

**CITY OF MILWAUKIE  
CITY COUNCIL MEETING  
MAY 6, 1997**

The one thousand seven hundred and sixty-sixth 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 City Manager  
Tim Ramis,  
City Attorney

Maggie Collins,  
Community Development Director  
Diana Myrvang,  
Public Involvement Coordinator  
Lon Loudenback  
Detective Sergeant

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

**Fifth Annual Run for the Challenge -- Proclamation**

**Julie Muniz**, CCI Enterprises, gave a brief overview of the kinds of assistance the organization provides the community in the areas of vocational training and support. She urged the community support CCI Enterprises by participating in the fifth annual *Run for the Challenge*.

**Mayor Lomnicki** read a proclamation naming Saturday, May 17, 1997, as the official date for the *Fifth Annual Run for the Challenge*.

**Poppy Days -- Proclamation**

**Dee Sharpes**, American Legion Auxiliary, introduced Clarissa, 1996 Poppy Girl. Clarissa recited a poem and presented poppies to Council and staff.

**Mayor Lomnicki** read a proclamation naming May 21 - 24 as *Poppy Days* in the City of Milwaukie.

## **Recognize Off-going Board and Commission Members**

**Mayor Lomnicki** presented awards and expressed Council's appreciation to board and commission volunteers who had dedicated many hours to their community. Those present were: Natalina Carbone, Library Board, and Lillie Moore, Center Community Advisory Board.

Recognized but not present were: Mildred Bozich, Library Board; Jeff Brannen, Clyde Ruby, and Virginia Michel, Budget Committee; Rob Curtis and Bill Knox, Park and Recreation Board; and Chuck Stoudt and Sandy Peckover, Traffic Safety and Transportation Board.

**Julie Wisner** accepted for Susan Stone, Traffic Safety and Transportation Board, who was unable to attend. She read a statement from Stone expressing her pride in being a voice for the community. She continues to advocate for safe streets and livable neighborhoods. She urged the Mayor and City Council to listen to the citizens they were elected to serve.

## **CONSENT AGENDA**

**It was moved by Councilmember Schreiber and seconded by Councilmember Trotter to discuss the City Council minutes under "Other Business." Motion passed unanimously.**

## **AUDIENCE PARTICIPATION**

**Analise Sommers**, 2802 SE Monroe. She asked if the Milwaukie Jr. High School property would be sold or if it would be used as a community resource. She expressed her concern with the traffic consultant hired to do traffic counts on Washington and asked how much that had cost the taxpayer. The consultant's figures showed only nine vehicles were regarded as trucks, and she wanted an explanation of that. She felt the traffic estimates were low. She also wanted to know why the Traffic Safety and Transportation Board (TSTB) was not meeting. She requested installing "no trucks" signs on both Monroe and Washington and removing signs on Hwy. 224 directing vehicles to the downtown area via small, residential streets. She has noted structural problems to her home she felt were related to traffic on Monroe.

**Mayor Lomnicki** said the North Clackamas School District owns the Milwaukie Jr. High School site. He discussed the District's bond measure that did not pass under Measure 47 conditions. If the bond measure had passed, the site would have become excess property, but he was not sure of the District's current plans. The Expanded City Center Master Plan did consider potential development of the site, but the City has no plans to purchase it.

**Mayor Lomnicki** addressed the traffic on Washington Street and referred to a letter from George Rodriguez expressing the Historic Milwaukie Neighborhood Association's

concerns. The City is preparing a response to the issues. The Draft Transportation Systems Plan will be available for public review on May 13, and the City Council will discuss it in work session on May 20. The document addresses road classifications and truck route designations.

**Bartlett** responded to Sommers' question about the traffic consultant. The contract was in the amount of \$52,000, and the scope of work was to gather traffic information on all City streets for the TSP.

**Mayor Lomnicki** said the TSP will look for appropriate truck routing and impacts to adjacent streets. People need to have appropriate access to the downtown area without disturbing the adjacent neighborhoods.

**Councilmember Kappa** suggested interested people get a copy of the Draft TSP for review.

**Bartlett** added the Planning Commission will consider the TSP on May 27.

**Mayor Lomnicki** responded to Sommers' question about the TSTB. The group does not have a quorum at this time, and he encouraged people to apply for the vacancies.

**Julie Wisner**, TSTB, said people need to read the Draft TSP carefully to find out how much traffic each collector street will be expected to carry. She felt the City Council has silenced the TSTB, and Stone, one of the most experienced members, is ready to continue her service. She warned people their streets were under attack and said she felt the traffic situation on 34th Avenue was intolerable. People are selling their homes because of the traffic problems. She has attempted to get trucks off 34th Avenue and pleaded with the City Council to keep Milwaukie's streets safe and livable. **Wisner** discussed street designations and said Councilors do not understand the problem because they live on dead-end streets or cul-de-sacs, and the Mayor lives on a very large lot. She urged Council reinstate Stone to the TSTB immediately so the voice of the people can be heard.

**Mayor Lomnicki** said Stone and all citizens will have the opportunity to address their concerns at the TSP Public Hearing.

**Lou Casale**, Milwaukie Realty. He asked the City Council to issue a letter to let people know what is going on. If Wisner's comments about Stone were accurate, it seemed the City Council was pushing people out who do not agree. Citizens want something from the City Council to justify what it is doing. He asked if Stone would be re-appointed. **Mayor Lomnicki** responded she would not and that it was not a policy to make public comments on non-appointments. He stated his position was not exclusionary, and he hoped other members of the community would participate.

**Casale** asked if Stone was an apt, intelligent member of the board. The City Council represents the people, but how do the people get information. Council seems to know better than the people themselves what is in their best interest.

## **PUBLIC HEARING**

### **South/North Light Rail Alignment Recommendation**

**Mayor Lomnicki** opened the public hearing on the South/North Light Rail Alignment at 7:50 p.m.

He explained the purpose of the hearing was to consider approving or revising the draft letter of recommendation to the Metro Council concerning the South/North Draft Environmental Impact Study (DEIS). He reviewed the conduct of the hearing and noted there would be a five-minute time limit on testimony.

Staff Report: **Bartlett** presented the staff report. He noted the work done by Community Development Director Maggie Collins and Public Involvement Coordinator Diana Myrvang. He discussed the vision for improving the Milwaukie transit center and moving people to downtown Portland. The planning portion of the project is fully-funded and not subject to the November 1996 vote to remove state financial participation. The proposal before the City Council is a result of a cost-cutting process that includes: a Railroad Avenue alignment with either a skinny street design or closing sections of Railroad Avenue to through traffic; eliminating the Wood Street Station; adding the Hwy. 224 option back to the plan; and adding a downtown loop and eliminating the Monroe Street alignment completely. The Draft DEIS will provide information on traffic, air quality, energy, noise and vibration, parks and wetland, wildlife displacement, land-use, soils, natural environment, visual quality, neighborhood changes, historic and cultural resources, and other impacts of alternative alignments from the Clackamas Town Center through Milwaukie to the Portland terminus on Lombard.

**Bartlett** reviewed the draft letter before Council which will be directed to JPACT, the Metro Council Transportation Committee, Metro Council, and, eventually, Tri-Met. He noted the section of the staff report in which public testimony and written comments were compiled relating to Milwaukie. The packet contained a letter from Natalie Brewer representing the Hector Campbell Neighborhood District Association (NDA) opposing light rail on Railroad Avenue and expressing concerns on the impacts on density, traffic, and sewers. In addition, were motions from other NDAs supporting Hector Campbell's position. The balance of the packet contained technical fact sheets outlining the various alignments. He noted the schedule of public comment periods on staff report page six. There will be a public comment meetings in the fall and a period during which the City can look at mitigation recommendations. The draft letter to Jon Kvistad, Metro Presiding Officer, supports the cost-cutting changes.

**Councilmember Kappa** said there has been reference to light rail's improving air quality and reducing pollution. **Bartlett** said the DEIS will support this type of information with technical reports.

Correspondence: None.

**Mayor Lomnicki** noted there was a binder in the City Council's office containing all comments from all public meetings. **Bartlett** said staff extracted those comments with either a Milwaukie address or with statements specifically addressing the City.

Testimony: **Analise Sommers** said all the copies of the packet were gone, and she requested one. People are outraged that when they try to get something done, and nothing happens. People in the neighborhoods do not want light rail, but Metro and the Milwaukie City Council have their own political agendas. People do not want collector streets; they want to live in peaceful neighborhoods. We do not have decent schools. Light rail will have an enormous impact on the community, and she knew of at least six families who have sold their homes and moved. Having people move away is the ultimate agenda of developers. Citizens pay Councilors their salaries.

**Councilmember Schreiber** clarified that the Mayor and City Council receive no salary. **Sommers** said people do pay taxes. Who is doing the DEIS? No one believes things will be carefully studied. People do not want light rail or high rises or high densities, so who made that decision? There are lots of questions and no good answers. People are trying to fight back, but nothing is happening.

**George Rodriguez**, 2725 SE Monroe. Two years ago, he knew nothing about light rail. Since then he has learned it does not work. Citizens do not want light rail going through their neighborhoods. Clark County voted down light rail. All six Milwaukie precincts voted down light rail. He read a newspaper article in which the Mayor said he was a supporter of light rail, but he would not shove it down people's throats. Maybe we need to look for alternative, better ways to move people. He spoke for the citizens in saying light rail was not a good thing for the community.

**Tracy Cook**, 5651 SE Harlene, Linwood NDA Chair. She referred to the draft letter to Kvistad. She wanted to make it clear the Linwood NDA supported Hector Campbell's effort to eliminate light rail from neighborhood streets. Linwood residents are just as adamant about keeping light rail from Railroad Avenue and Harmony Road. She strongly urged the letter include a statement that the proposed alignment along Railroad Avenue and Harmony Road are not viable options and to look for others in the DEIS process.

**Donald Hammang**, 11104 SE Home. He expressed his appreciation to Rodriguez for his comments. On April 10, 1997, the Hector Campbell NDA voted to oppose a Railroad Avenue alignment or any other alignment on neighborhood streets. In October 1996, Bartlett told the NDA it should stop fighting because light rail was a regional issue. The Mayor, responding to a ridership question, said if there were no riders, apartments would be built. **Hammang** felt the City of Milwaukie was being a bad neighbor. He submitted a petition with over 700 signatures of people opposed light rail in Milwaukie. This was more than double the number of responses to the visioning questionnaire distributed by the City. The Neighborhood District Associations have spoken in one voice. Sense of community is the root of this struggle. He urged the City Council to listen to the will of the people and ask Metro to remove the Railroad Avenue alignment.

**Karen O'Dowd**, MDDA Manager 10952 SE 21st. The Milwaukie Downtown Development Association (MDDA) continues to support light rail and the proposed downtown loop. This alignment can accomplish several important things in the downtown's commercial growth. Figures from both the east and west side light rail projects indicate private investments of \$1.2 billion on adjacent properties. The MDDA Board continues to support light rail in the downtown area.

**Wes Wanvig**, 7705 SE Harmony Rd. He likened the situation to how the American Indians must have felt when the bureaucracy took over. City Council is traitorous to the community by running a train track through people's front yards. He agreed with earlier comments that Milwaukie needs good streets with no trucks. He discussed the 80,000 statewide vote against light rail. Some Metro traitors have their own agendas. People want to save the livability of their community and do not want light rail in the area. He thought the issue would be resolved on the ballot, but the bureaucrats do not listen. He read the City's Mission Statement. People want City Council to respond by dispensing with useless light rail.

**Claire Kuppenbender**, 10753 SE 29th. Why does the City Council keep pushing light rail when people do not want it? He learned in school that elected officials were supposed to serve the will of the voters. City Council is pushing high density which is what is needed to get light rail in the City of Milwaukie. That is what will ruin the City. Elected officials and bureaucrats are ruining the place, and a lot of old timers are moving out. It is hard for the young and the old to afford to live in Milwaukie. What assurances are there that Metro's projected costs are accurate. He suggested the City Council read an article in *Forbes* magazine regarding the unfavorable national perception of Metro. He urged the City Council to serve the will of the people, not its own personal agenda.

**Dale Potts**, 12177 SE Grove Loop. He discussed an *Oregonian* article about fee money piling up at Metro in excess of its needs. He felt recent increases were a deliberate and “in your face” statement that Metro will do what it pleases. People do not want light rail. Oregonians are getting sick and tired of being forced to come back again and again with some kind of vote to overcome what elected representatives are doing. Things will change about how much authority the City Council has.

**Natalie Brewer**, Hector Campbell NDA Secretary. She urged the City Council to consider the human element. Milwaukie is her home, and it is important to her to be able to teach her children about nature and wildlife. A nurturing environment does not take place in a high density, light rail community. She did not feel her children would be safe from crime. She urged, as a mom and average person, that City Council preserve the community for the children and grandchildren.

**Lou Casale**, Milwaukie Realty. His wife recently attended a light rail hearing in Salem, and a legislator told her he did not care where the line went. Citizens want to trust their elected officials. Tell citizens you are for them, not against them. It may be cost effective, but can the City Council live with its decision? He would like to see politicians figure out how to reduce expenditures instead of trying to figure out how to spend more. People cannot trust Salem, and he urged City Council to gain the citizens’ trust by listening. People are moving out of the City, but maybe that is what is wanted.

**Julie Wisner**, said she was a cheerleader for safe streets and loves her community dearly. Her family has lived here for three generations, and love for her City compels her to be a volunteer. People live in Milwaukie for its large lots and single-family homes, not for high densities. Mayor Lomnicki told her at one time, that some Milwaukie streets will not be livable. People are retreating to the backyards because the fronts are unbearable. She discussed the input from the NDAs and a comment from the Mayor indicating he would keep the NDAs at arm’s length. She challenged the Mayor to listen to the NDAs and the people who elected him. **Wisner** referred to an Council packet information item about a year ago during the board and commission review project. The article suggested eliminating advisory boards. The City Council decided not to allow the TSTB to make decisions on neighborhood traffic control device requests. Council is eliminating the TSTB, and its voice has been de-activated and silenced.

**Eddie Kerbaugh**, 12341 SE 67th Court, Linwood NDA, Cedarcrest resident. She discussed the impact both light rail and the proposed widening of Harmony Road would have on the Cedarcrest neighborhood. When she moved from Portland to Milwaukie it was like moving to “Leave it to Beaverville.” She asked Mayor Lomnicki if he approached Metro about designating Milwaukie as a regional center. **Mayor Lomnicki** said Metro approached him. **Kerbaugh** asked how Milwaukie could get decommissioned.

**David Ashenbrenner**, 11105 SE Home. Citizens do not want light rail on Railroad Avenue or Harmony Road. How do citizens get the City Council to listen?

**Sommers** said dictatorship is Council's forte. You know citizens are outraged. This is a revolution. We do not want it. People will realize they have the power to stand up for their schools and their neighborhoods. This is only a small part of what is going on in the entire country.

Staff Comments: **Bartlett** responded to a question about who was doing the DEIS. It is a partnership of a consultant, Tri-Met, and Metro staff. He understood that ultimately the federal government would approve the document. People are paying for it through their federal taxes.

**Bartlett** addressed the issue of who approached whom about the Region 2040 Plan and Regional Center Master Plan. Metro is the regional planning organization, and Milwaukie is part of the region. The record will show the Milwaukie City Council voted on a Regional Center grant project to look at growth and livability in the region.

**Bartlett** discussed the DEIS and consideration of alternatives. It is a steady process to evaluate alignments, to determine what could happen with or without them, and to consider other types of high occupancy vehicle options. Looking at the options is part of the decision-making process. He noted the changed alignment proposals: skinny street design, closing Railroad Avenue, returning the Hwy. 224 option, and eliminating Monroe street alignments. These are promising alternatives, but the final decision is yet to be made. There will be another round of public participation opportunities, and local alternatives will be developed.

A member of the audience asked why Bartlett directed his responses to the Council and not the audience. **Mayor Lomnicki** responded the City Council needed to hear the answers to questions raised during public testimony.

**Councilmember Kappa** said, if the federal government approves the alignment, it will not be built all at once. **Bartlett** said that would be a process of negotiation, and the project would be done in minimum operable segments (MOS). There are three MOSs, and the construction decisions will be made by Tri-Met and the federal government.

**Councilmember Tomei** asked who was involved in the partnership. **Bartlett** said the entities were Portland, Milwaukie, Oregon City, and Vancouver; Clark, Multnomah, and Clackamas Counties; ODOT; Metro; and Tri-Met.

Questions of Clarification:

Close of Hearing: **Mayor Lomnicki** closed the public testimony portion of the hearing on the South/North Light Rail Alignment Recommendation at 8:57 p.m.

Discussion among Councilmembers and Vote:

**Mayor Lomnicki** said the issue is what the Council wants to say to the Metro Presiding Officer in its letter. He read the letter out aloud.

**Councilmember Trotter** suggested a short recess to think about the public testimony before voting on the content of the letter.

After the recess, **Councilmember Trotter** began the discussion. There were a lot of comments about the pros and cons of light rail. Part of the discussion has been on traffic and additional volumes coming into the City, and he felt light rail would be part of the solution. It is important to listen to the citizens. The Draft DEIS should provide necessary information to the decision makers on both the positive and negative impacts of light rail on the community.

**Councilmember Tomei** agreed with Trotter's comments. For example, growth to the east is increasing traffic on Hwy. 224. She expressed her eagerness to see traffic going through Milwaukie as quickly as possible as well as providing transportation alternatives to people traveling within the City. Everyone is concerned about money, and light rail is an expensive solution. She agreed more information was needed on how the City will be impacted. She perceived this as an opportunity to positively direct growth, unlike what she saw take place as a former Los Angeles resident. There will be a lot of changes, and options to ameliorate those changes must be considered.

**Councilmember Kappa** has been involved in the process during his five years on the City Council. If not light rail, what else is there to offer? People do not want bigger roads carrying more traffic. We need to find ways to make our cities more livable. He felt it was important to express support for the segment from the City's downtown to the Lombard terminus and then look at the outcomes from the engineers.

**Mayor Lomnicki** said the Transportation Committee looked at all the possible MOSs. Funding and other impacts will determine what is constructed within the broader context.

**Councilmember Kappa** said, at this point, there is no idea of how much money would be available if light rail were built. **Ted Leybold**, Metro, said about 54% is estimated to be available. **Councilmember Kappa** said light rail will not decide how Milwaukie redevelops its downtown, but it will provide a framework. The densities will still have to be decided.

**Councilmember Schreiber** said she was sad to hear people say they have no trust or faith. The City Council helped establish the NDA structure to improve two-way communication. Her concern was that the actual light rail implementation will come too late to address the problem. We need to plan for the future in order to develop in phases. She supported light rail because it was a system that moves people from many areas of the region. It would move people through the City with less impact to local streets. The letter supports a process that opens up options for further study. She supported staying with the process and studying the alternatives. Light rail will be built in a collaborative effort with many funding sources. She referred to the \$1.3 billion dollar debt stated in Hammang's petition. The DEIS will help answer some residents' concerns.

**Mayor Lomnicki** supported the letter with a minor change. The letter supports the ongoing effort to study the proposed alignments. This is not the end of the process. The letter is saying more information is needed to make the decision on how to proceed. The City Council wants to assure a quality project for neighborhood livability. He pointed out there was also a recognized "no-build" option. He suggested a more extensive analysis of what would happen if light rail was not built. Milwaukie is not a suburb; it is more an inner-ring city. Milwaukie needs to address the appropriate modes of transportation people use to go through its neighborhoods. Light rail would provide the backbone for busses, pedestrians, and perhaps commuter rail. The City Council is stating in the letter that this could be a solution and more information is needed to make the decision next year. He said it was also important to determine what "no-build" would mean to the community.

**Councilmember Trotter** asked if the widening of Harmony Road would be part of the study in addition to the impacts to adjacent streets with the two possible Railroad Avenue design alternatives.

**Leybold** said the traffic impact analysis looks forward to 2015. It will consider the allocated, expected growth based on the adopted Regional Growth Plan. The road system will be studied from the perspective of the Regional Transportation Plan and what projects could be built based on anticipated revenues. In the Clackamas County long-range plan, there is no funding identified for widening Harmony Road. The traffic analysis will also look at different traffic volumes on streets and levels of service at intersections.

**Councilmember Trotter** asked why the year 2015 was the target. **Leybold** said the twenty-year planning horizon is the federal guideline.

**Councilmember Trotter** said he had attended meetings in which the County indicated it might take 10 - 15 years to complete that project. **Leybold** said the County has a long-range traffic plan of projects it would like to do. These projects are prioritized based on projected funding, and, at this time, Harmony has not been identified as a top priority project.

**Councilmember Kappa** asked what process would take place if the Railroad alignment was eliminated and the County identified funding for widening Harmony. **Leybold** said the Harmony Road project would have to go through a regional process since it feeds into both Lake Rd. and Railroad Avenue in the City of Milwaukie.

**Councilmember Tomei** said there was a lot of concern expressed about neighborhood livability. The City Council needs to stress that it, too, is concerned with livability and hopes light rail will help protect it.

**Councilmember Kappa** felt the letter should express the need for a closer planning process between the City of Milwaukie and Clackamas County regarding Harmony Road. **Bartlett** said he did not feel that would be appropriate in this letter. He discussed the failure of the County's gas tax measure and the concept of a Transportation Planning Council to coordinate projects between jurisdictions. He suggested this as a topic for the Clackamas Cities Association.

**Councilmember Schreiber** said Metro has a role in regional government, and we should probably not try to involve them in our local issues.

**Councilmember Trotter** referred to the public testimony. Cook said she would like to have the Linwood NDA included in the letter. The draft letter refers to "five of our neighborhood associations." He felt either that portion of the letter should refer to the number only or list all five neighborhood association names. He asked Mayor Lomnicki how he would include the "no-build" option in the letter.

**Mayor Lomnicki** suggested language on the second page of the draft letter stating, "The City Council recognizes no-build as an option." **Councilmember Trotter** said this would recognize the possibility of a flaw making the project no longer feasible.

**Councilmembers Tomei** and **Trotter** agreed this language should be added.

**Councilmember Schreiber** understood the passion involved in the issue, but facts and more information are necessary before making a decision.

**Councilmember Trotter moved, having heard no other comments on the letter, to authorize the Mayor to sign the letter with the insertion of the "no-build option" language as suggested by Mayor Lomnicki in addition to minor grammatical corrections. Councilmember Tomei seconded the motion.**

**Councilmember Kappa** asked the City Council if it wished to stress support for the downtown Milwaukie to Lombard section. **Mayor Lomnicki** said it may not be appropriate to identify a small segment of a larger MOS. Information on a smaller segment can be extrapolated from the DEIS if the City determines it is important to making its decision.

**Councilmember Schreiber** said it needs to be clear that the City of Milwaukie is a small player in this transportation project impacting our neighborhoods. The City of Milwaukie is neither paying for or constructing the project.

**Motion passed unanimously.**

## **OTHER BUSINESS**

### **Agreement with Department of Environmental Quality Regarding Illegal Drug Lab Cleanup -- Resolution**

**Bartlett** presented the staff report. This was a renewal of a 1995 agreement that the City of Milwaukie will pay an hourly rate to DEQ for drug lab cleanup.

**It was moved by Councilmember Kappa and Councilmember Tomei to adopt the resolution authorizing the signing of an illegal drug lab cleanup agreement. Motion passed unanimously.**

#### **RESOLUTION 16-1997:**

#### **A RESOLUTION OF THE CITY OF MILWAUKIE, OREGON, AUTHORIZING THE EXECUTION OF AN ILLEGAL DRUG LAB CLEANUP AGREEMENT.**

### **Classification Revisions and Additions**

**Bartlett** discussed the impact of Measures 47 and 50 on the operation of the City. He proposed six modifications to the classification plan: modify the classification title from Assistant to the City Manager to Assistant City Manager with no range change; modify the Recorder/Executive Secretary to Recorder and Information Manager with a change from Range 11 to Range 19; create the classification Information Systems and Technology Manager at Range 18; change the Data Processing Coordinator to Personal Computer and Telephone Systems Coordinator with no Range change; modify the Public Works Director classification to Public Works/City Engineer with no change in salary range placement; and eliminate the City Engineer classification. He reviewed the organizational chart and requested the City Council approve these classification modifications.

**Councilmember Schreiber** asked if these modifications would cause changes to the budget. **Bartlett** responded the modifications were about dollar neutral and guessed two positions might be eliminated. The Records and Information Management Division will look at ways to reduce lost and difficult to transfer paperwork and provide more flexibility within the organization. Dispatch Supervisor Gossett, he noted, was working on expanding the dispatch center.

**Councilmember Tomei** asked how many new positions were being created. **Bartlett** said only one new position was being proposed, and the others are modifications to currently occupied positions. He felt the City had grown to the point it needed an Information Systems Manager with a computer science degree.

**Councilmember Tomei** asked for clarification of modification #2. **Bartlett** said the Records and Information Management Division would be cross departmental, and the manager will supervise the City's support staff.

**Councilmember Kappa** suggested the facility tour might clarify some of Tomei's questions.

**Councilmember Tomei** asked who would hire and fire support staff. **Bartlett** said the Recorder and Information Manager would be responsible for these duties.

**It was moved by Councilmember Kappa and seconded by Councilmember Trotter to approve the six classification modifications as stated in the staff report. Motion passed unanimously.**

### **CONSENT AGENDA**

**It was moved by Councilmember Kappa and seconded by Councilmember Tomei to adopt the Consent Agenda which consisted of the City Council minutes of April 15 and 18, 1997, with the following amendments: (1) Draft minutes of April 15, 1997, regular session, page 4, add language at the end of paragraph 1, "She complimented Councilmember Kappa on his attendance." (2) Draft minutes of April 15, 1997, regular session, page 8, paragraph 1 should read, "Councilmember Tomei commented the plant may be gone in twenty years but not in five." (3) Draft minutes of April 18, 1997, work session, page 2, paragraph 1, should read, "Councilmember Schreiber asked if it would help if the seating were rearranged and suggested rotating the seating." Motion passed unanimously.**

## **Suspend Council Rules and Consider November 1996 Tax Base Election**

**It was moved by Councilmember Schreiber and seconded by Councilmember Tomei to suspend the City Council rules to discuss the City's tax base. Motion passed unanimously.**

**It was moved by Mayor Lomnicki and seconded by Councilmember Kappa to direct the city attorney to file a validation petition in the circuit court in the matter of the November 1996 tax base levy. Motion passed unanimously.**

## **INFORMATION**

**Bartlett** reviewed the update on the Metro Region 2040/State Task Force Community Projects. The Task Force will address: creating compatibility among historic Milwaukie, the Clackamas Town Center, and 82nd Avenue; revitalizing downtown Milwaukie and trying to neutralizing the impact of McLoughlin Blvd.; and connecting the City with the Willamette River. This is a significant accomplishment of Mayor Lomnicki and Community Development Director Maggie Collins.

**Councilmember Kappa** asked when the Neighborhood Traffic Management Program (NTMP) would be reviewed by the City Council. **Bartlett** said staff will present an update on the NTMP, Transportation Systems Plan, and Lake Road Multi-modal Connection Plan at the May 20, 1997.

**Mayor Lomnicki** discussed his attendance at the Salem/Willamette Valley Livability Forum. The group discussed how decisions impact others in the region and to working on a common vision for the Valley as populations increase.

## **ADJOURNMENT**

**Mayor Lomnicki** adjourned the meeting at 10:40 p.m.

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Pat DuVal, Recorder/Secretary