



CITY OF TROUTDALE

"Gateway to the Columbia River Gorge"

AGENDA

CITY COUNCIL – REGULAR MEETING

Troutdale City Hall - Council Chambers
219 E. Historic Columbia River Hwy. (Lower Level, Rear Entrance)
Troutdale, OR 97060-2078

Tuesday, May 9, 2017 – 7:00PM

Mayor
Casey Ryan

City Council


David Ripma
Randy Lauer
Larry Morgan
Glenn White
Rich Allen
Zach Hudson

City Manager
Ray Young

City Recorder
Sarah Skroch

1. **PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE.**
2. **CONSENT AGENDA:**
2.1 **MINUTES:** April 5, 2017 Special Meeting.
3. **PUBLIC COMMENT:** Public comment is limited to comments on non-agenda items. *Remarks shall be limited to 5 minutes for each speaker unless a different time is allowed by the Mayor. The Mayor and Council should avoid immediate and protracted response to citizen comments.*
4. **PRESENTATION:** A presentation by 2nd & 3rd Graders from Sweetbriar Elementary School about their community volunteer night.
Marie Marianiello, Principal, Sweetbriar Elementary School
5. **UPDATE:** An introduction and update from the Historic Landmarks Commission.
Erin Janssens & Sharon Nesbit, Historic Landmarks Commission
6. **MOTION:** A motion to approve the Mt. Hood Cable Regulatory Commission's 2017-18 Annual Budget.
Norm Thomas, MHCRC Troutdale Representative
7. **REPORT:** An ODOT report on the I-84 Graham Road bridge replacement project.
Nate Scott, Project Manager, ODOT & Rich Watanabe, Area Manager, ODOT

8. **REPORT:** A Multnomah County Transportation report on the 238th improvement project and the closure of Stark Street. Joanna Valencia & Riad Alharithi, Multnomah County
9. **PUBLIC HEARING / ORDINANCE (Introduction):** An ordinance vacating a segment of SE Sandy Avenue Right-of-Way. Ryan Krueger, Associate Planner
10. **STAFF COMMUNICATIONS**
11. **COUNCIL COMMUNICATIONS**
12. **ADJOURNMENT**



Casey Ryan, Mayor

Dated: 5/3/2017

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Further information and copies of agenda packets are available at: Troutdale City Hall, 219 E. Historic Columbia River Hwy. Monday through Friday, 8:00 a.m. - 5:00 p.m.; on our Web Page www.troutdaleoregon.gov or call Sarah Skroch, City Recorder at 503-674-7258.

The meeting location is wheelchair accessible. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to: Sarah Skroch, City Recorder 503-674-7258.

MINUTES
Troutdale City Council – Regular Meeting
Troutdale City Hall – Council Chambers
219 E. Historic Columbia River Hwy.
Troutdale, OR 97060

Tuesday, May 9, 2017 – 7:00PM

1. PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE.

Mayor Ryan called the meeting to order at 7:00pm.

PRESENT: Mayor Ryan, Councilor Ripma, Councilor Lauer, Councilor Morgan, Councilor White, Councilor Allen and Councilor Hudson.

ABSENT: None.

STAFF: Ray Young, City Manager; Ed Trompke, City Attorney; Kenda Schlaht, Deputy City Recorder; Ryan Krueger, Associate Planner; and Heather Jones, Administrative Specialist.

GUESTS: See Attached List.

Mayor Ryan asks, are there any agenda updates?

Ray Young responds no agenda updates tonight.

2. CONSENT AGENDA:

2.1 MINUTES: April 5, 2017 Special Meeting.

MOTION: Councilor Allen moved to approve the Consent Agenda with corrections of the Mayor's name. Seconded by Councilor Ripma. The motion passes unanimously 7-0.

3. PUBLIC COMMENT: Public comment is limited to comments on non-agenda items.

Nick Moon, Troutdale resident, states I've been at the Morgan Meadows neighborhood now for 3 years and I'm on the HOA board there. I live next to the park on what we like to refer to as the cut through which is 17th Way where all the high school folks and people in other neighborhoods use to cut through which is not a great design idea especially with Hensley and the speed bumps. My big concern is that every single house on 17th Way has got at least 1 kid under the age of 10. All those houses and all the cars parked on the side of the streets and kids are going over the posted speed limit of 25. It's too fast. I've gone to the city planners and we've called the police a number of times. We've done all the processes. They want us to have a radar gun and we've done all that. People have done some of these processes before. There's a school bus stop right by the park and

TROUTDALE CITY COUNCIL MINUTES – May 9, 2017

Exhibit A – Norm Thomas's MHCRC Statement

Exhibit B – I-84 Graham Road Bridge Replacement PowerPoint Presentation by Nate Scott, Project Manager, ODOT

Exhibit C – 238th Improvement Project PowerPoint Presentation by Riad Alharithi, Multnomah County

Exhibit D – Vacation of Segment of SE Sandy Ave Right-of-Way PowerPoint Presentation by Ryan Krueger 1 of 20

there are no signs anywhere that there's a bus stop. I see high school kids go around the buses. There are no crosswalks that are labeled. The neighborhoods that are 25 years old all have speed bumps and signs for crosswalks and Morgan Meadows has much narrower streets and everyone parks on the side of the streets and then you have kids coming down fast. They leave in the morning, lunch and then after school. I could tell you from talking to all the other neighbors that I get an earful every time I go to the park from all the other parents but nobody wants to be the loud mouth. I think everyone's frustrated and nobody wants to call the cops and be that person. We're all super frustrated. If some kid gets hurt and we've all been complaining for a long time it's not going to look good. That's not the publicity that Troutdale needs and nobody wants to see that happen. There are kids that come through there at 30 to 40 miles an hour and there are kids on both sides and there's a school bus stop there. It's a recipe for disaster and we would like to see something changed. We feel like we've done a lot.

Councilor Allen asks, can we also have our Public Works look at it?

Ray Young, City Manager, responds yes.

Paul Wilcox, Troutdale resident, states I wanted to add to what Nick said. I also live on 17th Way and there are cars parked on both sides of the streets and you have kids running out of the park and across the street. I drive through there at 15 miles an hour and going 25 is way too fast. I want to talk to you tonight about the third and final Budget Committee meeting. There was a motion to remove the dog park funding from the 2017-18 budget. I was concerned about the way the vote went down. It passed 8 to 5 with 8 votes being the minimum requirement to pass the motion. Councilor Morgan was attending by the way of telephone and he voted to remove the funding initially and then he asked what the final count was and he requested that his vote be changed. Also, citizen member Corey Brooks spoke of the need for a dog park during the discussion prior to the vote so I was surprised that he voted to remove funding. I asked him about that in the meeting and he essentially said he made a mistake. I thought that was a flawed vote and it being so close I request that the Council reinstate that funding.

Sharon Ezzell, Troutdale resident, states following in Paul's footsteps regarding the dog park, it concerns me that something that has been approved in the past, it's been on the budget, planning talks were in the works and is all of a sudden removed. There's a lot of people in Troutdale that have come to the meetings and have said in the past we want this dog park. I think that when you all of a sudden take something away that's already previously been approved it doesn't sit very well. I do believe that it should be reinstated. The second thing is a question. I'm real curious why the last Council meeting was cancelled. I don't know the reasons behind why the meeting was cancelled. I think that as a Council you need to kind of sit back and look at it. I planned on coming, having not been to the meeting prior to that because I was ill. Then I found out it was cancelled. Keep in mind it's maybe not a good idea to be cancelling unless there's really valid reasons.

4. PRESENTATION: A presentation by 2nd & 3rd Graders from Sweetbriar Elementary School about their community volunteer night.

Marie Marianiello, Principal, Sweetbriar Elementary School, states I want to clarify, on your agenda I believe you have that they were going to speak about a project that they had done when they coordinated a volunteer and charity night where they thought about some charities and organizations they wanted to contribute to so we hosted a parents night and people came in and they made bookmarks for a library and made mats for a homeless shelter. They were going to speak about that but they've got something really exciting going on right now as we speak, like chickens hatching and all kinds of good stuff. They are passionate about that and they made a quick switch to the agenda and now are going to tell you about their learning around chickens. We are the 2nd and 3rd graders from Sweetbriar Elementary and we've been learning about lifecycles. We started this unit by gathering tadpoles and chicks. As they have grown we've been able to observe the changes that occur. As we watched the tadpoles we began to notice that their front legs were developing first. We were so excited. Then our teacher taught us about the lifecycle of a frog and frogs develop their hind legs first. This is when we knew we had a mystery creature. We quickly went into research mode. Later we discovered that salamanders develop their front legs first. Mystery solved. We then put a lot of time and brain power into learning about chicks.

Students from Sweetbriar Elementary spoke about their chicks in the classroom and showed posters.

5. UPDATE: An introduction and update from the Historic Landmarks Commission.

Sharon Nesbit, Troutdale Historic Landmarks Commission states I have a handout to pass out (a copy of the handout can be found in the meeting packet). We're from the Historic Landmarks Commission and Erin (Janssens) is the Chairman. In the last administration the Landmarks Commission had done an assessment on city landmarks. We then asked 3 landowners if they wanted to be a Troutdale Historic Landmark and they all agreed. We then approved them after the hearing process. The 3 houses are the McGinnis House on Kibling Street, the Olsen Cedar Place House on Troutdale Road and the Strebin House on Troutdale Road. The only thing that they gain from this is that they get recognition as a Troutdale Landmark and a plaque honoring their houses as a landmark if they want one. We haven't done any plaques, ever, for landmarks. We took up a plan of the historic plaques that we have throughout Troutdale that we've had since the 1970s and found a way to duplicate them. We all did this on our own time and our own dime. We found a place that can make these new metal landmark plaques for around \$100 a piece. We inquired of all 3 landowners and they would like to have one. David Ripma has one on his house so he knows what it's all about. Basically it describes the age of the house, uses the city logo and gives a little story behind it. We have researched these and LeAnn Stephen, our other board member, has identified the house styles and has done some research on all of them because she's an expert in that regard. We have reached a point where unless we pass the hat we can't afford to do this because we don't have a budget and we don't have any money for plaques. We need money. We also think that there's a lot of historic landmark value in Troutdale. The Troutdale Historical Society

just did a survey of the historic buildings that are in the city limits and we had over 150 slots. You would be surprised how many 100 year old houses there are on this hill. I think it's time for us to be seriously looking at what our historic properties are and how we regard and appreciate them. It's particularly important that we offer something more than a \$100 plaque to people who are willing to recognize their houses and landmarks and cope with some of the limitations of having a landmark house. It would be way more helpful if there were some incentives in the program.

Erin Janssens, Historic Landmarks Commission Chair, states I want to also add that the presentation that Sharon developed with LeAnn Stephen for the Historic Society is something that we would like to be able to come back and present to Council and share with you all of those homes and properties for more awareness. Sharon brought up that we need money for the plaques at \$100 each and I hope that is an easy ask for Council. We're also working on developing a walking map. We're in conversation with a couple artists to develop a walking map of Troutdale that might include a lot of the historic landmarks that would also include some artist studios. We also hope that if we pursue that there might be a little bit of money to pursue it. The next issue that we have is that we've lost 2 members recently. I don't think it's an isolated incident for city committees to lose members but we're at that point where if we lose one person now we lose our quorum. We're hopeful that Council would do a brief re-opening of the application period again for committee membership so we can fill those vacancies.

Mayor Ryan states sure.

Erin Janssens states within our meetings we spent some time reviewing the town center plan and I think everybody in the committee kind of recognized that we saw some gaps in it. We talked to the planning staff and discussed if there was a way to revise that. We would like to share our support as a committee that we really value the vision that went into the Troutdale Town Center plan but it's over 20 years old at this point and we're at a critical juncture of continued development within our town. We're hopeful that Council would look at reinvesting or updating our Town Center Plan. Last, we have a big ask of you, in that we have a fantastic historic building right in our main downtown center area and we all own it. It's sitting there vacant. It's such a treasure to the City that we would really like to see it preserved and be added to the City Landmarks list. I think most people in the room can look back at a property just a mile or so down the road and it was sitting on a list to be demolished for a number of years and came very close to being demolished until a couple brothers with the last name of McMenamins that came along and with the assistance of the Troutdale Historical Society they saved that building. We believe that is such a gem now but there were people that lacked the vision at the time and I think it would be such a tremendous tragedy if we didn't step up today and have that same vision and that same accountability to say here's something that we're responsible to take care of. It's our duty to step up and get this building designated as a landmark and work to preserve it and find a valuable use for it.

Mayor Ryan states we're still in the process of seeing what it would cost to move City Hall back there.

TROUTDALE CITY COUNCIL MINUTES – May 9, 2017

Exhibit A – Norm Thomas's MHCRC Statement

Exhibit B – I-84 Graham Road Bridge Replacement PowerPoint Presentation by Nate Scott, Project Manager, ODOT

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Ray Young states in the past we have had several architect firms review the property and come up with bids that vary anywhere from \$1.5 to \$3.5 million just to restore it to its current square footage that it's at now. It's going to have to be stripped down to the studs. Another potential firm recently gave us a bid of \$36,000.00 to go in and do a complete evaluation of the building and give us a complete bid on what it would take to restore the building to current standards because there's significant ADA issues with that building right now and accessibility issues. There are also parking issues there. We have a lot of things on our agenda in the next month all the way through June. We'll get the budget approved and after that City Hall is next in line because the Council is going to have to make a decision about what the future is of that building before we can move forward. I'll be honest with you, it's either move forward in that building or decide we're not going to move forward in that building and go somewhere else.

Mayor Ryan asks, how do we proceed with the plaques?

Ray Young responds I need to talk to Public Works. I don't know if we have codes that allowed for historical signs in front of homes and what the structure has to look like. We have to do some research and make sure they're appropriate.

Sharon Nesbit states the signs aren't on the road. They're on some part of the house or a fence post out front.

Mayor Ryan states I'm supportive of the plaques and I love the map idea too.

Councilor Ripma states I support the plaques and regarding the building we're talking about, which is the old City Hall, the reason they're asking us about nominating it for historic designation is because the owner needs to be on board and make the request. I've been advocating going back to the old City Hall for years. I think we should wait until we decide how we're going to proceed to look at it. I'm confident it will be the right decision at that point.

Councilor Morgan states I have a question for Ed. They brought up something about an incentive program to help homeowners of historic homes and see what other cities do. If you're doing 3 this year that leaves 50 years-worth of designations with 150 left to go. I would be interested if we could ask staff or direct staff to work with the Historic Landmarks Commission to see what other cities do and have a program that continues this help.

Sharon Nesbit states other cities give them breaks. They give them breaks on building permit costs and other breaks.

Erin Janssens states depending upon the State program they will freeze your property taxes and things like that. There are a lot of varieties of incentives but something we could control locally would be beneficial like waiving permit fees.

Ed Trompke states there are incentive programs through the state and the federal government that freeze taxes for I think 10 years. There are some other incentives that can be offered and the City can educate the public about that and promote it. You might want to write an article for the City newsletter that tells people about it.

Erin Janssens states it is different being on the Troutdale Historic Landmarks versus being on the state or national.

Councilor Allen states I thoroughly enjoy history and I am supportive but I should point out that I am on the Troutdale Historical Society board and I am a member.

Councilor Ripma states I am on the board.

Councilor White states my wife is on the board as well.

Erin Janssens states there needs to be more communication and outreach to help people understand history and landmarks.

6. MOTION: A motion to approve the Mt. Hood Cable Regulatory Commission's 2017-18 Annual Budget.

Norm Thomas, Mt. Hood Cable Regulatory Commission (MHCRC) Representative, states I'm here as a representative of the MHCRC and technically this is my last month unless you all decide to let me serve another term. My plan is to request to serve on and you should be receiving a letter shortly about that, Mayor. Tonight I have with me a couple people from the staff. I have Julie Omelchuck who is our Program Manager and Monica Weitzel who is the Director of Community Relations from MetroEast Community Media. Our job as the MHCRC is to regulate the cable industry and part of that also includes overseeing MetroEast and Open Signal. They are the local access channels and they broadcast the City Council meetings and the Planning Commission meetings.

Monica Weitzel, Director of Community Relations, MetroEast Community Media, states we're looking a lot more toward the Rockwood community and we've opened a secondary location there. We're doing adult literacy classes for people who have no experience in computers at all. It's a great partnership with Multnomah County Library. At the end of the 5 week class they get a free computer, free childcare and free food. That's something we're all excited about. As part of what we've done with the Rockwood community, when Marty Jones came on board he heard about a White House student film contest. He thought it might be a fun idea to enter that. We got some youth from Rockwood who decided to do a movie. It had to be a 3 minute film about the world we want to live in. What they did was a film on youth incarceration. It was a very heavy subject. We headed to the Wapato jail and they did the film there. These kids from Rockwood did a tremendous job. We had a filmmaker that was working with them and mentoring them. Out of 700 entries to the White House Film Festival they were 1 of 27 that were invited to the White House. They got honorable mention and got to go to the White House. One of our CEOs and one of the producers took these kids from Rockwood back there. These

kids had never been on an airplane, never been out of state and never really been out of the area at all. It was a pretty exciting and special thing. We're proud of that and that's just a sample of the things we're doing with the community.

Norm Thomas states what we would like to do in the future is bring MetroEast back and show you that film she was just talking about. In 3 minutes it shows what the real issues are and what the contrasts are between different areas of the population. As you know I'm here primarily tonight to get the budget approved for the MHCRC. I am here to highlight many MHCRC activities over this past year and seek your approval of the MHCRC Fiscal Year 2017-18 fund budget (Norm from a statement which is attached as Exhibit A to these minutes).

Councilor Allen asks, do you have any concerns in this budget?

Norm Thomas responds no, not this budget.

MOTION: Councilor Ripma moved to approve the Mt. Hood Cable Regulatory Commission's 2017-18 Annual Budget. Seconded by Councilor Morgan. The motion passes unanimously 7-0.

7. REPORT: An ODOT report on the I-84 Graham Road bridge replacement project.

Nate Scott, Project Leader, ODOT states thank you for letting us come out and tell you about our project that is coming up soon in your community. We're here to share some information with you about the bridge replacement project on I-84 at Graham Road. As you know this is a busy intersection and there's a lot of traffic through the interstate with over 25,000 cars per day. Add to that 1000s of vehicles on Graham Road itself in addition to tourists and a lot of heavy freight traffic. We also have people commuting to and from work and a lot of industry, cyclists and pedestrians.

Nate Scott showed the Council a PowerPoint Presentation which outlined the ODOT report on the I-84 Graham Road bridge replacement project (attached as Exhibit B to these minutes).

Nate Scott states one bridge is 70 years old and another is 60 years old. They have been experiencing some significant maintenance issues within the last few years. We had holes opening up on the bridge decks which is a major concern both from a traffic safety standpoint as well as just the inevitable snarls in traffic that would occur when something like that happens. Not to mention that the older the bridges get the more costly they are to maintain. The first intent of this project is to replace old bridges.

Councilor Allen asks, did I hear correctly that you were able to get financing to do the job that you wanted to do earlier?

Nate Scott responds the additional funding that we were able to get at this point, which is not an inexpensive project, will go towards lengthening so that a future cross section of Graham is accommodated as well as the height increase. It's still about the structure itself.

Councilor Morgan asks, the project is 30% designed as a whole so we're still in the embryonic stages of the planning?

Nate Scott responds yes our design at this point is broad strokes. We know basically the size of the structure and the footprint but a lot of the details are yet to be worked out. It's a perfect point of handoff from ODOT to a consultant because we've defined what we expect the project requirements to be.

Councilor Morgan states my concern in the planning and discussion is there are projections and reports that we may be getting a huge company perhaps coming into the City of Troutdale. With that excess traffic as well as the air academy that has students climbing above and below and around the bridges every single day I would hope and caution that as wide as we could go as possible that would allow traffic to move freight easily but also pedestrians would be using that.

Nate Scott states I had mentioned the new proposed cross section below the structure we're going to build a fully compliant 2-way pedestrian facility as well as a wider bike facility.

Rich Watanabe, Metro East Area Manager, ODOT, states what we're building is a structure that is longer than what would normally be built for what's there now. In the future if an additional lane is necessary it could be accommodated without rebuilding the entire bridge. We don't have enough funds to build an additional lane at this time so we wanted to get as much money we could to make sure that the current bridge isn't a throw away in the future.

Nate Scott states don't quote me but I think we're talking about a 10 foot wide sidewalk facility plus room for bikes in addition to that and then 2 travel lanes with room for a third.

Mayor Ryan asks, anywhere during that process if we have so much business and so much economic growth going on, would there be an opportunity to then add that lane? Or is it you're going to do the bridge and even if it ends November 2020 there's no way to think about another lane?

Rich Watanabe responds the easiest time to add it would be during the design process and early in the design process. The need is there, unfortunately we don't have the funds to do that.

Mayor Ryan asks, is there a way to get funds? The need will be there.

Rich Watanabe responds I know that our folks have been talking to City staff about the development and what might be the potential options for looking at funding. I haven't been a part of that.

Mayor Ryan asks, what can we do as a City and Council to get additional funding? Do we talk to our legislators?

Rich Watanabe responds that would be a good possibility. I think our folks have talked to the planning staff from the City about opportunities. I heard potential loans were discussed and possibly finding ways to pay that back later.

Mayor Ryan states if we could do it altogether that would be better.

Councilor Morgan states just to clarify, the estimated cost of this phase of this project is how much?

Nate Scott responds its right around \$15 million.

Councilor Morgan asks, the additional lane would cost how much?

Rich Watanabe responds I've heard it's in the \$3.5 million range.

Ray Young states \$3.5 million if it's done down the road and \$2.8 million if it's done in conjunction with this project. That's the initial estimation at this point. There's still some discussion ongoing as to the accuracy.

Councilor Morgan asks, the first phase of the project on the other side costs how much?

Rich Watanabe responds the other project was \$16 million to \$17 million.

Councilor Morgan states so a total estimate of \$32 million.

Councilor White states I want to compliment you on the Sandy River Bridge project. That turned out spectacular with the additional walkways on both sides. You really created a nice setting down there and I appreciate it. I would like traffic to avoid doing the one way loop. Especially if we do have all these jobs. In the summertime we actually get cars lining up for gas all the way out and it really creates a lot of congestion.

Councilor Hudson states I'm glad we're already talking about pedestrian access and it's great that your finished plan has what sounds like really good access especially for the air academy students. During the construction are you already thinking of ways that they're going to be able to make that journey?

Nate Scott responds we absolutely have been thinking about it. It's been one of my top 2 or 3 priorities for the design. What we expect to do is provide access through that site as much as possible. There will be times however when access won't be available when

we're demolishing those bridges for example and certain phases. When direct access isn't available we've looked at options like shuttle buses or providing overhead protective tunnel structures to extend that direct access and of course there will always be access to detour through the riverfront path area.

Ray Young asks, if it's completely blocked off how are cars going to get through?

Rich Watanabe responds we're looking at most likely building a temporary detour up there and knocking down the bridge at night so there is less traffic. We'll probably have to detour anybody from the northbound onto the ramp and head them off a dirt road and have them swing around and come back. It's not very convenient but it will just be a few days in knocking that down. When we start launching beams up there we'll want to stop traffic just in case something happens. It will be as short as we can make it.

Councilor White states we had a request from someone in the bicycling community on the Sandy River Bridge. They put a material on the planks that looks like plywood and people are having traction problems. I promised them I would pass that on. Also, there is a lot of graffiti under the Troutdale Bridge and we're also seeing graffiti on the new bridge. Is there someone we should contact about that?

Rich Watanabe responds I will pass that information onto the maintenance department. We do have plans to work on the deck/planks on the Sandy River Bridge. We would like to leave you some construction maps we have for 2017. This is for the NW Oregon area and it includes our Region 1 area as well as our Region 2 area which extends to the coast.

Mayor Ryan calls for a break 8:21pm.

Mayor Ryan calls the meeting back to order 8:29pm.

8. REPORT: A Multnomah County Transportation report on the 238th Improvement project and the closure of Stark Street.

Ian Cannon, Transportation Director, Multnomah County, states the project on Stark Street is to replace the culvert on Beaver Creek. I'm sure most of you are aware that that culvert is small and old and has a defunct fish ladder. It is not a fish friendly culvert. The main part of the project is to replace that culvert so it will be appropriate for fish to use. It will return that reach of the stream to a natural stream bed. The fish will then be able to access further up Beaver Creek. The other thing this culvert is doing is it's in anticipation of an upcoming project that will be widening Stark Street from 257th down to Troutdale Road. The plan is to close Stark Street on June 22nd and we anticipate that will be closed until the end of September or early October. Early on in this project we tried to look at good ways to do it and keep traffic moving on the street there but it's a very deep culvert and being able to stage that is really not very practical because we have a fairly short in-water window that we can actually be in the stream doing the work that's about 8 weeks long. Unfortunately closure is the best route. Our plan is to get some signs up in the next week to 2 weeks giving people notice of the upcoming closure and then as we get a little

bit closer to the actual closure we'll put variable message signs up. We're also planning a mailing to about 2,000 folks centered around that area. The detours are going to be Corbeth Lane and Cochran.

Mayor Ryan asks, were there traffic studies done? Do you have to do it at that time of the year?

Ian Cannon responds yes. It's driven by the fish and the Endangered Species Act essentially. The Oregon Department of Fish and Wildlife sets up what the window is that you can actually work in the stream and that's from July 15th until August 31st. It's a very short window that we can do this work.

Mayor Ryan states the difficult part for us is that is probably the busiest time for that road. We get a lot people using it to go to the Stark Street Bridge and to the Gorge. Is there any way to do this and the widening of the road in the same project? We won't have to close the road to widen it.

Ian Cannon responds that would be my anticipation that the widening we would be able to stage that so it would have much less impact to traffic.

Mayor Ryan asks, there is no possibility that you could do them at the same time?

Ian Cannon responds, right. I'm sure you're probably painfully aware that this culvert project has been a long time in the hopper and we're being driven to get that done based on the timing of the funding. The funding for the next phase is kind of, checks in the mail but it isn't delivered yet. We're anticipating the construction on that in 2021. It's a long process to get the funding lined up.

Mayor Ryan states you know this hasn't been super popular. This is a busy road. I do worry about the capacity down Troutdale Road. There's no way around this?

Ian Cannon responds no.

Councilor Lauer states I know the County is going to have a question booth at the Saturday Market on the 20th and be there the whole day.

Ian Cannon states we're also planning to do an event at the Skyland Pub on the 20th. We are doing the event in cooperation with them.

Councilor Morgan states the presentation we had before this was from ODOT and they are coming to us in May of 2017 for a project that's going to begin in 2018 or 2019 and I'm assuming that this project has been known from the County for a while or proposed for a while. Do you know how long that's been?

Ian Cannon responds I think this project has been in the works for a number of years. I think we've been to the Council about it before but not recently because it kind of got

started and got stopped and got started. It's been a while since we've presented here about it.

Councilor Morgan asks, was it always in the plan to fund the project, both the widening and the culvert removal, at the same time?

Ian Cannon responds no, the funding for the culvert was approved a while ago and the funding for the widening is still getting approved.

Joanna Valencia, Transportation Planning Manager, Multnomah County, states the Beaver Creek culvert funding has been in place since 2006. The County and Troutdale had been working with the Army Corp of Engineers to leverage the funding that we had received from the regional funding pot to try to actually make improvements to not only the Beaver Creek/Stark Street culvert but also to the Troutdale/Stark Street culvert because there's 3 culverts that we're trying to fix along the whole Beaver Creek corridor. One being the Troutdale Road one, the Stark Street one and the Cochran Road one. As part of the conversations with the Army Corp we're trying to also leverage this funding to be able to fix the Troutdale Road one. It took a number of years of back and forth designing trying to scope out a project and essentially what happened is that wasn't able to move forward in regards to securing that funding. We had to scope it back to the original plan of just doing the Stark Street/Beaver Creek culvert so that's why you're only seeing it now because of all the conversations that were going on with the Army Corp. As part of the recent round of the State Transportation Improvement Program the County sought funding as seeing Stark as the next priority project for East County. There's a lot of support with the East Multnomah County Transportation Coordinating Committee (EMCTC). There was a lot of planning effort that was done through the East Metro Connections plan. That will re-finalize funding for 2019, 2020 and 2021 dollars. We'll probably start design sometime in 2019 to 2020 and actually be on the ground constructing it in 2021. It's all come into timing and timeframes but there's been a lot of history to the Beaver Creek/Stark Street project.

Councilor Morgan states I get that. There are a lot of constituents that are really frustrated. Especially businesses who would've planned and would've been more engaged. We talked about it but didn't know it would be this magnitude this soon and we're going to put up fliers for 2 weeks and pray that everybody is going to be okay with it. I know that we can't handle where we're at but I would say that the communication now moving forward if we could be in step and you reaching out to the staff or council because my phone is blowing up from all kinds of folks who are confused.

Ian Cannon states I appreciate that and we will up our game in terms of communicating with the Council and we'll provide regular updates as we lead into the project and as the project gets executed so that folks know what to expect.

Councilor Lauer states on Kane and 257th, the culvert failure, if this has been talked about and funded since 2006 is this project now because it's an emergency repair and it must be done right now? Or is this kind of we've talked about it since 2006 and we have the

funding and we don't really want to have a Kane Road situation here? Could we push it out and coincide it with the road widening in a few more years? Is this going to fail if we don't do it?

Ian Cannon responds the fish passage part has failed so our goal is to get that repaired as quickly as we can. In terms of the impacts to the traffic I don't think you could get all the road widening and the culvert replaced in one construction season. So you would have to close the road one summer and widen the road the next year. I'm not sure we would really save a whole lot in terms of construction impact by delaying this. I certainly think that communication around this has been poor and our communication with the public has not been what it should be. We're committing to improve that and improve the communication with the Council on that. As we get into the development of the subsequent project we'll make sure that we're coming back here more regularly so that we can get your input and keep you informed of the progress on that project.

Riad Alharithi, Road Engineering Manager, Multnomah County, states while the project has been planned since 2006, really the actual dollar wasn't available for the County until 2014 when the agreement was signed. The funds are there but we can't use it until the agreement is signed and executed. In 2014 is when we started doing the design for the project. Once the federal funds are obligated it has a deadline and we have to use it otherwise if we don't utilize it by that date it will be de-obligated and go to the federal pot.

Ian Cannon states we're just kicking off the 238th improvement project and there's been a great deal of planning that has happened in the East County around this project. We're just about to kick off the design process. We're anticipating that we will go out to bid with this project in the late fall of next year with the actual construction starting in the spring of 2019. I'm going to let Joanna and Riad go into more details.

Joanna Valencia states this evening we're excited to come before the Council. As Ian shared we haven't officially kicked it off. We've been working towards doing kind of a road show with the Councils that have a stake on the project and with this being at the top of the hill and being at the border of Wood Village and Troutdale we really wanted outreach with the Council before we kicked off with the public. Our goal this evening is to touch base with you and give some background and information about the project. Joanna Valencia showed the Council a PowerPoint Presentation report on the 238th improvement project (attached as Exhibit C to these minutes). We've received feedback from your staff to use the Troutdale Champion as a way to get the word out. The East Metro Connections Plan is really the start and the birthplace of this project. The East Metro Connections Plan was essentially a 2012 document where it was a joint collaboration by the East County cities, Multnomah County and Metro. What we were finding in 2007 was that we need to start looking at the transportation system of East County and see what the main connections are from I-84 to US 26. Many thought that maybe it's going to be just one north/south key corridor but what we really found is that there's a set of investment packages and it really is a celebration of the transportation system out here in East County. There really isn't one key north/south corridor and it's really a mix of packages and investments that are shown here on the document. As part of the East Metro

Connections Plan the priority project that was identified out of that agreement from the East Metro Connections Plan was the NE 238th project. As part of this the scope is a 3 lane multimodal taking a look at improving freight movement, currently freight movement is restricted and full length truck movement is not allowed on the hill. We're also looking at improving multimodal facilities on the hill itself and also components around retaining walls and opportunities for landscaping.

Councilor Allen states my concern is that we have continued development to the south that these roads continue to take capacity and I foresee that there's going to come a time where 238th needs to be 4 lanes in order to accommodate the development and employment centers. My concern is that we're building something that has a limited life. I understand that there's requirements for multimodal along with traffic on that hill although I believe for quite a few of us that biking up the hill there is not in the cards for so many of us, myself included. It's not happening and yet we're needing to accommodate that and I know there's rules but my preference would be that when you are biking you want a nice experience. You don't necessarily want to mix it up with car and truck traffic on a hill. You also want it to be possible. I know there are some bicyclists that are in great shape and can make it up that hill but it's just not practical for the average public. My preference would be that we did a trail or switchback along the lines of where the right-of-way used to be. If you look at your map there you can see the green area that's along the Troutdale/Wood Village border. That would be a much more pleasant trip for bicyclists and pedestrians. My other concern is that if you look at the construction schedules we've got the bridge project that we were just talking about then we have the 238th construction being in 2019 and out of the 4 pathways to the freeway that were identified in the East Metro Connections Plan you're basically almost taking out almost 2 of them. That can be a nightmare for traffic and those 2 projects should be coordinated as far as how do we get traffic flow while we do this construction. We want to prevent ourselves from getting into a situation we don't want to answer to.

Mayor Ryan states I will agree with Councilor Allen. I just drove on 224th in Fairview and they're putting in all those buildings up there and that whole Gresham Vista area is going nuts. I don't envision another lane being able to do anything on 238th. I get that we have to have bicycle lanes but I don't want my kids riding down it and I certainly know they won't ride up it. I don't know if there's anything we can do right now but it is concerning to spend time and energy and the timing is hard because as Councilor Allen was saying, we've got these projects and basically Troutdale gets affected on both sides during the same period and at the same time we've got Gresham Vista which is booming and we have the TRIP property that's booming and it's like the perfect storm. It's kind of like the bridge widening with ODOT, by the time we get done with that and you guys get done with the 3rd lane we're going to need a 4th lane. I know when a lot of this planning was going on this stuff wasn't going on.

Joanna Valencia states there was modeling that was done as part of the East Metro Connections Plan and we can definitely revisit that with our partners at Metro just to make sure that the modeling numbers that were put together as part of the East Metro Connections Plan continue to hold. Knowing what we know about the Gresham Vista

development and all of the development that's occurring north and south just to make sure that what we're constructing still remains true in regards to being able to meet the capacity.

Mayor Ryan states you don't even need a huge study. Just drive around Gresham Vista and you can see the huge buildings going up. This isn't going to work.

Joanna Valencia states we'll take a look at it just to make sure that it holds true with the 20 year projections because that's what we have to base what we're designing around.

Councilor White states I want to compliment Rich for his comment. Rich really took the reins on that issue especially when that road was supposed to be the connector to Mt. Hood. I appreciate his courage in speaking up because he took a lot of heat for that. It's already proving true that we do need 4 lanes there. The intersection at Cherry Park Road and 238th currently has an F rating. My question is, what's the rating of that intersection going to be after you do this work?

Joanna Valencia responds we can look into that. I'm not aware of the level service F rating. I know there was a traffic analysis done for future development.

Councilor Morgan states I wanted to commend you all for the outreach and communication on this project. I know that this plan is not just the City of Troutdale, it's 3 other cities and Metro. Councilor Craddick is here in the back and I appreciate her work at Metro on that. A lot of the cities took various concessions. I know that we would have preferred to have the road not vacated but that was condition for Wood Village and so on and so forth. It's not perfect but I think it's a good start and this is what regional conversations, being neighbors, being business partners in a region can be like. I know that Gresham and Wood Village and Fairview and Troutdale work together with Metro and the County on that. We're finally doing something together where all 4 cities in the County and Metro came together to do something for our region. I appreciate your support on that. Thank you.

Councilor Allen states one other thought while all of this construction is going on, where are we at with the light at the bottom of Troutdale Road/Buxton? That might help with some of the traffic issues that are about to hit us.

Ray Young responds I haven't heard this issue before. Has that been addressed with Steve Gaschler in Public Works?

Councilor Allen states it was something that Council was talking about before your tenure here.

Ray Young states I will find out. I come to work every day that way and it's always a backup. I'll find out where we're at in that discussion.

Joanna Valencia states we've touched on a lot of the topics that Riad will go over.

TROUTDALE CITY COUNCIL MINUTES – May 9, 2017

Exhibit A – Norm Thomas's MHCRC Statement

Exhibit B – I-84 Graham Road Bridge Replacement PowerPoint Presentation by Nate Scott, Project Manager, ODOT

Exhibit C – 238th Improvement Project PowerPoint Presentation by Riad Alharithi, Multnomah County

Exhibit D – Vacation of Segment of SE Sandy Ave Right-of-Way PowerPoint Presentation by Ryan Krueger 15 of 20

Riad Alharithi showed the Council a PowerPoint Presentation which outlined the 238th Improvement project (attached as Exhibit C to these minutes).

Ray Young asks, why aren't the sidewalks both 8 feet and allowing for three 15 footers? It would give us a little more safety.

Riad Alharithi responds those are the design standards. That is the minimum design standard that we can have. For a shared path it needs to be 10 feet. Less than that is a design variance and we cannot receive funds. The project limit on the north side is just south of Arata Road and we are connecting to an existing sidewalk as well. One of the reasons we did not change the project name is where that the roadway section would be and would end just south of Arata, drainage requirement may push us north of Arata to continue the storm sewer. Early in the design phase we did not know all of the hydraulic and engineering and we anticipate some challenge in the drainage and connecting an existing sewer so we may be going a little bit north of Arata. We anticipate starting the right-of-way phase as soon as we get around 30% of the design that will identify the footprint of the project. We cannot go to advertisement until the right-of-way is completely acquired and we have received certification. On June 8th we will be going out for public outreach and we will be mailing and we will have communication.

Mayor Ryan states I think probably the best thing to do is to communicate with Ray and give us the option and keep communicating with us. I don't think you can over communicate with us on these projects. We're the ones that get asked and we don't have a lot of control over what's going on. I know this has come a long way but the problem is that growth is difficult and infrastructure is painful when you have to do these things. The problem is it takes a long time. Back in '07 and '08 when we started talking about these things we didn't have the TRIP property like we do now. The design is good but I don't know if it will meet our needs. Everyone has done a lot of great work but it's unfortunate when we get somewhere and then we don't know if it's going to work.

Councilor Morgan states for the 238th project I think you should reach out to the Safeway complex business owners and the neighborhood adjacent because in discussions about development around there, there were concerns about traffic study. For the Stark project the owner of the Skyland Plaza should be communicated with and also the Thriftway development area and the surrounding neighbors. Is the college also aware of this?

Riad Alharithi responds we have communicated with the college and the first public Stark Street meeting happened at the college.

Sharon Ezzell states I'm just concerned regarding the Stark Street project with Corbeth Lane, that's going to route vehicles through a residential neighborhood that's heavily trafficked and I'm just thinking back to the problem with Kane when they sent everybody down Cochran or down Division and just the mess that that was with Troutdale Road which is already a fairly main arterial. It still created problems. I'm just really concerned

about the people that live off of or on Corbeth Lane. Is there anything that could be done to prepare ahead of time?

Riad Alharithi responds Corbeth Lane is not going to be for through traffic. The sign will be for bikes and pedestrians. There will be 2 traffic signs to go through Kane to Cochran to Troutdale. There will be signs for only through traffic and not trucks. We've been communicating with the Multnomah County Sheriff's Office about that too. We've been trying to curb as much as we can. We cannot control all the vehicles that go through but the signage we put there is only for bikes and pedestrians. Short of that we are open to suggestions.

Councilor Allen asks, do we know what the size of the trucks are that are servicing the businesses there?

Councilor Morgan responds I know that Food for America and others come in there. I think it was said there were 12 semi-truck drivers per week.

Riad Alharithi states access to the business will not be impeded. It will be in and out all the time. All access to the apartment complex will not be impeded.

9. PUBLIC HEARING / ORDINANCE (Introduction): An ordinance vacating a segment of SE Sandy Ave Right-of-Way.

Ryan Krueger, Planning Associate, states this is a public hearing of the first reading of the ordinance for the Sandy Avenue right-of-way and this is a vacation request for that right-of-way.

Ryan Krueger showed the Council a PowerPoint Presentation which outlined the overview of vacating a segment of SE Sandy Avenue right-of-way (attached as Exhibit D to these minutes).

Councilor Allen asks, did I see that there's 3 property owners involved here? My understanding is that if we vacate the right-of-way that goes to the adjacent properties in which they'll need to record that with Multnomah County. The property owners are good with that?

Ryan Krueger responds yes. I have spoken with Mr. Knight and Mr. Ellis about the mechanisms by which that split will occur. Generally what happens is the right-of-way is going to be split evenly between the property owners to the east and to the west. For example that sliver could potentially absorb half of that but as I stated previously Mr. Knight has an agreement in place to purchase that but has not executed that purchase at this point. They are all in agreement that the outcome of this is going to be conducive to all of their desires.

Ed Trompke states there's a statute that governs how to divide 3 ways.

Councilor White states I like the idea. My only concern is, is that eastern side of the road stable? Do you foresee any problems because it's a steep cliff there?

Ryan Krueger responds as we have heard from Public Works and I've had consultation with Travis Hultin on this and there doesn't seem to be immediate concerns and the future considerations for that can, if there is ever the need to address some sort of slope failure there, there are mechanisms by which we could shift the roadway.

Mayor Ryan opens the public hearing 9:27pm.

Jay Ellis, Gresham resident, states this seemed like an ideal situation to make better use of underutilized land. We think this is going to be a win-win for people of Troutdale and future residents. You're not giving away public land you're essentially taking an unused and undevelopable driveway that's been used by the private sector for over 100 years and putting it public.

Paul Wilcox, Troutdale resident, states I'm on the neutral camp. I'm not for or against this. On page 3 of the staff report under recommendations is says "Staff is advising that Planning Commission recommend denial of this application on account of Decision Criteria, Item 2 remaining unfulfilled. If the other property owner(s) provide oral or written testimony in support of this application, Staff would propose a re-interpretation of Decision Criteria, Item 2 and would consider forwarding a recommendation of approval." It sounds like all 3 adjoining property owners are on board with this. I just didn't see that in the report anywhere.

Ryan Krueger states that is the Planning Commission's staff report and that's why it would change our recommendation as a result of that because we did have that concurrent prior to that.

Paul Wilcox states another point is it sounded like the 2 lots on the map were zoned R-10. Is that correct?

Ryan Krueger responds the existing lots are R-5 zoning.

Paul Wilcox asks, is this right-of-way adding area that qualifies these 2 lots to essentially be subdivided so an additional house could be added to each one of these properties.

Ryan Krueger states I think the perspective is yes for the north lot potentially maybe an ARU or ABU for the south lot.

Paul Wilcox states it sounds like the City is donating the right-of-way.

Mayor Ryan closes the public hearing 9:35pm.

Councilor Morgan moves adoption of the ordinance vacating a segment of SE Sandy Avenue Right-of-Way. Seconded by Councilor Allen.

TROUTDALE CITY COUNCIL MINUTES – May 9, 2017

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Ed Trompke states we'll carry that over to the second hearing.

10. STAFF COMMUNICATIONS:

Ray Young states I would like Council to know there will be a special meeting on June 6th and that special meeting will be devoted solely to the Imagination Station proposal review and potential decision making by the Council. The reason we set it to June 6th for a special meeting with the Mayor's consent is because on May 23rd we have on the schedule utility rate increases, an issue regarding Project Piper that may involve some other testimony and Imagination Station. We thought it would be better to move one of those discussions and just do Imagination Station on June 6th. On June 21st we are planning a Visionary Park grand opening. Rip Caswell is putting on a program down there and the statue by then should be put on its pedestal. They're planning a 6 o'clock party on June 21st to unveil it.

11. COUNCIL COMMUNICATIONS:

Councilor Ripma states Norm Thomas should be reappointed to the Mt. Hood Cable Regulatory Commission. There's usually not a lot of competition for that. He's done a great job over the years and he knows it.

Councilor Lauer states I would say that we as a City should do what we can to pick up where the County dropped the ball on the upcoming Stark Street notifications. Whatever we can do to make sure that local businesses, small businesses and the neighborhoods around know that we support them.

Councilor Morgan states dovetailing on that, I plan on writing a letter to the County and the Chair. I don't know if the Council would be interested in signing on to that about a better way we could move forward with this project. In that same thing I know that a good conversation or a letter to ODOT and the Governor around funding for this project. I think it would be good if they knew that this is a Council priority to make sure there's funding for both things.

Mayor Ryan states good Council meeting and good discussion. I think the County understands where we're at and can see how lack of total communication on one project and excellent communication on the other. I agree with Councilor Morgan and I will be signing the letter and placing a call to Deborah Kafoury.

Councilor White states I wanted to thank our Public Works staff and Waste Management for another clean-up that was this weekend. It helps the entire city. Also, an annual message this time of year when the weather starts to get nice we get a lot of people down at Glenn Otto but the lifeguards aren't in position yet. The water temperature is extremely cold so be extra careful down there. It's probably not a good idea to swim in it yet because it is so cold.

Councilor Ripma states regarding the Stark Street project, I've known about this project for years. The culvert was always going to close Stark Street and I just have to say I don't mind ruffling feathers because I think they mishandled the public outreach but widening Stark Street to a 5 lane monstrosity, it's much prettier as a 3 lane road. I think the widening isn't decided yet. They're just doing the culvert to allow for it. Stark goes down to a 2 lane road right after Troutdale road. This idea that it has to be a 5 lane mass of asphalt all the way up that hill, I always questioned that. Stark Street is not a problem. It doesn't need to be a 5 lane monstrosity in my opinion.

Mayor Ryan states this is about communication.


Councilor Allen states I know that we're doing budget, it is budget time and we're coming up to where it's going to be before the Council and it dawned on me that we haven't actually talked about our goals. I'm wondering if we could have a work session sometime soon where we talk about the vision for the future, the goals and issues coming up before us. This Council is a real good bunch of people that are concerned about the City and I think a nice discussion amongst us all would be good.

Councilor Hudson states I would like to concur with what Councilor Lauer said about trying to mitigate the impact to the businesses. There could be something along the lines of signage emphasizing ways to get to the businesses or publicity around that so the businesses feel supported and so the construction doesn't end up cutting off access to their customers.

12. ADJOURNMENT:

MOTION: Councilor Morgan moved to adjourn. Seconded by Councilor Lauer. Motion passed unanimously.

Meeting adjourned at 9:45pm.



Casey Ryan, Mayor
Dated: 6/14/2017

ATTEST:



Kenda Schlaht, Deputy City Recorder

CITY OF TROUTDALE

Regular Meeting

7:00PM

Tuesday, May 9, 2017

PLEASE SIGN IN

Name – Please Print	Address	Phone #
Monica Weitzel		503 847-3193
Riad Alharithi	1600 SE 190 th	9880181
Norm Thomas	Troutdale	503 467-4720
Joanna Valencia	1600 SE 190 th Ave	988-0219
Nick Moon	816 SW 17 th Way	330-6262
PAUL Wilcox	TROUTDALE	
Rose Dhone	Troutdale	(503) 516-9910
Carol Allen	Troutdale	503 701-8979
Shirley Castillo		503 885-1405
Shane Hunt	Troutdale	503-665-0423
Elin Janssens	Troutdale	503.805-8111
Marie Marianello	Sweethair Elementary	971-221-9078
Nate Scott - ODOT		503.731.3437
Rich Watanabe	ODOT	503-731-8528
CARRIE WARREN - Mult. Co.	1600 SE 190 th AVE	503 988 0169
Sax Ellis	1715 SE PALM BLVD	(503) 814-9100
Paul Shelley	401 ONE SKYVIEW DR.	(360) 903-9904
Sarah Ryan	977 SW 15 th CR	623-229-8173
Greg		

Talking Points

(Introduce self) AND

Ann Goldenberg, MHCRC Staff Director

Julie Omelchuck, MHCRC Program Manager

Monica Weitzel, Director Community Relations, MetroEast Community Media

I am here to highlight a couple of the many MHCRC activities over this past year; AND to seek your approval of the MHCRC Fiscal Year 2017-18 Fund Budget.

I believe you have both the MHCRC's annual activity report and the proposed budget in front of you.

As a reminder, the Mt. Hood Cable Regulatory Commission is an intergovernmental partnership among Gresham, Fairview, Portland, Troutdale, Wood Village and Multnomah County.

Each of these jurisdictions appoints citizen representatives to the Commission.

The MHCRC has oversight, enforcement and public benefit responsibilities for the cable services franchises with the cities and the County.

Troutdale has two cable service franchises: Comcast and Frontier.

As it points out in the Annual Report, the MHCRC deals with ever changing technology to support community needs for:

- local authority over public right of way and compensation;
- a consumer watchdog platform for community voices;
- affordable broadband networks for schools, libraries and local governments;
- and local solutions for addressing digital equity issues.

Over this past year, the MHCRC has provided many services to our communities and residents.

- The MHCRC continued its work with public school districts under the TechSmart Initiative for Student Success. Reynolds, David Douglas, Portland Public, Parkrose and Gresham-Barlow have active grants. We are in process with Centennial School District for its first TechSmart grant. Thus far, the MHCRC is over \$9 million into the longer-term investment goal of \$19 million.

About 185 classroom teachers are now supported by resources provided under the TechSmart Initiative.

- The Community Technology competitive grant round funded 7 new grants with community organizations. These grants leveraged over \$1.6 million in matching resources.

Many grants are focused on assisting residents and youth acquire technology skills important for employment in today's economy. For example, the MHCRC Community Grants is supporting access to opportunity at the Rockwood Library, Friends of the Children-East County, Wisdom of the Elders, the North Northeast Business Association, and Open School East.

- Affordable broadband has become more and more critical to our local public institutions. The MHCRC is leading a long-term network planning effort in partnership with 18 public agencies within Multnomah County. This partnership for the current Institutional Network provides high speed, affordable broadband connectivity to 321 schools, libraries, and public agencies throughout the County.
- The MHCRC provided funding and franchise enforcement support to MetroEast Community Media. This past year, MetroEast produced over 2,400 hours of original local programming. They also trained over 480 residents in digital media and literacy skills.
- The MHCRC addressed consumer protection issues both broadly and with individual subscribers. For example, the MHCRC worked with the cable companies on issues related to clear information on subscribers' bills, service line extensions, phone answering standards and service fees.

The MHCRC assisted in the resolution of 357 complaints from local cable TV subscribers.

- Now onto the money...
- I'm happy to report that, once again, the MHCRC received a clean audit for FY 2015-16. The full audit document is available on the MHCRC's website.

I also wanted to note a couple trends we are seeing in cable revenues. On page 9 of the Annual Report, you will see two graphs that show these trends. The number of cable subscribers grew consistently from about 2006 through 2012. However, since then, subscriber numbers have been declining. Despite this decline in subscribers, cable companies' revenues from cable services have steadily increased, showing a flattening only in the past two years in the East Multnomah county areas. This is primarily due to cable companies raising rates and offering more services and program packages.

The MHCRC is closely watching these trends as they have possible future implications for franchise fee revenues for local governments and for revenues that support MHCRC community grants and other programs.

- Coming up in FY17-18, the MHCRC is engaged in “future focus” planning. Considering rapidly evolving technology and public policy - and our community’s increasing reliance on availability of broadband - the MHCRC is turning its sights on the future.

We intend to work with you and your city staff and our communities to identify needs and opportunities for our broadband future. The budget includes funds to assist the MHCRC in this endeavor.

- More specifically, the MHCRC proposed FY17-18 Fund Budget is on page 5 of the budget document. The annual budget allocation from all the jurisdictions collectively funds about half the MHCRC total operating budget. Another way to view it is that the MHCRC member jurisdictions spend about 5% of the cable franchise fees on regulation and program related administration.

Troutdale’s allocation for FY17-18 is about \$16,500. More detail is contained on page 7 of the budget document.

The remaining portion of the MHCRC budget is funded by other resources mostly to administer the dedicated capital fee revenues and related programs, such as the MHCRC Community grants, the I-Net and MetroEast Community Media.

- Before closing, I want to thank the Mayor and Council for supporting this county-wide partnership among the jurisdictions since 1993.

With that support, the MHCRC has been very successful at convening community members and public agencies to steward and creatively leverage resources and regulatory authority to amplify the benefit for all.

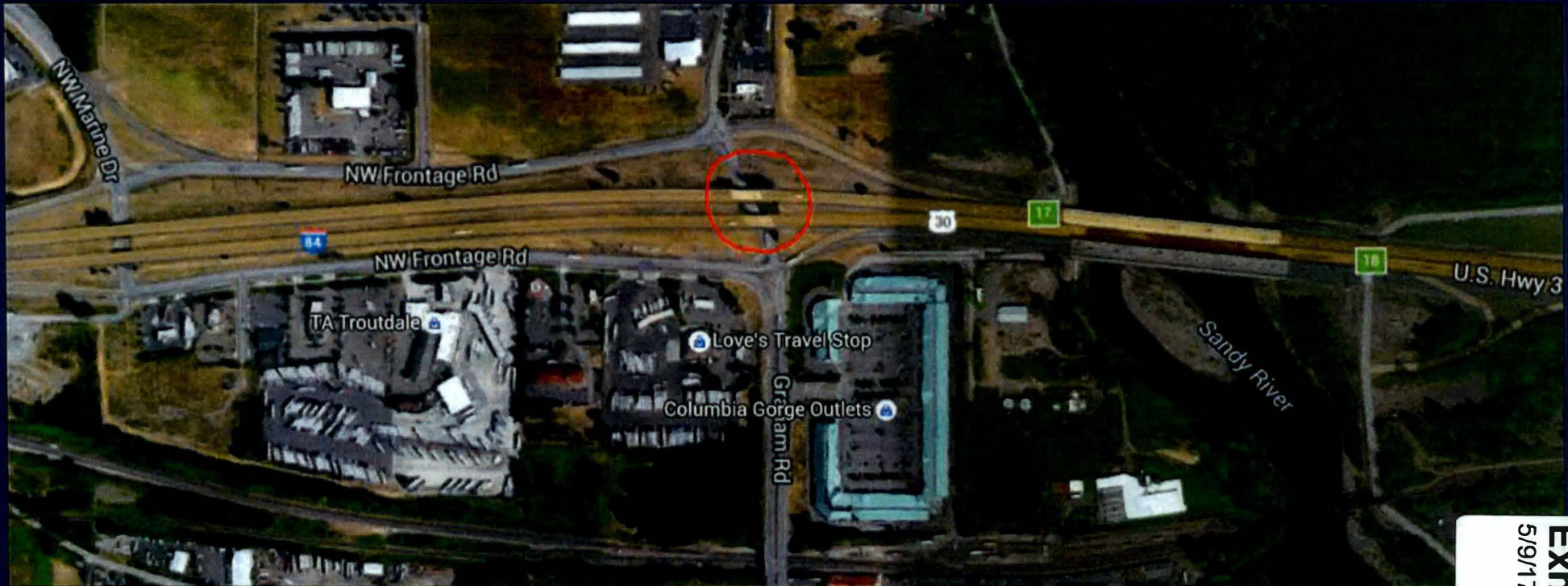
Over the coming year, we are excited to work with you to explore and discover how to leverage our success as we adapt to the evolving needs of our city and communities.

- I thank you for your time today. As always, please contact me or the MHCRC staff with any questions, ideas or concerns.

And to conclude:

I respectfully request that the Troutdale Council approve the Fiscal Year 2017-18 proposed MHCRC Fund Budget.

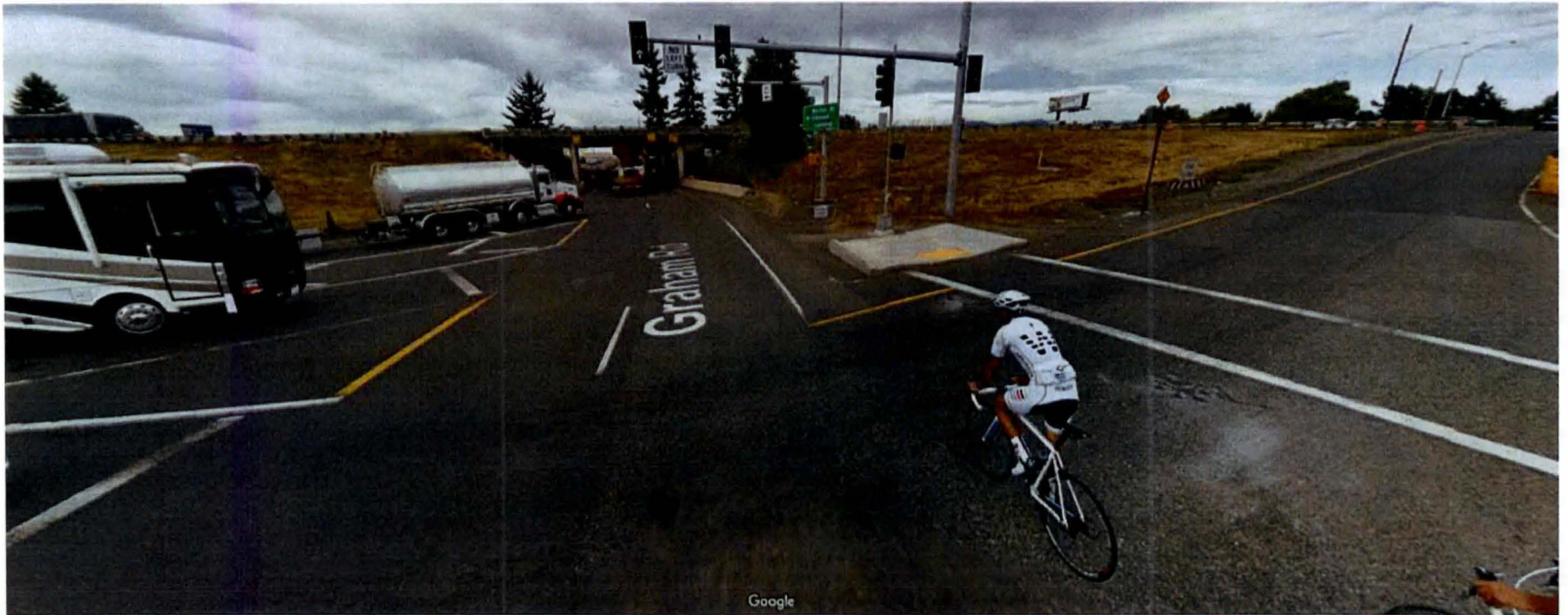
Interstate 84 at 257th / Graham Road Bridge Replacement



Nate Scott, ODOT Project Leader
Rich Watanabe, ODOT Area Manager
May 9, 2017



Many Travel Modes at this Intersection



Trucks, Motorists, Pedestrians, Cyclists
and Tourists



Problems and needs

- Aging bridge structures (1948 and 1958)
- Recent deck deterioration on WB bridge
- Emergency repairs, lane closures

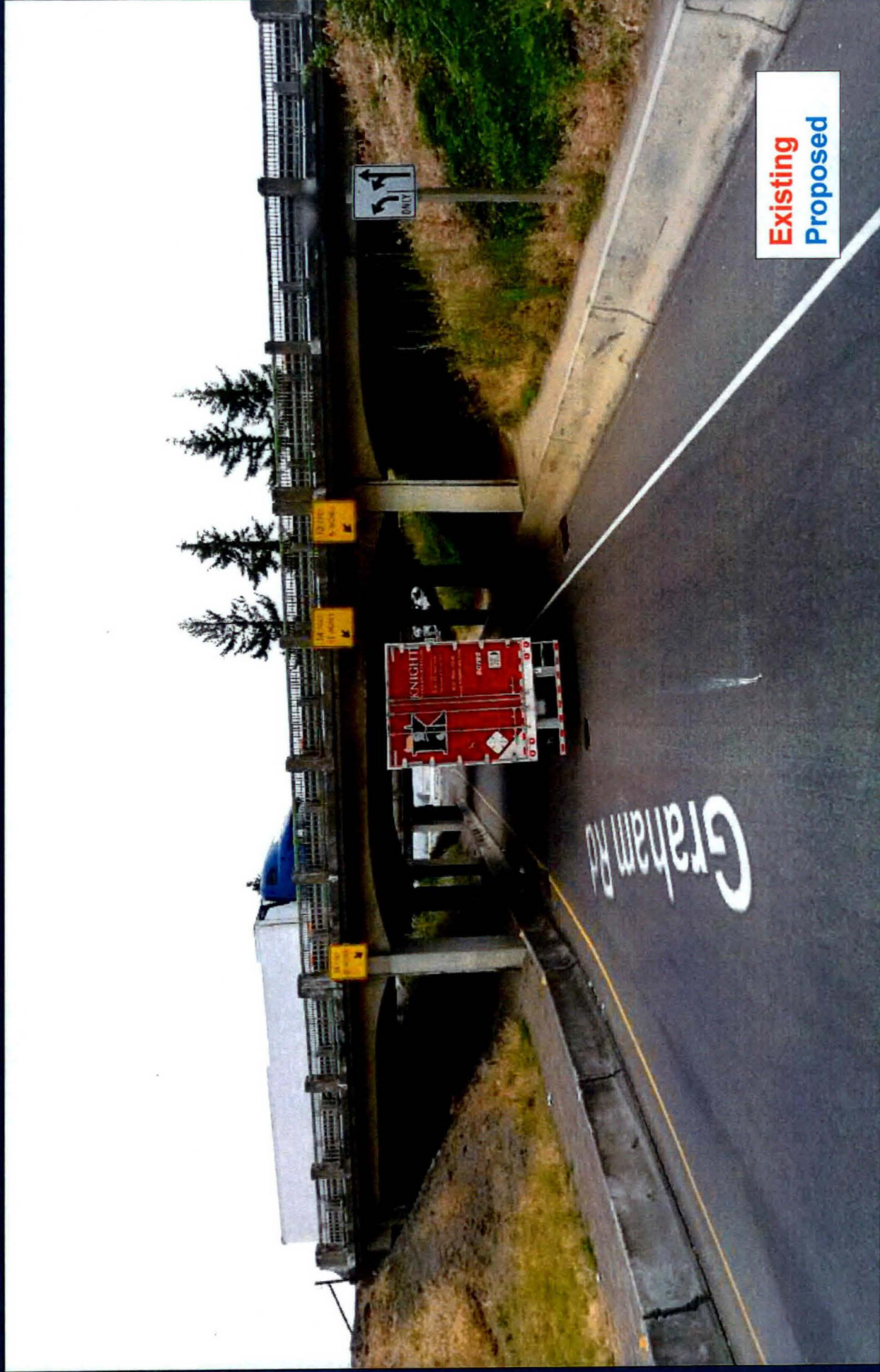


Project goals

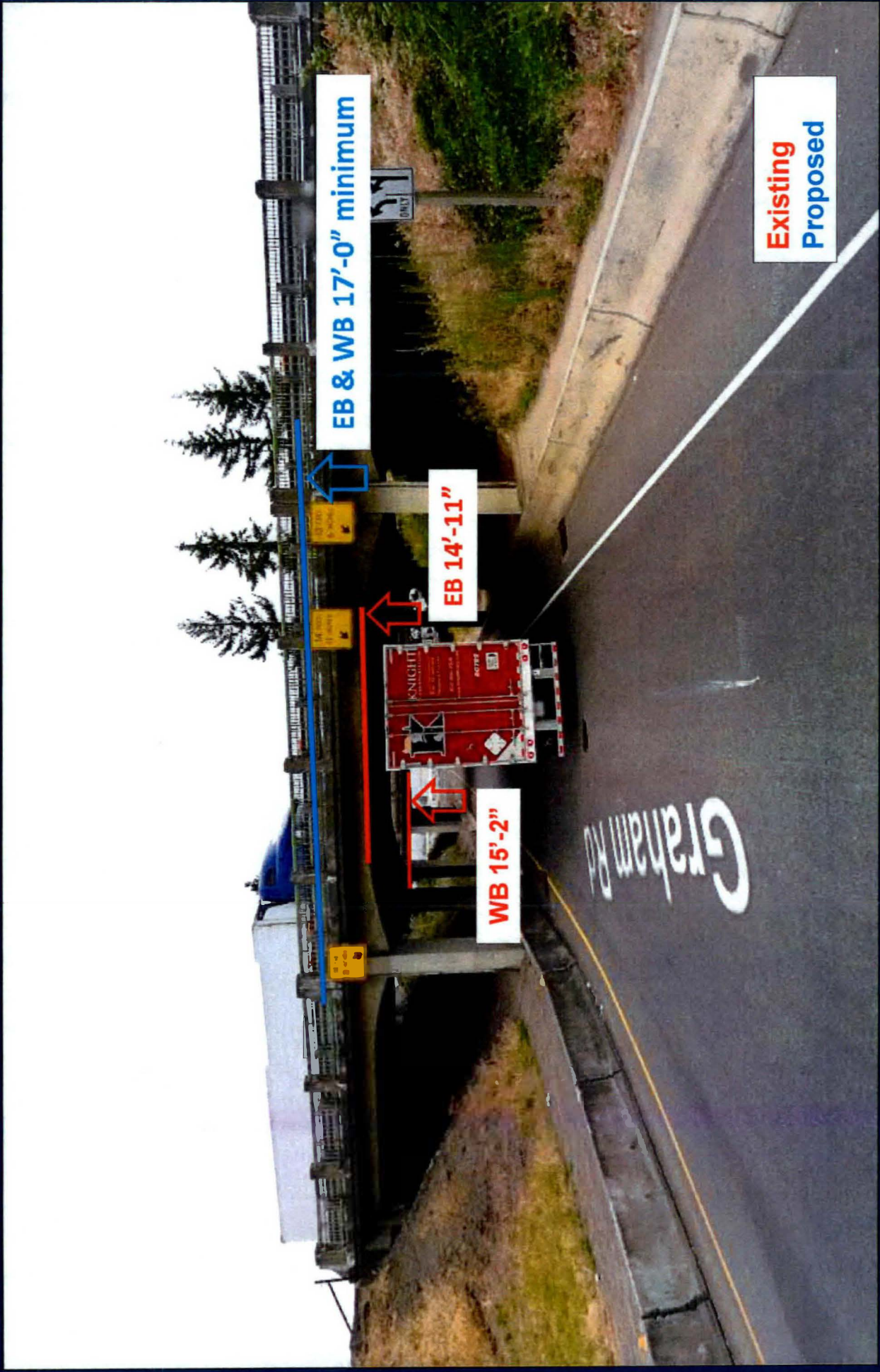
- Replace and upgrade the bridges
- Minimize construction traffic disruptions
- Allow for future widening of Graham Rd
- Improve vertical clearance
- Improve ADA, bike, and pedestrian access



Vertical Clearance Issues



Vertical Clearance Issues



Expected project schedule

- 10/2016 Project start
- 5/2017 30% design (ODOT)
- 7/2018 Final design (consultant)
- 9/2018 Bid opening
- 2018/19 Construction begin
- 2019/20 Complete



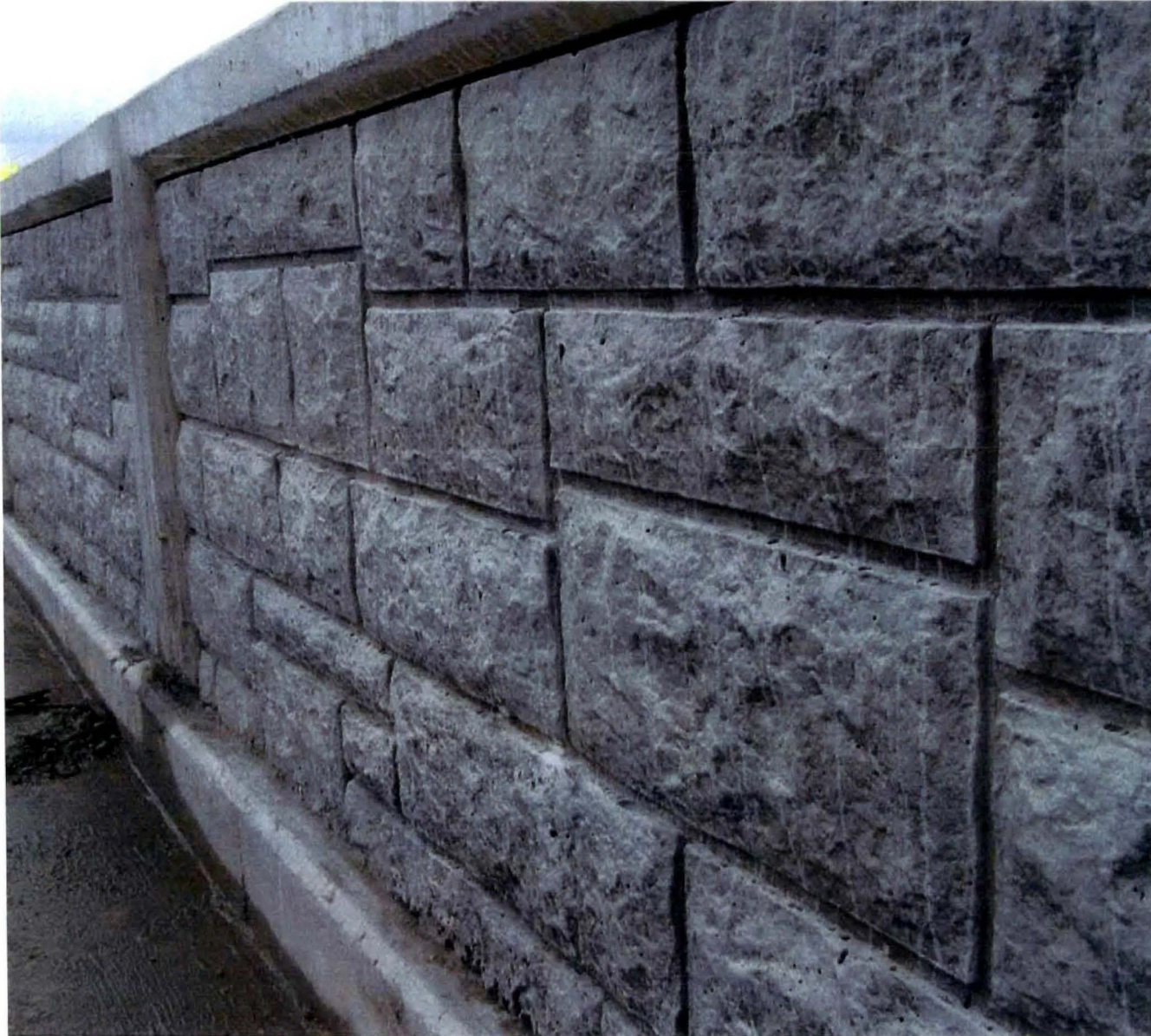
Facade Treatment Like Marine Drive



01/30/2017



Facade Material—Ashlar Block



Outreach to Affected Businesses and I-84 Travelers

- Columbia Gorge Outlets
- Hillsboro Aero Academy
- Port of Portland
- Business on the North and South Frontage Roads
- All the businesses north of I-84
- I-84 Motorists
- TriMet

Key Messages:

- Traffic Impacts and Detours
- Pedestrian Detours
- Noise

Outreach methods

- Mailing to area businesses and residents
- Project website
- Social media updates

Questions?

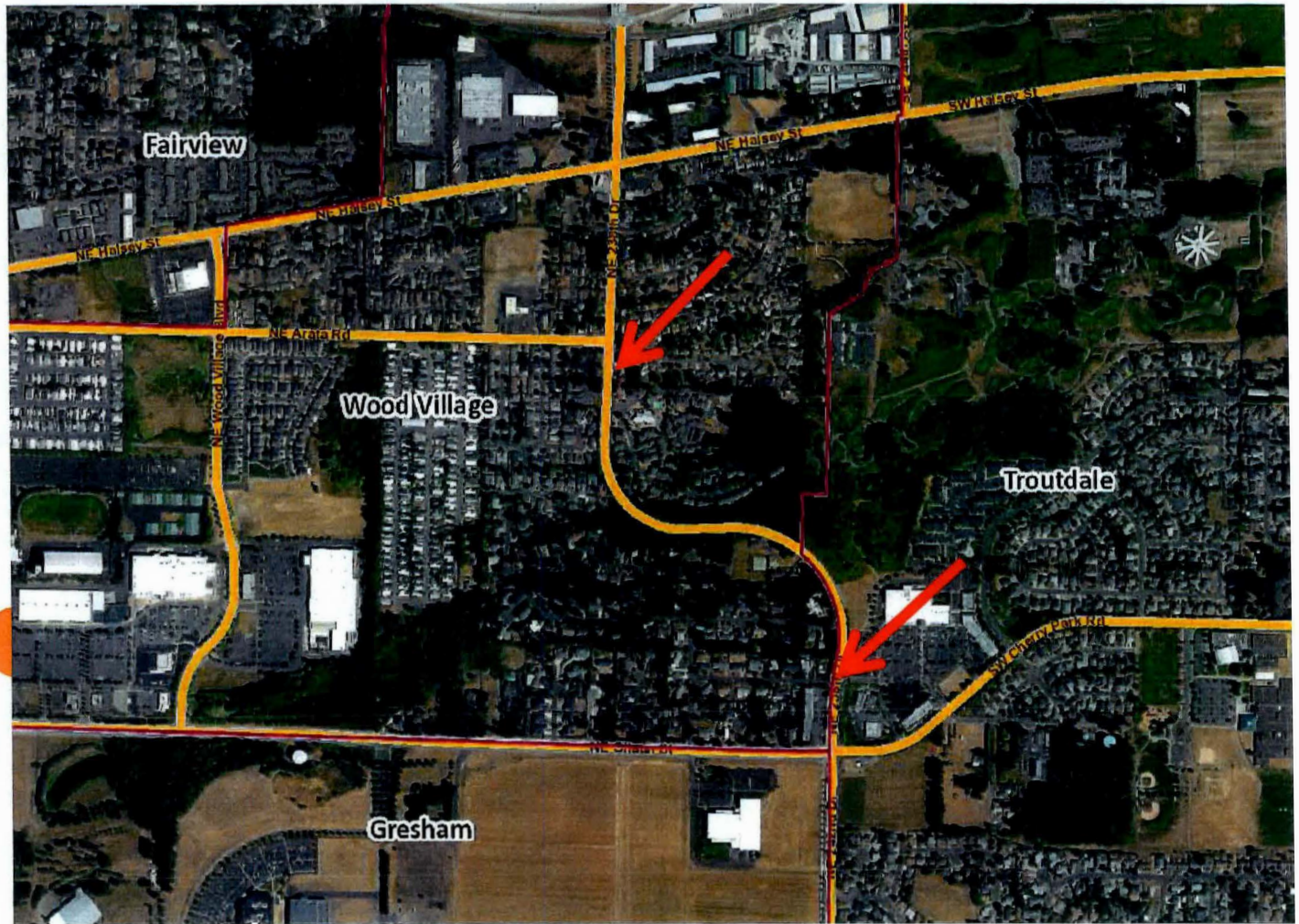


Thank you

Nate Scott
ODOT Project Leader

Rich Watanabe
ODOT Metro East Area Manager

238th Dr. NE Glisan St – NE Halsey St



AGENDA

- Project Background
 - Purpose and need
 - Scope
 - Schedule
 - Budget
- Feedback
 - Update frequency
 - Outreach



BACKGROUND

- East Metro Connections Plan
 - Completed and adopted in June 2012 by East County Cities, Multnomah County and Metro
 - Agreed on Priority Project: Complete improvements to NE 238th (3 lane with multimodal)
 - Widened lanes (15 foot northbound, 14 foot southbound) and 12 foot climbing lanes
 - 10 foot multiuse facility (north and southbound)
 - Retaining walls and opportunities for landscaping

This East Metro Connections Plan analyzed present and future transportation challenges and presents solutions that reflect community values. The recommendation identifies transportation and other investments that advance economic and community development.

Investments in the plan area support economic and community development by providing better access and mobility, increasing safety, activating employment areas and helping people find their way through and to key destinations in the East Metro area. These proposed investments emerged through prioritization of over 200 transportation projects evaluated and target enhancements with a focus on:

1. North/south connections - Proposed projects improve the arterial road network connecting I-84 and US 26, and access to important community destinations.
2. Downtowns and employment areas - Proposed projects improve access to downtowns and jobs.
3. Regional mobility - Proposed projects capitalize on previous investments by making the existing system smarter and more efficient through changes to signal timing and enhanced transit services.

Table of contents	
Recommendation	2
Action Plan	3-8
East Metro Policy Update	8-11
Endorsement Schedule and RTP Amendment Process	12-13
Funding East Metro and Future Project Development	14-15



Existing 238th - looking north



Refined 238th - looking north



1. Widened lanes (15 foot northbound, 14 foot southbound)
2. 10 foot climbing lane
3. 10 foot multiuse facility (north and southbound)
4. Retaining walls in some locations. Open facilities for landscaping

PURPOSE AND NEED

Current Conditions

- 238th Dr. prohibits trucks over 40 feet long
- 238th Dr. has no bike lanes and one sidewalk northbound (NB)

Proposed Conditions:

- widen the pavement to provide:
 - One (1) 15' NB lane
 - Two (2) SB lanes 12' and 14'
 - Two (2) NB and SB shared path (Bike/ Ped)



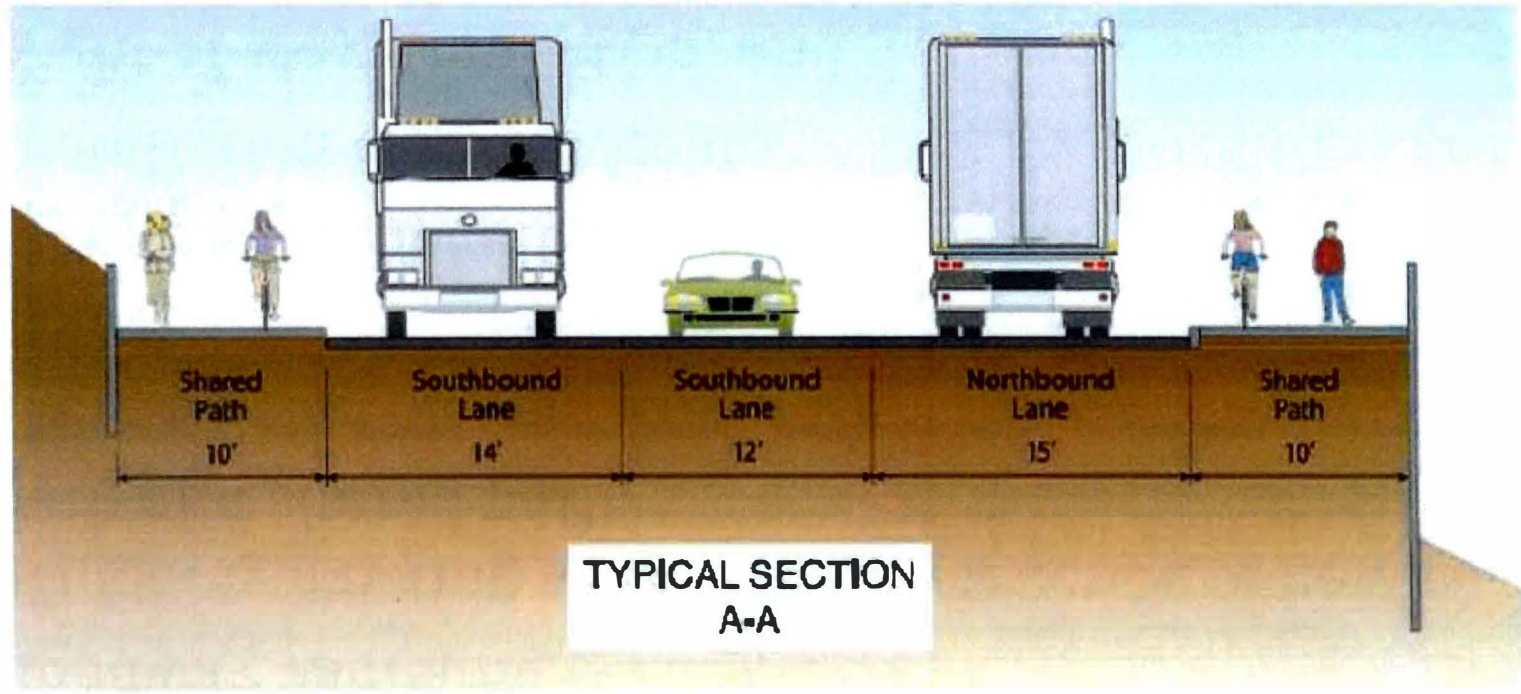
PROJECT LIMIT (SOUTH)



PROJECT LIMIT (NORTH)



Scope and Schedule







PROJECT SCOPE

- Roadway widening,
- Widening existing sidewalk, construction of new curb and shared path,
- Construction of retaining walls,
- Construction of storm sewer and storm water management facilities,
- Installation of street lights,
- Right-of-way acquisition, and
- Collateral construction items.



PROJECT SCHEDULE AND BUDGET

	2017				2018				2019			
	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
Design (\$1.1 million)												
ROW Acquisition (\$746K)												
Construction Procurement												
Construction (\$6.5 million)												



Public outreach: meetings, newsletters and other means



1. How often do you want us to update the City Council?
2. Are there any key stakeholders that we need to reach out to?
Recommendations for outreach?



17-003

Sandy Ave Right-of-Way Section

Vacation | Type IV Procedure

Public Hearing & First Reading of Ordinance

Tuesday, May 9, 2017 | Troutdale City Council

Staff Presentation

The Section

- Location: 434 SW 4th St
- Status: Undeveloped
- Size: +/- 5,887 sq ft
- Zoning:
R-5 Single Family Residential
TC Town Center Overlay



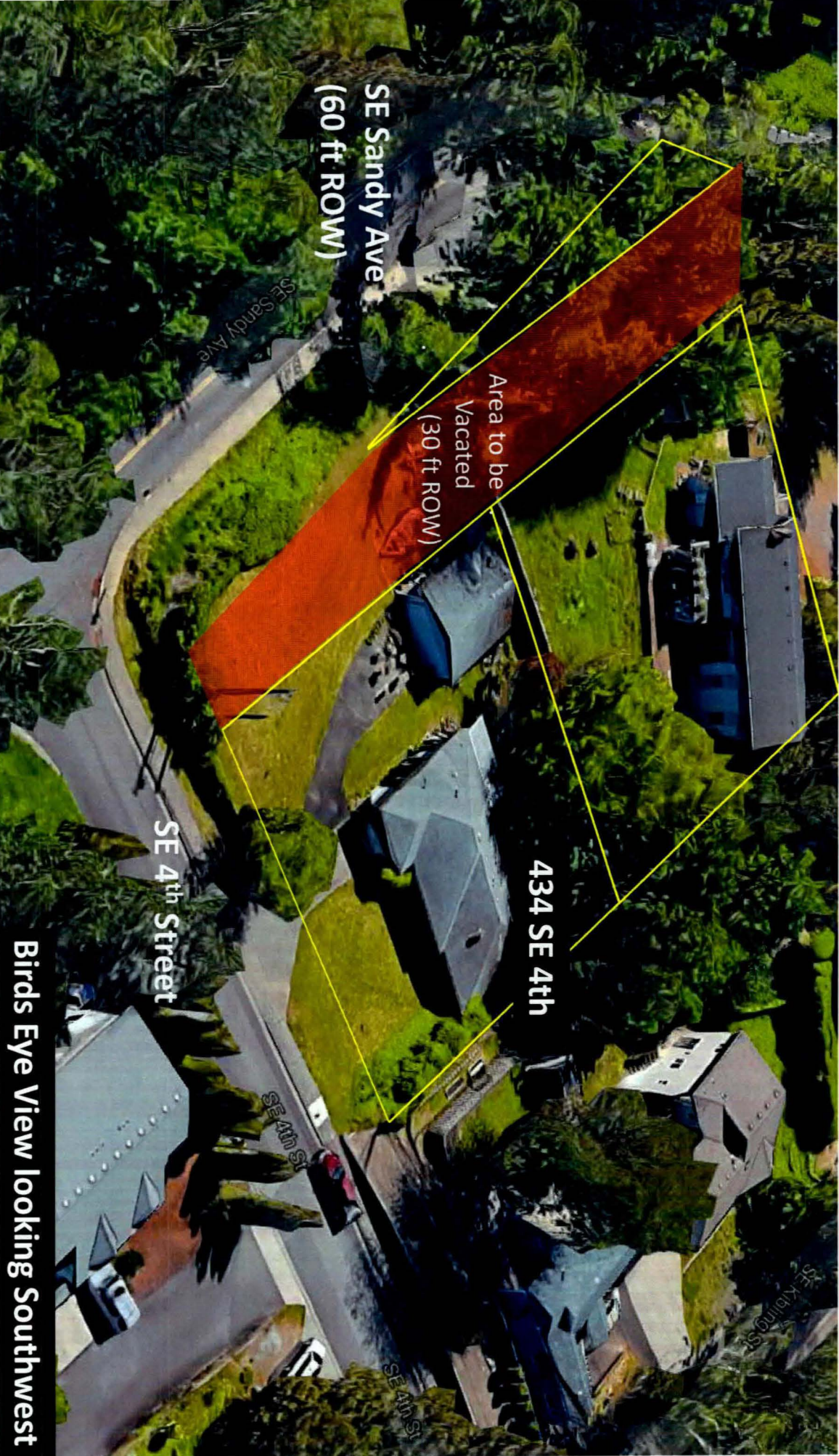
Intersection of 4th & Sandy, looking south

434 SE 4th

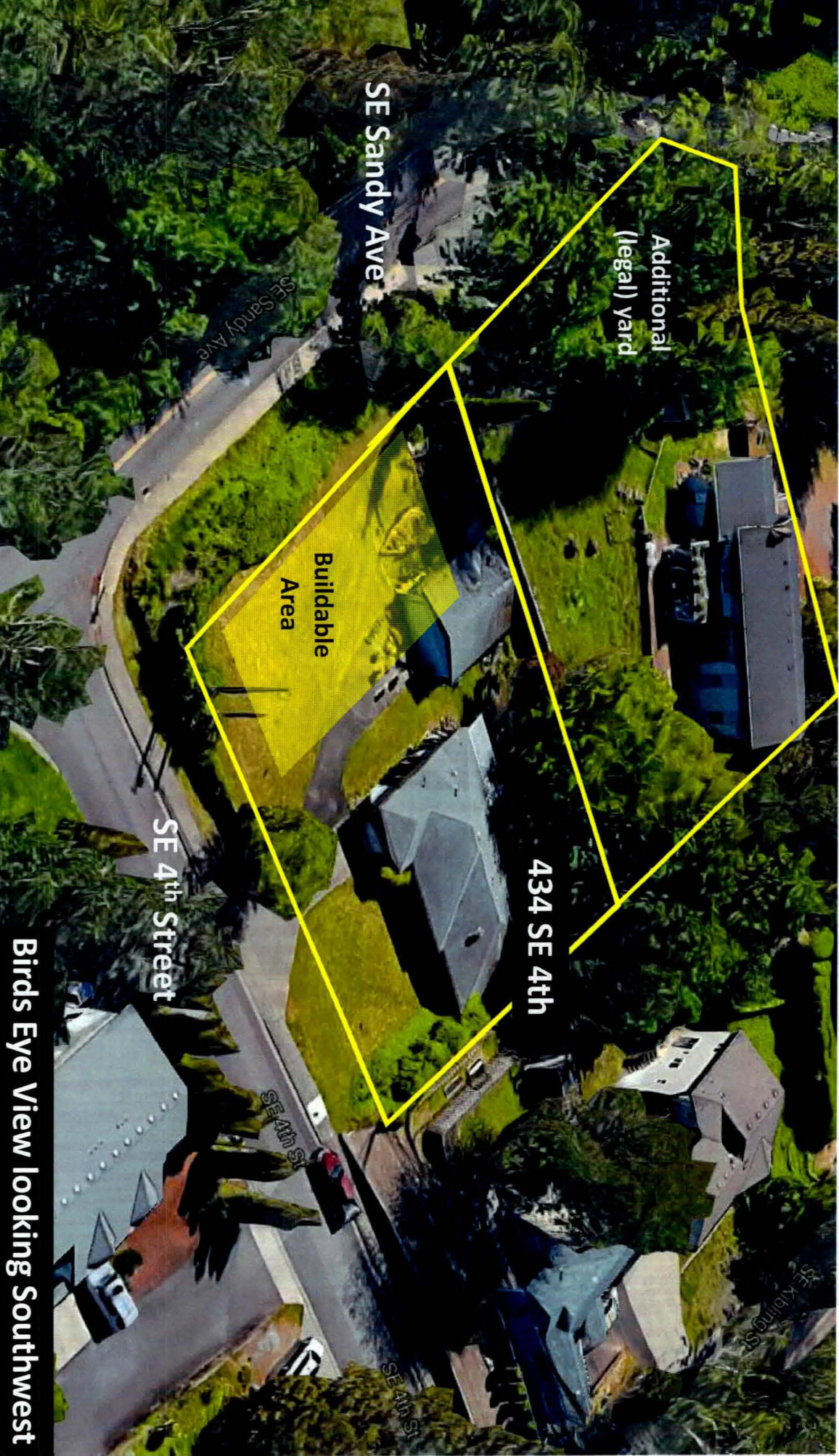
SE Sandy Ave

SE 4th Street





Birds Eye View looking Southwest



Birds Eye View looking Southwest

The Application

- Vacation of the rights-of-way segment for “historic” Sandy Ave alignment between SW 4th and SW 5th streets

Not Part of this Application

- Approval request for a specific development proposal or site plan

Applicable Criteria

City Standards

- Comprehensive Land Use Plan
- Town Center Plan
- Construction Standards for Public Works Facilities
- Trousdale Development Code (TDC)
 - Ch. 1 (Introductory Provisions)
 - Ch. 2 (Procedures for Decision Making)
 - Sec. 5.300 Nonconforming Uses
 - Sec. 6.100 Vacation
 - Ch. 7 Land Division
 - Ch. 16 (Public Deliberations & Hearings)

State Standards

- Relevant provisions in the Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OAR)

Review Procedure

Type IV Procedure

- Public Hearing (*at Planning Commission*)
- Planning Commission recommendation
- **City Council is decision-making entity**

If there is an appeal...

- State Land Use Board of Appeals

Timeline

- Fall 2016: discussions with Applicant
- November 2016: pre-application meeting
- January-February 2017: submittal of materials
- February 24: Notice of Application sent
- March 15: Initial Public Hearing (P.C.)
- **May 9: Public Hearing & First Reading**
- May 23 (tentative): Second Reading

Notification & Comments

Agency Comments

- City of Troutdale *Planning & Public Works*

Public Comments

- Neighboring Property Owners
 - One email requesting clarification of application (3/2/17)
 - Support from neighbor to the south (3/15/17 at hearing)

Summary of Comments

- Public Works is neutral
- No public water, sanitary sewer, or stormwater mains, nor plans for installation
- No expected street improvements within segment
- No overhead power/utility poles in the segment
- A need to maintain or re-configure any potential city or utility easements in the area – will be handled upon completion of the plat (if approved by City Council)

Analysis

Benefits

- Removes non-conforming and unused right-of-way
- Allows for potential partition of property for both subject properties adjacent to site if redevelopment is desired
- Eliminates liability concerns

Drawbacks

- Potential loss for future corridor for utilities in public right-of-way
 - (can be maintained or sought afterwards with easements)

Decision Criteria [TDC 6.110]

1. The proposal does not cause a conflict with the Comprehensive Land Use Plan.

*The applicant has demonstrated that the proposed vacation of this right-of-way section would be **consistent with the Comprehensive Land Use Plan**.*

*The particular section is **not presently utilized** by utility providers or by the City for public access, as terrain challenges have located those facilities to the east. Any future improvements to infrastructure would most likely occur within the established, wider right-of-way for Sandy Avenue on its present configuration.*

*Furthermore, the right-of-way section is of a **substandard width** which would not be conducive for improvements without the acquisition of property.*

*There are **no conflicts with Goal 11 (Public Facilities and Services) or Goal 12 (Transportation)** identified, nor are there any long-range planning efforts in the transportation systems plan, public facilities plan, town center plan, capital improvements program or other adopted plans or reports.*

*Therefore, **the criterion is met.***

Decision Criteria [TDC 6.110]

2. The public interest will not be prejudiced by the vacation.

Proposed: Written notification was provided to surrounding property owners, with the City having not received public testimony in support or in opposition to this application. **Both the Applicant** (representing 434 SW 4th Ave) **and the neighboring property owner** to the south (431 SW 5th Ave) have provided testimony that identifies their **support of this application** and their understanding of the immediate and long-term impacts that this action would have on their respective properties.

The **lack of infrastructure** currently installed or expected in the future for this section further underscores the notion that the **public interest will not be prejudiced** by removing this segment.

The public interest can further be substantiated by the **general goal** of the City to have **increased residential densities** in the Town Center (TC) area. This has been the policy of the Town Center Plan which was approved nearly 20 years ago and has been reflected in the comprehensive land use plan map designation and the zoning district provided for the properties in question. The vacation of this segment gives an **opportunity for both property owners to establish additional residential uses** with the redevelopment or future partition of their expanded properties. As such, **the criterion is met.**

Staff Recommendation

Staff recommends approval of this application from a land use perspective, subject to compliance with the conditions of approval as outlined here:

Planning

- The applicant shall finalize the street vacation one (1) year after a decision is rendered by City Council by providing required paperwork to finalize the vacation process

Public Works

- The Applicant shall provide a detailed survey of all infrastructure adjacent to the right-of-way segment
- The boundary of the right-of-way section would be adjusted in order to accommodate any utilities or improvements that may impinge
- Any existing public and/or utility easements in the segment be reserved or re-adjusted accordingly.

Public Testimony