

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
NOVEMBER 18, 1997**

The one thousand seven hundred and seventy-ninth meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:05 p.m. in the Milwaukie City Hall Council Chambers. The following Councilors were present:

Mayor Lomnicki, Mayor Carolyn Tomei	Jean Schreiber Rob Kappa Don Trotter
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Also present:

Dan Bartlett, City Manager Charlene Richards, Assistant City Manager Paul Elsner, City Attorney	Jim Brink, Public Works Director Maggie Collins, Community Development Director
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PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

108th Birthday of Martha Brady

Mayor Lomnicki read a proclamation recognizing **Martha Brady**, a Milwaukie resident, on her 108th birthday.

**ACTS of Oregon -- Special Commendation to Milwaukie Public Works
Director Jim Brink**

ACTS of Oregon commended **Brink** for his work in promoting community traffic safety by developing the Neighborhood Traffic Management Program (NTMP) in partnership with Milwaukie citizens. **Mayor Lomnicki** urged interested people to apply for the vacant positions on the Traffic Safety and Transportation Board.

Certificate of Achievement for Excellence in Financial Reporting

Dave Boyer, Multnomah County, presented the City of Milwaukie with the *Certificate of Achievement for Excellence in Financial Reporting*.

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 November 4 and 5, 1997. Motion passed unanimously.

AUDIENCE PARTICIPATION

Jeff Marshall, 9901 SE 53rd. He contended the City Council violated State mandamus law by approving a substandard subdivision in the Lewelling Neighborhood. The case went to LUBA, and neither the developer or the City of Milwaukie appeared at the hearing. He read a letter into the record from Attorney Daniel H. Kearns, Preston, Gates and Ellis, regarding the City Attorney's response to Lewelling Neighborhood Dist. v. City of Milwaukie, LUBA No. 97-031. Kearns stated the City Attorney advocated for an outcome that would have substantial policy implications for the City of Milwaukie. Kearns recommended the Neighborhood bring the issue before the City Council because he felt the policy decision effectively stated the City Council had been lying all along. **Marshall** said the City Council had made a serious mistake and urged it to reverse its decision and reimburse the Neighborhood \$4,000 for legal fees.

Bartlett said the City Council should schedule an executive session with the City Attorney handling the land use issue in order to discuss it further.

Michelle Greeley-Roberts, 13709 SE Laurie Avenue. Members of the Milwaukie Democracy Project (MDP) are seeking recall of three members of the Milwaukie City Council. The top-down management style practices continue to go against the will of the citizens. The problem is the manner in which decisions are made beginning with the City Manager and the Community Development Department who amend ordinances in response to community opposition. Accessing public records has been made more difficult since the citizens became active. The MDP is not against growth, light rail or specific Councilors. It is against the top-down management style. Citizens must be able to participate, and she noted MDP members have been active on various committees.

Jim Lotz, 5537 Harlow Street. He is a 35-year resident of Milwaukie and served on the Planning Commission with Trotter. The City's roads and other public improvements are good, but he was concerned that decisions were being made without proper input from citizen groups. He discussed his participation on the Neighborhood Councils which were active in the late 1970's and with the Comprehensive Plan development. He was disturbed that high density was being planned without citizen input.

Tom Alford, 2708 SE Monroe. He wished to rebut the City Council's responses to Analise Hummel at the October 4, 1997, meeting regarding truck traffic on

Monroe Street. Monroe Street residents had given the City Council a signed petition in August asking for "No Thru Trucks." Councilmember Kappa told Hummel that it could be hazardous if trucks crossed the transit mall, but what about the people living on Monroe Street? He referred to a January 4, 1993, correspondence from the Traffic Safety Commission through then Police Chief Mansfield expressing alarm over the misuse of the roadway design by trucks. Mayor Lomnicki had spoken about some trucks needing access to downtown. **Alford** asked why it would be such a hardship for drivers to go one block out of their way? He referred to a January 1993 memo from City Manager Bartlett and then Public Works Director Tim Corbett regarding roadway improvements based on safety hazards, livability improvements, and industry and business adequate access to local and regional markets. **Alford** referred to a memo from Bartlett regarding the Monroe Street Traffic Analysis Final Report stating that truck volumes were low and that Monroe Street was suitable to function as a minor arterial. The "No Jake Brake" sign, which was the only recommendation carried out, was taken down about six weeks ago. Public Works Engineering Intern Shelton told him trucks could traverse Monroe Street if drivers were doing business in downtown Milwaukie. **Alford** said the City Council has failed its commitment to Monroe Street residents. It has been five years since the Traffic Analysis Final Report was completed, and nothing has been done.

Mayor Lomnicki said the Transportation System Plan (TSP) designates Monroe Street as a minor arterial. The Analysis indicated that Monroe should not be completely closed to all truck traffic such as local delivery trucks and garbage haulers. It is not the intent to stifle commerce in the downtown area. Business owners have a right to access their property and be part of the neighborhood and downtown commerce. City staff is working on signage and enforcement.

Alford referred to Municipal Code Chapter 10 and felt that trucks should use Harrison Street.

Analise Hummel, 2802 SE Monroe. She objected to trucks on Monroe. If light rail had gone through the downtown area, Milwaukie Lumber would have had to move. She suggested the company be offered a location on Johnson Creek Blvd. It is not the type of business that belongs in a downtown, and she suggested the property be used as a skateboard park. The trucks using Monroe are very heavy, and regular vehicles travel extremely fast. Residents want to keep Monroe Street, 34th Avenue, and others neighborhood streets. The 2040 Plan would double the City's population, and people do not want higher density. **Hummel** indicated she was also a member of the MDP and was working to get the City into a future where dissent is accepted by the City Council and there were no more 5-0 votes. Citizens come time and time again with good arguments, but the City Council does not hear.

Mayor Lomnicki said he wanted to make sure enforcement was ongoing. He suggested that residents who see trucks that are not stopping in the downtown

area call the Police Department with the company name or license plate number. The City will work to notify those companies that are abusing the use of the street.

Hummel suggested an article in the *Clackamas Review*.

Councilmember Kappa said in the Lake Road area, citizens try to get the company name and license plate number of the vehicle and turn it over to the Police Department or the City Manager. The companies are contacted about using different routes. Many of the carriers are large companies, and it takes time and patience to get the idea through to the home offices.

Councilmember Tomei felt drivers who were flagrantly violating the signs should be cited by the Police Department. **Bartlett** said a reminder of the potential violation would be sent to the dispatchers.

Julie Wisner, Traffic Safety and Transportation Board member and 34th Avenue Task Force member. She expressed sympathy for the truck problem and discussed the truck watch on 34th Avenue. The signs requested by the Neighborhood Task Force were not placed in the appropriate location. There also needs to be one more sign at the north end. A City of Portland traffic engineer had told Brink to sign each end of 34th Avenue. City Council was given documentation of trucks observed using the street, and the packet included examples of proper signage. She wanted to bring attention to the fact that the City of Milwaukie did not have a traffic engineer. **Wisner** stressed the importance of preserving the integrity of residential neighborhoods. Trucks are ruining the roadbeds and present a safety hazard. She supported Alford's comments.

Chris Houston, 11335 SE 35th. The street has become a racetrack, and the situation is very dangerous particularly when residents try to get out of their driveways. After speed humps were installed on 34th, traffic moved to 35th. He requested barriers be installed.

Mayor Lomnicki said the City was working to find the most appropriate traffic calming devices for its neighborhoods. He discussed the NTMP and prioritization of street improvements. He urged residents to work through their Neighborhood Associations.

Alford said the reason he attended this meeting was because he was told by Shelton that trucks going to Milwaukie Lumber could use Monroe Street. He was annoyed at the drivers' attitudes. "No trucks" should mean no trucks.

PUBLIC HEARING

Regional Center Master Plan

Mayor Lomnicki called the public hearing on the Regional Center Master Plan to order at 7:55 p.m.

The purpose of the hearing was to consider public comment on the adoption of the Regional Center Master Plan as an ancillary document to the Milwaukie Comprehensive Plan. He asked that speakers limit their time to three minutes. **Mayor Lomnicki** announced the record would remain open until 5:00 p.m. on November 25, 1997. Copies of the material would be distributed to the City Council for further consideration at the December 2, 1997, meeting. He reviewed the conduct of the hearing.

Staff Report: **Collins** presented the staff report on file number CPA-97-01. This was a proposal to adopt the Regional Center Master Plan as an ancillary document to the Comprehensive Plan. The primary study area is 573 acres, and the secondary study area, that includes the business/industrial and part of the northern industrial area, is 125 acres. The Regional Center is in the non-low density area of the City. She discussed the zoning with the Regional Center Overlay. The primary and secondary study areas make up about 20% of the City.

Collins reviewed the Plan which was divided into five chapters: Introduction and Background; Vision and Existing Conditions; How will Milwaukie Achieve the Regional Center Vision?; How Will the Regional Center Affect Subareas?; and Analysis of Future Growth. Eight urban design principles were applied to the entire study area. The Plan contained Citizen Working Group summaries and suggested a Design Review Board. The land area encompassed in the primary area is the same as that defined in the Vision Statement.

Staff recommended the City Council adopt the Regional Center Master Plan as recommended by the Planning Commission.

Correspondence: None. **Mayor Lomnicki** noted a letter he would read into the record if the writer was not able to be at the hearing.

Audience Testimony:

Karen O'Dowd, 10952 SE 21st, Suite #5, MDDA Manager, spoke in support. The MDDA supported the Regional Center Master Plan Elements for commercial development and increased density in downtown Milwaukie. The impacts of expanded retail are broader than Main Street. Businesses need an increased customer base to help make Milwaukie a better place to live and do business.

Analise Hummel, 2802 SE Monroe, spoke in opposition. Liberty is for all citizens, not just a powerful few. She asked if corporate welfare had anything to do with the Regional Center Plan. She noted an article written by Randal O'Toole about the myth of the vanishing automobile.

Karen Williams, 7634 SE 32nd, Portland, spoke in support of the Plan. She was involved with the Light Rail Working Group and participated in the 1995 Vision Project. We do not know if light rail will be funded, but it is clear alternatives to the automobile must be found. We also do not know if Metro's population projections will be met. Milwaukie has a history of public involvement and suggested citizens help design infill development and determine the types of businesses they would like to see in their community. She encouraged the City Council to include this Plan as ancillary document to the Comprehensive Plan and create place that is worthy of people's affection.

David Aschenbrenner, 11505 SE Home. He asked if there was anything in the Plan that would change zoning. His main concern was outside the specialty subareas. He asked if the Plan would be in effect if light rail was not finalized. He urged the Plan go to a vote of the people. The decision should not be in the hands of five people. He felt there should be more time for input.

Mart Hughes, 3006 SE Washington. He objected to Councilmember Schreiber, Councilmember Trotter, and Mayor Lomnicki hearing testimony. The reasons were: objective character; number of residents signing recall petition; bias and manipulation of public planning process; and two previous rejections of the Plan. He noted that Councilmember Schreiber recently purchased real estate in the study area which he believed was a conflict of interest.

Elsner said this was not a land use hearing, and the City Council was acting in a legislative capacity. The members cannot be challenged on the basis of bias.

Randal O'Toole, 14417 SE Laurie, spoke in opposition. The Metro 2040 Plan will turn the Portland area into a Los Angeles. He saw density as the problem with the Regional Center Master Plan and discussed pollution, congestion, housing costs, crime, and open spaces. He said adopting the Plan and its density will reduce Milwaukie's livability.

Paul Graham, 11049 SE Main, spoke in support. Graham's Stationery has been in the City for 30 years, and, in the past fifteen years, business has deteriorated. The downtown is no longer a people place, but he believed it could become vital with commercial and cultural activities. The current downtown condition is a result of poor planning, and businesses were locating elsewhere. Dozens of people developed the Regional Center Master Plan over many months, and it provides a good framework for future plans to keep the City vital. He urged the City Council adopt the Plan.

Dale Potts, 12177 SE Grove Loop, spoke in opposition. He addressed the proposal to make Milwaukie one of Metro's Regional Centers. The City Council has ignored citizen input while drowning people in a sea of hard to read reports. The City Council is programmed by Metro and supports the vague utopian vision. Time and money is spent devising ways to get around citizens. He was disappointed the City lacked leadership and wished Milwaukie had West Linn's City Council. If the Milwaukie City Council members think the attacks are personal, they are right because they are attacking what is important to citizens. Let the people vote on the Plan and the riverfront. **Potts** said in two more years there will be no more Metro.

Art Lewellan, 3205 SE 8th Avenue. Light rail should not go into downtown Milwaukie. He was concerned with downtown densification and traffic. He discussed his Loop Oriented Transit-mall Intermodal (LOTI) Plan that would turn the South/North Light Rail into a longer line following the SP track. The LOTI was a good alternative, and he sought support.

Jim Lotz, 5537 Harlow Street. He thanked City Council and staff for Milwaukie's current livability. The streets have never been better, and there is good access to Portland and the freeways. **Lotz** had followed the downtown development for 30 years, and most citizens would like to see the downtown prosper. He did not feel this could happen because the merchants and property owners did not want to spend money on their buildings. He congratulated Graham on his longevity. He urged the City Council come together with the citizens for better communication.

Greg Stone, 2755 SE Washington. He agreed the City needed a master plan; however, he wanted to express some concerns. He supported the concept of densifying to protect green areas, but he cautioned plans could be corrupted by big money. Policy makers can make decisions that do not enhance livability. He questioned comments on pages 20, 32, 35, and 66 addressing the increased number of dwelling units in the Historic Milwaukie Neighborhood, economic incentives for upgrading the infrastructure, and the number of cars. **Stone** said he would prepare written comments for City Council.

Keith Faust, 11551 SE 27th. He felt a 40 - 50 year planning window was too long. It is too far out and typically, many things change. He did not feel the Plan

offered flexibility for probable changes. Densification creates infrastructure needs. He felt permanent residents were more involved in City government. Those living in large condos have no concerns beyond their own areas. He urged the Plan go to a vote and added he did not believe people understood its importance.

Julie Wisner, 3325 SE Wister, spoke in opposition. She came before Council as a citizen who has volunteered as a member of various working groups, Traffic Safety and Transportation Board (TSTB) and the 34th Avenue Task Force. Only a small number of people are familiar with the Plan's content and impact on residents' lives. She asked why the City Council was rushing to adopt the Plan before the NDAs reviewed it since Metro does not need it until 1998. Taxpayers will foot the bills, and the public should be made aware of all the impacts. Taxpayers should be able to make the decision. **Wisner** urged the City Council delay adopting the Plan and extend the public review period.

Bryan Cosgrove, 10712 SE Stanley, Planning Commissioner, spoke in support. He urged the City Council to accept the Plan as written because not planning for growth would be a travesty. He wanted his children to know the City accepted its responsibility for density and more people. It does not mean livability will be given up. The Plan addresses 13% of the City's land base, and the rest will stay as it is. He discussed flaglots and noted he and his family lived on a flaglot.

Lillie Moore, 4001 SE Johnson Creek Blvd., spoke in support. She discussed the amount of traffic on Johnson Creek Blvd. and how it was a parking lot at peak times. She complimented the Mayor and City Council for being kind to people who were rude to them. He felt the City Council was an excellent group of people. Milwaukie of today is an example of not planning – development just happened. She discussed some of the impacts of not planning. People need to know where they are, where they are going, and how to get there. Lack of parking has been identified as a reason people do not shop downtown. Light rail, **Moore** added, would help people.

Donald Hammang, Hector Campbell NDA Chair, 11104 SE Home Avenue. The Hector Campbell NDA, he noted, did not have time to respond to the final Plan. The NDA does support subarea 1 and rebuilding the downtown area. Making subarea 4.1 a light rail station, however, indicates the City Council has not listened to what the Neighborhood said. Our community is not for sale, and residents do not approve of tax increment financing and urban renewal. Five

story buildings do not fit with the Neighborhood. Any change in zoning would allow urban densities to expand into other areas. Providence Milwaukie was concerned it might be inhibited. This Plan clearly resembles the Community Development Director's November 8, 1994 plan. **Hammang** agreed to submit the rest of his comments in writing.

Mark Whitlow, 222 SW Columbia, spoke on behalf of his client, the Murphy Co. He requested site 2.4 be excluded from the boundary and included with the larger industrial area to the northwest. The Murphy Company is engaged in site remediation, and there is still light industrial use not envisioned by the Plan. He requested the Council consider a boundary adjustment. He urged there be no non-conforming use that might inhibit future plans.

Ken Roberts, 2924 SE Malcom, property owner. He has acted as Ardenwald NDA co-chair and Riverfront Planning Committee member. He, too, had concerns that neighborhoods outside the boundary would be negatively impacted. Neighborhoods will undergo increasing pressure to decrease lot sizes and increase density. He used the example of driveway widths to support his point. He urged the City Council to do the right thing and send the Plan through the NDAs and to the citizens for approval.

Chris Houston, 11335 SE 35th. He is a seven-year Milwaukie resident and has seen traffic gradually increase. He believed higher densities would be dangerous. Neighborhood will have to be walled off to protect them from increased traffic. Citizens get angry with elected leaders who show only disregard. Do not build high density housing.

Mayor Lomnicki read a letter into the record from **Gary Michael**, 11907 SE 19th, supporting adoption of the Plan. Milwaukie is faced with growth and development pressures. The Plan is a result of a lot of good work by citizens, staff, and consultants, and every effort was made to involve the community. He felt it was important to ratify the City's vision and direction for the future with the details thoroughly addressed in subsequent planning phases.

Kathleen Wadden, spoke in support of the Plan. McFarland's is interested in developing its site behind the MarketPlace and has been working with Community Development staff. In general, the Plan meets McFarland's goals for developing the site.

Leann Lewis, 11335 SE 35th, asked how people gained the right to vote on the Plan. **Elsner** said either by referendum or initiative which could be binding or advisory.

Gary Michael, 11907 SE 19th, arrived and wished to express his comments. He supported adoption of the Plan and said a lot of effort went into involving the public. A majority of Milwaukie residents believe that growth is inevitable, and it is best to plan for it and make Milwaukie a better place. He felt the details could be worked out in the next planning phase. Growth will happen whether or not the City has a plan; if Milwaukie is called a Regional Center; or if light rail is constructed. He felt mixed use should be encouraged in the downtown area.

Staff Comments: **Mayor Lomnicki** said staff would limit its comments at this time and respond in writing. **Collins** said staff would respond to one question at this time regarding the assumption that zoning would change if the Plan was adopted. There is no proposal in the Plan to change zoning. There will be a set of proposals before the City Council in quasi-judicial hearings.

Questions of Clarification: **Mayor Lomnicki** the NDAs, Planning Commission, and City Council would be involved in any rezoning process.

Councilmember Trotter requested a visual representation comparing current densities to what is proposed.

Councilmember Schreiber understood the NDAs would be discussing their neighborhood visions. **Collins** said that was correct, and there has been movement in that direction. She felt the neighborhood visioning process might take up to twelve months.

Mayor Lomnicki asked for clarification of the population and housing estimates, **Collins** said 5,000 people translates into about 3,500 households.

Mayor Lomnicki asked for additional information on the percentage of growth and how it compared to the Plan. He felt the document should also address citizen safety and security. He asked if there was a timeframe for new residences and businesses.

Councilmember Trotter asked staff to check the figures on the acres of greenspace in subareas 1, 3, 5, and 6 since his total did not match that of the Plan.

Councilmember Tomei heard many concerns are about density and asked if doubling population was referred to in the Plan. **Collins** said it probably refers to the mixed-use areas or the Metro target.

Councilmember Schreiber felt people were confusing big city statistics with a small city like Milwaukie.

Mayor Lomnicki asked for a clarification, definition, and comparison of high and low density. He discussed the 2040 timeframe understanding that what is undertaken in the Regional Center Master Plan will have to evolve over time. He suggested more “bite-sized” timeframes to get a better concept of how the Plan will evolve.

Councilmember Kappa commented that Metro’s Plan is flexible. He suggested making figures available on current zoning and possible figures of downtown population.

Councilmember Schreiber said people seem concerned about their property, but it is up to each person to decide what to do with his/her own property.

Councilmember Tomei said there seems to be concern the City will condemn property, but nothing like that is implied in the Plan. It is built on private initiative.

Closure of Public Hearing: **Mayor Lomnicki** closed the public testimony portion of the hearing at 10:05 p.m.

Discussion and Decision by Council: **Mayor Lomnicki** announced the record would remain open for written public comment until 5:00 p.m. on November 25, 1997. The City Council will review the written comments, and the proposed Plan will be on the December 2, 1997, agenda. The Public Hearing will not be re-opened.

Councilmember Kappa discussed the number of drivers hired for westside light rail. The Gresham line has heavy ridership, and extra officers have been hired for safety.

Councilmember Tomei assured the people who testified they would get a response.

Local Greenspaces and Trails Projects – Local Share – Resolution

Mayor Lomnicki called the public hearing to order at 10:20 p.m.

The purpose of the hearing was to listen to public comment regarding substitutions to the City’s Local Greenspaces and Trails project list.

Staff Report: **Richards** presented the staff report. This related to the bond issue in which the communities submitted proposed projects. Of the two projects accepted, the riverfront property acquisition was rejected by the seller. Tonight’s public process would identify a substitute project or projects in the amount of \$310,000. The substitute projects recommended were: four projects (Johnson Creek/Springwater Corridor, Ardenwald to Springwater Access Easement, Roswell Wetland Enhancement, and Willow Place Wetland Enhancement)

previously submitted; Furnberg Park Wetland Enhancement; and Minthorn North Addition. The Lewelling Area Wetland acquisition was no longer feasible because the owner accepted another offer.

Councilmember Tomei was concerned that funds would not go toward riverfront acquisition and asked if there were other properties available. **Richards** said there is no riverfront property available that met Greenspaces requirements, and staff was concerned funding might be lost.

Bartlett said the City has negotiated for five years with the riverfront property owner. At this point, it is clear the Klein property is not on the market without condemnation. The City can control the mouth of Johnson Creek by other means. Metro is not considering any property along the McLoughlin Blvd. Corridor, and there are no other eligible properties on the Willamette or Kellogg Lake.

Councilmember Trotter said he knew Furnberg Park had a master plan and asked if these properties did also. **Richards** said both Roswell and Willow are retention areas and do not have master plans. These sites will be enhanced by natural plantings. The Ardenwald access to the Springwater Corridor does have a trail laid out.

Councilmember Schreiber asked if any of the proposed sites had recreation potential. **Richards** said Greenspaces allows no active participation areas. The Johnson Creek/Springwater Corridor area would help prevent flooding problems.

Bartlett said this project submittal would take the City of Milwaukie up to its full allocation based on a per capita amount.

Councilmember Trotter noted the proposed resolution should refer to "Exhibit A" rather than "D."

Correspondence: None.

Public Comment: None.

Council Comments: None.

Questions of Clarification: None.

Close Public Testimony: **Mayor Lomnicki** closed the public testimony of the hearing at 10:42 p.m.

It was moved by Councilmember Trotter and seconded by Councilmember Tomei to adopt the resolution approving substitute projects be added to the Local Greenspaces and Trails Project List with revision of "Exhibit D"

to “Exhibit A” in Section 2 and adding Lewelling Wetland as contingency project. Motion passed unanimously.

RESOLUTION NO. 36-1997:

A RESOLUTION OF THE CITY OF MILWAUKIE RIVERFRONT PROJECT INFEASIBLE FOR THE CITY OF MILWAUKIE'S LOCAL GREENSPACES AND TRAILS PROJECT LIST TO BE FUNDED BY METRO'S GREENSPACES BOND MEASURE AND APPROVING SUBSTITUTE PROJECTS.

Suspend Council Rules

It was moved by Councilmember Kappa and seconded by Councilmember Schreiber to suspend Council Rules and continue the meeting beyond 11:00 p.m. Motion passed unanimously.

OTHER BUSINESS

Consider Establishing Enterprise Zone – Johnson Creek Boulevard -- Resolution

Bartlett presented the staff report. He understood the Clackamas County Board of Commissioners adopted a similar resolution. He discussed the proposed intergovernmental agreement should the Enterprise Zone application be approved by the State.

Mayor Lomnicki asked how similar the resolutions were. **Pat Allen**, Oregon Economic Development Department, understood they were identical. He discussed developing an intergovernmental agreement with Clackamas County as Zone co-sponsors.

Councilmember Kappa said his concerns with road improvements and storm water issues could be addressed at the meeting with the Commissioners.

Councilmember Tomei said, after the resolution was adopted, she wanted to address child care and wage issues. **Allen** said that was appropriate.

Councilmember Tomei was also concerned that local people be hired. **Allen** said that could be addressed at a finer level of detail.

Councilmember Schreiber commented the Council would have to be in agreement before negotiating with the Commissioners. She understood Allen would work with the City and County on the process. **Allen** said the application was due in Salem on Monday. The application is the legal authority from which details will be developed into a program.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the resolution co-sponsoring an application for designation of an Enterprise Zone.

Councilmember Trotter asked **Councilmember Tomei** if her concerns were with the conditions rather than the Zone itself. **Councilmember Tomei** said that was correct.

Motion passed unanimously.

RESOLUTION NO. 37-1997:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, CO-SPONSORING AN APPLICATION FOR DESIGNATION OF AN ENTERPRISE ZONE.

Permission to Advertise for the Home Avenue/Monroe Street Drainage Project

Brink presented the staff report. Staff asked for authorization to advertise bids for the project that would help eliminate a long-standing drainage problem at the intersection of Home Avenue and Monroe Street. The estimated project cost at this time was \$80,000.

Councilmember Schreiber asked if there would be resident involvement with the project. **Brink** said to date it has been limited to one property owner and a presentation to the Hector Campbell Neighborhood Association.

It was moved by Councilmember Kappa and seconded by Councilmember Tomei to authorize staff to advertise the Home Avenue/Monroe Street Drainage Project for bid.

Councilmember Kappa said, because of a potential conflict of interest, he would not vote on the bid award itself.

Motion passed unanimously.

INFORMATION

Councilmember Schreiber wanted clarification of the Monroe Street truck issue. **Bartlett** said the Ordinance speaks to “no thru trucks”, and large truck traffic is discouraged on any streets in that area other than Harrison and Washington. The City cannot prohibit drivers from making local deliveries. Staff will work on routing trucks properly and ask the City Attorney to prepare an opinion. **Councilmember Schreiber** understood trucks needing to access downtown would be allowed to make a delivery and would be considered a local trip.

Bartlett said the strategy used by 34th Avenue residents of calling in with trucking company names and license plate numbers has been very effective.

Mayor Lomnicki asked if access to Monroe could be prohibited by a “no left turn.” **Brink** said the State denied that request, but the issue could be pursued by another letter. Milwaukie is not the road authority in this instance.

Councilmember Schreiber preferred to take this to the Neighborhood Association since the residents might want to preserve their own traffic pattern. **Bartlett** suggested a mediated solution between the businesses and the Neighborhood.

ADJOURNMENT

Mayor Lomnicki adjourned the meeting at 11:15 p.m.

Pat DuVal, Recorder