

MIKE'S FRIDAY MEMO

JUNE 8, 2007

1. On Thursday, June 7 at about 3 p.m. there was an industrial explosion and ammonia release at AmeriCold, a cold-storage facility in our North Industrial Area. Five of its employees were treated at local hospitals, and none appeared to be in life-threatening condition, thankfully. As our Fire Department and HazMat teams rushed to the scene, our police force and public works crews sealed off area streets and diverted traffic as the scene was secured and crews tried to seal the leak. We employed our CodeRed automated telephone notification system to notify people within a one mile radius to keep their windows shut and to stay inside.

When we learned crews were having difficulty locating the leak we activated our Emergency Operations Center to be available for support and evacuation, if necessary. As we began to arrive at the EOC the source of the ammonia had been located and shut down, and it appeared that we would not be needed. We made the decision, on advice from the scene, to shut down at about 7:45 P.M. The fire department PIO scheduled a press briefing for shortly after 8 p.m. The City periodically holds EOC trainings throughout the year, but this was not a drill. I find it reassuring that our staff acted so swiftly and effectively when called upon.

2. The Planning Commission is holding two sessions next week – Tuesday June 12 and Thursday June 14 – to hear public comment about adding a fourth option to the light rail alignment study. Both will start at 6 p.m. in the City Hall Council Chambers, 10722 SE Main Street. All current alignment options follow the Tillamook Rail line from Hwy 224 to Lake Road through downtown Milwaukie. Recently a number of citizens requested adding an alignment that would enter downtown via Main Street or McLoughlin Boulevard instead of the rail line. Mayor Bernard is looking for community consensus on whether or not to recommend adding this new alignment to the study, so neighborhoods and interested parties are encouraged to attend these meetings or submit written comments. Both meetings will be televised on Channel 30.

In addition to the Planning Commission meetings, the Riverfront Board scheduled a public meeting on June 4 to talk about this matter and voted 6 -1 against recommending inclusion of a McLoughlin/Main alignment in the South Corridor Study based on the potential impact on the Riverfront Park. (See attachment 1 for meeting notes). Two briefings were held for businesses in the North Industrial Area and Downtown on June 5. For information, visit <http://www.ci.milwaukie.or.us/news/2007/lightraildiscussion.html>

3. City Council adopted the 2007 – 2008 Budget and the 2008 – 2012 Capital Improvement Plan earlier this week. This year's budget totals \$42,867,264, and the tax rate is \$4.05 per \$1,000 assessed value. This is a responsible

budget combining action and conservatism. We were able to bring contingency up to \$1 million and the unappropriated fund balance to \$500,000 this year. A lot of people worked hard to make this happen particularly Budget Committee Chair David Aschenbrenner and citizen members Melissa Arne, Jeremy Ferguson, Mike Miller, and Leslie Schockner and Mayor Jim Bernard and City Councilors Deborah Barnes, Carlotta Collette, Joe Loomis, and Susan Stone. Former Finance Director Stewart Taylor had things in good order when he left this spring for a new job at the City of Albany, but this budget would not have come together without the help of accountants Judy Serio and Merlin Becker. Thanks to the rest of City staff that works hard to be good stewards of public funds and to live within their budgets.

4. The Friends of the Ledding Library Book Sale is just a few weeks away on June 22, 23, and 24 from 9 a.m. to 5 p.m. each day in the Portland Waldorf School gym. Sale organizers are accepting donations of unwanted DVDs, books, videos, sheet music, or CDs at the Ledding Library. While you're there, pick up a few raffle tickets for the June 24 drawing at 3 p.m. This year's prizes include a digital camera, Oregon Zoo passes, a Willamette River cruise for two, Portland Winterhawks tickets, and a multitude of gift cards and certificates. Tickets are available at the Library and cost \$1 each or 6/\$5 or 12/\$10. You need not be present to win.
5. Bring your lunch to Scott Park on Wednesday, June 13 at noon for the first of the 12-part Summer Concerts in the Park Series. Kinzel & Hyde will entertain folks this week with blues and Cajun music. These free lunchtime concerts are each Wednesday through August 29 with a special three-hour concert on July 4th. Scott Park is located next to the Ledding Library at 10660 SE 21st Avenue. This year visitors will find more convenient parking in the recently completed lot and enjoy new landscaping and benches in the Park itself. The Friends of the Ledding Library will be selling soft drinks and snacks with all proceeds going to the Library.
6. The Milwaukie Community Booth is back at the Farmer's Market for this season! Volunteers are needed to cover 2-1/2 hour shifts. The shifts are fun and you will enjoy the bustle of the market while you do something good for your community. If you can volunteer contact Beth Ragel at ragelb@ci.milwaukie.or.us or (503) 786-7568.

Currently the booth includes information on the following: the City's Neighborhood District Associations, the upcoming Light Rail study and the opportunities to get involved, the City's Transportation System Plan (TSP) process and survey results, downtown parking, north side planning for North Clackamas Park, Springwater Corridor maps and brochures, Trolley Trail planning, and much more. Comment cards are always available at the booth for residents to complete and every week they are reviewed and sent to appropriate staff. Not only is the booth a great way to get information out to the public, but it's also a great way to receive information back from our residents!

7. After two disappointing legislative sessions, Milwaukie Chief Larry Kanzler's persistence finally paid off. On June 6 the Legislature approved a bill that allows photo radar and red light enforcement in Milwaukie, Gladstone, and Oregon City. This bill also includes a much-needed trial photo radar program in ODOT highway work zones. Rep. Carolyn Tomei carried HB 2466 to the House where it passed 47 – 8, and Sen. Kate Brown carried it to the Senate where it passed 21 – 9. With both Hwy 224 and 99E going through it, Milwaukie has some very challenging intersections, so with these tools the City hopes to make its streets safer for pedestrians, bicyclists, and motorists. The City will begin implementing the programs this year that includes a public information campaign. The bill is now on its way to Gov. Kulongoski for his signature.

Attachments:

1. Riverfront Board Meeting Minutes of June 4, 2007
2. JCB Bulletin for the Week Ending June 8, 2007
3. Public Interest Meetings for the Week of June 11 - 17

June 4, 2007
Meeting of the Riverfront Board
Draft Minutes

Members Present: Seagler, Wall, Green, Stacey, Martin, St.Clair, Klein
Guests: Councilors Stone and Collette and 30-40 visitors
Bridget Wieghart, Metro and Sean Batty, Tri Met

Minutes:

Martin motioned to approve the minutes from the May 8 meeting. Stacey seconded and motion passed 4-0-2 (two abstaining and St Clair not present when vote taken.)

South Corridor Phase II Alignment Discussion

Herrigel began by summarizing the meetings held in the City to date on the South Corridor Phase II. She noted that during and between the Open House and the three segment meetings, City staff and Council have received requests from members of the Waldorf School, Historic Milwaukie NDA, Lake Rd NDA and other schools in the downtown area that the project team consider an additional alignment in the SDEIS, which would go along McLoughlin and/or Main Street. The three alignments currently approved for evaluation in the SDEIS travel along the Tillamook rail line through the downtown area. As a result of these requests, the Mayor has asked for four groups to weigh in on whether this fourth alignment should be taken into the SDEIS. These groups include the Riverfront Board, the Planning Commission, the Downtown Businesses, and the North Industrial Businesses. She said that tonight's discussion was to focus on whether that fourth alignment should be included in the SDEIS so that the Board could deliver a recommendation to the Mayor on this question.

Green acknowledged that there was a large audience and asked the Board how they felt the audience might participate at the meeting. Klein suggested that the Board hear the presentation, have some discussion, ask questions and then hear from the guests afterward. Green said he concurred with this approach and suggested that questions or comments from the audience, specific to the presentation, be taken after the Board had had a chance to ask questions. All Board members agreed to this approach.

Bridget Weighart, Project Manager from Metro, went over the history of the South Corridor project, noting that the Portland to Milwaukie line is Phase II and the I-205 line, currently under construction, is Phase I. She briefly described the three alignments already in the SDEIS, namely the Locally Preferred Alternative (LPA), the LPA with a tail running to Park Ave and the Working Group alignment with a tail to Park. She then introduced Sean Batty from Tri Met who would describe the potential Mcloughlin/Main alignment in more detail.

Batty went over a table of contents for a booklet Metro and Tri Met are developing on the Main/McLoughlin alignment. He said he would follow this format roughly for his presentation. He began by showing the Board concept plans of the LPA along the

Tillamook line. He then showed three concepts for possible and feasible alignments involving McLoughlin and Main: 1) McLoughlin (West side running), 2) McLoughlin (Center running) and 3) McLoughlin /Main Couplet. Following are some of the features described for each:

1) McLoughlin (West side running)

- Double tracks
- Bridge and abutment at 224 reconstructed
- 5 buildings displaced
- Signalized crossing on McLoughlin for track to cross McLoughlin from east side
- 29-40 feet of space removed from Riverfront Park (from back of sidewalk)
- Right turn pocket required for entering park
- 275 space Park and Ride at cash Spot
- Stations would be straddle entrance to Park
- 29 foot track only
- 40 foot station and turn lane

For tail to Park:

- Reconstruct rail road bridge south of Kellogg
 - Reconstruct bridge over Kellogg at 99E
- (noted that Tillamook alignment would not affect railroad bridge or Island Station intersections since rail touches down south of this area)

2) McLoughlin (Center running)

- From 224 to Harrison – same affect as West running
- Bridge and abutment at 224 reconstructed
- 5 buildings displaced
- Signalized crossing on McLoughlin for track to cross McLoughlin to center median
- Track would run along center median of McLoughlin
- Left turn lane onto 17th taken up by station at Monroe
- Reconstruct Kellogg Creek bridge at 99E
- Continue center run to Park
- Reconstruct rail road bridge south of Kellogg

Green noted that he'd participated in the CAC for the McLoughlin project and the left turn lane pocket length had been a very important issue to ODOT during that process. He said he was skeptical that ODOT would be of a different mind for this project. Batty acknowledged that they had not met with ODOT on any of these concept plans and he agreed that ODOT might have some issues with mitigation for this design. He noted that if this center running option was not feasible within ODOT's standards, then the side running options would need to be pursued.

Klein asked which option Batty thought affected traffic on Harrison the most. Batty said he thought the center running option did.

3)McLoughlin/Main Couplet

- Single track runs down McLoughlin on west side
- Turn left on Washington (southside)
- Turn left on Main St (east side)
- Terminus track would be in south part of Riverfront on McLoughlin
- 275 car Park and Ride at Cash Spot
- Access to P+R from Main only
- Grade steep on Washington
- Looked at a center and east side run on Main St
- All angled parking would be removed on Main
- 4 new stop lights would replace signed intersections
- Area between 12 and 21 feet of Riverfront to be displaced
- Double and single tracking actually uses similar amount of space since turning and other road elements must be accommodated
- 35 parking spaces would be lost on Main

Stacey asked to look at the overhead of the LPA. Batty noted that the Tillamook alignment had 100 feet of right of way available and three gated street crossings (at Harrison, Monroe and Washington)

Seagler asked if all alternatives have to stop at Lake Rd and then later be extended to Park. Weighart said that the SDEIS would look at either Lake or Park as a terminus but whichever was selected would be built all at once, they wouldn't be phased.

St. Clair asked why they were even looking at alternatives to the Tillamook alignments. Batty noted that community members had requested they look at Main/McLoughlin.

St. Clair asked if an eastside option on McLoughlin was feasible. Batty responded that an eastside run would cause each turn from McLoughlin into downtown to cross two tracks. He said this was hard to reconcile with required mitigation. He said even with safety protections people tend to jump gates or lights to turn right. He also noted that with an east side run business accesses off of McLoughlin would have to be consolidated or closed.

Green noted that despite the amount of space taken up in the Park by each of these options, he had concerns about either single or double tracks along McLoughlin and Main causing additional barriers between downtown and the Riverfront. He noted that one of the Board's main goals was to connect the Park to downtown Milwaukie.

Seagler noted that when you compared the Tillamook alignment to the options presented tonight, the Main/McLoughlin options didn't seem worth it.

Wall said he felt that our resource (the Riverfront) continued to dwindle.

Green noted that we lost some footage from the Park with the McLoughlin enhancements.

Stacey said he felt they'd fought too long and hard for what we have to balance of parking and green space.

Klein asked if the train could run in the street and what about changing streets to one-way? Batty answered that the tracks can run in the street but that they are on tracks so they don't share lanes with cars. He also noted that making streets one-way is possible but the Milwaukie downtown movements would be complicated.

St Clair said he thought the Main/McLoughlin couplet would be okay but we really are tight on space right now.

Klein asked if there was a way to move the terminus track on the couplet option. Batty said that there might be a way to move it to Main St but they'd need more ROW on Main.

Klein noted that any extra wall near Johnson Creek would not be attractive and he noted that there is an outlet there for water from the creek at the Waldorf School.

St Clair suggested they could move the McLoughlin station in the couplet option toward the sewer plant site and that would save some Park space.

Green asked if Sean had looked at a Main/21st couplet. Batty said he had but that the ROW to the north on Main got very thin so the connection to the north was difficult.

Klein asked about using a single tracked system (trains running north and south on the same track). Batty said Tri Met has built this type of track but has always gone back and rebuilt double tracks later to reduce bottlenecks and run time delays.

Seagler asked if this single track idea would prevent extending to Oregon City. Batty noted that it wouldn't prevent it but they would ultimately have to come back and rebuild as a double track if they extended to Oregon City.

St Clair asked about the timeline for light rail. Weighart clarified that the SDEIS would be done in July 2008. Preliminary engineering and final design would then take place and construction would begin in 2011 at the earliest. The line would open in 2014-15.

Klein noted the requirements of the Oregon Marine Board to pay back funds for projects modified or removed and wondered if the light rail project would pay these funds back for the City if the Riverfront was modified. Batty said that this would be evaluated in the SDEIS if this alignment went forward.

Green said that many of the Riverfront Board members have spent the better part of a decade working on this Park and they were protective of every square foot. He said their

mission was to reconnect the downtown to the Riverfront and they wanted to increase that connection rather than decrease it.

Green asked if there were people in the audience that had questions.

Jerry Foy of Westwood Construction and St. John the Baptist Church

- Your missing an opportunity if you don't think light rail would be an attraction
- If I was a business person in Milwaukie I wouldn't like the Tillamook alternative since it's too far away from downtown
- Seems like access issues to the Riverfront are just as bad when the light rail is on Main/McLoughlin as they are now
- Maybe you could use the sewer plant site as a turn around or storage area
- Noted that they had gathered 290 signatures opposing the Tillamook alignment without even trying last Sunday

Mark Gamba, a Gallery owner at the McLoughlin Building(and Waldorf parent?)

- Why not have both stations on Main with Couplet option? (Batty said this could be done but they'd still need a terminus site for dead trains)
- Why not extend south, it makes sense to. (Weighart said all options would be evaluated with a southern "tail" and without one.)

Dan Hoight, a Waldorf parent and TriMet employee from 12 years

- What elements do you look at in the SDEIS? (Batty went over the matrix of issues looked at for each option presented and briefly described what the SDEIS would cover. Weighart then clarified that tonight's presentation was a "quick blush" concept plan and that there was a great deal more evaluation that would have to be done)

Ed Zumwalt

- Batty says no to one track but we were looking at one track before the Waldorf School was purchased (Weighart said that she has been unable to find any evidence of this in the records of the past light rail processes in Milwaukie)

Brandon Eiswerth, Farmers Market Manager

- Noted that there is still discussion of moving the Framers Market to the Riverfront
- Light rail would bring folks from all over to the Riverfront for the Market
- They'd come from Sellwood and south Portland
- People could come to concerts at the Riverfront by light rail too

Carol Damm, Waldorf School Board

- Handed out a position statement on Public Transportation Systems in Downtown Milwaukie
- Asked why not make Main and 21st both one-way
(Batty said they did look at one-way traffic pattern but would need to do broader review if this option moved to SDEIS. He said they present more problems than they solve at first look)
 - Asked why not single track on McLoughlin?
(Batty noted that single track running down center of McLoughlin would take less width but there would still be all the other issues for turning etc he'd

described. He noted that a single track is not really half of a double track due to the infrastructure required for tracks)

Ed Pareki, owner of a potentially impacted building

- Noted that at this point we don't know what impacts there are on the Tillamook line either
- All we are asking is that the pros and cons of other options be included

Scott Churchill, citizen of the City and member of Historic Milwaukie NDA

- Noted he was not speaking as a Planning Commissioner
- Asked that we not jump to tactical solutions
- Noted that the request to consider the Main/McLoughlin alternative was only made 15 working days ago
- We ask that you please include this alternative in the SDEIS
- Highway 26 to Beaverton(congestion was mitigated...???)
- There is inconsistency with how much space we need. Ranges from 30 feet to 100 feet
- Seems that you are building a foundation for tactical solutions

(Batty noted that 34 feet is for track and 80 feet includes curb sidewalk etc.)

Weighart noted that the discussion of the Tillamook alignment uses 100 feet of ROW as what's available – not what will be used. In no case, she said are we shoving 70-80 feet into the neighborhoods)

Green said he'd like the Board to spend time, now, discussing the question.

Wall asked what the timeline was for the SDEIS as it related to the Riverfront design.

Herrigel noted that she understood that the SDEIS would be completed in July of 2008. She said that the Riverfront design is underway now and would be complete in late summer or fall of 2008. She noted that if the Main/McLoughlin alignment went forward, the Riverfront design and permitting would have to be put on hold while the SDEIS went forward.

St Clair made a motion to add the McLoughlin/Main alignment to the SDEIS as long as it allowed the Riverfront design the Board had worked on to be achieved.

St Clair said he felt it would bring good things to the City and he would use it. He added that the light rail line should not be "in lieu of" our design for our park. He said he did not want to sacrifice what they'd worked on. He said if they could come up with an alternative that minimized the impact on the Park he thought we should consider it. If there was no way to do that, then he'd drop the idea.

Seagler stated that he thought our recommendation had to be about what we have seen tonight. (Batty said that there were certainly other options but that he couldn't speak to other design parameters)

St Clair said that the only way he could support any other option was if it didn't impact the park.

Green noted that St Clair is suggesting an option which we can't address tonight since the SDEIS is not done. Another option is to support only options that have no impact on the Park. He said he felt strongly that if we impact the Park at all that would be unacceptable. He said he was uncomfortable with additional lines separating Downtown from the Riverfront – that to him is as important an issue as how much space would be taken away from the park.

St Clair said he thinks it will bring people to the park rather than keeping them away.

Stacey said he felt that it would make McLoughlin even worse than it is now.

St Clair said that it could facilitate getting people to the River and wouldn't necessarily be a negative impact.

Seagler noted that there isn't really time to develop an alternative to what we've seen tonight. He said the best alternative shown would have taken more than 10 feet from the park.

Green asked if there was a second to St Clair's motion. Motion failed due to lack of second.

Wall said that based on the information from tonight's meeting he would **motion that the Riverfront Board recommend against including a McLoughlin/Main alignment in the South Corridor SDEIS based on the potential impact on the Riverfront park.**

Stacey seconded the motion. Motion passed 6-1 (St Clair voted no)

Carol Damm asked whether this meant any alternative or just those that impacted the Riverfront Park.

Green said that based on the alternatives they'd seen tonight the Board recommended against inclusion of the alignment in the SDEIS.

Scott Churchill said they should not jump to tactical solutions.

Herrigel asked Weighart when the report on these options would be done. Weighart said she would get it to Herrigel to get to the Board within a few days.

The Board reinforced that they hoped that Council would get the message that this alternative has major impacts on our process and our Riverfront Park project.

Oregon Solutions Update

Green and Herrigel summarized the June 1 Oregon Solutions meeting. Green noted that there had been about 20 agencies and groups represented. He noted that the permitting folks are interested in working with us on the treatments near the Creek mouths and along the water. Herrigel said she'd accomplished her goals of bringing the Partners up to speed on the progress made over the past two years and in letting them know we'd be coming to them with permits soon. She said she felt confident that they would know who we were and what our project was now.

Motion to adjourn passed 6-0.

A Weekly Update on What's Developing in the City of Milwaukie

for the week of June 8, 2007

DEPT	TOPIC	LAST UPDATE	INFORMATION	NEW UPDATE	INFORMATION
Community Development	Texaco Site / Milwaukie Town Center Project	5/31/07	Negotiations continuing.		
Community Development	Milwaukie Light Rail Transit Planning	5/31/07	Preparations continuing for public meetings to consider McLoughlin and/or Main Street alignments for study in the SDEIS.	6/7/07	City hosted a briefing on Main/McLoughlin alignments for the PARB on June 4 and businesses on June 5 at the Masonic Lodge. The Planning Commission will be focusing on discussion of the possibilities on June 12.
Community Development	Downtown Bus Operations	5/31/07	No update.		
Community Development	Quiet Zones/ Crossing Safety	5/31/07	Staff work continuing. Presentation made to neighborhood chairs on 5/30.		
Community Development	New Century Players/Bertman House Rehab.	5/31/07	NCP looking into signage options.		
Community Development	Logus Road Sidewalks	5/24/07	Project open house for neighbor residents will be June 7, 7pm at Seth Lewelling Elementary.	6/7/07	No update.
Community Development	Federal Funding Requests	5/24/07	Staff have prepared and submitted to CTAC a preliminary list of projects for the Regional Transportation Plan update. MTIP funding for Kellogg Creek restoration planning and preliminary design has been tentatively programmed for 2010.	6/7/07	No update.
Community Development	Street Maintenance Program Development	5/24/07	An IGA for ODOT to collect the local gas tax has been signed. Staff have received approximately 10 requests for reviews of street maintenance utility rates by commercial customers.	6/7/07	Staff provided an update to City Council on feedback received after notifying residents and non-residential users of new fees.
Community Development	Sellwood Bridge Planning	5/24/07	The Policy Advisory Group has adopted a set of alternatives for pre-screening. The alternatives include several rehabilitation concepts; and five	6/7/07	The next meeting of the Community Task Force will be Monday, July 9, 2007, 5:30 - 8:30 PM, at SMILE Station [8210 SE 13th Avenue /

			possible alignments for new bridges with a variety of cross-sections (2, 3, and 4 lane concepts).		Portland, OR 97202].
Community Development	Business Outreach, Support, and Recruitment	5/24/07	Staff met with Adventis Credit Union to discuss parking and downtown development issues.	6/7/07	Staff met with Milwaukie Lumber to discuss light rail issues.
Community Development Admin	Records Project	5/9/07	The Planning Department will be the focus of the next phase of this project. Their need for better storage and organization of records is the most urgent need at this time. A meeting has been scheduled to discuss those needs.	6/8/07	No Update
Engineering (Sewer)	Fat, Oils and Grease Program (FOG)	5/24/07	This item, updating our code to provide for better enforcement of fat, oil and grease management in our wastewater system, will be addressed at the June 19 th CC meeting.		
Engineering (Sewer)	Minthorn Loop Sewer and Storm Replacement	5/24/07	No update		
Engineering	PW Standards Project	5/24/07	No update		
Engineering (Sewer)	JCB-Area Sewer extension to unincorporated area	5/24/07	No update		
Engineering (Water)	37th Ave. Waterline Replacement	5/24/07	Paving underway, expected to complete 5/31/07		
Engineering (Streets)	42nd/King intersection	5/24/07	Staff attended NDA meeting 5/14 to discuss this upcoming project. Working through neighborhood concerns.		
Engineering (Streets)	21st/Harrison Intersection	5/8/07	Waiting for Waldorf post-occupancy study for current traffic data at this intersection.	5/24/07	No update
Engineering (Water)	Well 8 Construction	5/24/07	Bid opening 5/24/07 for drilling portion of project. CC to consider award at their 6/5/07 meeting.		
Engineering (Streets)	Lake Rd Multimodal project	5/8/07	NDA and staff agreed to focus improvements from Oatfield to Kuehn due to funding constraints. Cross section to be 6-foot bike	5/24/07	No update

			lanes, 11-foot travel lanes, 13-foot center turn lane, and 6-foot curb tight sidewalks. Design will try to incorporate existing sidewalks in good shape into design. Right of way is typically limited to 60-feet on Lake Road.		
Engineering (Streets)	MTIP Downtown Streetscape Project	5/24/07	Working with Metro on schedule and budgeting for this project slated to begin '07-08 FY.		
Engineering (Streets)	37th and Oak St RR Crossing Improvements	5/17/07	Presentation planned for 6/19/07 City Council meeting	5/24/07	No update
Engineering	Harmony Road Environmental Assessment	5/24/07	For information or to comment on this project, see www.HarmonyRoadProject.org		
Planning	Transportation System Plan (TSP)	5/24/07	For information, including meeting agendas and packets, go to the TSP section of the City website (www.cityofmilwaukie.org).	6/8/07	The TSP Advisory Committee will meet on 6/13 and 6/29. These meetings will focus on reviewing recommendations from the 7 working groups. Several working groups will continue to meet throughout June. For information, including meeting agendas and packets, go to the TSP section of the City website (www.cityofmilwaukie.org).
Planning	Downtown Parking	5/3/07	Staff is working with the Parking Manager to implement the following changes: <ul style="list-style-type: none"> • 15 minute parking on 21st in front of the library • No overnight parking zones on Main St. between Harrison and Scott Streets. 	6/8/07	Staff is working with the Parking Manager to implement the following changes: <ul style="list-style-type: none"> • Changing all 8-hr on-street spaces to 4-h spaces • Designating "or by permit" parking spaces that will allow downtown employees to park legally on-street in areas where short-term parking is less needed for visitors.
Planning	Planning Commission	5/3/07	At their next meeting on 5/8, the Commission will hold a continued public hearing on a Use Exception in downtown to allow an indoor classic car showroom in the Downtown Office zone.	6/8/07	The Planning Commission will hold a Public Forum on Tuesday, June 12, 2007, at 6:00pm at the Milwaukie City Hall, 10722 SE Main Street, on the possibility of including a McLoughlin and/or Main Street alignment in the South Corridor Phase 2 SDEIS study.
Planning	Applications for Staff –Level Review	5/3/07	<ul style="list-style-type: none"> • Staff has approved an application for a Nonconforming Use approval, which would allow a deck to remain within a required front 	6/8/07	Staff is reviewing <ul style="list-style-type: none"> • A Minor Modification of a Community Service Use for the Well 8 replacement

			<p>yard setback on SE 19th Street.</p> <ul style="list-style-type: none"> • Staff is working with other City departments to prepare for a CSU Minor Modification for a new pump housing at the Well 8 site. • Staff is reviewing improvements proposed for one of the old Thomason buildings on McLoughlin at Ochoco. • Staff is reviewing an application for a Minor Land Partition on SE 40th Ave. • Staff has approved a building permit for an 8-room house on Lake Road at Vernie. 		<p>project (on Lake Road).</p> <ul style="list-style-type: none"> • A Minor Modification of a Community Service Use at North Clackamas Park. This application is requesting replacement of the caretakers' residence on the north edge of the park.
Planning	Pre-application Conferences	5/4/07	<ul style="list-style-type: none"> • Staff met with a party who is interested in developing a challenging site on Lark Street in Island Station. • Staff met with a party who is interested in dividing and developing a challenging site on SE 28th. 	6/8/07	<ul style="list-style-type: none"> • Staff recently met with the N. Clack School Dist. to discuss the upcoming bond project at Linwood Elem. Staff will hold the following pre-application conferences soon: <ul style="list-style-type: none"> • Ardenwald Elementary • Rowe Middle school • Milwaukie High school • Main Street Partners' Town Center project
Facilities	Public Safety Bldg.	5/24/2007	Ran into a snag on the installation which will put us 2 weeks behind schedule.		
Facilities	JCB-OPS Bldg.	5/24/2007	Carpeting and other floor covering was installed on the second floor of the OPS building this week.		
Fleet	New Staff Car	5/17/2007	The Toyota Prius has arrived. A plan will be developed on its availability for use.		
Fleet	Fleet	4/12/07	Will do a sealed bid auction when the weather improves and have some summer help.		
Street Department		06/01/2007	The Streets department has completed the repairs on 29 th and Malocm this week. They have now started repairs in the area of Where Else Ln., Elsewhere and Jobes Ct. They have also been repairing water and sewer cuts as well as sign repair, right-of-way and street sweeping.	6/7/2007	Kenny Hill was promoted to Utility II in the Storm Division and Ellie Grassl has taken on the Sign Department responsibilities. We are very excited for both of them. The patching crew has been busy repairing water cuts on the 37 th service transfer project. Sweeping continues to stay on schedule.
Water		06/01/2007	The Water department has been working all	6/7/2007	The Water Department has been transferring

Department			week on transferring water services and installing a fire hydrant on the 37 th water line project.		services off of the old 4" main on 37 th to the new main prior to the scheduled overlay this summer. There were 97 locate requests for the month of May.
Stormwater		6/01/2007	The Stormwater crews have been working on cleaning catch basins in the Ochoco area. They have also been replacing storm manhole lids with fish lids as well as morning rounds and locates.	6/08/2007	The Stormwater crews have been working on cleaning catch basins in the Brookside, Roswell and Ochoco areas. They have also been completeing their morning rounds and locates.
Wastewater		06/01/2007	The Wastewater crews have been cleaning and TV'ing in the downtown area, area 2. They have also been getting the irrigation systems up and running at 2 of the lift stations.	6/08/2007	The Wastewater crews have been cleaning and TV'ing in the 37 th and Lake area. They have also been demo'ing some new nozels for the vactor as well as morning rounds and locates.



City and Public Interest Meetings Week of June 11 - 17

<u>Date</u>	<u>Group</u>	<u>Time</u>	<u>Location</u>		<u>Contact</u>
<u>Monday 11</u>	Historic Milwaukie NDA	6:30 p.m.	City Hall Conference Room		Dion Shepard 503-653-6207
	Hector Campbell NDA	7:00 p.m.	PSB – Community Meeting Room		David Aschenbrenner 503-654-4258
<u>Tuesday 12</u>	Ardenwald/JC NDA	6:00 p.m.	Ardenwald Elementary		Ronn Palmer 503-785-0200
	Planning Commission Light Rail Forum	6:00 p.m.	City Hall Council Chambers		Katie Mangle 503-786-7652
<u>Wednesday 13</u>	TSP Freight WG	9:30 a.m.	City Hall Conference Room		Alex Campbell 503-786-7608
	TSP Advisory Committee	4:30 p.m.- 6:30 p.m.	Masonic Lodge 10636 SE Main St.		Katie Mangle 503-786-7652
	Lake Road NDA	6:30 p.m.	Clackamas ESD		Debby Patten 503-353-1825
<u>Thursday 14</u>	Planning Commission Light Rail Forum	6:00 p.m.	City Hall Council Chambers		Katie Mangle 503-786-7652
	Linwood NDA	7:00 p.m.	Linwood Elementary		Lynn & Beth Kelland 503-652-8589
<u>Saturday 16</u>	Traffic & Street Network Solutions WG #3	10:00 am- Noon	Masonic Lodge 10636 SE Main St.		Gary Parkin 503-786-7601
<u>Sunday 17</u>	Farmer's Market	9:30 a.m.- 2:00 p.m.	Across from City Hall		Grady Wheeler 503-786-7503

Note: New Times

Disclaimer: The contact person or their designee provides the meeting information on this calendar. If you need more detailed information about a meeting on this calendar, please contact them at the number listed.