

**MILWAUKIE CITY COUNCIL  
WORK SESSION  
FEBRUARY 26, 2001**

The work session came to order at 5:00 in the City Hall Conference Room.

Council present: Council President King and Councilors Lancaster, Marshall, and Newman.

City staff present: City Manager Pro Tem Swanson, Assistant City Manager Bennett, Planning Director Rouyer, and Neighborhood Services Manager Gregory.

### **Open Public Forum**

**Arlene Miller** commented on the town halls relating to the Downtown Plan. The Plan's elements are grandiose but are not what people really want. Residents have many concerns with the Jr. High School property use. Most people do not want a transit center, and she suggested relocating it to Southgate. Transit will simply make the downtown a large parking lot. She was concerned about impacts to the Ledding Library including bus fumes, crime, and the number of people confined to a small area.

**Councilor Newman** felt Milwaukie was well-served by Tri-Met, and many residents rely on transit. A parking structure would take care of the needs for downtown employees and/or shoppers who only want to park for a short time. He related the situation to Portland's Smart Park in Portland where short-term parking is relatively inexpensive while longer term parking costs are high.

**Jim Bernard** said Transit Oriented Development (TOD) Committee Member Strauss seemed to question people's rights to demand parking. **Council President King** thought it was the manner in which Strauss delivered the message and suggested addressing this through the Committee chair.

**Mike Stacey**, 2740 SE Kelvin Street, Milwaukie. He felt restrooms were needed in the proposed Milwaukie Transit Center. The group discussed requiring Tri-Met to construct restrooms and investigating maintenance and operations options.

### **Scheduling**

1. March 5 -- Council laptop training
2. March 27 -- Legislative visit
3. March 31, 9:00 a.m. to noon, Public Safety Community Meeting Room -- Community open house on city manager recruitment

## **Other**

1. **Councilor Newman** asked the status of McLoughlin Boulevard and River Road projects. **Bennett** said Oregon Department of Transportation (ODOT) was about to begin preliminary design on the McLoughlin Boulevard project and is looking for money for the River Road project. There is a request in the 2001 - 2002 budget for traffic impact analysis funding.
2. **Council President King** requested a review of notification codes based on the recent Wister Street issue.

## **Urban Forestry Ad Hoc Committee Interviews**

The City Council interviewed Paul Munn, Gary Nebergall, Roger Cornell, and Mart Hughes for positions on the Committee.

## **Tri-Met Transit Center**

**Swanson** provided background information on the project and clarified there are two distinct projects: the transit center and the transit oriented (TOD) development.

The first project, the transit center, will be the bulk of the Safeway property. The primary decision maker in terms of the project is Tri-Met as the developer. The City Council is seeking to influence the prime decision maker to incorporate mitigation and design standards deemed desirable by the community. This is the stage of the process where Milwaukie negotiates an intergovernmental agreement (IGA) that includes the Safeway property transfer and mitigation measures.

The second project, planned for the remainder of the Safeway site, is the transit oriented development (TOD). In this area, the city is the prime decision maker, and the City Council has the role of driving the project. The TOD Committee is developing standards to be included in a request for proposal (RFP) going out to the development community. The City Council is the final arbiter of what takes place in the TOD project.

The City of Milwaukie entered into a lease purchase arrangement with Safeway in September 1997. The lease is \$90,000 annually for a five-year term. Once the lease expires, Safeway may negotiate with whomever it wishes.

Staff presentations will be done individually. First, Tri-Met will update the community and City Council on the Milwaukie Transit Center. Second, TOD Committee Chair Don Trotter will discuss the process. Each will be followed by citizen comment and City Council discussion and direction.

**Swanson** briefly discussed the Milwaukie transit center issues that began in the early 1970s and has continued through the 1980's. The current transit center is outside City Hall on 21<sup>st</sup> Avenue and Jackson Street. City Hall has an agreement with Tri-Met to provide restroom facilities. The Safeway site proposal is incorporated into the downtown plan which was adopted by the City Council. The plan calls for a transit center with shelters, benches, lighting, restrooms, and buffering for the Ledding Library. Sen. Gordon Smith was successful in getting federal funds allocated to complete the project.

**Bennett** discussed public area requirements. The Council will make the decision on the lease purchase agreement with Safeway as well as shaping the IGA with Tri-Met. Next steps will be the Safeway property transaction and subsequent sale of the transit center portion to Tri-Met.

Tri-Met representatives Phil Selinger, Katherine Brendle, and Young Park updated the City Council.

**Selinger** discussed Milwaukie's importance as a cornerstone in improving regional transit. The current on-street Milwaukie transit center was agreed upon in 1981. The current facility is not optimal for several reasons: it takes away needed on-street parking, and it is inconvenient for riders. The Safeway site was identified as a good transit center site during the South/North light rail alignment process. Other sites, including the Jr. High property and lumberyard, have been investigated in the past but were not really suitable.

While looking at how to accommodate the transit center at the Safeway site, Tri-Met is also investigating ways to mitigate impacts to the Ledding Library, Masonic Lodge, and neighboring businesses. The existing transit center serves 4,700 riders daily and has 68 buses at peak times, so the buses and riders are already downtown. The proposed transit center will accommodate 14 buses at a time and offers shelters, public art, schedule information, and a break area for bus operators. There will be 2 bus stops on Main Street for through and priority service. Public access to Scott Park will be enhanced and pedestrian access to the rest of the community will be improved. To be compatible with the downtown Plan, Tri-Met will extend 21<sup>st</sup> Avenue by one block. Tri-Met will make every effort to make this a "green" project by using recycled building materials, water sensitive plantings, efficient lighting, and effective stormwater filtration.

Tri-Met filed the Environmental Assessment with the Federal Transit Authority (FTA) and anticipates approval. Once approval is given, full engineering and design activities will begin. The Tri-Met Board of Directors approved award of the design services contract, and the traffic, survey, and preliminary geotech work have been done. Construction is scheduled to be done by summer 2002.

**Selinger** outlined the funding sources including re-programmed PSU transit funds, appropriations for FY 2000, 2001, and 2002. Total funding is \$5 million.

Tri-Met recognizes the City has held the property for over three years for this project. The extension of 21<sup>st</sup> Avenue will be an in-kind acknowledgment.

**Selinger** identified issues and concerns:

- Parking -- loss of 8 spaces on Main Street, 13 at Library, and 120 at the off-street lot. 29 on-street spots will be restored on 21<sup>st</sup> Avenue and Jackson Street. He noted Safeway will sell the lot, so, if Tri-Met does not develop it, someone will;
- Noise -- buses are noisy, so Tri-Met is looking for new technologies using electric motors for portions of trips; Tri-Met will work with the Library as well as the Masonic Lodge to mitigate noise;
- Fumes -- Tri-Met will re-orient the Library HVAC system;
- Crime and nuisance street activities -- the center will be well-lit; drivers and Tri-Met police will be present; facilities will be kept clean;
- Restrooms -- Tri-Met has a policy it does not provide public restrooms but will incorporate them into the design if another party operates and provides routine maintenance; may also be incorporated into TOD project;
- Interface with other commuter rail -- can be done with single track extension down 21<sup>st</sup> Avenue;
- Long-term capacity -- to meet demand, Metro South Corridor suggests Milwaukie transit center could grow from 68 buses to as many as 120 buses by 2020;
- Increased traffic -- the buses are already in the downtown; this is a re-alignment of service; may be some minor increases in traffic.

**Selinger** recognizes and is sympathetic to the Masonic Lodge's loss of parking; however, he was not certain Tri-Met needs to provide a dedicated parking area. Library parking is connected to the 21<sup>st</sup> Avenue improvements which is consistent with the Milwaukie downtown plan.

**Councilor Newman** was concerned about the Main Street stops and what amenities riders could expect. He noted the current facility is substandard.

**Selinger** said the Main Street stops would be next to the TOD project where awnings could be installed. Shelters could be provided for inbound buses. Routing the buses through the transit center would cause a time delay. There was discussion of extending the project further north, but Tri-Met does not wish to acquire additional property.

**Councilor Newman** was concerned the TOD might be delayed, and riders would have no shelter.

**Council President King** suggested moving the stops slightly to the north so buses would not eliminate parking spaces by the TOD.

**Selinger** said curb cuts would be an issue and commented on re-aligning Scott Street to provide quick access.

**Councilor Marshall's** biggest concern is long-term planning and the potential for quickly outgrowing the site.

**Selinger** said Tri-Met is looking to route transit more efficiently. Forecasts indicate this site will accommodate demand to 2020 based on Metro's projections and transportation model. This site would need on-street bus stops, but the buses would not be laying over and parking on the street as they do under the current configuration. He did agree the TOD needs on-street parking.

**Councilor Lancaster** noted most of the funds are allocated with the exception of about \$370,000. What if the project does not get those funds?

**Selinger** did not foresee any problems with federal funding since this transit center is a regional priority. Tri-Met will match the federal funds. Tri-Met understands Milwaukie is spending about \$100,000 annually to lease the Safeway property, and that is the basis upon which in-kind improvements will be made. He did not believe the state would challenge the use of the funds.

**Councilor Newman** asked the City's input level on the actual appearance of the facility.

**Brendle** said the Milwaukie downtown plan provides the basis for the detailed staff work. If there is a conflict between Tri-Met's "green" goals and the plan, the project will look for a compromise. All parties recognize the importance of this center.

**Councilor Newman** asked for a discussion of the air quality and noise mitigation at the Library and Masonic Lodge.

**Brendle** was familiar with the Library air intake on the 21<sup>st</sup> Avenue side of the project; however, she was not familiar with the Masonic Lodge HVAC system at this time.

**Council President King** was concerned with the number of buses passing the Library and suggested those laying over be as removed from the facility as possible.

**Selinger** said the Library will be buffered, but he thought Tri-Met might also be able to incorporate her suggestion. The less frequent routes could be closer to the Library, and drivers could be instructed to cut the bus engines.

**Councilor Marshall** commented on the in-kind improvements being a payback for the City's investment. He asked if 21<sup>st</sup> Avenue would not primarily serve Tri-Met and perhaps was not an adequate improvement from the city's perspective.

**Selinger** said the goal is to make sure the project integrates with the Library and downtown plan. Buses will not really need to use 21<sup>st</sup> Avenue. He indicated the turning area for trucks accessing the Library.

**Brendle** added buses cannot make the turn from 21<sup>st</sup> Avenue.

**Councilor Lancaster** asked for details of the additional geotech work.

**Brendle** said vibration is not typically an issue with buses particularly when travelling slowly as they do in this type of transit area. In terms of geotech work, preliminary investigation indicated some concern with shallow bedrock and groundwater levels. This will assist the TOD in determining if underground parking is viable.

**Councilor Newman** asked if security cameras would be used. He also understood GPS was used on some buses.

**Brendle** said work will be done with police staff during the design process to determine the security needs of this particular facility. This transit center would be a good candidate for GPS; however, the technology still has a few bugs.

### **Public Comment**

**Sally Jacob**, 10500 SE 44<sup>th</sup> Avenue, Milwaukie. She was concerned some routes would be eliminated.

**Ed Zumwalt**, 10888 SE 29<sup>th</sup> Avenue, Milwaukie; Historic Milwaukie Neighborhood District Association (NDA). He was concerned the transit center would be obsolete in 8 - 10 years. The Library is an active, viable place and should not lose parking spaces. He was concerned about fumes as well as vibrations from idling diesel engines. He recommended the Council consider moving the Library to the Jr. High School building.

**Sharon Bradshaw**, Ledding Library staff. She read a letter into the record from library patrons Melanie and David Phillips, 13230 SE Where Else Lane, requesting the number of library parking spaces be increased rather than decreased.

**Jay Bergers**, 3734 SE 15<sup>th</sup>, Portland. He is concerned about negative impacts to the library from bus fumes and reduced parking. Decision-makers should not deny the importance of the Library to the community.

**Rosemary Crites**, 4917 SE Aldercrest Road. She was concerned the transit center would choke the six block downtown area and suggested siting the transit center at Southgate. It is a vacant industrial area and not really far from the downtown.

**Mike Leips**, 3800 SE Filbert, Milwaukie. He felt Tri-Met's plans were very hazy and asked who would make up funding shortfalls.

**Max Tiermann**, 3911 SE Hagar Lane, Portland, 97268. He suggested putting the transit center at the old Worsted Mill site on McLoughlin Boulevard. People do not stop to shop in downtown Milwaukie anyway.

**Councilor Newman** personally chose to live in the Milwaukie downtown area because it is close to transportation making it easy to get to downtown Portland. Milwaukie residents do use this facility. Several large employers, Reliable Credit and ODS Health Plans, are moving to Milwaukie because it is highly accessible by transit.

**Jean Dugan**, 2816 SE Lake Road, Milwaukie. She was concerned about bus emissions and impacts on Scott Park and the creatures.

**Michael Davis**, Worshipful Master, Masonic Lodge, 10636 SE Main Street, Milwaukie. He was concerned about buses spilling out of the transit center and taking over city streets. Tri-Met sees this transit center as a stepping stone to outlying areas. He believed Council should consider looking at another site because this one may not meet the needs for which it is being designed. Tri-Met has not indicated it will hold public hearings on the design element. He was concerned Tri-Met feels it only needs to align 21<sup>st</sup> Avenue as an in-kind repayment to the community. A lot of land is being paved. Milwaukie has been holding the land for Tri-Met while sacrificing the Masonic Lodge and Ledding Library. Tri-Met must provide for the neighborhood. The question: is this the appropriate site and, if it is, is the community being served?

**Selinger** responded to the suggestions of relocating the transit center to the Jr. High, Southgate, or Goodwill sites. Any of these sites could work functionally for Tri-Met. The neighborhood adjacent to the Jr. High site is not interested in having the center at that location although it is close to downtown. Milwaukie is designated as a town center, and the downtown will be better served by the center being close to the core as identified in the downtown plan. Southgate and Goodwill are in the industrial sanctuary and not part of the downtown core. Tri-Met believes transit and transit facilities need to support land uses and connect the surrounding community with the town center.

**Selinger** addressed the concerns about obsolescence. Tri-Met used Metro's most aggressive growth scenarios and feels confident the facility will be adequate to 2020. Library parking is impacted by the 21<sup>st</sup> Avenue extension, but

this is not a Tri-Met design issue. He noted 29 spaces will be available at 21<sup>st</sup> Avenue and Jackson Street once that transit center is shifted to the Safeway site.

**Selinger** spoke to concerns about fumes and vibration and indicated Tri-Met would perform all necessary tests. If Milwaukie does become a more vibrant community in the future, the site could be redeveloped.

The plan is conceptual at this point, and the Tri-Met Board awarded a contract for design services in November 2000. Staff work indicates the center will integrate with Milwaukie's adopted downtown plan. There will be outreach as the design takes shape including mailers, displays in the library, web page, and opportunities for the community to comment. Open houses are being planned, but the dates have not been set.

**Selinger** talked about concerns with buses stopping downtown and noted riders do stop and shop. There could be some reduction in the number of buses in peak hours by letting local buses make the links.

Tri-Met mainly uses diesel buses, but it is looking at hybrids. It is environmentally conscious and uses emission-free fuels and keeps engines tuned to reduce fumes. Buses carry people who might otherwise be driving cars.

He addressed the issue of buses spilling onto the streets from the transit center. The same daily number of buses will be shifting to the north from the present transit center at 21<sup>st</sup> Avenue and Jackson Street. Tri-Met is working with staff to make civic improvements that are part of the downtown plan including improved intersections and paving treatments. This project goes beyond the limits of the transit center.

Tri-Met is not an entity trying to usurp the land. The transit center is a good use of the land and is important to Milwaukie's future. The center could move out of the downtown, but he did not believe that would serve the community well.

**Brendle** responded to the comment about paving over the land. This project increases the permeable surface by 8 - 10%. She explained no major routes would be eliminated; some of the through buses will likely not go into the center.

**Council President King** asked the peak hours.

**Selinger** said morning peak is from 6:30 a.m. to 7:30 a.m. The evening peak starts about the time people get off work and tapers off by 8:30 p.m.

**Council President King** noted the morning peak will be over by the time the library opens, but the afternoon would be a greater concern.



**Councilor Newman** asked if Milwaukie has the tools to make sure the community gets the level of design and aesthetics it wants and how the city would oversee the projects.

**Bennett** said the downtown plan has design standards related to the transit center which are very detailed and specific. By enforcing its own standards, Milwaukie will get a high quality design. She agreed Library parking and the amount of area used for the Main Street stops are a concern. Tri-Met will have to go through the Planning Commission and City Council if it wants exceptions to the design standards Council adopted in September 2000.

**Councilor Newman** asked if the \$5 million is tied to this specific site.

**Bennett** said the money is not tied to the site, but the approvals are. Several agencies have approved this location, and it is identified in the Metropolitan Transportation Improvement Plan (MTIP). If the site were changed, Tri-Met would have to go through the regional approval process again and cautioned there are other projects in the funding queue.

**Councilor Lancaster** wanted assurance there was contingency.

**Selinger** said the preliminary budget includes a healthy contingency. Tri-Met's recent projects have been done on time and within budget. The tools are in place to manage projects with a high degree of confidence.

**Council President King** offered direction to staff to push hard to address citizen's concerns and to make sure there is communication. City Council and staff are there to support the community in getting what it wants.

**Councilor Newman** wanted Tri-Met to work harder on the library parking issue. If the transit center is not built, someone else will buy the site and develop it. Further, the current Milwaukie transit center will stay where it is today. He urged a creative re-working of the plan to get trunk lines into the center and not leave riders standing on the Main Street waiting for buses. He stressed the importance of outreach and strong city oversight of the project.

**Bennett** said these issues will probably be folded into the IGA.

**Councilor Lancaster** noted the initial conceptual design was to conform with the downtown plan, but he wanted suggestions on how to solve Library parking problems.

**Councilor Marshall** did not believe the 21<sup>st</sup> Avenue improvements were acceptable as an in-kind repayment. The reduction of Library parking is not acceptable. He was concerned the center would start out being inadequate. Parking needs to be addressed before the project starts. He agreed moving the

Library would probably benefit the community as well as the transit center itself. He asked the feasibility of moving Scott Park.

## **Transit Oriented Development Project**

**Bennett** said the idea for this project, creating a small development parcel next to the transit center, emerged about a year ago. In July, the City Council approved the general process and charge of the Transit Oriented Development (TOD) Selection Committee as well as the makeup, in concept, of the group. Committee members were appointed in November 2000. Over the past few months, the Committee has been drafting a request for proposals (RFP) to send out the development community. On-site parking development may be required in the final RFP. The process allows for public feedback, and the downtown plan provides safeguards for a quality project.

She briefly reviewed transit center issues that related to the TOD project. The City Council will review the final RFP before it is released. Once the property is acquired, the City Council will be in control of the TOD project, and the Committee will be advisory. The City Council will retain control of the RFP and developer negotiations. The Committee understands this is a critical catalyst project, so the City may chose to reject all proposals if appropriate.

**Don Trotter**, TOD Committee chair. The 3<sup>rd</sup> RFP draft adds reference to public display of proposals submitted in addition to staff review. After the public comment period, the Committee will prepare a recommendation to the City Council. There are criteria relating to a development that is sensitive to land uses and its surroundings by addressing noise, traffic, and public safety concerns. The RFP goes on to address downtown storefront zoning, underground parking, and restroom facilities. The TOD Committee supports Tri-Met's building restroom facilities and contracting for operation and maintenance in order to take the burden off the TOD. Another section refers to shared parking with the Masonic Lodge.

**Councilor Newman** asked the cost of additional underground parking and amount of public subsidy needed.

**Bennett** said the city submitted a grant application to help subsidize an underground parking project. Underground parking is about \$20,000 - \$30,000 per space.

**Trotter** said, based on a TOD member's preliminary research, many of the buildings in the area have basements and do not have water problems. Tri-Met will do additional geotech work that will further help determine the feasibility of underground parking. If it is not possible to have underground parking, the TOD developer would be allowed off-site parking as long as it does not negatively impact future development of the master plan. The TOD has a 20,000 square foot pad, and part of the underground parking would be under the transit center.

**Bennett** added the downtown could probably have 50 - 52 underground parking spaces with 3 stories above. The Masonic Lodge is one potential user.

**Councilor Newman** suggested these spaces be made available to library patrons on evenings and weekends.

**Trotter** said the last highlight was the city's role in coordinating public involvement, including public meetings with the Milwaukie Downtown Development Association (MDDA), Historic Milwaukie Neighborhood District Association (NDA), and other community stakeholders.

**Bennett** said, if a developer does not come forward, the city could hold the site, but improvements would not be coordinated with the transit center project. Other options include selling it outright or converting it to another public use. The estimated value of the site is about \$175,000.

### **Public Comment**

**Ed Zumwalt**, 10888 SE 29<sup>th</sup> Avenue, Milwaukie. He was concerned the Planning Commission recommended a traffic impact study to assess downtown development impacts on surrounding neighborhoods. This was to be done prior to any new development. What will be done with the cars currently parking in the Safeway lot?

**Councilor Newman** understands the RFP requires parking and, unless that element is addressed, the development is dead.

**Michael Davis**, Masonic Lodge, 10636 SE Main Street, Milwaukie. If developers' proposals do not address infrastructure needs, who will pay for them? If part of the development is residential, more cars will be added. Will the entire parking burden be placed on this one small site? Why consider building a 4-story monstrosity downtown when there is really no way to deal with it. The cost of underground parking is almost prohibitive. Is this the right site for these interconnected projects? If there is underground parking, he hoped the Lodge could purchase or use some of the spaces. The RFP indicates the Lodge will get preference for unused parking spaces, but there will be a conflict if housing is part of the development. He suggested scaling back the size of the TOD to provide more parking. Is there another location conducive to downtown needs? The Lodge was completely unaware of the TOD until recently. The development creates a significant burden for the community around it. Both the Lodge and Library provide vital services to the community but stand to lose a lot with this project. The downtown is very small and precious, and it should not be used as a parking lot for buses. He suggested moving the Masonic Lodge itself on a land swap to free up more parking. The Lodge feels this is a viable plan that would

alleviate some of the problems. In addition, the Lodge might be interested in purchasing the land.

**Councilor Newman** understood the Lodge was currently using parking spaces it does not own. He suggested looking into a partnership and asked if the Lodge had funds to work cooperatively on a below-grade parking project.

**Davis** said \$30,000 per space was well beyond what the Lodge could provide, but he would entertain any proposals and develop a dialogue. Grant money may be more available if a non-profit is a beneficiary.

**Councilor Newman** commented, if there is excess parking, the Library would be his first priority.

**Council President King** asked Davis if he was interested in being a TOD Committee member.

**Davis** said he would make sure someone from the Lodge was available to be on the developer interviewing committee.

**Selinger** added Tri-Met supports the TOD project as a symbiotic relationship. It could reasonably be said the shape of the transit center project determined the TOD development. It will be challenging to coordinate the projects and stage the underground parking.

**Councilor Marshall** asked why more of the Safeway site was not utilized. It seems like the space will be inadequate in the long term.

**Selinger** said the center needs to be linear with minimal side street access. The Harrison Street and Main Street intersection is another constraint. The TOD site is not really usable as part of the bus transit center.

**Brendle** explained this is efficient as the design can be.

**Bennett** addressed some of the issues. The successful developer could be responsible for completing a traffic impact study. Scaling back the size of the TOD would reduce its revenue generating power and make it less viable. She discussed the traffic impacts to the Library when the Safeway site was being considered in the South/North light rail study. Bennett reviewed the outreach process and community contact efforts. Some parking issues will be addressed because the developer must accommodate all parking related to the development itself. Underground parking is questionable at this point.

The main issues coming out of the conversations with Masonic representatives were providing handicapped parking spaces, communicating issues with Tri-Met, improving the pedestrian crossing at Main and Harrison Streets, and recognizing

the Masonic Lodge is a community asset and is making an effort to be a partner in solving the parking issues. The question is how much of the problem is a result of the Masonic not owning its own parking. Staff is continuing to work on short- and long-term parking solutions and developing a demand and revenue forecast.

**Trotter** added there has been a lot of concern about the height of the TOD facility. The use is allowed by the city's current zoning ordinances could include a 4-story building.

**Councilor Newman** urged the Masonic Lodge to have a representative in the group reviewing the development proposals. It would be difficult to approve any proposal that does not address parking, but there may be other resources to be explored. It is important to have dedicated parking for downtown uses.

**Davis** said the Masons would like these issues addressed before the RFP goes out to the development community.

**Bennett** said once the developer is selected, the city will have a better idea of possible grants and an overall parking strategy.

**Councilor Lancaster** was concerned about operating under a deadline when there are important decisions to be made. He felt the parking issue needed to be dealt with before going further.

**Councilor Marshall** felt the city should move forward on the TOD proposal; however, he anticipated limited interest from the development community because of the site limitations. He suggested moving Scott Park to that site instead of developing it.

**Trotter** noted a memo from the Committee to the City Council regarding the transit center environmental assessment and how it would affect the TOD.

**Council directed staff to follow through on transit center environmental issues.**

**Roy Farmer**, Masonic Lodge, complained the city tied up the Safeway property before the Lodge had a chance to acquire part of it for parking.

**Council President King** adjourned the meeting at 10:25 p.m.

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Pat DuVal, Recorder