

**CITY OF MILWAUKIE  
CITY COUNCIL MEETING  
APRIL 15, 1997**

The one thousand seven hundred and sixty-fifth meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:00 p.m. at the Milwaukie Center. The following Councilors were present:

Craig Lomnicki,  
Mayor  
Jean Schreiber

Carolyn Tomei  
Rob Kappa  
Don Trotter

Also present:

Dan Bartlett,  
City Manager  
Charlene Richards,  
Assistant to the  
City Manager  
Jim Oliver,  
City Attorney

Randy Bruegman,  
Fire Chief  
Diana Myrvang,  
Public Involvement Coordinator

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

**Senator Verne Duncan**

**Mayor Lomnicki** announced that Senator Duncan would be late, and his report would be given later in the session.

**CONSENT AGENDA**

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the Consent Agenda which consisted of the City Council minutes of April 1, 1997, and a recommendation to remove Rob Curtis from the Park and Recreation Board for non-attendance. Motion passed unanimously.**

**AUDIENCE PARTICIPATION**

**Nancy Faber**, 12109 SE 22nd Ave., Milwaukie. She discussed the Council's decision not to re-appoint Susan Stone to the Traffic Safety and Transportation Board and City Manager Bartlett's letter directing the Board not to meet until there were enough applicants to achieve a quorum. **Faber** was concerned about the message communicated to the City's volunteers and requested the City Council reconsider its decision on Stone's re-appointment.

**Michelle Greeley-Roberts**, 2924 SE Malcom, Ardenwald Neighborhood District Association member and 32nd Avenue Task Force member. She read a letter into the record from Karyl Matteson strongly urging the City Council to act upon the neighborhood's need for traffic calming devices on 32nd Avenue. Matteson felt nothing had been done to remedy the dangerous situation on that street since her daughter's serious accident 2-1/2 years ago. The neighborhood requested speed humps, and any other forms of traffic calming devices would only make the situation worse. The flashing yellow beacons that have been installed only address the problem in one block, and vehicles continue to speed despite the use of the SMART trailer. She urged the City Council to implement a speed hump program on 32nd Avenue in order to restore livability and safety to the neighborhood.

**Greeley-Roberts** presented a petition signed by more than 300 residents and Ardenwald Elementary School staff requesting traffic calming in the form of 22-foot Seminole speed humps on 32nd Avenue from Harrison Street to Johnson Creek Blvd. She expressed outrage that traffic calming had not taken place on 32nd Avenue and felt the neighborhood had been deceived and its input disregarded. Stone worked particularly hard to obtain the facts on the effectiveness of speed humps. **Greeley-Roberts** felt the 32nd Avenue Task Force's findings have been ignored, and Stone was being punished by not being re-appointed to the Traffic Safety and Transportation Board.

**Mayor Lomnicki** said, based on its discussion at the work session, City Council decided to set action on the Neighborhood Traffic Management Program (NTMP) over to May 20, 1997. The Program needs to be considered in conjunction with the Transportation Systems Plan (TSP) and the Lake Road Multi-modal Connection Plan. The process needs to be considered in a thoughtful, logical manner. The City Council is not deaf to the concerns of the Ardenwald Neighborhood, and the City has taken action by installing flashing yellow signals, re-stripping crosswalks, installing signs, enhancing enforcement, and using the SMART trailer. As the City Council moves through its consideration of the NTMP process, it will look for appropriate solutions throughout the City.

**Art Lewellan**, 3205 SE 8th Ave., #9, Portland, representing LOTI (Loop Oriented Transit-Mall Intermodal). He spoke in support of light rail but not of the proposed alignments. His recommendation included an eastbank light rail alignment using the Southern Pacific corridor from the Rose Quarter to Oregon City; a trackless trolley from the Rose Quarter to downtown Portland using the Steel Bridge; and a streetcar connecting OMSI to the westside via the Hawthorne Bridge. He supported light rail in concept but not the plan because of its high cost and neighborhood impacts. He submitted his plan for City Council review.

**Julie Wisner**, Traffic Safety and Transportation Board (TSTB) member. Both she and Stone have done a lot of field work in the 32nd Avenue area. From her own experience as a pedestrian, she did not feel safe because of the narrow sidewalks and volume of traffic. **Wisner** noted the Council's goal of maintaining a safe and livable environment. The TSTB wants the City Council to address the speed hump request. She expressed a formal complaint that Stone was not re-appointed to her position on the TSTB. She felt it was a injustice to deprive citizens their voices through Stone. Councilmembers understand little about the problems since they all live on cul-de-sacs. She discussed the impacts resulting from the TSP and how the neighborhoods and citizens would protest the Plan. She urged the City Council to live up to its stated goals by re-instating Stone to her position on the TSTB.

**George Rodriquez**, Co-Chair, Historic Milwaukie Neighborhood Association. He expressed the Association's concern that Stone was not re-instated to her position on the TSTB. He asked why an outstanding citizen volunteer willing to give her time and energy to the community was being denied. **Mayor Lomnicki** responded that board and commission members serve at the pleasure of the City Council and pointed out the decision was not "for cause." The City Council felt its action was appropriate. **Councilmember Schreiber** added that Stone's term of office had expired; she was not being removed from the position.

**Susan Stone** said, in order to clarify Councilmember Schreiber's remarks, not only had the City Council removed a Board member but also someone who was the heart of the group. She added she had never completed a full-term of the Board, and her appointment in August was only for six months. She asked why this kind of "house cleaning" was done if not to benefit the community. The City Council had given her a vague response when she asked why she was not being re-appointed. She publicly requested re-appointed and expressed her appreciation to the community for supporting her. **Stone** felt she was a valuable member of the TSTB who carried through on research. The City Council appointed two TSTB members to other advisory bodies, and then sent City a letter directing the Board not to meet until enough appointments were made to make a quorum. In her opinion, the City Council was not serving the best interest of the public.

**Stone** discussed traffic calming needs on 32nd Avenue. The City Engineer made a presentation to the Ardenwald NDA and talked about such devices as curb extensions, but these do nothing to abate speeds. There are many children and pedestrians on that street, and walking is a very frightening experience. The budget is limited, and the problem is speed on a street that carries large volumes. The City Council needs to meet its goal of keeping Milwaukie's neighborhoods safe and livable.

**Nina Rondeau**, 8815 SE 32nd Avenue, Ardenwald NDA member and 32nd Avenue Task Force member. The adult crossing guard program was dropped due to a lack of volunteers. She commented the effect of the SMART trailer diminishes because there is no enforcement and urged traffic calming in the form of speed humps.

**Sharon Van Horn**, Chair, Ardenwald NDA. The Ardenwald Neighborhood wanted Stone re-appointed and did not feel the reasons for not doing so had been justified. Stone has worked closely with the City of Portland researching its traffic calming program. **Van Horn** did not feel the neighborhoods had the backing and understanding of the City Council and suggested the NDA chairs become an advisory board since Councilors infrequently attend neighborhood meetings. She complimented Councilmember Kappa on his attendance.

**Mayor Lomnicki** said the City Council is involved in many evening meetings and activities, but one member tries to be at each NDA meeting to bring back issues and ideas. He felt it would be unrealistic to expect all members to attend each meeting, and the City Council receives a copy of each neighborhood newsletter. He explained that Council work sessions are open to the public and suggested at least one work session a year with NDA chairs.

**Councilmember Tomei** said when she was on the Planning Commission, she always wanted to have more meetings with the City Council. As a Councilor, she now understands the scheduling difficulties. **Van Horn** felt even brief meetings would help establish the needed rapport.

**Councilmember Kappa** added the NDAs need to conduct their own business, but he agreed there should be one or two face-to-face meetings each year to help relieve some of the perceived tension.

### **Senator Verne Duncan**

**Duncan** introduced himself as the recently-appointed District 12 Senator. He discussed his current legislative committee appointments and indicated he would be pleased to meet with the Milwaukie Neighborhood Associations.

**Councilmember Kappa** asked Duncan about the disposition of SB 786, Community Center Funding. **Duncan** said it was not yet out of committee, so he had no information at this time.

**Mayor Lomnicki** discussed the Transportation Funding Bill and issues important to citizens throughout the state. There are insufficient funds to meet the many statewide needs. He discussed Milwaukie's Neighborhood Traffic Management Program and the use of gas tax funds to support projects that impact local quality of life issues. **Duncan** said the proposed bill would raise taxes dedicated to cities and counties through increased gas taxes and auto registration fees.

**Duncan** discussed the re-write of Ballot Measure 47, currently state law, and compared Measures 46 and 47. The legislature is working to follow the intent of the voters and keep taxes lower.

## **PUBLIC HEARING**

### **Riverfront Concept Plan**

**Mayor Lomnicki** opened the public hearing on the Riverfront Concept Plan at 8:17 p.m.

He explained the purpose of the hearing was to consider the January 1997 Riverfront Planning Committee Concept Plan with Steering Committee amendments. He reviewed the conduct of the hearing.

**Staff Report:** **Myrvang** presented the staff report. In addition to the overall map of the Riverfront Concept Plan, she introduced drawings of the three phased elements of the project. The Plan proposes redevelopment of the Milwaukie Bay Shoreline to make the area a "people place." The Regional Center Steering Committee reviewed the document and recommended several changes.

The Planning Commission met on March 25, 1997, to hear public comment on the proposal, and these comments were included in Council's packet material. The Riverfront Concept Plan reflects the City's Vision Statement and spotlights the area's natural features. Emphasis was given to providing accessibility to all Milwaukians and to developing a civic identity. A limited-scale commercial development connects downtown to the riverfront recreation area. Water uses, including a boat ramp, were found to be desirable. All parties recognize that it will take about 20 years to realize the Plan fully. **Myrvang** concluded by saying staff recommended approval by motion of the Riverfront Concept Plan with amendments.

**Councilmember Tomei** recommended deleting the word "possibly" from the bulleted item on page six of the staff report to read "boat ramp (relocated)." **Myrvang** said locating a site for the boat ramp would be in Phase 2 of the Plan.

**Councilmember Kappa** said he had no problems with any of the recommendations. He was, however, concerned that the document was being approved by a simple motion rather than by resolution. **Myrvang** said the staff recommendation was prepared based on the direction given at the last Regional Center Steering Committee meeting.

**Bartlett** said this document will be incorporated more fully into the Regional Center Plan, and subsequent documents will move the City forward in the phased elements of the project. An ancillary document to the Comprehensive Plan would be more detailed.

**Myrvang** added the proposed Plan provided a vision for the City Council and community. **Councilmember Kappa** expressed concern that the Plan move forward as quickly as possible.

**Councilmember Tomei** referred to the maps of the project and indicated she was confused about the placement of some of the existing structures. **Myrvang** explained a graphic artist used aerial photos, so the maps may not be exact.

Correspondence: None.

Testimony: **Nancy Faber**, 12109 SE 22nd Avenue, Island Station NDA. She thanked the Riverfront Planning Committee for its work to improve the aesthetics of the bay. She expressed concern with the future location of the boat ramp. She understood the economics and politics regarding the Kellogg Treatment Plant; however, she continued to be concerned about the odor and view. It is imperative that adequate odor and visual mitigation be implemented to achieve the goals of the riverfront plan.

**Tony Reiner**, 12082 SE 20th. As a resident of the Island Station neighborhood, he agreed with Faber's comments. He asked what the next steps would be and how long it would be before the Plan became a reality.

**Mayor Lomnicki** discussed incorporating the Expanded City Center Master Plan with the work already completed on the riverfront. The Council wants to make sure there is a connection between the downtown and riverfront that would complement both areas. The next issue will be funding. The riverfront development will be a lengthy process and will have to be approached in increments.

**Reiner** asked if there was a timeline for the project.

**Mayor Lomnicki** said a timeline would be difficult to apply until the community and private partnerships become clear. The City has been working on waterfront development since 1964, but voters have rejected previous plans. He felt there was sufficient community energy to follow through on this Concept Plan.

**Councilmember Tomei** responded to Faber's concern about the treatment plant and reported that the Clackamas County Commissioners made a commitment to making the odor disappear.

**Faber** said she was more interested in her tax dollars being used effectively on the riverfront than being spent on rectifying the odor problem that should have been solved twenty years ago.

**Sherrie Campbell**, 3803 SE Filbert, Riverfront Planning Committee Chair. She expressed her appreciation to the Steering Committee. She felt, with the exception of the treatment plant, it was a beautiful concept that would also link with the northeast portion of the City via the Springwater Corridor.

**Harriet Jorgensen**, Milwaukie Festival Daze Sponsorship Coordinator, discussed the Plan's potential for riverfront features and events such as Yachts of Fun. She agreed with previous testimony that the Kellogg Treatment Plant had to go. **Mayor Lomnicki** discussed the area currently being served by the Kellogg Plant.

Staff Comments: **Myrvang** responded to Reiner's question about the development timeframe which is projected as a twenty-year plan.

Questions of Clarification: None.

Close of Hearing: **Mayor Lomnicki** closed the public testimony portion of the hearing on the Riverfront Concept Plan at 8:50 p.m.

Discussion among Councilmembers and Vote:

**Councilmember Trotter** addressed the comments about the Kellogg Treatment Plan. He serves as the Milwaukie City Council representative to the Sewerage Facility Study Committee, and that group will make a recommendation to the Clackamas County Board of Commissioners regarding service options. He discussed the proposal to build a new plant at Site K near Camp Whitcombe and maintain the Kellogg Plant with funding for odor and visual mitigation. The City can work with Clackamas Service District #1 to determine how funds will be spent both for mitigation and for riverfront improvements. The Board of Commissioners will make its decision at the end of this calendar year. He felt Service District staff was ready to begin work on the technical issues. It is important for the City to begin the work on the implementation process, so the Commissioners will be aware of the mitigation needs.

**Councilmember Kappa** was supportive of a technology that would remove treatment facilities from the river entirely.

**Councilmember Schreiber** was concerned about connecting the riverfront development with the decommissioning of Kellogg based on new technology. She urged implementation of Phase 1.

**Mayor Lomnicki** said the treatment plant will be located at the Kellogg site for some time, and the County Commissioners will address that issue.

**Councilmember Trotter** said it was very important to be involved in the decision making and to participate with the County to ensure mitigation takes place.

**Councilmember Schreiber** was interested in a long-term concept map that did not include the treatment plant. She agreed mitigation was needed to make the site palatable today.

**Councilmember Tomei** commented the plant may be gone in twenty years but not in five.

**Councilmember Trotter** said all members of the Committee universally hope the treatment plant will become a better neighbor. He did not want to miss a window of opportunity with the County by waiting for adoption of the Regional Center Plan.

**It was moved by Councilmember Trotter and seconded by Councilmember Kappa to approve the Riverfront Concept Plan with the amendments.**

**Councilmember Trotter** noted the amount of work in the Concept Plan and thanked Milwaukie citizens who donated significant time and energy to the project. The City Council needs to make sure the Plan becomes a reality and that the small, initial document becomes volumes with the support of the community.

**Motion passed unanimously.**

**Mayor Lomnicki** said Council will pursue citizen involvement and funding options to carry out the Plan which would be a great asset to the community.

**It was moved by Councilmember Tomei and seconded by Councilmember Schreiber to thank the Riverfront Planning Committee. Motion passed unanimously.**

**Myrvang** said plans were being made to congratulate the Planning Committee members. **Mayor Lomnicki** added the Steering Committee should also be recognized for the many hours its members dedicated to developing the Riverfront Concept Plan.

**Councilmember Trotter** urged proceeding with the Steering Committee's recommendation to implement Step B.

**Bartlett** indicated this would be part of the City Council's April 29, 1997, work session discussion on SB 122.

**Councilmember Trotter** suggested forming a task force to address the issue in a brief time period.

**Councilmember Schreiber** asked if that suggestion included identifying relocation alternatives for the boat ramp. **Councilmember Trotter** responded he felt it would be important to consider one topic at a time and then move on to subsequent phases.

**Councilmember Schreiber** discussed the week-end, boat trailer parking situation on McLoughlin Blvd. and the "no parking" signs.

## OTHER BUSINESS

### Neighborhood Traffic Management Program (NTMP) -- Resolution

This item was postponed to the May 20, 1997, meeting.

## INFORMATION

1. **Councilmember Tomei** asked if the City of Milwaukie had any input on the South Willamette River Crossing Study. She noted figure E2 indicated a multi-modal river crossing that ended on River Road. This plan would increase traffic immeasurably, and she expressed the hope City Council would oppose that option. **Mayor Lomnicki** felt a position at this time would be premature. **Bartlett** said a work session with a Metro Transportation Planner was tentatively scheduled in June. He explained the intent of all the options was to direct traffic to an Oregon highway or major state highway. The concept would be to improve cross streets to provide a linkage to McLoughlin Blvd. and eventually I-205.
2. **Councilmember Kappa** suggested scheduling an additional work session on each fifth Tuesday to address important issues.
3. **Councilmember Tomei** noted the information on the Neighborhood Services Team and asked Bartlett to expand on it. **Bartlett** discussed the World Class Management, Inc., concept of treating each employee as a service team member. There is a meeting the first Wednesday of each month open to all employees to share information on department activities, upcoming projects, and note "red flags."
4. **Councilmember Schreiber** pointed out the City's bargaining unit was invited to participate in a national conference to share its experiences and information on collaborative bargaining. **Bartlett** discussed the multi-party negotiation that included the three bargaining units and management and resulted in five-year contracts. This is a process that has gained national recognition.
5. **Councilmember Tomei** said a member of the Tree Ordinance Committee called her regarding a tree removal from the Monroe Street right-of-way. **Bartlett** responded that if a property owner no longer wants a tree or if it is determined hazardous, all that is needed for removal is a permit. In this instance, the tree had potential problems, and the property owner was concerned. **Councilmember Tomei** urged the other Councilmembers to support work on a tree ordinance.
6. **Bartlett** pointed out several informational items: a letter to Representative Jane Lokan regarding transportation funding as requested by the Mayor and a compilation of public comments regarding light rail.

**Mayor Lomnicki** adjourned the meeting at 9:35 p.m.

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Pat DuVal, Recorder/Secretary