

Solutions proposed for parking

Possible solutions to Sandy's increasing parking problems were aired Monday night in a parking committee report to the Sandy City Council.

Susan Greer, administrative assistant for the city, said the committee has been addressing the need for more efficient use of existing parking areas, expansion of public and private parking facilities and the improvement of traffic circulation patterns in the core area.

The committee issued a preliminary report outlining three months of work. Still out are final results of a survey taken of downtown businesses designed to determine current use of parking facilities (customers, employees, truck loading) and the degree of support that might be expected for various measures to expand and conserve parking areas.

Greer told the council that preliminary results of the survey showed support for local improvement districts financed by benefitting property owners.

However, Councilman Bruce Cook criticized the

initial survey for not including the option of municipally owned parking lots. "Municipal parking was downplayed," Cook said. "The survey was not addressing that position."

Both Cook and Councilman Olin Bignall asked Greer and the parking committee to outline possible methods of financing municipal parking facilities.

"I don't think federal support is out of the question," Greer told the council later in the meeting.

Among the parking committee's preliminary report recommendations was the need to adhere to requirements for off-street parking standards as set forth in the city zoning ordinance.

"In particular, thorough consideration should be given to the provision of adequate truck loading areas and zones as well as adequate ingress and egress from parking lots before plans are approved and building permits are issued," the report said.

The committee suggested contacting Tri-Met to discuss the possibility of relocating the bus stop that is currently

on Meing Avenue.

Cook said he has watched area residents park their car in the Thriftway Parking lot and board the Tri-Met bus going into Portland.

The report noted that relocating the bus stop may be especially critical "as a Fotomat booth will soon be located in the Thriftway parking lot and will eliminate seven parking spaces."

Logging operators and their crews will be contacted by Sandy Police officers and encouraged to park at Immanuel Lutheran Church on Pleasant Avenue. The committee report said Rev. Frank Koepke and church trustees have reapproved using the church parking lot for commuters and logging crews during the day.

The committee outlined sites for off-street parking expansion and possible changes in traffic circulation that need further study.

The preliminary report provisionally recommended establishing and enforcing two-hour time limits for on-street parking in front of the commercially developed property along Pioneer and Proctor, the north side of

Hood Street between Bluff Road and Beers Avenue and the north side of Pleasant Street between Strauss and Smith Avenue.

"Further evaluation of the exact location of the two-hour zones is needed so as to avoid creating additional problems for owners of private parking lots, for residents with homes fronting on Pioneer or Proctor and for nearby residential areas that are already experiencing traffic congestion and parking shortages."

The committee has met five times during March and April. Members of the committee include Bob Kallen (Design Review Board), Frank Fox (Sandy Area Merchants), Clark Hall (Chamber of Commerce), Bill Sundin (Planning Commission), Otto Teyler and Art Prochaska.

Greer said approximately eight interested business people also attended various meetings, along with Police Chief Fred Punzel.

The next meeting of the committee is slated for Tuesday, May 2, at 1:30 p.m. at the Sandy City Hall.

Sharpe returns

Navy Sonar Technician Second Class Edward D. Sharpe, son of Mr. and Mrs. Harvey L. Meyer, 13600 SE 362nd, Boring, has returned from an extended deployment in the Western Pacific.

He is a crewmember aboard the frigate USS Gray,

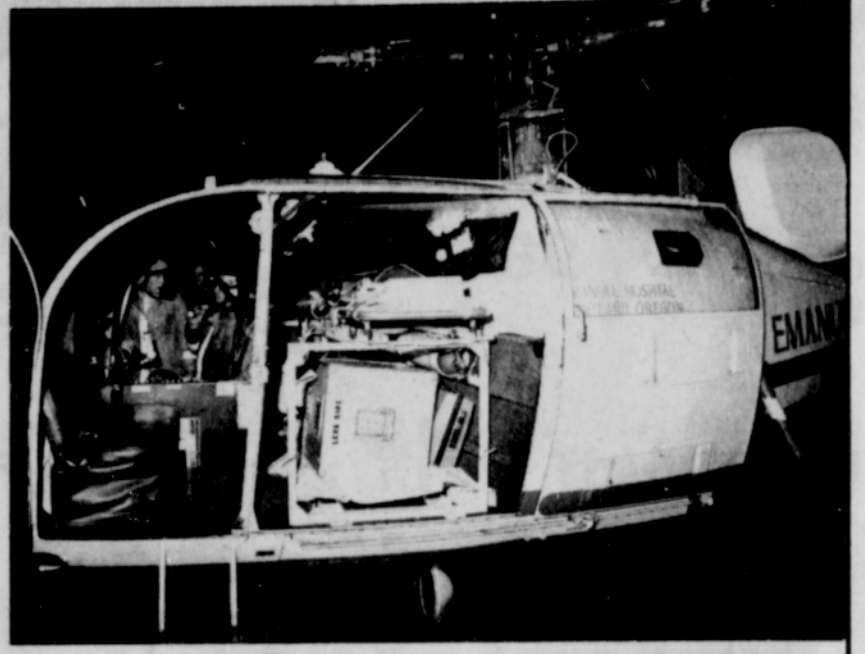
homeported in San Diego.

This vessel was part of a seven-ship task group that participated in various training exercises with other Seventh Fleet units and those of allied nations in the Sea of Japan, Philippine Sea and Indian Ocean. During their deployment, crewmembers visited several Far Eastern countries.

Sharpe joined the Navy in March 1976.

Life flight

EMANUEL HOSPITAL'S Life Flight helicopter staff recently landed in the parking lot of the Sandy Fire Hall in downtown Sandy to acquaint volunteers and firemen with the hospital's services and how to utilize them. Gresham Community Hospital is a satellite of Emanuel. Response time from Emanuel to Sandy would be approximately eight minutes, said Sandy fireman Gary Connelly. "One of the big factors with Emanuel is that they keep a trauma team on duty 24-hours a day," he added. The helicopter can be airborne within five minutes of a call. (Photos by Gary Connelly)



Rural zoning proposals on agenda

A meeting to discuss proposals to amend Clackamas County Comprehensive Plan policies and maps for non-urban areas will be held in Sandy at 7:30 p.m. Tuesday, May 2, at Sandy Union High School.

Citizens at the Rural Plan Amendment meetings will be asked to consider alternatives for agricultural, forest and rural lands, it was decided at the April 11 joint meeting of the county commissioners and planning commission.

Clackamas County has

been accused of a "take-it-or-leave-it attitude" in the past, according to John McIntyre, director of Environmental Services. The May meetings will include proposed policies to meet state requirements as well as options and alternative maps for citizens to consider, McIntyre said.

A "homestead" provision could be added to policies for land use in forest and agricultural areas, he added. This would allow property owners to sell land even if a smaller than required lot size would result.

The optional homestead provision would require the original homestead to be large enough to meet requirements for zone setbacks and the septic system, said Ardis Stevenson, Oregon State University Extension agent for Clackamas County.

Stevenson said another policy option would allow "cluster development" in agricultural and forest areas based on non-farm use provisions in the exclusive farm use zone. An addition to county ordinances would allow for non-forest uses

in forestry areas, she added.

Further options would include a proposed policy to identify additional areas for future transition to rural residential development. Stevenson said this proposal would give priority to farm or forest areas and adjacent urban or rural uses impacted by a major transportation corridor and where public services are committed.

Two alternative amendments to the comprehensive plan map show varying amounts of land for rural

development. Both show a rural designation for land already committed to non-farm and non-forest uses, with one using a tighter interpretation of "committed."

The proposed policies, when adopted, will apply to all non-urban areas of Clackamas County, Stevenson said. The Sandy and Cottrell areas are included in the map amendments of the rural plan projects, she said.

For further information, phone 655-8631.

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SPECIAL

NOTICE TO ALL PORTLAND GENERAL ELECTRIC COMPANY CUSTOMERS OF PROPOSED GENERAL RATE INCREASE

On April 6, 1978, Portland General Electric Company filed revised rate tariffs with the Public Utility Commissioner of Oregon. The proposed increase is approximately 9.6% for residential customers and 29% to 43% for commercial and industrial customers. As proposed, this would add \$1.28 per month for residential customers using 500 Kwh and \$2.56 a month for 1,000 Kwh usage.

The total request would increase annual revenues by \$70 million during the 12 month proposed test period, January 1, 1979 through December 31, 1979, or an overall average of 23.6%.

Portland General Electric, as part of the filing, indicated that if new rates could be put into effect beginning August 1, 1978, the overall percentage increase could be reduced to an average 14.4% and the increase to residential customers to an average 6.5%.

Reasons for this requested increase are the effect on the Company's financial condition of the impact of past and current inflation, the increasing costs of building, owning and operating thermal generating facilities and the costs of conforming to ever-increasing regulatory and environmental requirements.

The 1977 earnings per average common share were \$1.09, compared to \$2.27 in 1976 and \$2.52 in 1975. This was the lowest year-end earnings per share since 1960 and represents a return on equity of less than half and the level found to be fair and reasonable in the last rate proceeding.

Portland General Electric has proposed the much lower rate increase for residential customers consistent

with the theories of Oregon's Domestic and Rural Power Authority legislation, the Regional Plan and others which look to the dedication of the benefits of low-cost federal hydroelectric power to residential and rural customers.

The purpose of this notice is to provide customers of the Company with general information as to the proposals made by the Company and their effect on its customers, but that the calculations and statements contained in this notice will not be binding on the Public Utility Commissioner of Oregon. For additional information, call or write any of the offices listed below.

Customers who wish to receive notice of the time and place of any hearing in this matter should contact:

Public Utility Commissioner of Oregon

Labor and Industries Building

Salem, Oregon 97310

Telephone: 1-800-452-7813 (toll free)

Copies of the Company's testimony and exhibits are available for inspection at its main or division offices, which are located as follows:

Portland General Electric Company

Portland
Customer Services Dept.
121 S.W. Salmon St.
226-8333

Salem
136 High Street, S.E.
585-4410

Gresham
335 N.E. Roberts Ave.
665-3121

Western Division
(East Washington
County)
14655 S.W. Old Scholls
Ferry Rd., Beaverton
643-5454

Oregon City
902 Main Street
655-6321