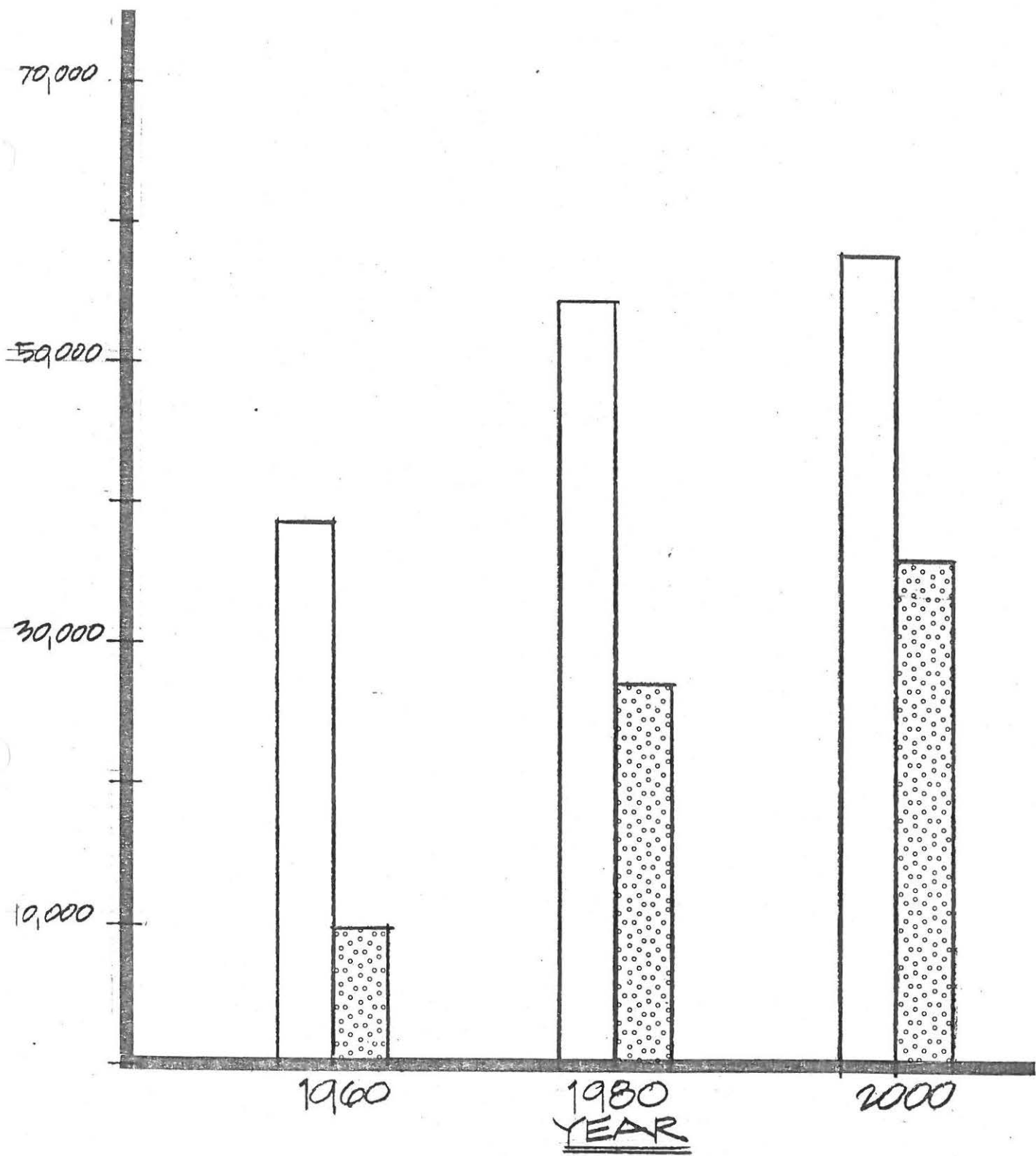
Estimated populations in the Activity Centers are shown on Table 1. "Capacity" is the total amount allowed if the area develops as indicated in the comprehensive plan. The most populous area now is the Concord Activity Center, while the area with the most potential for residential and employment growth is Roethe/Naef.

TABLE 1  
POPULATION AND HOUSING UNITS IN ACTIVITY CENTERS

	<u>Existing</u>		<u>Capacity</u>		<u>% of Capacity</u>
	<u>Housing Units</u>	<u>Population*</u>	<u>Housing Units</u>	<u>Population*</u>	<u>Now Dev.</u>
Oak Grove	70	147	250	525	28%
Concord	260	546	400	840	65
Roethe/Naef	70	147	760	1,596	9
Jennings	90	360	250	525	36

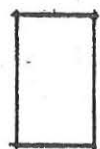
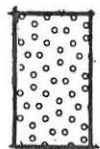
\* Population based on 2.1 persons per housing unit.

<sup>1</sup>The Metropolitan Service District (METRO) has produced population and employment forecasts for the year 2000 for 20 districts throughout the region. The land area served by the McLoughlin corridor corresponds roughly to METRO's district #6. For comparison with the forecasts, corresponding census tract data for the year 1960 and 1980 were tabulated.



POPULATION AND EMPLOYMENT GROWTH  
 IN THE SOUTH M'LOUGHLIN CORRIDOR  
 1960 - 2000.

SOURCE = ODOT & METRO

 POPULATION     
  EMPLOYMENT  
 FIGURE 1

5. Traffic

Average daily traffic on McLoughlin for selected past years and forecasts for the year 2000 are listed in Table 2. The largest increase in traffic occurred during the 1960's, with an annual growth rate of 3.8% at the south city limits of Milwaukie. In contrast, the period between 1980 and 2000 is forecast to show an annual traffic growth rate of 0.8%.

TABLE 2

AVERAGE DAILY TRAFFIC ON THE McLOUGHLIN BLVD.

	1950	1960	1970	1980	2000
South City limits of Milwaukie	16,300	22,500	29,000	30,500	36,000
Courtney Ave.	14,500	17,700	27,000	28,200	34,000
Concord Ave.	14,700	16,300	23,800	30,000	35,000
North City limits of Gladstone	14,000	14,000	23,000	26,500	35,500
Clackamas River	17,400	17,300	24,800	27,400	42,000

Source: ODOT and METRO

Traffic characteristics on McLoughlin include a predominant northbound peak in the morning; southbound afternoon peak and relatively high mid-day balanced traffic flow.<sup>2</sup> Moving south along McLoughlin, traffic peaking and directional split become less significant. Traffic access to local commercial establishments throughout the day is one of McLoughlin Blvd.'s major functions south of Milwaukie.

The section of McLoughlin Blvd. included in the southern corridor study area contains 10 signalized intersections. Signals are disbursed through the roughly 4.5 mile section with a maximum signal spacing of about 3,000 feet. The signals are not synchronized.

<sup>2</sup> CRAG Staff Report #33, 1978.

River and Oatfield Roads, two minor arterials paralleling McLoughlin Blvd., carry much of the traffic of the McLoughlin corridor. Table 3 shows average daily traffic volumes for 1980 and projected for the year 2000 on these roads. Some of the through traffic from southeast Portland to Oregon City is also diverted onto Highway 224 and I-205.

TABLE 3

AVERAGE DAILY TRAFFIC ON RIVER & OATFIELD ROADS

	<u>River Road</u>		<u>Oatfield Road</u>	
	<u>1980</u>	<u>2000</u>	<u>1980</u>	<u>2000</u>
South City Limits				
Milwaukie	7,000	8,000	10,200	13,800
Courtney	7,400	8,500	11,000	13,200
Concord	5,900	7,000	8,300	10,800
North City Limits				
Gladstone	4,700	5,500	8,000	10,500

Source: ODOT

6. Accidents

The reported accidents and accident rates for McLoughlin Blvd. through the southern corridor for 1977, 1978 and 1979 are shown in Table 4. Diagrams showing location of accidents in the major intersections (1979 & 1980) are located in Appendix 2.

Intersections with the highest accident rate in order, were Oak Grove, Concord, Roethe, Courtney, Arlington, and Park. Stretches of highway having the highest accident rates were Gloucester to Arlington, Oak Grove to Concord, Courtney to Oak Grove, and Park to Courtney. There were 5 fatalities in the area.

TABLE 4  
 REPORTED ACCIDENTS & ACCIDENT RATES  
 SOUTH McLOUGHLIN CORRIDOR, 1977, 1978, 1979

<u>Location</u>	<u>Accidents</u> <sup>1</sup>	<u>Accident Rate</u> <sup>2</sup>	<u>Fatal Accidents</u> <sup>3</sup>
Bluebird Intersection	3.0	5.99	-
Bluebird to Park	3.0	.46	-
Park Intersection	8.3	16.90	-
Park to Courtney	18.3	2.98	3/Pedestrian
Courtney Intersection	8.7	17.91	-
Courtney to Oak Grove	16.7	3.20	-
Oak Grove Intersection	19.0	39.26	-
Oak Grove to Concord	21.3	3.84	1/turning
Concord Intersection	14.3	33.73	-
Concord to Naef	12.3	2.19	-
Naef Intersection	6.0	14.12	-
Naef to Roethe	3.7	1.82	-
Roethe Intersection	11.0	25.89	-
Roethe to Jennings	13.3	2.32	-
Jennings Intersection	6.3	14.90	-
Jennings to Glen Echo	7.7	1.57	1/turning
Glen Echo Intersection	3.7	8.64	-
Glen Echo to Gloucester	4.7	1.07	-
Gloucester Intersection	2.7	6.28	-
Gloucester to Arlington	9.0	3.68	-
Arlington Intersection	7.0	16.84	-

Source: ODOT

<sup>1</sup>Average accidents per year.

<sup>2</sup>Accidents per million vehicle miles

<sup>3</sup>Total number of fatal accidents in 3 years & type of accident

## 7. Transit.

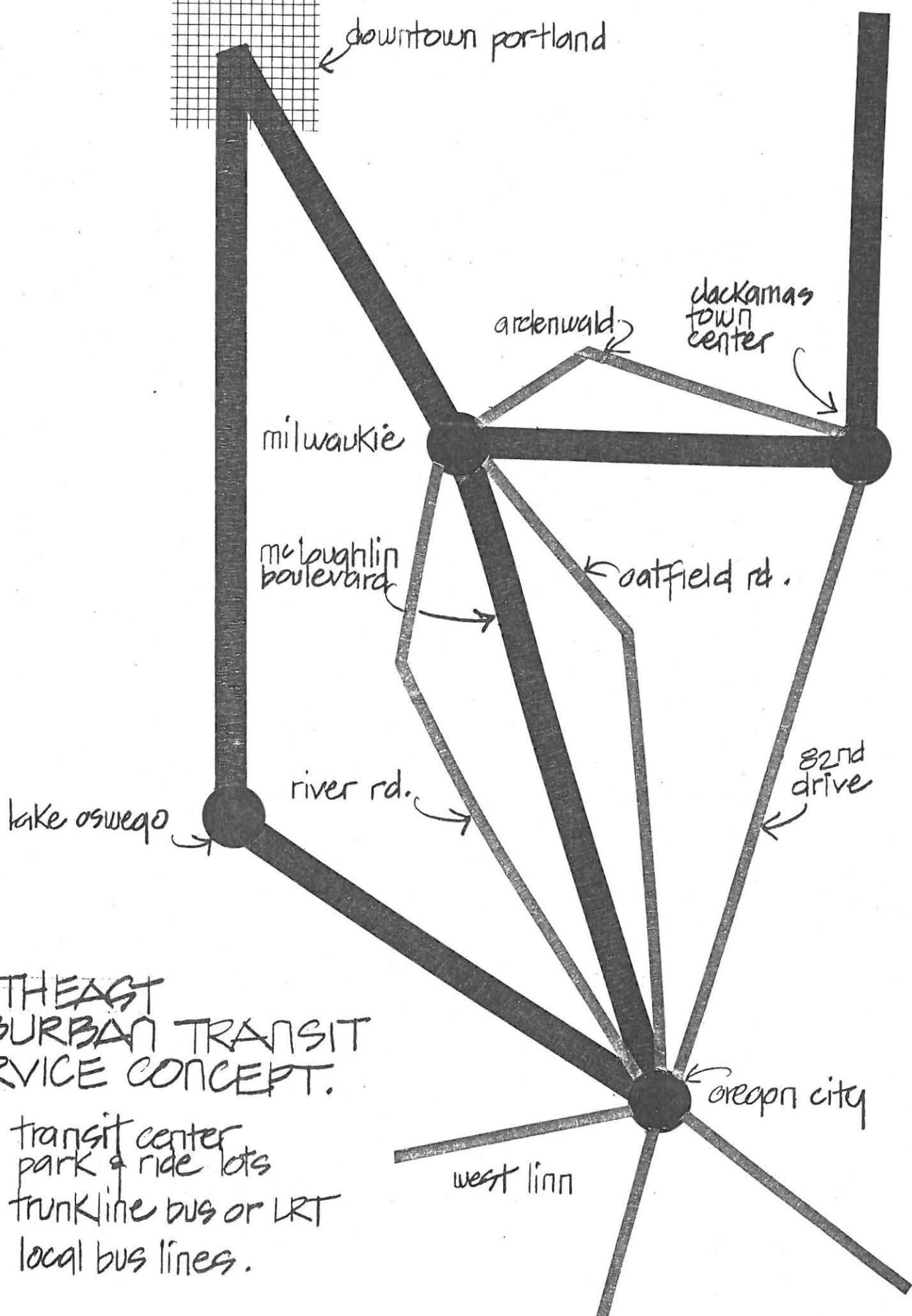
At present the McLoughlin corridor is served by two bus routes; No. 33, Super Highway (which splits into two subroutes, one along McLoughlin Blvd. and one along Oatfield Road) and No. 34 which serves River Road. Total week-day trips on the No. 33 line is 4,750, with 43% of those trips during peak hours. The No. 34 line carries an average of 1,929 trips per day, with 35% of trips during peak hours. Ridership on weekends is much below that for weekdays, partly attributable to infrequent service. Service on the No. 33 line is every 5-10 minutes during peak hours, and on the half-hour during mid-day. No. 34 buses travel every 15-20 minutes during peak hours and every half-hour mid-day.

There are no exclusive or priority transit facilities in the McLoughlin Corridor, so buses travel ~~is~~ in mixed travel lanes. Although the generally wide shoulders of McLoughlin Blvd. provide convenient bus pullout areas, much delay, irritation and safety hazard is caused by bus maneuvering. A peak hour bus trip from Oregon City to downtown Portland takes one hour, about 15 minutes longer than it takes to drive an auto.

Since a bus rider is a pedestrian for part of the trip, and is forced to cross the street at least once if taking a two-directional trip, availability of sidewalks, crosswalks, refuge areas and pedestrian ~~amenities~~ <sup>amenities</sup> ~~area~~ affect transit usage. These facilities are very limited in the McLoughlin Corridor. Bus shelters and benches are also limited.

There is presently a park & ride lot located near the Oregon City Shopping Center.

Figure 2 shows the S.E. Transit service concept proposed by Tri-Met to serve the southern corridor and surrounding areas. The Oregon City and Milwaukie timed-transit centers will anchor truckline bus or future light rail service from downtown Portland to the southeast suburban area. Riders of local lines will transfer at these centers to truckline routes traveling to the desired destination.



**SOUTHEAST  
SUBURBAN TRANSIT  
SERVICE CONCEPT.**

- transit center  
park & ride lots
- ▬ trunkline bus or LRT
- ▬ local bus lines.

FIGURE 2

8. Interstate Transfer Funding Opportunities.

Approximately \$25 million from the region's Interstate Transfer funds have been reserved for the McLoughlin corridor. Included in that figure are \$20 million or more for a major project north of Milwaukie. The remaining \$4 to \$5 million, which are adjusted each quarter according to the construction cost index, are reserved for several projects from Milwaukie to Oregon City. These remaining interstate transfer funds are tentatively allocated as shown in Table 5:

TABLE 5

INTERSTATE TRANSFER FUNDS ALLOCATION\*

Milwaukie Transit Center	\$1,774,000
Oregon City Transit Center	454,800
Purchase of buses	1,596,000
Highway improvements Milwaukie to Oregon City	775,900
Transit improvements Milwaukie to Oregon City	<u>1,109,600</u>
	\$5,710,300

Source: Metro

\* These "Interstate Transfer" fund amounts escalate or deescalate with National construction cost index. Any funding above the amount shown is subject to approval by Joint Policy Advisory Committee on Transportation and the Metro Council.

Projects included in the South McLoughlin Corridor Improvement Plan could be candidates for funding in the "highway improvements" and "transit improvements" categories. Improvements at several intersections on McLoughlin have already been considered in the "highway improvements" category. Bus stops, pedestrian improvements, or other transit-oriented improvements would be considered in the "transit improvements" category. Also possible in the "transit improvements" category would be purchase of parts of the Portland Traction Company right of way (south of Jennings and north of Park), repair of the Portland Traction bridge across the Clackamas River, and provisions for access to the bridge.

TABLE A-1

## BUSINESS TYPES IN ACTIVITY CENTERS

<u>FUNCTION</u>	Number of Establishments			
	<u>Oak Grove</u>	<u>Concord</u>	<u>Roethe/Naef</u>	<u>Jennings</u>
Construction	0	0	2	1
Food	3	3	0	2
Eat & Drink	7	6	2	3
Variety Store	1	3	0	0
Apparel	0	8	0	0
Auto & Service	3	4	2	3
Beauty & Barber	0	2	0	3
Other Retail	5	18	3	2
Banks & S & L	2	2	0	2
Insurance/Real Estate	0	6	0	1
Recreation	0	2	2	0
Doctors/Dentists	0	0	1	3
Other Service/Rec.	3	1	0	2
Total Number of Businesses	24	55	12	22

Funding for a permanent Oregon City Park and Ride lot south of the PTC bridge is expected from other sources. Funding for other transit supportive projects may also be possible from other sources.

## C. PROBLEMS

### 1. Traffic

There are numerous conflicts between through and local trip making on McLoughlin Blvd., which slows speeds and lowers overall efficiency. For McLoughlin Blvd. to fulfill its function as a major arterial, traffic should maintain an operating speed of 45 m.p.h. This is rarely possible. Lack of good uniform traffic flow on McLoughlin makes the parallel minor arterials, River and Oatfield Roads, attractive for through traffic by-passing McLoughlin Blvd.

Restraints on uniform traffic flow are largely caused by congestion at various intersections and lack of an intertied traffic signal system. The proliferation of driveways to the businesses along the strip also dramatically affects operating speeds and accident experience. Driveway spacings are much closer than the 230 feet that would be appropriate by maintain 45 m.p.h. highway speeds. Partial access control could reduce accident and fatality rates 30 to 50 percent. Providing traffic progression through signal coordination would save 191,000 gallons of fuel per year (8.8%)<sup>3</sup>, and reduce air pollution.

There is vehicle and pedestrian accident potential, as well as traffic congestion on McLoughlin Blvd throughout the southern corridor. A number of specific problem areas have been identified in Table 6.

### 2. Pedestrian/Bicycle/Handicapped

Most streets in the corridor have no facilities for non-vehicular circulation unless people use the edge of the paved roadway. Pedestrian access to bus stops, major developments, and between developments is poor. Sidewalks exist only in very limited locations.

Crossing McLoughlin on a normal business day requires courage and agility. Crosswalks are located very far apart, <sup>the 10</sup> only at <sup>of</sup> signalized intersections ~~(there are only 10 intersections in~~ the 4.5 mile length of the southern corridor).

<sup>3</sup> McLoughlin Blvd. Traffic Operation Review on Fuel Conservation, ODOT, Nov. 1981

TABLE 6

## TRAFFIC PROBLEMS, SOUTH MC LOUGHLIN CORRIDOR

	Signal Needed	Signal Timing Needed	Right Turn Lanes Needed	Short Sight Distance	Side street grade	Angle of Accesses	Location of Accesses	Width of Accesses	Number of Accesses	Surface Condition	Motorist Costs -- Maint. Repair	Motorist Costs -- Fuel Economy	Air Pollution	Noise Pollution	Poor Handicapped Access	Poor Bicycle Acces
22nd Avenue			X													
River Rd-Bluebird		X										X	X		X	
Lakewood Dr. N/S					X		X			X	X			X		X
26th Ave.																
13th Ave.					X		X			X	X			X		
Railroad Overpass to Park								X	X							X
Park Avenue			X							X	X	X	X	X	X	
Park Avenue to Courtney Ave.							X	X	X							X
Courtney Ave.			X							X	X	X	X	X	X	
Courtney Ave. to Chestnut Ave.							X	X	X							X
Chestnut Ave.					X										X	
Chestnut Avenue to Maple St.							X	X	X							X
Maple Street	X		X							X	X	X	X	X	X	
Maple St. to Oak Grove Blvd.							X	X	X							X
Oak Grove Blvd.		X	X	X	X							X	X		X	
Oak Grove Blvd. to Silverleaf Ln.							X	X	X							X
Silverleaf Lane			X				X	X							X	
Silverleaf Ln to Risley Ave.							X	X	X							X
Risley Ave.	X		X							X		X			X	
Risley Ave. to Vineyard Ave.							X	X	X							X



Wheelchair circulation is difficult due to lack of sidewalks and crosswalks and barriers between businesses.

There are no bicycle facilities on McLoughlin through the southern corridor. The wide paved shoulders and infrequency of on-street parking make bicycle travel possible, although bicycle traffic is endangered by frequent accesses and visual confusion. Lack of bicycle parking facilities also limits bicycle use.

### 3. Transit

Transit suffers from the same maladies as auto and pedestrian traffic in the southern corridor. Buses are delayed by poor traffic flow, and additionally by merging problems during heavy traffic. At the southernmost end of the corridor, the No. 33 line is further delayed by the necessity to return to McLoughlin Blvd. to cross the Clackamas River. Due to these constraints, "express bus" service is almost impossible, and a bus trip into Portland takes much longer than a trip by auto.

It is difficult for transit riders to get to and from buses. Since every rider who makes a two-direction trip must cross the street at least once, lack of safe means to cross McLoughlin Blvd, especially during peak hour traffic, discourages ridership. Lack of facilities for transit riders, such as covered bus shelters, benches and public phones discourage riders. Lack of sidewalks, both along McLoughlin Blvd. and connecting to the residential areas behind, also make the trip to the bus unpleasant and unsafe.

### 4. Business activity and land use.

Many land uses in the area were developed during an era when access and circulation was not strictly controlled. As a result many businesses now have unlimited access to McLoughlin Blvd., which creates conflicts between through traffic and vehicles entering or leaving the premises. Many businesses are set far back from the street behind large parking

lots, which reduces pedestrian shopping opportunities and reduces the visibility of the business. However, some of the large parking areas have the potential for redevelopment with more of a pedestrian/transit orientation in the future.

There is potential for further concentration and/or redevelopment within each activity center, including large, underutilized parking areas. The type and mix of business establishments in Activity Centers could be improved to make better use of opportunities in those centers. Some comprehensive plan designations may have to be changed before the intensification desired in the activity centers occurs.

The area centered around Courtney Blvd. and McLoughlin could be examined for an Activity Center designation. It is located appropriately for a future LRT stop, and presently has a large resident population close by (330 units or approximately 693 people). The commercial strip in this area is old with potential for redevelopment.

## 5. Design

McLoughlin was designed for high-speed through traffic. Businesses on the corridor were sited and designed to attract and divert this traffic. Clearly, the two goals conflict. Frequent accesses and left-hand turn needs create traffic and accident problems. In many locations the motorist can not identify the difference between a private driveway access and a connecting road, since both are paved with asphalt approaches. The clutter of too many signs confuses drivers, and lack of visual relief or focal points makes the auto trip unpleasant.

The largest design problem for pedestrians is safety, both real and perceived. There is little security or comfort provided the pedestrian in terms of sidewalks, bus stops and other furniture, landscape plantings for visual relief of hard surfaces, shade, and definition of pedestrian territory. Few design elements are oriented to the person at eye level, such as signs, paving patterns, benches, canopy trees and plantings.

Many developments have been designed with large parking lots separating pedestrians from their destination. Lack of facilities and the perception of distance created by the auto-scale discourage the pedestrian from walking from one development to another.

Other than major intersections, and in some cases, big variety stores or shopping centers, there is nothing distinctly different about the activity center areas. Building designs, colors, plant materials, and uses tend to run together within the amorphous strip of McLoughlin Blvd.

D. GOALS AND OBJECTIVES

GOAL: Integrate transportation and land use planning within the corridor to ensure that transportation demands to the year 2000 will be accommodated and that land use patterns and intensities supportive of and compatible with improved traffic, transit, and pedestrian systems are developed.

OBJECTIVE 1: Land Use Support

Support the level of development provided for by the Comprehensive Plans of Milwaukie, Gladstone, Oregon City and Clackamas County.

- a. Ensure that facilities for traffic, parking, transit, bicycles, and pedestrians are adequate to support the land uses specified for the corridor in the County Comprehensive Plan and in the Design Plans for Activity Centers.
- b. Provide support for local businesses by improving the pedestrian and transit environments, while also improving the flow of traffic on major streets and improving traffic access to major commercial sites.
- c. Provide a higher level of public facilities within designated Activity Centers in order to more adequately support anticipated intense development in these areas.

OBJECTIVE 2: Through traffic

Ensure that McLoughlin Blvd. will continue to operate as a major arterial and primary state highway by improving the capacity and operating speed, by reducing potential accident hazards, and by generally improving the overall efficiency of the traffic flow.

- a. Minimize conflicts between through and local traffic by providing turn lanes, consolidating and reducing the number of access points, and providing other improvements where appropriate.
- b. Traffic flow improvements shall not preclude or make impractical future introduction of light rail transit (LRT) service in the corridor.

- c. Provide a signal intertie to improve the flow of through traffic on McLoughlin Blvd.
- d. Manage I-205 and the Milwaukie Expressway to serve as an alternative to McLoughlin Blvd. for traffic between Oregon City and central Portland.
- e. Manage McLoughlin Blvd. to attract traffic from parellel neighborhood arterials and collectors. Manage River Road, Oatfield Road, and other minor arterials and collectors in such a way that traffic passing through the corridor on those roads is reduced.
- f. Encourage ride-sharing for commuters to reduce peak hour traffic on McLoughlin Blvd.
- g. Ensure the ability of the corridor to carry both transit and vehicular traffic loads forecast for the year 2000.

OBJECTIVE 3: Local traffic

Ensure continued accessibility from McLoughlin Blvd. to local businesses, neighborhoods and employment centers.

- a. Ensure sufficient capacity to carry east/west traffic flows in the corridor.
- b. Encourage off-highway circulation through frontage or parking lot interties and access control.
- c. Ensure that local businesses have adequate and convenient access, while preserving the through traffic capability of McLoughlin Blvd.
- d. Ensure that River Road, Oatfield Road, and other minor arterials and collectors in the corridor can conveniently serve local traffic.

OBJECTIVE 4: Bus Transit

Provide a rapid, safe, and convenient bus transit system, which meets the needs of corridor residents and businesses.

- a. Implement actions specified under Objectives 2, 3, and 4 to improve traffic flow for all vehicles.
- b. Implement improvements to reduce bus delay, consistent with traffic flow improvement measures.
- c. Provide pedestrian facilities to safely bring riders to and from bus stops and across streets.
- d. Provide shelters, transfer areas, waiting areas, or turn outs where needed.
- e. Provide park and ride facilities at locations having good bus and auto access to the regional and local highway and arterial system.
- f. Develop transit centers in Milwaukie and Oregon City to anchor trunk line bus service in the corridor and provide a focus for local bus service in the Oregon City/Gladstone/West Linn area.

OBJECTIVE 5: Light Rail Transit

Preserve the option for future introduction of Light Rail Transit (LRT) through compatible development and road improvements.

OBJECTIVE 6: Pedestrian, Bicycle and Handicapped Transportation and Circulation

Provide for the safe, pleasant and convenient movement of pedestrians, bicycles and the handicapped.

- a. Provide substantial sidewalks on or near McLoughlin throughout the study area,
- b. Provide sidewalks on cross streets expected to serve as major pedestrian routes.
- c. Provide crosswalks at signalized intersections. Provide medians or other refuge facilities for street crossing away from signalized intersections.

- d. Provide good pedestrian and bicycle access and bicycle parking within new or modified developments in activity centers.
- e. Provide good pedestrian access to all transit stops and provide bicycle access and parking at transit stops where appropriate.
- f. Provide pedestrian access to commercial, employment, and residential sites throughout the corridor.
- g. Ensure that sidewalks, crosswalks, transit stops, and major developments are accessible to the handicapped.

OBJECTIVE 7: Design

Utilize design features to help integrate the auto, bus and pedestrian systems on McLoughlin Blvd., and enhance the business environment.

- a. Ensure that all improvements to public facilities in the McLoughlin corridor accommodate the needs of transit and pedestrians as well as autos.
- b. Develop design guidelines for the Activity Centers specifying necessary street frontage improvements and other special design features.
- c. Encourage new and modified developments to be sited and designed in a pleasing and coordinated manner.

## APPENDIX 1 -- ACTIVITY CENTERS

1. Oak Grove: The Oak Grove Activity Center extends along both sides of McLoughlin Blvd. from the intersection of Oak Grove Blvd. and McLoughlin Blvd. The largest commercial activity is the Fred Meyer Shopping Center. Other commercial activity located along McLoughlin includes several gas stations, two banks, several drive-in establishments, several "sit down" restaurants, assorted small businesses, and a small shopping center. There is one small vacant lot. Back from McLoughlin Blvd. in the Activity Center are a fire station, large apartment complex, and a lumber yard. There are 20 single family houses in the activity center, all expected to convert to multi-family or commercial uses.

There are several aspects of the activity center that offer potential for intensification and transit/pedestrian orientation. The right-of-way on the west side of McLoughlin Blvd. extends to 200 feet northeast of Fred Meyers, providing an opportunity for transit or pedestrian facilities. There is presently considerable pedestrian traffic along Oak Grove Blvd. from the west and the Oak Lodge CPO has suggested a pedestrian path between River Road and McLoughlin Blvd. Marguerite Street, from McLoughlin to East Avenue, is narrow, hard to enter safely and could be closed off at McLoughlin. Finally, if most of the single family houses in the area were converted to apartments, about 150 units could be added.

2. Concord: The Concord Activity Center is located on both sides of McLoughlin from Vineyard Road to slightly north of Concord Road, centered around the Holly Farm Mall Shopping Center. Commercial activity also includes two very large stores, G.I. Joe's and JAFCO, two small shopping centers, and many other businesses. Behind the commercial strip are a very large apartment complex (120 units), a very large mobile home court (87 units), an elementary school, some houses, and a church. The Concord Activity Center has the largest resident population of all the activity centers.

There are no sidewalks along McLoughlin in this Activity Center, no covered bus shelters, public trash cans, pay phones or similar pedestrian amenities. Concord Road is the major link between River Road, McLoughlin Blvd, and Oatfield Road. Except for short stretches of sidewalks on Vineyard and Concord, there are no pedestrian or bicycle facilities on this route. Traffic can pass between the stores on the east side of McLoughlin without

entering McLoughlin in this activity center, one of the few places along the strip where this is possible.

3. Roethe/Naef: The Roethe/Naef activity center is dominated by an 11 acre drive-in theatre expected to convert to special-high density housing (673 units). A small shopping center, some small businesses, a large car dealership and a gas station on a mostly vacant lot complete the commercial strip. Behind the frontage, uses are a small mobile home court, a small apartment complex, two houses and some vacant land. A sharp escarpment divides the property facing the west side of McLoughlin and vacant property behind.

Roethe Road is the connector between River Road, McLoughlin and Oatfield Road. Except for a short section on Roethe, there are no sidewalks. There is no covered bus shelter and only one pay phone.

4. Jennings: The Jennings Activity Center is centered on the intersection of McLoughlin Blvd., Jennings Avenue, and the old Portland Traction Company right-of-way. Development patterns are irregular because of the diagonal right-of-way. There are mainly small businesses, many of them old and some vacant, on the commercial strip, with a gas station/convenience store, and small shopping center being the only new construction. A power substation is located on one corner.

Most of the southeast quadrant is presently a single family neighborhood expected to convert to medium density residential. Pedestrian facilities are poor. The sidewalk along the shopping center is the only one on McLoughlin Blvd. There are open storm drainage ditches along McLoughlin in this area. Jennings Avenue going east from McLoughlin Blvd. is narrow with ditches on either side, making it particularly difficult for pedestrians to traverse. During winter storms there are major drainage problems on the farthest east edge of the activity center on Jennings Avenue.

Business types in each of the activity centers are generalized in Table **A1**.

## SUMMARY OF SOUTH McLOUGHLIN CORRIDOR PROBLEMS

### I. TRAFFIC

Lack of uniform traffic flow on McLoughlin Boulevard:

- \* Local and through traffic conflicts.
- \* No intertied traffic signal system.
- \* Congestion at intersections.
- \* Proliferation of driveways onto McLoughlin Blvd.

### II. PEDESTRIAN/BICYCLE/HANDICAPPED

Most streets in the corridor have no facilities for non-vehicular circulation:

- \* Lack of sidewalks.
- \* Lack of pedestrian access to bus stops, developments, and between developments.
- \* Lack of bicycle facilities in the area.
- \* Lack of safe pedestrian crossings at high demand locations.

### III. TRANSIT

Lack of convenient and reliable transit service:

- \* Lack of express service for regional trips.
- \* Buses delayed by poor traffic flow.
- \* Difficult pedestrian access to and from buses.
- \* Lack of facilities (e.g. bus shelters, proper signing, curb cuts, landings, etc.) for transit riders.
- \* Lack of attractive schedules and fares for local trips.

### IV. BUSINESS ACTIVITY AND LAND-USE

McLoughlin Boulevard is designated for more intense land-use and currently has many business/traffic conflicts.

- \* Businesses have developed with auto only orientation.
- \* Uncontrolled accesses cause accident problems.
- \* Current ciruclation problems will limit realization of planned uses.

### V. DESIGN

A variety of design inefficiencies and conflicts:

- \* Competition between McLoughlin as a traffic arterial and as a commercial retail area.
- \* Large parking lots separating businesses and transit stops.
- \* Little security or comfort afforded the pedestrian.
- \* A multitude of building designs, colors, signs, etc.
- \* Lack of identity or focal points for Activity Centers.

## SOUTH McLOUGHLIN CORRIDOR PLAN OBJECTIVES

- \* Relieve traffic congestion on McLoughlin Blvd.
- \* Remove through traffic from existing neighborhoods.
- \* Support development provided for in the Comprehensive Plan of Milwaukie, Gladstone, Oregon City and Clackamas County.
- \* Ensure McLoughlin Blvd. will continue to operate as a major arterial and primary state highway.
- \* Ensure continued accessibility from McLoughlin Blvd. to local businesses, neighborhoods and employment centers.
- \* Provide a rapid safe and convenient bus transit system.
- \* Preserve the option for future light rail transit through compatible development.
- \* Provide for the safe, pleasant and convenient movement of pedestrians, bicycles and the handicapped.
- \* Utilize design features to help integrate circulation systems on McLoughlin Blvd. and enhance the business community.