



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, January 12, 2016 – 7:00PM

Mayor

Doug Daoust

City Council

David Ripma

Eric Anderson

Larry Morgan

Glenn White

Rich Allen

John Wilson

City Manager

Craig Ward

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

2. **MOTION:** Election of 2016 Council President

3. **CONSENT AGENDA:**

3.1 MINUTES: October 20, 2015 Work Session and October 27, 2015 Regular Meeting.

4. **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.*

5. **MOTION:** A motion accepting the Mayor's nominations for appointments to the Parks Advisory Committee, Citizens Advisory Committee, Budget Committee, Planning Commission, Public Safety Advisory Committee, and the Historic Landmarks Commission. Mayor Daoust

6. **PUBLIC HEARING / ORDINANCE (Introduction):** An ordinance amending the Comprehensive Land Use Plan Map and Zoning District Map for a 6.88 acre parcel, currently designated MDR Medium Density Residential and zoned R-5 Single Family Residential, and proposed to be designated High Density Residential and zoned A-2 Apartment Residential.

Steve Winstead, Building & Planning Director

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7. **MOTION:** A motion authorizing execution of an Agreement with Grey Line for Dedicated Parking. Craig Ward, City Manager

8. **DISCUSSION:** A discussion regarding at large vs. by position elections for City Council Paul Wilcox, Troutdale Resident

9. **UPDATE:** An update from the City Organization Review Subcommittee introducing their recommendations for amendments to the City Charter. Councilor Anderson, Councilor Wilson, & Councilor Morgan

10. STAFF COMMUNICATIONS

11. COUNCIL COMMUNICATIONS

12. ADJOURNMENT


Doug Daoust, Mayor

Dated: 1/07/16

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

Tuesday, January 12, 2016 – 7:00PM

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

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

PRESENT: Mayor Daoust, Councilor Ripma, Councilor Anderson, Councilor White, Councilor Allen, and Councilor Wilson.

ABSENT: Councilor Morgan - Excused

STAFF: Craig Ward, City Manager; Ed Trompke, City Attorney; Steve Gaschler, Public Works Director; Sarah Skroch, City Recorder; Steve Winstead, Planning Director; and Kenda Schlaht, Deputy City Recorder.

GUESTS: See Attached List.

Mayor Daoust asked are there any agenda updates?

Craig Ward replied there are no amendments to the published agenda.

Mayor Daoust stated I have 1 change to the agenda. I'd like to move Agenda Item #2 to the January 26, 2016 meeting because Councilor Morgan is not here and I'd like everyone to be here for that conversation.

2. MOTION: Election of 2016 Council President.

This item was moved to January 26, 2016.

3. CONSENT AGENDA:

3.1 MINUTES: October 20, 2015 Work Session and October 27, 2015 Regular Meeting.

MOTION: Councilor Ripma moved to approve the Consent Agenda. Seconded by Councilor Anderson. The motion passed unanimously.

MOTION: Councilor Allen moved to pull the vote on the consent agenda from our last regular meeting in order to update my council comments according to what was stated in the video. The meeting minutes (October 13, 2015 Regular Meeting) are missing a paragraph. Seconded by Councilor White.

Councilor Allen stated for the record, it is at 1 hour 52 minutes and 30 seconds into the video. It's my council comments. It was important enough that on the November 24th meeting it was brought up therefore I believe these minutes should reflect accurately for what was stated. Seconded by Councilor White.

Mayor Daoust states this has been moved and seconded to revote on the last consent agenda at the last regular meeting.

Councilor Ripma asks are you talking about the October 27th 2015 minutes?

Councilor Allen responds, on the last regular meeting we had a consent agenda item that was Tuesday, October 13th 2015 meeting minutes and about 1 hour, 52 minutes and 30 seconds into that were my council comments and there's a paragraph missing from the meeting minutes. On November 24th we had an agenda item specifically referring to my comments during that time, therefore, I would like the record to reflect accurately what was said.

Mayor Daoust stated that will be corrected and we will most likely deal with that under the consent agenda at our next meeting.

The motion passed unanimously.

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

None.

5. MOTION: A motion accepting the Mayor's nominations for appointments to the Parks Advisory Committee, Citizens Advisory Committee, Budget Committee, Planning Commission, Public Safety Advisory Committee, and the Historic Landmarks Commission.

Mayor Daoust states each year the City conducts a recruitment process to fill vacancies on City's Committees. Ads are placed in the Gresham Outlook, the Troutdale Champion and on the City's web page soliciting citizens to apply for a position on one of our voluntary committees. This year we received 22 applications. The City Selection Committee comprised of the Mayor, City Councilors and the chair of the respected committee interviewed applicants for all committees. The Selection Committee came to a consensus at the end of the interviews and forwarded their recommendations to Mayor Daoust for his consideration.

Mayor Daoust states I am nominating the following applicants for appointment. For the **Parks Advisory Committee:** Position #1 - Charlie Foss, Position #2 - Gary Jones, Position #3 - Carol Allen, and the alternate - Paul Wilcox. For the **Citizen's Advisory Committee:** Position #1 - Carol Hasler, Position #6 - Paul Wilcox, Position #9 - Diane Castillo, Position #10 - Danny Stoddard, Position #11 - Sam Barnett, and the alternate - John Brown. For the **Budget Committee:** Position # 2 - Robert Canfield, Position #3 - Carol Hasler, Position #7 - Brian Sheets, and the alternate - Bruce Wasson. For the

Planning Commission: Position #6 - Tanney Staffenson, and Position # 7 - Sandy Glantz. For the **Public Safety Advisory Committee:** Position #1 - Will Knight, Position #2 - Charles Foss, Position #3 - Jerry Stitzel, Position #4 - Jorgan Shaw, and the alternate - Gary Jones. For the **Historic Landmarks Commission:** Position #1 - Audrey Lowell, Position #2 - Erin Janssens, and Position #3 - Sharon Nesbit.

MOTION: Councilor Wilson moved to approve Mayor Daoust's nominations. Seconded by Councilor Anderson.

Councilor Allen states I noticed the people chosen were changed since the Committee met. I see in the Charter where it says that Mayor nominates and Council approves the appointment. It seems to me that we shouldn't actually be telling people what positions they received and having them serve on committees prior to the Council approving those appointments. We should go through the process and do it officially and then let people know. Rather than let people know and having them serve prior to the Council actually doing the approval. We're short circuiting a required step according to our Charter.

Mayor Daoust states it's a timing thing because we just had the Budget Committee prior to this meeting, if that's what you're referring to.

Councilor Allen responds no in general. It's just process.

Councilor White states I'm not going to be able to vote in favor of this because there was changes made after the Committee made their selection. I can't really comment on those changes but I think it's only fair if the committee comes up with the selection. If it's down to 1 or 2 people we've lost our democracy and a fair process. I think it's a dangerous precedent. We've changed what we're calling it. It used to be the nominating committee's recommendations and now it's the Mayor's nominations for appointments. I'll be voting no.

Councilor Wilson states there is a conflict I want to address between our Code and our Charter and the Charter presides over the Code. The Charter, Section 18C, states the Mayor nominates and the Council approves appointments to the members for the commission for its committees established by the ordinance or resolution. The Mayor appoints Councilors and others to represent the City for and on community and intergovernmental organizations. In Section 18C as it sits today, the Mayor does have the authority to nominate the citizens. Whether or not the Committee selected those, according to the Charter, he can override those selections. I'm not in agreeance with it but it's the way the Charter is written right now and it's something I want to address with our Charter Review Committee to try to make this Charter, 18c, match with our Code 2.20.010 through .020. I do have one question. We had 2 Councilors that were not able to interview for 2 of the Committees because they had spouses in them but under section 2.20.020C it says no selection committee members shall vote on recommendation if the applicant is a relative of the member ie: spouse, child, brother, sister, parent of the member or as a director, officer or owner of business which employs that member. My concern

is we cut 2 people out of the process out of the entire committee specifically it states they cannot recommend or review their spouse. That would be the only thing I would like to get clear. It doesn't say anything about them not being able to interview any of the Committee members.

Mayor Daoust asks Ed Trompke to comment on this.

Ed Trompke replies it is very difficult for a Councilor to refuse him or herself from interviewing one person to then interview the other people and make any comment because it has to be a comparison of balancing of once there are 3 people on 3 positions. Whenever you have to weigh and balance the ability and relative worth of having a person on the group. I can't say that it's inappropriate because it's the Government Ethics Commission who ultimately has all the say on this. They're the judges, not me, and they make real clear that lawyers aren't supposed to try to give final word to Councilors on anything like that. But it's very prudent not to. That's the best I can say and it would be up to Government Ethics Commission to give you the final word. But it would prudent not to participate in any of them because you do have to weigh and balance.

Councilor Ripma states that sounds like you're suggesting that both Councilor White and Councilor Allen probably shouldn't vote.

Councilor Wilson responds no, my issue is that they were removed from the process for the committee that their spouse was applying for and weren't able to talk to any of the applicants. I feel that the two of them could be subjective in interviewing other people.

Councilor Anderson states I agree with all of this. I agree with Councilor Allen's point about appointing people before the start of the year. I believe everything that Councilor Wilson says about the incongruences of the Charter and the Council Rules. I understand Councilor White's point as well. My opinion is let's come up with a solution. I don't think we can vote on these tonight with all of these things hanging over us. We have to shore up our process and make sure we're doing it right. I have no issue with who is selected. I'd vote them in right now but I want it to stick. I'm not sure, especially with Councilor Allen's concern. That bothers me. I think we do need to appoint prior to any meetings being held.

Mayor Daoust asks if we could, let's make changes next time. I think we can vote on these tonight and put these people in place and they can start going to meetings.

Councilor Ripma agreed.

Mayor Daoust states the process was done with the whole selection committee with the exception that there was a couple of Committees that these two gentlemen had to sit out on because their wives applied for the Committee. There was one change, I was approached by Tanney Staffenson and Zach Hudson to place

somebody on the CAC that was an alternate on another committee. And that is the only change that was made outside of the selection committee process. All of these names came from the selection committee. I don't see why we can't vote tonight and make the changes that have been brought up next time we do it.

Councilor Wilson states I'm with you on that. I just wanted to bring up those points.

Councilor White states the reason for voting no was this would set a new precedent. Our best practice, regardless of what our Charter says, is how we follow it. It turns the whole interview process into a dog and pony show. Why even have it?

Councilor Allen responds I just wanted to point out that my wife had said she wanted to serve on a Committee but couldn't because I am a Councilor. I said you have your own mind, own opinions, and you certainly could do that. I don't know if I consider it a wise idea for her to do that but she does make up her own mind and I'm not going to be the one to try and stop her. I'm comfortable just staying out of the vote on anything that she's going to apply for because I don't want to influence it one way or the other. However, I do want to see us follow process and I think it's fine that the Mayor nominate whoever he wants. I object to it being implemented prior to the Council approving it, such as a Supreme Court justice when they're nominated they don't actually serve on the bench prior to confirmation.

Councilor Wilson asks Councilor Allen would you be willing to vote by Committee so you don't have to vote on the Committee your wife's on?

Councilor Allen states I would like that, yes.

Councilor Wilson asks Councilor White would that work for you?

Councilor White responds my point isn't who got selected. My point was we have a process that has been in place for a long time. We were even tipped off and warranted it was going to be changed during that process. And sure enough it got changed. That's a big red flag for me.

Councilor Allen states we would have felt better if we reconvened as a Selection Committee and gone over the changes prior to coming here, although it's not required.

Councilor Ripma states I believe you followed the process except for one substitution and I can't say whether that's happened before. Mayor Daoust and previous Mayors agreed to this process and the nominations are made by the Mayor after the Selection Committee picks. In this case, Mayor Daoust sent out an email saying he had met with Tanney, he had met with Zach, and he was making this change. I don't have any problem with approving these appointments.

MOTION WITHDRAWN: Councilor Wilson withdrew his motion to approve the nominees as they were presented.

MOTION: Councilor Wilson moved to approve each Committee with a separate vote. Seconded by Councilor Anderson.

VOTE ON PARKS ADVISORY COMMITTEE APPOINTS: Councilor Ripma – Yes; Councilor Anderson – Yes; Mayor Daoust - Yes; Councilor White – Yes; and Councilor Wilson – Yes.

Motion Passed 5 – 0.

(Councilor Allen did not vote because his wife was being appointed to this committee)

VOTE ON CITIZENS ADVISORY COMMITTEE APPOINTS: Councilor Ripma – Yes; Councilor Anderson – Yes; Mayor Daoust - Yes; Councilor White – Abstained; Councilor Allen – No; and Councilor Wilson – Yes.

Motion Passed 4 – 1.

(Councilor White abstained from voting because his wife was being appointed to this committee)

VOTE ON BUDGET COMMITTEE APPOINTS: Councilor Ripma – Yes; Councilor Anderson – Yes; Mayor Daoust - Yes; Councilor White – Yes; Councilor Allen – Yes; and Councilor Wilson – Yes.

Motion Passed 6 – 0.

VOTE ON PLANNING COMMISSION APPOINTS: Councilor Ripma – Yes; Councilor Anderson – Yes; Mayor Daoust - Yes; Councilor White – Yes; Councilor Allen – Yes; and Councilor Wilson – Yes.

Motion Passed 6 – 0.

VOTE ON PUBLIC SAFETY ADVISORY COMMITTEE APPOINTS: Councilor Ripma – Yes; Councilor Anderson – Yes; Mayor Daoust - Yes; Councilor White – Yes; Councilor Allen – Yes; and Councilor Wilson – Yes.

Motion Passed 6 – 0.

VOTE ON HISTORIC LANDMARKS COMMISSION APPOINTS: Councilor Ripma – Yes; Councilor Anderson – Yes; Mayor Daoust - Yes; Councilor White – Yes; Councilor Allen – Yes; and Councilor Wilson – Yes.

Motion Passed 6 – 0.

6. PUBLIC HEARING / ORDINANCE (Introduction): An ordinance amending the Comprehensive Land Use Plan Map and Zoning District Map for a 6.88 acre parcel, currently designated MDR Medium Density Residential and zoned R-5 Single Family

Residential, and proposed to be designated High Density Residential and zoned A-2 Apartment Residential.

Steve Winstead, Planning Director, states we are here to present to you a series of two hearings. This is a type 4 review which is basically going before both the Planning Commissions and City Council for an ordinance for a comprehensive land map amendment. This is presented by Sheldon Development. Their staff is here tonight. This went before the Planning Commission and as you've read in the packet, there was no decision made at that point. The vote was 3 - 3 and a recommendation was not approved. There was no motion or recommendation for denial. What we have today is basically a restating of the staff report that was provided to the Planning Commission. The subject site is at the corner of Cherry Park and 242nd.

Steve Winstead presented a PowerPoint Presentation on the 15-057 Sheldon Development and it is attached to the minutes as Exhibit A.

Steve Winstead states you will see an ordinance attached and you will make a decision on this January 26th at the second hearing. In the ordinance it talks about the criteria which we have discussed and our final order as well. Also included are letters from citizens, concerns and handouts. In terms of Reynolds School District we had asked for comments and received none. In terms of traffic impact we'll be going back to Multnomah County and we will be looking at that. At this time are there any questions for staff?

Councilor Wilson states that one of the concerns written was the utility impacts and the traffic levels in that area. Can you tell me what the utility impacts are going to be for that area or to the City? How do you feel you're going to be able to move all that new traffic through the complex?

Steve Winstead responds the applicant is here and will address that for you. What we see as a City is how we deal with sewer and storm service. We're looking at the size of a line, is it going to be adequate, are we going to be able to make that work. These are design issues that Public Works would like to work with the developer on to ensure that they have addressed these issues. The traffic side is definitely an issue. The developer has a traffic engineer and they have submitted information to Multnomah County for their review. This is in concert with a lot of other traffic issues that are happening. Multnomah County has become the center focus for all the traffic issues at the intersection, receiving info from Gresham, and receiving info from us. They're taking all of the information from all of the development that's going on there. It's Multnomah County's road and they have complete latitude on what they want to do on that. They will be commenting to the developer as well as us as to what their recommendation is during this site design on traffic accidents and where they will be located and adjacencies across the street from access to Safeway. There is a lot of particulars that go into this. Their traffic engineers will work with Public Works. I'm not a transportation expert but I do know that it is being addressed.

Councilor Wilson asks are we not putting the cart before the horse, by not having the answers to whether or not the area can handle the impact of higher traffic and utility issues?

Steve Winstead responds let's say we didn't have a design in front of us and all we were doing was changing the comp plan and zone. For example if we found that the traffic was so intense that we wanted to reduce the number of parking units to keep the traffic levels down. We would still be here talking about a plan and talking about an A-2. The intensity might be different based on traffic but we would still be here regardless of what the design looked like. It's just a developer that's indicated a number and he is going to have to substantiate that number working with our staff and Multnomah County.

Councilor Wilson asks with the Planning Commission was there anything that the no side commented on that needed to be fixed in order for them to say yes?

Steve Winstead states I can't really say what the Planning Commission would or would not have done. There was some questions asked from them to us and one of them was how much A-2 available land we have and that's why we did the staff report.

Councilor Wilson asks is there someone from the Planning Commission we could ask?

Mayor Daoust states they can come up during public comment and make a statement if they want. When we get into these comp plan and zone change decisions that we're up against right now all we're supposed to look at 2 weeks from now when we do make a decision is whether the criteria are met. It's hard for the public and us not to dabble into some of the site and design questions that we have because our upfront decision on site planning and zoning changes will have a lot to do with what eventually will end up there. It's kind of hard to separate the two but it is our job to make a decision in 2 weeks on the comp plan and the zoning change period.

Councilor Ripma states I understand the staff says the application met the requirements for this change. Are you saying we couldn't turn this down?

Steve Winstead replies absolutely not. That's our recommendation based on what information that we got and our own analysis on it.

Councilor Ripma asks our plan, as you said, designates where apartments should go, A-2 and so on. Our plan designated this area R-5 so I assumed it met all the criteria for R-5 when that was adopted.

Steve responds that is correct.

Councilor Ripma continues R-5 fits the plan. There is no requirement that this be A-2 it's just saying it meets the criteria for A-2 but also meets the criteria for R-5.

Steve Winstead responds yes it does.

Councilor Ripma says you had a slide that showed the density of various apartments in Troutdale at 24.4 units per acre. That looked like the highest one in Troutdale. Is this going to be the highest density proposed development in Troutdale?

Steve Winstead states based on the applicant's information to us today, the answer to that would be yes.

Councilor Ripma asks about access to this site, is it only through Woodale? Or is there going to be street access to 242nd and to Cherry Park?

Steve Winstead responds right now they want to have access from 242nd and Cherry Park. But there will be no vehicular access from Larsson. There will only be 2 points of access.

Councilor Ripma states you said there were conditions but those conditions were site and design review of the eventual proposal, a street plan, those are just requirements, anybody has to do that, those aren't owner conditions of any kind. They have to meet the requirements to develop.

Steve Winstead responds I agree. They can be a problem if, for example, they can't meet the traffic requirement. They may have to mitigate where they place those accesses. they may have to mitigate where they place their building, they may have to reduce the number of units, they may have to do all kinds of things in order to satisfy trip counts and access to 242nd and Cherry Park. That's going to occur during the site design review process. Tonight we're trying to look at it on the basic decision, does it meet the comp plan? Is a zone change an appropriate measure?

Councilor Ripma asks if we were to approve a zone change, there is no guarantee that they are going to build the development that they're showing us pictures of at all?

Steve Winstead replies that is absolutely correct.

Councilor Anderson asks do we have any other A-2 zoning in the City of Troutdale right now that is currently available? Or are we here because we don't so we want a zone change to suit?

Steve Winstead answers right now we have another A-2 across from Troutdale Market. That's the only open available land right now for A-2.

Councilor Ripma asks apartments can be built downtown, can't they?

Steve Winstead responds yes they can be built downtown through conditional use. But on availability we do not have a lot of A-2 available at this time. We're built out 85%.

Councilor Anderson asks so the answer to my question is no? We're maxed out on A-2 and we're here because we need more and this is available?

Steve Winstead responds this gets us to a point of providing more A-2.

Councilor Ripma states to Councilor Anderson I think that mischaracterizes it. We know, for instance, that Frank Windust's property could be built with apartments. And we know that's for sale. It's false to say that we have to provide A-2. We do not have to do this.

Craig Ward responds that is correct. If I could expand on that briefly. The question originally was, do we need more A-2? We have one undeveloped A-2 parcel. The question was not is there any place else in the city that you could build apartments. Apartments are permitted uses and conditional uses in other zones as well. I think that is the disconnect between what you two were asking.

Mayor Daoust states in reading through Multnomah County's input on roads I found it interesting that even though they said they didn't object, more detail was needed was at the beginning of every paragraph. They also said further review of impacts from other projects may require off site mitigation. What did they mean by that?

Steve Winstead responds when it talks about off site mitigation one of the things is where the access points are going to be. Where the driveways are going to be. Are they going to end up being a right in right out? That's how you would reduce traffic. Again, I'm not a traffic engineer. The applicant has brought his traffic engineer here tonight. Basically I'm saying that I am concurring with Multnomah County's decision that if there's a way to make it happen they can work with the applicant to make it happen. And that's what our charge is. If Multnomah County comes back to us and says during the design review process we've done everything we can but we do not agree with their plan or we do not agree with where they have their access points they can recommend denial to us on the site design review. Not denial of the project but denial of the specific design being presented at that time. There is always going to be room to deny the specific design and have the design redone or looked at in order to mitigate these issues.

Mayor Daoust asks who all is going to present to us? Is the Sheldon Developer going to present?

Steve Winstead responds yes and I believe that Sheldon has his planner and his traffic engineer here tonight. We have a number of audience members who would like to speak on this.

Carey Sheldon, Sheldon Development, states I am the development applicant for the project. We've built several of these. We build, own, and manage our own properties. It's not low income it's going to be market rate rents. I feel it's a higher end product that we are trying to build on this corner. It's a gateway to your City so we want it to stand out and be proud and look good. I'm going to introduce Rick as our land use planner and we also have another Rick that does our traffic engineering to answer questions for you and then I'll be happy to answer questions on the rebuttal if you have any for me.

Rick Givens, Planning Consultant, states I am working with Mr. Sheldon on this application. You have a very good overview of the building proposal through Steve's presentation so I'm going to be try to be relatively brief. Rick Nys of Green Light Engineering is here. He's a traffic consultant on the project so if you have any questions

relating specifically to traffic issues he can address your concerns. When we first came to look at this property we looked at it from a standpoint of does it really fit with the City's criteria for designation for A-2 development. We don't want to enter into a project that we don't think is reasonable. In looking at this property it was clear to us that things have changed in the City of Troutdale in terms of development in this particular area that warrant consideration of increasing density at this intersection. As you know across the street in Gresham is the home for the Subaru development and several industrial/commercial type projects in that general area. That argues in favor of additional opportunities for multi-family housing. People need places close to work that they can live and as you know with the pricing of housing these days a lot of people have to start out in rental housing and a lot of people choose to downsize to rental housing. This is a logical spot, it's quick access to all the services across the street in terms of commercial, quick access to the freeway and it's a just a really good location in terms of the general parameters of what we've looked at as multi-family sites. In looking at surrounding land uses, that's the other thing you consider when you look for properties like this, it was pretty clear the southern border is an issue. There's a single family development alongside the border, there's a street stub to the property. The question is can we design something here that would work from a standpoint of A-2 level of development and yet provides for preservation of privacy of the neighborhood, preservation of traffic flow and those kinds of things. We're cognitive of those things when we look at properties and we feel the answer to that is yes. Steve is correct that this is not a design review application but it is fair game to look at in general of the things you can do from the site design standpoint that make it feasible that this project could fit into the surrounding neighborhood. Really your zone change approval criteria asks you to look and consider those things and it talks about not impacting adjacent properties to the extent that it damages them and makes them not usable for uses that they're zoned for. The property owners to the east, we talked with them and they do not object to the proposal for multi-family use. The only concerns we've heard expressed have been those neighbors along the south boundary of the property. Traffic is obviously a concern as it might impact that neighborhood. This will probably be a concern for them whether it was developed as an existing R-5 zoning or rezoned to A-2. Any way you look at it there's a potential for additional traffic through the neighborhood. In this case, we believe it's a lesser impact because we're proposing that Larsson be gated with an emergency vehicle gate and there be no vehicular traffic through that intersection at all. We will provide for pedestrian traffic so people in the neighborhood could walk to the commercial center and bicycle traffic but not for cars. R-5 would call for a connection of that street through and there would be cross traffic and additional traffic through the neighborhood. This proposal there would probably not be any cross traffic at all other than bicycle and foot traffic. The other thing we considered was can we design it in a way that 3 story units don't create problems with overview of backyards, can we design it in a way where there's not immediate impacts on people in terms of noise and those kind of things. What we're proposing is setting the units back, having a row of garages along that border, having a 20 foot buffer between the garage and the property lines. We'll do some extensive landscaping and buffering in there. We believe those things in combination can make this project work well. Bear in mind that the alternative is not an open berry field. The alternative is R-5 lots, 5,000 square foot lots fairly dense with homes presumably within 10 feet of their backyard. We would be set back further than that in our proposed design. With those things in

consideration we think that the land use issues can be resolved. We understand that means going to design review to the Planning Commission. We'll have to present thorough plans for the buffering and landscape design and architectural things. Conceptually we believe this can be designed in a way that offsets the impact of having an apartment project next door. It's important to note that Mr. Sheldon is talking about a quality type product. It's not going to be low end apartments, they're designed with air conditioning and a number of things that are not normally in lower end apartments. Regarding impacts on schools, apartments in general generate lesser school traffic per household than single family simply because you get a lot of empty nesters, a lot of first time home buyers, a lot of people who are sharing apartments as they start out their work career. There aren't as many school age kids generated. The school district does not object it. The issue of sewer is one that we're aware of that needs to be studied in detail. Mr. Sheldon's engineers are looking at that. Traffic is an issue. We're proposing an exit point that would line up with the street access to the shopping center across the street. We're also proposing a right turn in/right turn out onto 242nd. Rick Nys is here and can address that. We believe those designs can be worked out. The availability of apartments including this side of the City, is pretty limited.

Rick Nys with Green Light Engineering, states I'm a traffic engineer, professional engineer, and professional traffic operations engineer. We're not really looking at the full buildout of apartments. We're really looking at the difference between the trips of the existing zone versus the proposed zone. We're not looking at the impact of 168 apartment units we're looking at the difference between the existing zone and proposed zone. We know there's going to be an issue at the Cherry Park and 242nd intersection in the future. My analysis shows that intersection will operate service F in 2040 which means quite a bit of congestion. As part of this application, that's the year we're looking at. We're not looking at the rate the intersection operates at today. As part of this application, what we're looking at is we're responsible for mitigating our incremental impact. We're not responsible for mitigating an entire project or getting a whole new section back to operating the way it should in 2040. In 2040 my analysis showed that with this project or without this project the intersection at Cherry Park and 242nd will operate level service F. It doesn't get much worse than that. Our responsibility comes with incremental criteria is to mitigate that situation without the zone change. As far as this project, we propose signal timing modifications at the intersection. Multnomah County has agreed to those signal timing modifications. That mitigates our impact. It will still operate at level service F in 2040 and we don't need to mitigate back to level service D or any other standard. Part of the reason why Multnomah County suggests that more detail is needed in the future as part of the site plan review is that more details will be provided at that intersection. We're still responsible for meeting the Multnomah County standard at that intersection as part of the site plan review.

Mayor Daoust asks when Multnomah County says that that intersection right there is at risk at dropping below acceptable levels of service in 2016 what do they mean by that? You're talking about a level F. What is Multnomah County talking about?

Rick Nys responds if you're service level D drops to service level E, it's possible in 2016 and beyond. That's something that would be evaluated as part of the site plan review.

Rick Givens states one thing I think should be noted is that when Rick talks about our obligation to mitigate doesn't mean that the County isn't going to do things as well as part of other project to improve the situation. They know they have an issue there and may address it. It's going to be an issue whether it's zoned R-5 or A-2.

Councilor White asks is there any data that shows that there's fewer vehicles/trips in apartments?

Rick Nys responds I did a trip generation comparison of the existing zone versus the proposed zone, kind of a worst case scenario. With the existing zone the trip generation would be 43 vehicles in the AM/peak hour, 55 vehicles in the PM/peak hour. With the zone change in place the AM/peak hour would be 86 vehicles and then 110 PM/peak hour.

Councilor Wilson asks how many trips are currently going up and down that street right? I wanted to see how many trips go through there per day. I often enter 242nd from that neighborhood, almost every day and there is a ton of traffic at 6 o'clock at night going through there. That's an awful lot of traffic coming up and down that street to begin with. It would just seem to me that whatever development goes in, they're going to have a hard time coming in and out of that area. I would think that even with a right turn in or a right turn out it's going to be difficult for any of that traffic to get out onto 242nd during peak loads.

Rick Nys responds the right turn in and the right turn out should be fairly easy. It's the getting out on Cherry Park Rd that's more difficult. That intersection will still be City and County standards for level service.

Councilor Allen states I can't help but notice differences, about a year ago we were talking about improvements to that intersection and improvements to 238th. We had Multnomah County and their engineers and Metro telling us that we had plenty of capacity going into the future. It might be interesting to compare what they said last year to what we're being told this year.

Rick Nys responds my 2040 analysis is based on Metro's travel plan for testing models. There's a lot of unknowns about what's going to happen.

Councilor Allen states they did say that they would make improvements to that intersection. I can't help but notice the disparity. Maybe those improvements are needed sooner than later.

Rick Nys replies what Multnomah County is suggesting is that we deal with those issues at the site plan review because we propose mitigation that meets requirements at this stage.

Mayor Daoust asks did you take into account what our own staff said that given this location that it could be argued that vehicular trips can be reduced because future

residents are walking to work, school, commercial and community services? Did you take that into account?

Rick Nys responds generally you don't assume that in a traffic impact study. It's kind of hard to differentiate between the vehicular trips and the pedestrian trips and the bicycling trips and not really having accepted methodology that everyone accepts that says how many trips are generated by pedestrians and bicycles. I took the standard trip generation and then applied that to your system. There's no transit very close by so walking and biking may reduce trips especially across to Safeway.

Mayor Daoust states for your information Tri-Met has a service enhancement plan for all of East Multnomah County and one of the things they're planning on doing is for line 25, which goes down Glisan and Cherry Park Rd, which is going to add bus service beyond 181st all the way to 257th and make it more frequent. It will be more buses going down Glisan and Cherry Park Rd in the future, when they can afford more buses.

Councilor Ripma states Mr. Sheldon mentioned that you own and operate more rental complexes like you're proposing here and I'm wondering if there are any nearby that you can identify? Or is there a website I can go to look up to see where they are? You mentioned that Larsson would be gated and emergency access only. You can't guarantee that is going to happen. You can't condition the zone change on guaranteeing that Larsson won't have full access, not just emergency only.

Carey Sheldon responds if I can get an email address I can send the information tomorrow regarding other complexes.

Rick Givens responds with we expect from our conversations with Multnomah County that we'll be allowed to get an access of some sort onto 242nd. I can't guarantee it obviously until we go through the design review process but I can guarantee that if we don't demonstrate we've got adequate services we aren't likely to get design review approval. The people who make the decision on the Planning Commission level on the design will have full knowledge at that point of what the specific proposal is, what Multnomah County's comments on it are, what City staff's comments are and they're only going to approve it if they believe that we are carrying out the requirements of protecting the values of the neighborhood next door. We think that's a perfectly reasonable assumption that gating that off to prevent parking lot traffic from going out through our local street there's no reason for it to go that direction. It would certainly be a way of allowing for foot traffic, bike traffic but just keeping the cars from not going that way.

Councilor Ripma states you also mentioned the idea of garages on the south property line. I think garages are shown on your drawing but not where the apartments are.

Rick Givens responds that one stretch there we don't have the garages shown there, at least at this time. The idea was that there's a fairly extensive amount of trees along that stretch. The apartments are set back about 50 feet.

Mayor Daoust calls for a 10 minute break at 8:38pm and reconvenes the meeting at 8:49pm.

Mayor Daoust states before we get to the public hearing I have a few quasi-judicial land use hearing questions for the Council related to declarations or challenges. Do any members of the Council wish to report any ex parte contact or information gain outside the hearing including any site visits?

Councilor Anderson states I believe I might know the property owner, Frank Amatto, but I can't confirm that. I just know a gentleman named Frank Amatto who I know owns property in the area. I don't know if it's him but it's better safe than sorry to put it out there.

Mayor Daoust states this is duly noted.

Councilor White states I had contact with an HOA person, Sally Savidge, at a birthday and they talked a little about the proposal.

Councilor Allen states I do have friends that live in that neighborhood and I also was at a Citizens Advisory Committee meeting where this came up and I excused myself from the room to separate myself while they talked about it.

Councilor Ripma states I have visited the site many times because there's a fruit stand right there.

Councilor Wilson states I live on the other side of that neighborhood.

Mayor Daoust asks have you all familiarized yourselves with the application in front of you?

The Council responds yes.

Mayor Daoust opened the public hearing opens at 8:52pm.

Mayor Daoust states before we get started I know it's standard practice for us to reach out 250 feet to adjacent property owners. In this particular case it really didn't cover very many houses or people. We followed normal procedure but I think a lot of folks that live in single family homes didn't hear about this.

Sally Savidge, Troutdale, Oregon, states that was one of my complaints in my email to you. In Cherry Ridge we have 203 homes, this affects us tremendously as far as traffic and livability in the area. I'm concerned about traffic with that many apartments going in. I would be happier with smaller single homes. The reason for it is we have a lot of traffic on Cherry Park. We lost a student at Reynolds High School last year. That's when they put that crosswalk in, even though it had been complained about for years because of the speed. The sizes of the buildings, they have some similar down on 207th and Glisan. I think it was on your presentation. That all shows beautifully when there's landscaping around it. Up there, there's no room if you're going to put that much building/apartments

in there. They don't have the lake there, they wouldn't have some of the amenities that make anything they build there look presentable to the neighborhood in my opinion. I think you need to do better about reaching out to homes other than what you're required to. I heard from a home owner about the meeting that the Planning Commission had on December 16th. They had mentioned they would be high end apartments, no section 8. They can't, in my mind, do that. To me that's discriminatory the way he presented that. High end doesn't mean just because it's granite countertops, that just kind of rubbed me wrong. I think in a matter of time the State of Oregon is going to step in and change that qualification. I could be wrong. Until we get a better idea of what your traffic studies are because this is just really a hit and miss and not clear at all. As far as the studies that they have done and the impact on the community, I would hate to see these homes built then we all have to deal with it later. That's all I can see to as what is going to happen. That's all from me at this point.

Wendy Tucker, Troutdale, Oregon, I live on Stella. I just heard about this from Sally on Thursday. Cerise is the exit point you're talking about for getting over? There's 2 points, one on 242nd and one on Cerise by the Safeway. If you put an apartment complex in there how are they going to get in and out?

Mr. Sheldon responds yes one on 242nd a right and right out and on Cherry Park a full intersection lining up with Safeway. The only driveway that goes into Safeway is directly across from 18th.

Wendy Tucker continues the driveway that is directly across from the gas station if you have right in right out you're still going to have traffic concerns. Just people going in and out of the fruit stand now in the summertime and Christmas trees at Christmas time is hazardous to say the least. A lot of times you can be turning left onto Cherry Park from 242nd and immediately you're stopped in the middle of that intersection because there's people pulling in or out of the 2 driveways that are there for the fruit stand. I went to the intersection yesterday because I've lived there for about 12 years and I know if you want to get out onto Cherry Park in the 3:00 to 3:30 hour you better use the signal light at Cerise because otherwise you're not going to get out because there's 35 school buses passing. School buses that back up past the Cerise signal light which is the next signal light east on Cherry Park. Traffic on 242nd at that time of day is very bad in the 5-6 o'clock hour. Even the R-5 homes that the HOA would prefer is still going to add traffic to that area. 160 apartments or even 150 apartments is more traffic than I think that neighborhood can handle. I'm also concerned about the impact on the sewers. They said that Multnomah County and Public Works did a study. I don't know what that means but can our sewers and our water handle that additional impact? Reynolds High School, I live on Stella, I am on the road that goes between the park and McDonalds and I can tell you our HOA has had the Reynolds principal to our meetings because of the students passing through there. We've had a few break-ins, graffiti and mostly trash. I think that the impact to Reynolds High School and to my particular street just from the trash would be difficult. I can see a decrease to our property values if we have a 3 story apartment building there. I see an increase to property taxes as well.

Paul Charpentier, Troutdale, Oregon, states this property was originally zoned R-5 and there was a reason for that. I don't see why we would change it. There are houses on 3 sides of it. You have high density apartments right across the street from a high density shopping center and another one on the other corner. The traffic, I was making a left hand turn last week and I was nineteenth to turn left into Gresham. You have to wait two lights constantly. If this apartment complex is 168 versus 42 cars you're going to have 500 cars parked in the complex there. My granddaughter and her mom live in an apartment complex on Highway 26 and their parking lot is constantly full. You can't find a parking spot in there. People park out on Highway 26 that live in the apartments because they're full. There is nowhere else for them to park around here unless they start parking their cars in the neighborhood. Subaru is going to have 2 or 3 semis an hour going in and out and they're only going to have 30 employees. We just voted for school improvements and expansion to the high school. There could be 200 more kids going to those schools. The property right next door to them west is vacant. Are they going to put apartments in there too eventually? We don't know. What are we going to do if it doesn't make Troutdale a better place to live? And last, if it was in your neighborhood how would you feel if this volume of apartments went in?

Ryan Richter, Troutdale, Oregon, states I live in the house right on the corner of Larsson and 22nd Street. I would argue that there is probably nobody that this is going to impact more than me and my neighbors. One of the things I would propose is better notification to the other surrounding residents. 250 feet is not enough. It's going to impact far greater than that. There's a lot of people I talked to in the neighborhood who have concerns but didn't realize this was going on, didn't get the letter, maybe missed it over the holiday season. If there's a way we could possibly post something at the field notifying residents where to go for more information that would be appropriate. I bought the home in 2013. It was a short sale. I bought it because one, I could put some sweat equity in there and build up the value of the house and live in a neighborhood. Just down the street there are kids that ride their bikes and play on their skateboards and play basketball. I've seen in the past with a lot of apartment communities they build them and there's a lot of units in there but there's not a lot of parking. If there's 168 units they're all going to have cars because they're going to have to go a ways before they get to a bus or Max lines. If they all have cars, they have friends visiting, this overflow parking is going to spill right into my backyard. It's going to be all through the neighborhood there. So these kids that are out riding their bikes and playing basketball and it's going to be a safety issue for all these other residents that are in the neighborhood that have existing homes and kids playing on the street and now you have all these other cars zooming around, making shortcuts, trying to cut through to get out and avoid the light. In addition to that, we're making estimates on the traffic based on what we're forecasting for the Subaru plant that's going in there. We don't know for sure the true impact yet. Gresham is planning some development for the Springwater Corridor with industrial use and once that takes place a lot of that's going to be flowing right down 257th and 242nd. I think that's going to make that area even more congested. I urge you to pump the brakes a little bit and do a further study, put the sign out on the property and let more residents know. Thank you.

Gary Cohen, Troutdale, Oregon, states I live a few houses down from Ryan Richter. I've lived there for 22 years. When I first moved in, single family and berry fields surrounding

the whole area. I've seen a lot of changes. By the City's own criteria on your comprehensive plan, it states there are 4 criteria that need to be met in order for this land to be re-zoned. One, you need to have retail shopping. That is the only criteria that has been met for this proposal. Employment status, Subaru center is only going to employ 30 some people. The businesses in the Safeway shopping center already have employees. I highly doubt that there's going to be much more opportunities of employment from there. Transit as of right now, there is no bus. The closest bus is 6/10 a mile to the south on Stark or a mile to the west or a mile to the north. And lastly it requires a minor arterial. 242nd is not a minor arterial. These are criteria by your own standards you have said must be met before it can be re-zoned. These are criteria that you have already made that are required for this proposal to go forward and be changed. As far as traffic, 242nd is already an extremely busy thoroughfare. For years the City of Gresham and the City of Troutdale have grappled with this problem of what do we do to create a bypass. The traffic, especially in the winter, is incredible. There have been times where I've been waiting to get through the light and traffic is backed up halfway to Stark Street. I live in the Woodale subdivision. When I try to turn right onto to 242nd there have been times when I've had to wait 2 minutes just to get out. And if you want to get onto Glisan Street that's impossible now. You have to go down to the light at Cherry Park, turn right, turn into the Safeway shopping center, do a U-turn, come back out and turn right onto Glisan just to go west on Glisan. That's how bad the traffic is now. We're talking about adding 168 unit housing development right in right out. What do they propose for the people coming from the north going back to this apartment complex? They're going to be making a left hand turn at that light. Already there have been times when I've come up the hill from Halsey and there is traffic backed up because so many people are wanting to turn left. Now you're adding however many more driving trips and more people wanting to turn left. The only entrance to this property is going to be across from the gas station entrance. So you're going to have this long line of traffic turning left and then immediately they're going to be turning right. The traffic signal at 242nd and Cherry Park can barely handle the traffic at present. When I was here at the Planning Commission, the Metro traffic representative stated that yes we can mitigate that by changing the timing signal. Give me a break. Changing the timing signal on the traffic light? That's all you're going to do? For years we tried to come up with alternatives such as to widen the road because that's really our only viable alternative to this traffic problem. But that's never going to happen given the constraints. We couldn't do it 15 years ago, we're not going to do it now. When I look at everything together here, the traffic, the reduced property values, possibly compromised safety for both children and homeowners there is nothing to warrant a change in re-zoning here. If you look at the map from Cherry Park south to Stark Street, 242nd east to 257th there is no high density apartments there. It's all single residential houses. Why are we going to stick this high density apartment complex in this very poor location? Just because we can? This is the wrong intersection to do this in. I would say that we reject this proposal for re-zoning and leave it as single family. At the Planning Commission there was one letter that was read that was in favor of this and indeed the letter that was read, not by the people that wrote it but, they stated they were in favor of the planning change in hopes that they're land would also be re-zoned because they own a very sizable property and I'm sure they would be happy to have it re-zoned so they could sell their property at a handsome profit.

Sam Barnett, Troutdale, Oregon, I wasn't planning on speaking tonight. I did not know this was going on. I don't live within 275 feet of the area but this would affect me. First off I'm sad to see another field go away. I'm wondering what's going to differentiate us from Portland and Gresham in the future when all these fields go away and we're just covered in concrete, parking lots, apartment complexes, duplexes, beauty salons, and Papa Johns. This is a horrible idea. Are you kidding me? This is just not an apartment complex. This is the highest density housing in Troutdale that we're proposing to do going from the R-5 into the A-2. 242nd has one lane moving north down that winding road where you have the 4 foot curb. It's one lane going to down that hill. But it will all be fixed by 2040. 2040? There's going to be a 20 foot buffer from the garages and neighboring homes. The homes, if it's R-5 is going to be much different. It's going to be 20 feet from a backyard to the fence. There's no difference. We're looking at 137 apartments, we're looking at the zone change. You mentioned easy access to the freeway. Where is that easy access? Down 242nd to I-84? It's not easy now. And it wasn't easy before the pothole. There is no easy access from 242nd to the freeway, it's one lane, it backs up all the time. I do everything I can to avoid 242nd to go down to I-84. What's the option, 257th, Cherry Park? We all love our fields and we're sad to see them go away. We love our open spaces and it seems like we should be very grateful for Metro because without Metro we're not going to have any fields left here in Troutdale. Please consider keeping it R-5. I don't think we have room for this complex, much less the highest density housing in Troutdale at that intersection.

Mayor Daoust closed the public hearing at 9:19pm.

Mayor Daoust states now staff and developers can address. One of the questions was could there be any Section 8 housing so you might want to address that. And the overflow parking issue with the neighborhoods.

Rick Givens responds Mr. Sheldon doesn't plan on putting in any Section 8 housing in this development. Rents will probably be too high for that type of housing. It's not a discriminatory thing. I'm not aware of any state or local ordinances or statutes that would require him to do so. The issue of off street parking and parking in other neighborhoods, Troutdale has a very high requirement for the amount of parking. A lot of jurisdictions allow maximum parking spaces so you could end up with one and a half spaces per unit. Troutdale is still requiring not only 2 spaces per unit but 2 and a third. I would say we have more parking on this site than any other comparable sized project that I've ever done. I think there's going to be ample parking. I would say your standards will ensure there is ample on-site parking.

Councilor Wilson asks on average each one of these buildings is going to have 24 apartments in it. Can you tell me how many total parking spaces are planned there?

Rick Givens responds there are a total of 230 standard spaces, 133 compact spaces and 30 garage spaces equals 393 total spaces for 168 units. Gary Cohen talked a little bit about the criteria for placement of A-2 zoning and said it wasn't met. Actually it more than meets the criteria. I wanted to clarify that. The plan list for areas may be designated for SDR obviously the first one does not apply. The second one says the areas adjacent or

in close proximity existing or planned shopping centers, as you know there is one across the street, employment centers, there is quite a bit of employment in this area in close proximity. We have to meet 2 of 3 criteria. Transit routes, we're not only adjacent to an arterial, it's a major rather than a minor. 242nd is a major arterial. I don't think Mr. Barnett understood the comment about 2040. That's simply that when you're doing the zone change plan amendment, traffic planning rules require that you look out at least that far. You have to look at the impact. Not just what's happening now but what it will be in 2040 in this case.

Steve Winstead states Mayor, I think you said it very well when you started out as saying it's difficult to separate the design from the actual planning. You do have a tough decision to make and we're going to do this again in 2 weeks. One of the things I take away from this is the fact that maybe just the 250 feet is not enough. That's our minimum standard. That's what we have done. In the future you'll have the opportunity to look at our development code and to suggest some things that would help us with better notification.

Councilor Allen asks how much time did we give people? How many days of notice did we give people?

Steve Winstead responds I believe we gave people 10 days.

Councilor Wilson states it was a 3-3 vote. Of the people that voted no is there anything that they would've desired that would've changed their mind?

Taney Staffenson responds it came through 3-3. We were missing a member so there wasn't a 7th there. I didn't believe there was going to be any decision made that evening that was going to change anyone's vote. I will say this is a really difficult application. We did our best to be thorough and go through it. I will say it was also difficult for us to not look at site and design and how many apartments and anything like that because that wasn't our responsibility with looking at comp plan. Additionally we did look at the traffic study and that also isn't a direct factor in our decision because that comes under consideration when the application is forwarded. When the application comes forward that's when the County chimes in and Public Works as far as street access where it's going to be, how many cars are allowed that type of thing. More than the zoning is what it can handle.

Brian Sheets states just to inform the council I was one of the people not in favor of this. You asked what would change my mind, it would be if it was in a different location to have something increase the intensity to A-2. I just didn't think the location was an appropriate place to increase the intensity above R-5. I was able to separate out the site and design review portion of it. We had a great presentation about proposed site but you can break that out and look at this as an exercise where you ask for something small then you ask for something more and ask for something more. If you come to understand that part of the process it was easy to not even have a site plan to understand it didn't matter what was probably going to be put there. It's probably not going to help the livability of the community. That's how I rationalized it. There were 3 other people who didn't agree with

me and probably 2 other people that may have had different ways of going about it. But that's how I came about it personally.

Taney Staffenson states we received a lot of testimony as have you regarding a number of factors.

Councilor White states I had the privilege to attend that meeting and I just want to compliment you guys on your thoroughness and professionalism. Excellent meeting.

Councilor Allen asks Mayor Daoust I wonder if you're willing to work with staff and see if it would make sense to increase the area in which we give notification for this. I understand we did what was required but should we do more? I would like you to take a look at that if you would. The second thing is a reminder from our attorney may be in order to the Council as far as what our obligations are just to keep us out of trouble. What can we do what can't we do.

Ed responds let me do it very briefly right now and I may send you an email. Generally speaking you're in the middle of deliberations in a quasi-judicial hearing. If anyone approaches you to talk about it you will have to disclose the ex-parte contact at the next meeting and the subject of the contact. It would be better not to. Keep an open mind in the meantime. It would be best not to deliberate with anybody else but if you do need information do it through the email system and have staff get it to you so there is public record of it. It could be included in the record of the hearing in case there should be an appeal that keeps there everything above forward and everybody knows what's going on. The best practices would be to not talk about it with folks in any way that you're not prepared to come in and bury your soul to the public at the next meeting.

Councilor Anderson states I have one request, it would be helpful to have the minutes of the Planning Commission for those of us that weren't there. Not the exhibits or anything just the testimony and the feedback from the Commissioners.

Craig Ward states there is an underlying question which is have the minutes from that meeting been prepared. I can't give you a straight answer to that. If they have been prepared and hopefully approved by the Planning Commission, because until that happens they are just draft minutes. We will certainly forward them to the Council per your request and we will forward them to you when they have been approved by the Planning Commission. I don't know when that might occur.

Taney Staffenson replies we will do our best to do that next Wednesday.

Councilor Ripma states I remember someone saying the audio is available. If we want we could do that. I also wanted to say you mentioned there are 2 more opportunities for the public to speak on this. There's really only one and it's 2 weeks from today when we're going to be deciding the issue of the zone change. There'll be future meetings after the zone change as followed out by an application for approval and a plan there will be other opportunities but there's really only one more opportunity for the public to weigh in on this zone change and if there's neighbors you want to contact and spread the word.

Councilor Wilson asks can we get a mailing out spreading it out farther about the next meeting on the 26th?

Craig Ward asks how far out would you like us to draft that? We have to pull a mailing list from the County's property owner's database. That's how we create the mailing list and we use GIS to identify the properties that fall within a 250 foot radius or essentially at the edge of this property. If we're going to use a different number and send out mailings we can certainly do that but you need to know what that number is.

Councilor White states I understand the circumstances here the way the site is drawn out but I don't want to create a precedent where if we do it for this project then they will expect it for other projects. I'm okay with notifying more people on this situation but I'm just worried we're going to make a precedent and we're going to have to do it for every project.

Mayor Daoust states you would almost have to go out a 1,000 feet if not more to get to single family homes that are in the Cherry Ridge neighborhood. An adjacent block or so beyond. Forget going beyond Safeway that's even more than a 1,000 feet. I'm talking the neighborhoods to the NE the South and the East. Just so you capture a couple blocks going each way. I think that's more than 1,000. A 2 block additional radius.

7. MOTION: A motion authorizing execution of an Agreement with Grey Line for Dedicated Parking.

Craig Ward states this is an odd situation, one that I'm not aware, the City has ever faced. A representative from Grey Line is here tonight and came to me 3 months ago and introduced a notion that they would like to provide a service to essentially tourists in The Gorge for hop on and hop off bus service. Therefore people would not face the challenge that we all know that they have of finding parking in the Gorge if they want to see it. If they've flown in from someplace else they can get a bus in Portland or they could drive a car to Edgefield or they could drive a car to Downtown Troutdale and they could park their vehicles with the confidence that a 35 passenger coach will be able to take them and enjoy their day in the Gorge and return to their parking location. So their proposal to me is noted in Exhibit A of the Item 7 staff report. Concentrating on the parking lot that's across the street due west of the old City Hall. They were looking at and have proposed and requested that they be allowed to use 10 parking spaces. They also requested that their coaches be provided dedicated space on the Historic Highway in the location shown that's currently designated as motorcycle parking. During the 2 ½ months every summer that they want to operate this service they would be dedicated to their exclusive use. That means the coach has a place to pull in and their customers have to have a confidence that that's where they will be meeting the bus. We don't currently have any arrangement with any of our downtown businesses or any other vendor for reserving public parking spaces for their exclusive use. The costs of the number of parking spaces is not excessive in my opinion. We do set a bit of a precedent for saying you pay us a dollar a day and you can reserve a parking space in our downtown. Granted these are not in high demand parking spaces. It's also proposed to be a 2 year pilot project essentially with a clause that if it wasn't working in the first year, which would be this summer, they could terminate

the contract and walk away from it. At the end of 2 years we too get to determine whether it's working for us. We then engaged in some discussion with input from staff about what the reasonable rate would be for these parking spaces. They're proposing a dollar a day. The only models that I could come up with were essentially parking meters in Portland. That I don't think is a fair comparison with the demand for parking that we have here. There is no methodology to come up with a rate. They're proposing a dollar a day for the 10 parking spaces and my sense is that if the parking is going to be in the old City Hall parking lot then that's the place that the coach could pull in rather than take up parking spaces which I believe are most valuable along this Historic Highway particularly in the summer. How many spaces they would need for the coach to be able to park hasn't been determined. I estimated 2 here as a viable option. There are currently 20 parking spaces in that parking lot. I have not, since we stopped using City Hall on a regular basis, ever seen more than 5 or 6 cars in there except on days like Summerfest or other days where we really have quite a bit of business. There was some discussion with staff about well they can use it anytime but during Summerfest but that isn't going to work for them. They have to print a brochure and advertise it to their customers and they have to be confident that they have dedicated parking spaces. The total amount of money here we're talking about is going to be less \$1,000. It's not really about the money. It's about the precedent of dedicating public parking spaces and essentially leasing them to a vendor for a period of 2 summers. I didn't prepare an agreement, I've already detailed the rough terms. I wanted to bring it first to you. We can sign a simple letter contract with the terms I've mentioned here and execute it. I don't want to do that if the Council is uncomfortable with the precedent. Any of those items, the number of spaces, the rate per day, whether or not they use a dedicated spaces on the Historic Highway, or take my recommendation which is we just rent them a couple more spaces in the old parking lot. All of those are questions that you can direct me to proceed with. If Grey Line is going to do this they need us to make a commitment so they can get on with advertising this service. Grey Line has spoken to the Chamber of Commerce. Mr. Cruz isn't here today but I understand that the Chamber is supportive. This will bring in additional customers every day to our downtown who will I'm sure take advantage of shopping and eating opportunities in our downtown. The pilot project I doubt will have any conflict with our ambitions for City Hall once we determine those and move on with whatever the subsequent plan will be so I don't see that as a being a particular problem. I see this as an opportunity, minimal cost, minimal impact on businesses but it does set a precedent that concerns me and that's why we're here before you today. The representative from Grey Line is here if you have questions.

Mayor Daoust asks if you wrote up an agreement today it would be dedicating 10 out of 20 parking spots in that parking lot?

Craig Ward responds for their parking and probably a couple of additional spaces for the coach to be able to pull in and park, so 12 altogether.

Councilor Allen asks what are the hours of operation?

David Duncan, with Grey Line, in answer to your question I brought a picture of the vehicles that we're proposing to use. They are 35 foot coaches that were built in 2008 and are replicas of what are called national park buses that were built in the 1930s. What

we envision is that there would be 4 departures a day from Troutdale. The first coach would come out in the morning loading in downtown Portland from where we operate from Pioneer Courthouse Square, come directly to Troutdale with a stop at Edgefield Manor and then hopefully downtown Troutdale. The vehicles would proceed east on this Historic Highway to milepost 35 and coming back on Interstate 84 and repeating the cycle 4 time each day to allow for a hop on hop off service to alleviate traffic in the Gorge. As most of you are aware it's the 100th anniversary of the highway coming up and we're working with ODOT on this program as well. The vehicle itself being 35 feet with it in a sense would need the same as 2 standard parking spaces that you would have for an automobile.

Councilor Ripma asks have you seen this lot? I don't see how that bus can go into that lot.

David Duncan responds the bus would be curbside. The lot would be the 10 spaces for parking. The parking spaces we're requesting are in the City parking lot. The coach would be an accident waiting to happening pulling in and out of that. We need to identify a place where we could have a designated loading area. It would only be there a matter of 5 or 6 minutes to unload and reload to proceed again.

Councilor Wilson asks you're stopping at McMenamini's? Are they charging you for the spaces that the people are going to use at McMenamini's?

David Duncan replies no they are not. Actually they're quite enthused about the concept because they want to create packages with this where people will hopefully have breakfast there before they leave or lunch or dinner. Or overnight lodging etc. so they see this as a benefit of another service that they can sell as part of their property.

Councilor White states I know one of our goals is tourism but another is to find parking for our downtown. We're really stretched thin for parking. I think there are better locations that don't involve tying up public parking spaces. I love the idea of having the bus come into town and bring new people to our town but I can think of a hand full of better sites that would be private property. I don't think they're going to be too interested in a dollar per spot. That seems like a really low rate. Dean Hurford's lot for example kitty corner from Plaid Pantry that's a huge area. You could pull a whole bus in there. You could probably get 30 spaces.

David Duncan responds in answer to your question, we've identified numerous places where there's literally hundreds of spaces. What we wanted to do is look at Troutdale being the Gateway to the Gorge and the historic nature of downtown and the historic nature of the vehicles does seem to be a natural fit where people could come into Troutdale in the morning, come back in, go through the shops. So the idea is it would complement the downtown Troutdale area. It would be mutually beneficial. That was the whole purpose.

Councilor White states we had a similar conversation trying to get tour buses to pull into our museums like our Barn Museum. Staff was working on that. I don't know if that would be a viable option or not. It would be new parking instead of taking away existing parking.

We have a lot of activity in that area. We have a winery going in, the Discovery Block is being developed that's only going to get tighter. Especially with the highway's 100 year anniversary.

David Duncan responds we've already looked at that and talked to them about making that another stop or attraction. We've been operating Columbia River Highway tours for 5 years. We operate 7 days a week during the summer operating season with 47 passenger motor coaches. We've been selling those out the last 2 years. We've really learned what the market is where the potential is for expansion and we're very enthused about the prospects for this. Our hope is that we can make downtown Troutdale that natural gateway to it.

Councilor Allen states I didn't really catch the hours of operation.

David Duncan responds we're looking at the first departure from Troutdale at 9am, second one at 10:30am, third one at 12:30pm and the last one at 2pm. The last return to Troutdale is 3:30pm and head back to Portland.

Councilor Allen asks is there a layover in Troutdale at all? Or is it a spot to load, reload and depart again. Kind of like the park and ride.

David Duncan replies in this case we start with a single coach doing a 2 hour loop, so it only allows a 5 minute layover in Troutdale.

Councilor Allen asks is there any chance that the Councilors here would be willing to look at our parking within our downtown area as a whole? Can we do that? Does it need to be in an executive session or open meeting? We should be looking at this.

Mayor Daoust asks you're not talking this year? You're talking in general.

Councilor Allen responds we have a number of things going on that take up spaces and it's been a problem for us.

Councilor Wilson states this is probably one of our most under used lots in the City. If you didn't have this for them they would be parking on the street and be there all day. In my opinion if it's a pilot program then it's a pilot program and in a few years if it's not working for them or it's not working for us it would end.

David Duncan states we've already published 2016 hop on hop off trolley brochures. We have 2 more in the works including this one. We're participating with Travel Oregon at the ITB conference in Berlin which is the world's largest travel show. We're getting a lot of international travelers so we want our Gorge shuttle program with the brochure for that and that show starts March 9th. I'm already working on 2017. To answer your question we need to know exactly what our infrastructure is probably within the next 7 to 10 days.

Councilor White asks has our business community been reached out to with this idea?

Craig Ward responds only speaking to Claude representing the Chamber. I don't know what outreach they may have done. I will state that when David first came to me he was talking about using the parking lot adjacent to Mayor's Square. That lot is actively used by our local businesses. I think the other alternative that I considered is the parking lot north of the highway at Depot Park. That would be highly visible but when you take up 10 parking spaces we only own the parking spaces on this south side of that lot. There really aren't sufficient parking spaces there. The notion that they could park on the street they could potentially do that but we still need a location for where the coaches park and where they're all going to get together. It seems to me that the parking lot at old City Hall is the least used parking lot in our City. He wanted this agreement back in November but because of our schedule it kept sliding. I regret the pressure is on you to make a decision.

Councilor Ripma asks are the 10 spaces going to be marked somehow?

Craig Ward responds yes we would have to mark them. I would require them to pay for the cost of doing so.

Councilor Ripma states this seems like a wonderful program. I love the buses. Yes there is some risk that it would cause congestion in the parking lot. For a 2 year pilot I would go for it.

Mayor Daoust states this is the most underutilized lot in all of downtown so it makes a lot of common sense. We've been thinking of ways to get people off the freeway and into downtown Troutdale and you guys are doing it for us.

Councilor Anderson states I like the idea for all those reasons. I hope that if we do this that the Chamber, and I trust they will, will leverage it with our downtown businesses in a form of a coupon book to encourage people to stay. I'm not really comfortable with jumping in for 2 years. I would like a 1 year with a 1 year review. I know that they haven't opted out if our operating plan changes significantly they cancel. We might not want to cancel but we may want to modify. I think this would possibly be a big benefit for our business community. I think we should go forward with it with a 1 year review.

Councilor Allen states I like the idea of considering a year because I like this idea but I wish we would as a Council address parking in general in our downtown area. It's a problem now and it's about to be a worse problem. Quite frankly, 2 years out from now I don't know how bad it will be. Maybe a year as a compromise is a risk. I would really like us to take a serious look at downtown parking.

Councilor Wilson asks don't we have a map, an overlay of downtown with a parking study being done or proposed?

Tanney Staffenson responds it's in the CIP list.

Councilor White states I think it would be a mistake to do this without input from the business group, the businesses that are on that street. I would really like to hear from

them. If that's your business and you're relying on those spaces. They're extremely important. Maybe we could hear from some of them right now.

Laura Burleson, owner of The Troutdale House, states I have the wedding venue. I bring 300 to 600 people every weekend from May to almost all through October. That's a lot of people who need parking and I know they use that lot. With the winery going in, they're going to use that lot. When I first opened The Troutdale House all the businesses yelled at me saying to me where are all my customers going to park? But it's my lot. I see a huge issue.

David Duncan states the schedule for the Grey Line proposal is Thursday through Sunday.

Laura Burleson states there are going to be more businesses coming in, townhouses are going in. Parking is pretty thick already. I love Troutdale and I love the idea of tourism. We need a garage or something.

Rip Caswell, owner of Caswell Galleries, states I want to say I'm really conflicted. On one hand I'm really excited about what he's doing. I love the idea of the old park cars and bringing in tourism. I'm 100% in favor of it. I wish there was a way that we could add some new parking for this to happen. I think it's something we should invest in and try to make a partnership happen there. I know that the Calcagno Winery's counting on that parking lot as they are going to be investing a lot of money in renovations of that building. They're going to be attracting a lot of people to their winery. I know that was a consideration for their picking that location. We are so limited in parking right now. If the last riders end at 3pm, can that lot be used after that?

David Duncan responds in theory it would start arriving at 8:30 or 8:45am. The last ones that would come in they would get off the last bus, go to their car and be gone by 3:45pm. In a realistic matter yes unless some go to the antique shop or other businesses. My guess is that most of those cars would soon after the last bus came in. You may have some stragglers that are going to go have dinner or something like that.

Rip Caswell asks could the signage say from 9 to 3 and then after that and before that it would be available to the public. That would make a big difference. There's a lot of people that come into town for wedding events, for the wine tasting events are usually in the evenings. First Friday Art Walk I've seen that lot packed full clear up to 3rd or 4th Street now. If it was available after 3:30pm or something that would make a big difference.

David Duncan responds the last coach is due back in at 3:30pm so in theory by 3:45 or 4 o'clock is when they would realistically be available.

Laura Burleson states I think that would work.

Frank Windust, Troutdale, Oregon, states I think that's the biggest mistake I've heard made in this City for a long time. There was a traffic study done about 10 years ago and it was about how there is a problem of parking in the City and Troutdale was going to

have to put a stop light in by Buxton Road where the road comes down. Things are booming and things are crowded now. I built 13 townhouses at the end of 2nd Street. Just right in front of me there's an apartment complex right up above City Hall. There's 10 units there and a duplex and an old house there. And they have no legal parking other than parking along the street. In my townhouses everybody has 2 cars. I even have a tenant who has 3 cars. You can't even drive down 2nd Street to the cul-de-sac to turn around. Townhouses are being built on 2nd Street now and everyone is assuming that they're going to park underneath in the garages and they also have the parking lot in front of them. But what you don't know is these people don't park in their garages. They use those for storage. All the cars are parked along the road. When everybody's home from work you can't even drive down the street. Then they have a wedding going on down below and they're parked 3 to 4 blocks up the street. It's a mess down there right now. I see in front of the old City Hall someday someone might do something with that. Just a block west of mine there's another 12 units. It's the same way. They don't park in their garages. They park on the street. The roads are not adequate for 2 cars. You're going to have a mess there and once you get it so far along then you can't do a thing about it. I think this is the stupidest thing I've ever heard of. People have trouble parking now. The streets are plugged with people. You get a good summer day, you have Summerfest, it's going to be a total mess. I went down to Public Works to see if I could get a copy of that parking study that was done that the City paid for. It should be something to be looked into by the City. It's a mess and I don't know why the Council can't seem to see that. It's only going to get worse.

Councilor Allen asks can we use some of the parking behind old City Hall? If not for the public maybe for City vehicles? It's kind of secluded so you would probably want cameras on it.

Craig Ward responds if we invest money to create a parking lot behind old City Hall yes we can. Right now it is a dirt lot which is not capable of handling much like the lot Councilor White is referring to down the hill. That too would cost a considerable investment in order to turn that into a parking lot. Any parking lot we have needs to be an impervious surface, needs to have appropriate drainage, and have storm water. They all cost money.

Councilor White states there are exceptions for seasonal uses like Edgefield for example. With their concerts they're parking on dirt. I think that's the kind of attitude we're going to need to solve this problem. Seasonal parking anywhere we can get. I would be in favor of looking at any unused city owned property or bare lot. Gravel it up and let's allow people to utilize it during our busy season. Especially with this 100 year anniversary coming up.

Mayor Daoust states we're coming up with a lot of long term parking ideas and that is separate from the issue but related for the longer term. In my mind there are months that are restricted for the use of this bus and bringing tourism into town. It's not year round. It's the most underutilized parking lot in downtown Troutdale. The few businesses that spoke seem to think it is okay, it can work. If we have a 1 year pilot and then reanalyze it I think we should go ahead and bring the old buses and the additional people into downtown Troutdale. That would be my preference. I think it's a great idea. I know we have a long term parking problem. Everybody know that. Every City does.

Councilor Wilson states I think having a 2 year program with a 1 year opt out would better service us.

Councilor Allen asks would you entertain us meeting as a Council within the next 4 months to have a serious discussion about parking? I like the 1 year pilot idea.

Mayor Daoust asks are you okay with 2 year with a 1 year opt out?

Councilor Anderson responds I want to review that through the year.

Mayor Daoust states Councilor Wilson is recommending a 2 year with a review after 1 year where we could opt out.

MOTION: Councilor Wilson moves to make an agreement with Grey Line for a 2 year program on our underutilized parking lot for 10 spaces and a spot for the bus with a 1 year review and 1 year opt out by either party with limited hours of operation. Seconded by Mayor Daoust. The motion passed unanimously.

8. DISCUSSION: A discussion regarding at large vs. by position elections for City Council.

Paul Wilcox gives Council handouts which can be found in the meeting packet.

Paul Wilcox states a few weeks ago I proposed this idea to the Citizen's Advisory Committee. They forwarded the idea to the Organization Review Subcommittee. On December 8th the Subcommittee talked about it and the Citizen's Advisory Committee also discussed it briefly. The Subcommittee was going to take it up again this evening but the meeting was canceled. In the aspect in timing, it's a good possibility that this will require a Charter amendment. To be in effect in November's election this needs to be on this May's primary ballot. This is probably less commonly called plurality at large but that could be a little confusing so I'm going to clarify the language. At large generally refers to where voter's vote for every open seat or open office. Plurality means whoever gets the most voter wins. I'll read a definition first so you know what I'm talking about. Plurality at large is essentially an alternative term for block vote. From here on out I'm going to call it block vote. Block vote is a voting system used in multi member constituencies where voters can elect more than one representative in each constituency. Voters can cast as many votes as there are available seats. In my chart the 2 columns list the Tri-County Cities that use either one of the two methods. I also have listed Cascade Locks and Hood River's trending. As you can see from the 2 columns they are actually pretty evenly divided between the 2 methods. A couple footnotes I should have added to Position column is that Hillsboro actually has Wards. Also if you look at the Position side of the chart I review a couple different elections years, 2014 and 2012. What the 2 sides of the chart indicate is the Position side first column for each election year is the number of positions open. So if you have a 6 member council that elects 3 every 2 years I'm showing 3 available positions and likewise on the At Large side. The second number after the

comma in each column is how many candidates ran in that election. If you look down at Troutdale in 2014 you had 3 positions open and you had 6 candidates. So under the Position method that's probably your ideal. You have 2 candidates in each of the 3 positions. My other footnote applies to Sandy in 2012. You've also got 3 openings and 6 candidates. You have a distribution problem with candidates there. That particular election distribution was actually 3 candidates for 1 position, 2 candidates for another position and 1 candidate for the third position. So you had an elected incumbent and I'll give you one guess on which position that was. It was the one that ran out of votes. My point is that incumbent had been unopposed in a previous election and someone came along and opposed them. They were probably an easier target.

Councilor Allen asks do you know why they were unopposed. Were they doing a good job?

Paul responds in a previous election when they ran in 2008 they were elected unopposed and they were challenged. At the At Large side I'm using a different standard of what constitutes a fully challenged slate essentially. North Plains, 2014, you have 3 openings and 6 challenges. Under the Block Voting system its irrelevant how many challengers there are versus openings because you're balancing vote for the top 3 however many challengers there are, you're not aligned one on one within the position because there are no positions. So in that scenario, most cities in Oregon have a 6 member council. For every position to be essentially at risk, all that's required is 4 candidates to run. Obviously 2 of those are going to beat their seats considering there are 3 incumbents. Obviously only 1 of them can be replaced if there are 4 running. The 3 incumbents don't know who is going to lose. I'm looking at 2014 Troutdale election. It's kind of your ideal under the Position system. At 2008 through 2012 you had 3 elections over a 6 year period where you had 9 positions of re-election. Out of those 9 positions the voters had a voting in choosing 3 of those. 3 out of 9. The other 6 elections were unopposed positions. The 2008 is interesting because one of the candidates had been defeated 2 years earlier. You have to wonder if that candidate was really the people's choice. Since there's a lack of challengers there isn't much say in the matter. As far as the Block system applying to that particular election we had 3 opposed candidates. I would say to become a fourth candidate under the Block system you would actually technically force those other 3 candidates to actually campaign and convince the people they were to be elected.

Mayor Daoust asks is it your idea that going to the Block system would attract more people to run for office. If they didn't have to run against an individual that all they had to do was get the most votes. Is that part of what you're thinking? Would it attract more people if we got away from running each other but went to the Block system the way you describing it? Is that part of your thoughts?

Paul Wilcox responds yes you could put it that way.

Councilor Allen states at this point I have a correction on 2010. I know something about this. You have Allen vs Hudson, Fox, Canfield and Pilcher, to be accurate and prove your point it was actually none vs. it was an open seat. There was no incumbent on that

election. The only person who had previously served on the council at that time was Canfield.

Paul Wilcox states that could be a little confusing. I see your point. The reason that your name is at the top is as the winner is on the top line.

Councilor Wilson states if you look at 2014 none of that would have changed in a Block system.

Paul Wilcox responds possibly not. I have a reference for that also. In 2010 when you have an open seat versus an incumbent held seat your challengers seem to flock to the open seat. That's rather apparent here. You have 5 candidates running for an open seat and the only person that took on an incumbent was Lora Lawrence in Position 1. Lora Lawrence got a free ride that time around. Something interesting about that particular race is that Lora Lawrence got as many votes losing than Councilor Ripma and almost as many as Councilor Allen and Pilcher combined. So when you have a 5 way race for a single position you only need 20% plus 1 to win. Where Lora Lawrence needed 50% plus another win. It's quite a challenge.

Councilor Wilson states under the Block system Lora Lawrence would have been on the City Council.

Paul Wilcox responds that is correct. That was one of the things I meant to say before I started into the election analysis. You guys got in fair and square into the system as it stood. In 2012 you had essentially 2 incumbents running unopposed. You had Councilor Wilson with 2 opponents and went to a recount with a 4 vote difference. I'm thinking that if that had been a 5 way race that could have easily gone a different direction with a race that close. On 2014, this could apply to any of the elections actually, I recall Councilor Ripma made a comment during the campaign that he thought his opponent would make a good councilor but he wished that he wasn't running against Councilor Ripma. Under the Position system you had to choose between those two. But under the Block system, theoretically, Moriarty would have been in the running. That covers the charts. The Block vote minimizes unopposed candidates and it expands voter choice. You can choose from however many people for candidates. It's not just one side or the other side of each individual position. Those are my 2 main arguments for it. Now I want to get into if this requires a charter amendment or if there's another alternative to implement this. I want to compare some examples of how other city charters address the language of electing councilors. One I thought was most specific on the Positions side was Gresham's. Under Gresham we have at each final November election councilors should be elected from 3 positions. Councilors from positions 1, 3 and 5 shall be elected at the November Presidential election. Councilors from position 2, 4 and 6 shall be elected at the November Gubernatorial election. That is very specific. Gladstone is also the Positions system and theirs is similar. The most detailed one on the Block Vote side which is Lake Oswego. Each general election 3 councilors shall be elected for a term of 4 years. The 3 candidates that receive the 3 greatest number of votes are elected to the council. The subcommittee one of the things they're adjusting is what happens when there's a vacancy out of sequence in the council or if somebody leaves the council for whatever reason. Here's a

built in method that would address that issue. If one or more vacancies on the council other than Mayor are being filled at the general election vacant office shall be filled by the person or persons receiving the next greatest number of votes. If you had a mid-term vacancy up here the fourth highest vote getter would get that seat for the 2 year term. My favorite as far as simplicity is the city of Bandon. Council consists of 6 councilors nominated in the election. 3 candidates receiving the highest number of votes are elected councilors for the term. With Rogue River the city council shall be composed of 6 city council members. Candidates receiving the greatest number of votes shall be elected to the council seats. Candidates are eligible for any seat to be filled at the election. The reason I point that one out is that I was able to obtain from the City of Rogue River the ordinance that led to the passage of that in 1998. You have a copy of that. Just yesterday I got an email from Jackson County elections office and they were able to provide me with the actual ballot measure. When we're looking at language I thought it was interesting that Happy Valley's, which is Block voting, they're charter reads that each general election after adoption of this charter 2 councilors will be elected for 4 year terms by position. If you take that at face value that's some seriously ambiguous language. They do in fact use Block voting. I talked to the City Recorder and it's basically to keep track of which seat we're talking about. Troutdale's charter councilor consists of a Mayor and 6 councilors nominated and elected from the city At Large. Councilors consist of fewer members when there are vacancies in office. The term of office for a councilor is 4 years. Each general election after adoption of this charter 3 councilors shall be elected each to a 4 year term. That's some vague generic language in my opinion. Other cities do it. And you have Gresham and Lake Oswego which is very specific. From this there is no mention of position. I searched through all the ordinances I could find. I asked staff what the origin and basis is to the idea of funding my position in Troutdale. I didn't get an answer back. My question is would an option be to go to the County Elections Office to say we're not going to do positions anymore. The language is so vague and generic. The other alternative is obviously a charter amendment. I admit from the top that I'm asking you as a council if it requires a charter amendment that you can do this and put it on the ballot, let the people decide. From a candidate or an incumbent perspective there are down sides. They're not going to be able to run unopposed very easily. You're going to have to campaign more.

Councilor Ripma states I have a short statement because Paul and I did talk about this and I tried to persuade him out of this several times. I wanted to say I respect Paul and his seriousness and thoughtfulness on all issues and I think he's trying to solve a problem that isn't a problem. Namely it's avoiding uncontested elections. Paul has a thing about that. He doesn't want any uncontested elections. Most of them on his chart are contested. The biggest drawback for what I'm calling multiple seat voting, I read that in the literature you directed us to, or block voting where everyone runs for the open seats and the top 3 vote getters get elected it detracts from the ultimate accountability of the councilors. Under the current system each councilor is responsible for the decisions that we make, the votes we take and cast in council. Someone not doing a good job or voting contrary to the best interest of the city is subject to challenge and withdraw an opponent at the next election. The public is best served, because that councilor must account for his or her position in votes taken. With multiple seat voting or block voting a councilor can vote and will not be challenged. Paul is right, the candidates running will not go negative

because they can't. If a citizen thinks that councilor is not doing a good job or favors positions or interests the citizen disagrees with the councilor must defend those positions. And citizens wishing to challenge a councilor or a candidate and run against the person to make him or her account for those positions. In other words, a citizen or group of citizens can try to take out a councilor. Now this is good for the citizens of Troutdale and makes councilors accountable. They must defend what they do against a challenger with multiple seat voting or block voting all a citizen can do is run and hope that the candidate the citizen wants to challenge ends up with too few votes. The fact that Troutdale's current system offers greater accountability is supported by one of your resources you provided. The fair voice on page 10 the citywide designated seats system, which is Troutdale's, their statement is because under a citywide designated seats system challengers can target individual incumbents. It is easier to hold councilors accountable. We would be giving the accountability up to go with a block voting system and that's exactly why we should keep the system we have. We're far better served by councilors being directly accountable to the voters subject to challenge at the next election. Ask people who have lived under both systems or worked for cities under both systems they'll tell you. Councilors are less accountable, they're less easy to challenge. There's all these weird candidates and some can get in just by riding the wave. What is the problem, Paul, you decry uncontested elections because sometimes candidates don't have opponents. Is it worth weakening our elected official's accountability to the voters just to eliminate uncontested seats? I mean under block voting we could just have 3 people file. It's still uncontested. If an elected official happens to be doing a good job, and that's my biggest argument, or is popular or is otherwise not opposed, is that not a vote of confidence? Anyone can file. If the citizens of Troutdale want to re-elect Paul Thalsofer multiple times or Eric Anderson or Glenn White the last election and no one chooses to run against them I don't think there's anything wrong with that. That isn't a problem. In this case, your fix is worse than the problem because if we adopt it you detract from the councilors accountability, force candidates who do not draw opponents to run a fully contested race even if normally they wouldn't have been opposed. Why do it? I wouldn't support such a charter amendment. If the council wants to consider this further, which I don't really favor, it needs to go to a Citizen Charter Review Committee like we did the last charter change back 10 years ago. We've always done it that way. You referenced a proposal to the Citizen's Advisory Committee that you made in a meeting but the council never referred this matter to the CAC. If they took it up themselves without telling us, I wasn't aware of it because I would've been there. If they considered this at a CAC meeting they only heard one side. That's not the way to do it. I know you mean well Paul but I ask you to reconsider this idea.

Councilor Allen states I see things differently because I think differently. It's like a job interview, if there is a councilor that I'm not happy with I'm going to probably run against them. If I'm not happy with the work they're doing. But if there's a councilor I am happy with I don't want to accidentally win and displace them. If somebody challenges me in the future and I have confidence they're going to do a good job I'll probably concede because it would be nice to get back to handling my investments and doing my hobbies. I do this job out of a sense of social responsibility and I would be glad for somebody to take up the reins. As long as I have confidence the city is in good hands.

Councilor Wilson states I took the responsibility of contacting Maywood Park, Wilsonville and Happy Valley because they run at true At Large elections. The response from most of them because they don't do it by district so they go with their serving all of the community and not just a certain section of that community or certain group of that community. They're serving everybody and that's why the At Large elections they feel are better. I'm really not in favor of At Large elections just so you know. I'm just trying to explain why the other cities maintain and feel that they're the best because that way you don't have a special interest group coming in and challenging one of us. The feeling from the At Large cities that I contacted around us is that they feel that they're serving a whole community and not different sections or a different group and that is why they will maintain having the At Large vote.

Paul Wilcox states I was trying to theorize what the basis of why we do Position and not the geographic position. All I can think of was that it creates a similar situation where people more familiar with the 2 sides. We have opposing viewpoints. I'm thinking maybe that's where the idea of Position came from because it created almost a partisan divide of a nonpartisan election. Troutdale doesn't specify the partisan nonpartisan.

Councilor Allen states my concern here is that if I were to have a money making opportunity in front of the City, if I had business in front of the City, the weakness in this kind of plan is all you have to do is run more candidates for open positions which would be a bargain. It's like buying lottery tickets, it gives me a better chance of being in more seats and having the council that will vote money my way. It just makes election corruption so much more likely. That's what I think is a huge problem with this country and I don't want to make that easier.

Mayor Daoust states that was a good discussion. I don't think these 19 cities listed are At Large but saying their city councilors are any less adept than our city councilors. There are pros and cons for both ways. These cities have good city councilors also. Thank you for all your overview Paul, very thorough as usual.

9. UPDATE: An update from the City Organization Review Subcommittee introducing their recommendations for amendments to the City Charter.

Councilor Anderson states they're going to come back next week with 4 more writings for everybody to vote on. I'm putting the word out there now 2 weeks before any reporting needs to be discussed. It's a courtesy thing. We could have waited 2 weeks and just put it all out there in a packet. I'm going to let you know what's going to come and what's going to be coming in 2 weeks. You can vote it down. I have chicken scratches to hand out. The committee talked about the at large versus block and we could see the advantages and the disadvantages so we didn't come forward with a recommendation. Your argument certainly resonated with me.

Councilor Allen states I think it's confusing for people because we are at large but what we're really talking about is specifying position or block.

Councilor Anderson states Councilor Ripma's argument really hit a lot of hot buttons and made a lot of sense. I'm going to go through these real quick. We're going to present you with 3 proposed council rule changes and 4 proposed charter provisions. Again, you'll be able to vote on them. For the charter one of the things we're going to propose to you is language of appeals and the issue of council being able to talk openly with manager about staff. We the Committee felt that that was an overreaction to a certain individual and as Craig has aptly put it to us, we can't even tell him the staff is doing a good job because our charter doesn't allow it. The language will read that Craig won't have to go to city management and won't have to take our recommendations or act on it. But he will be free to comment on things that we weren't free to comment on. Another thing we're going to discuss and bring to you on the charter is an Executive Session confidentiality. This is something the Councilor Morgan was very passionate about and he would like to include a discipline for disclosing Executive Session confidential material and a fine in the amount of not more than \$500.00 payable to the general fund of the City, exclusion from all Executive Sessions of which the same or similar subject is to be discussed and/or public reprimand or censor from any open session and/or publication. Again that's going to be formal language with the crux of it is if you violate regular sessions privilege there will be a \$500.00 fine. That's the reason it has to be chartered because there's monetary penalty. The third thing we're bringing for your consideration is a language that if there is a change in the delivery of Public Safety within the City of Troutdale that they go to a public vote. I think we all know where that came from and why. There is some decisions I think are too big for us. This is something that I got from the March meetings. I think we've bit off a lot and Councilor White couldn't sleep for days and afterwards and that's not right. The fourth thing is we desire to put in place and present to you a provision where if you're going to seek higher office within the City that you're going to have to resign your seat. The reason is that if you're going to run for mayor and you have 2 years left on your term you get a free shot. The concern of the Committee is that with the elections being what they are and passions being what they are is that it bogs down the council pre-election and especially post-election. That is something that we're bringing you for consideration. Again it has to do with carrying on the business of the City. That's my motivation to bring it and I've seen what elections have done. You get done with one and you just kind of slow down. The council rules that we're going to bring to you for consideration, these are all Councilor Morgan. The first one is whenever a city committee or subcommittee recommends that council consider whether to adopt or reject a resolution, ordinances or other action. The members of such committee or subcommittee including any council members shall be named in their support, rejection or extension should be noted in the record presented to council for its action. Simply put, Councilor Morgan wants you to know that he is the one that brought this forth. The second change, following a council vote to approve or disapprove a resolution or ordinance, the council shall not reconsider or revisit the substance of the decision except under the procedure for a motion to reconsider. Again, Councilor Morgan. That will be in writing for you in a couple weeks. And the third thing the charter revise the Mayor is the political head of the City as such the Mayor may represent the City or appoint a delegate to represent the City and may enter in non-binding discussions with leaders of other governments. The Mayor shall from time to time report to council about such discussions. I'm not going to speak for Councilor Morgan but what it stems from is there's been some ambiguity about what Mayor Daoust can do, can't do, should do and shouldn't do. We wanted to crystalize it. We wanted to put in English

so everybody's on the same page as to what he can do and can't do and what we should expect of it.

Councilor Anderson states the Committee will continue because there other rules that we want to look at. I unfortunately will not be a part of that Committee once it does continue because due to work getting in the way I've had to scale back and so I submit my resignation to this committee. So that will be a point that somebody else to go forward and address the rules. This will be put in formal writing by Ed Trompke to the council on the 26th. It will be in the packet the week before.

Mayor Daoust states I think we'll have a great discussion in 2 weeks. I'd rather not do it tonight given the time of the evening.

10. STAFF COMMUNICATIONS:

Craig Ward states just two quick items for you tonight. A reminder that next Monday is the Martin Luther King, Jr holiday and non-emergency city facilities will be closed. I had informed the council a few weeks ago that we were once a member of the Columbia Corridor Association which represents property owners and businesses along the Columbia River. The cost for us to join is \$475.00 and like with most associations you get real benefits out of your membership. We need to attend. It's a bit of a sacrifice in terms of probably both council time and staff time. As your development manager I would expect to attend. I wanted to bring it the council's attention and see whether or not you support spending the 475.00 and investing the staff time to make our investment paid off.

Mayor Daoust states I've been to a couple Columbia Corridor meetings and they are really good meetings. There is a lot of people in that group. In my mind we should be part of that because we're part of the Columbia Gorge.

Councilor White asks what property do we have that's on the Columbia, TRIP? It's not really on the Columbia because there's such a large greenbelt blocking us from the Columbia.

Craig Ward states I see your point. Although the property is essentially protected by the levy of the Columbia River are fair game. It's really about our mutual interest with other communities and businesses for development along the area that butts the Columbia River. As I understand it we dropped our membership on as a cost saving measure back in 2008 or 2009. We were looking to strip out all of our discretionary expenses. I have attended occasional meetings as well. You get a small discount, it's not significant if you're a member but it's a bit uncomfortable when other cities like Wood Village and Fairview are finding ways to become members and participate in these. Unless there is council opposition I will go ahead and cut the check and become members.

11. COUNCIL COMMUNICATIONS:

Councilor White asks is there an agenda update on the selection council president of the first meeting in January?

Mayor Daoust responds I already said that we put it off until next meeting.

Councilor White states we're violating our own rules by doing that.

Ed Trompke states it is in the charter that the council is supposed to do it at the first meeting. It's allowed though to as long as Councilor Allen is continuing to put it over. The stated reason was that all 7 council members should be present. I think that's a valid reason to postpone it. It would be best to do it today but the Mayor has to have all 7 present. I think there's some discretion to send it over pass it around to all those willing and it sounded like it was to continue serving as President until the election.

Councilor Allen states whether I serve or not serve is not that important to me. The thing is our councilor rules can be overridden by the majority of council. But city charter being overruled does Councilor White have a point here?

Ed Trompke responds he has a point but it's also possible that you could end up with an even number of people and you could end up with a tie vote. Which point are you going to stay here forever until it happens and never adjourn? I think the Mayor was taking some discretion and practicality into account.

Councilor White states I would like to get an update on our parks recreation program. Is there a committee now working on it? Or is still just in your hands Craig? I think we originally directed that you would meet with the other City Administrators.

Craig Ward responds I have done so. We're still developing proposal. A councilor from Fairview who's an advocate has identified some approaches that he vote very important to study. We're still working away at it. Initially he was hopeful that we would make some changes. Essentially his proposal which is the only proposal on the table at the moment, is to create sports leagues. Something we don't do. Our recreation program provides classes, it provides camp, some of those camps have a sports emphasis to them but they're not leagues where teams organize, coaches volunteer. They're assigned different fields which are reserved for events. There's quite a complexity to that. It's much more complicated than it may appear. We haven't yet priced out what that may be. In particular should we do that for next summer which we were hopeful? We would have to suspend a compilation of our summer rec program newsletter that we send out. We don't know enough details about how we would pull this thing together or how to pay for it to offer it in the summertime. We're continuing to work. We'll just have to see how it emerges. I understood that Mayor Thalhoffer was also working on a business plan which Councilor Cooper has yet to see. There just seems to be early concepts and designs that haven't been shared with me or the 2 Fairview electives.

Councilor Allen states conditions have changed this year. We have a community room that we're not using much. The police aren't using anymore. I question whether or not we should actually move the council to the community room and then possibly use this space for planning or other staff. We have more planning and building going on now that we did before. I think currently there are crowded into our Parks and Recreation facility which we actually built for Parks. It might make sense to think about that.

Councilor Wilson states we should hold it over for a work session topic. Steve Gaschler, I just wanted you to tell your guys thanks for helping that 93 year old lady during the floods and sand bagging her garage and around her yard. They went above what their duties are to take care of a local citizen. And also all the work you guys did during the deep freeze. The last thing I have is when the Centennial coming up on the Columbia River Highway I think that the City should form a small committee to work with the Chamber and also work with Rip Caswell to put on a big unveiling of the statue on the 100 year anniversary. We should invest, the Chamber should invest and if we could get the County to help invest in putting on a big celebration for that day would be great.

12. ADJOURNMENT:

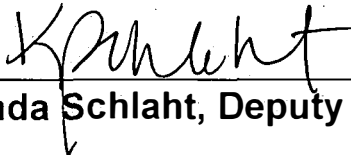
Councilor White moves to adjourn. Councilor Wilson seconds. Meeting adjourned 11:32pm.



Doug Daoust, Mayor

Dated: 4/13/16

ATTEST:



Kenda Schlaht, Deputy City Recorder

CITY OF TROUTDALE
CITY COUNCIL – Regular Meeting
Tuesday, January 12, 2016

PLEASE SIGN IN

Name – Please Print	Address	Phone #
Sally Savidge	1970 SW Montmore	503 666 1105
PAUL CHARPENTIER	2120 SW STURGES LN, T,	503 253 5946
Dale Loucks	Troutdale	—
Frank S. Windust, Jr	Corbett	
Brian Shutz	Washburn, OR	503-830-1448
Diana Castillo White	Troutdale OR	
Rick Givens	18680 Sunblaze Dr. O.C.A.	503-479-0097
Carey Sheldon	23765 SE Hwy 212 Camas, OR	503 805 8711
Kul (amb)	Troutdale	
Claude Emz	WCGCC	503 799 9007
PAUL WILCOX	TROUTDALE	
BRUCE WASSON	TROUTDALE	503-661-1047
Lara Wess		
Sam Barnett	Troutdale	—
Ryn Richter	TROUTDALE	503 807 8011
GARY COHEN	Troutdale	503-789-5676
Wendi Tucker	2181 SW Stella Way	503-312-2750
ALEXANDER BILKA	↓	503-310 4924
Marlin Burles	Troutdale	5
TANNY STAFFORSON	Troutdale	503-319-7737

Exhibit A

January 12, 2006 Council Meeting Minutes

15-057

Sheldon Development

Map Amendments | Type IV Quasi-Judicial Procedure

Public Hearing: Wednesday, December 16, 2015

City of Troutdale | City Hall

Public Hearing Procedure

1. Staff Presentation

- The Property
- The Application
- Applicable Criteria
- Comments
- Analysis
- Decision Criteria
- Recommendation & Conditions of Approval

2. Public Testimony

- Applicant
- Proponents
- Opponents
- Neutral Parties / Clarifications

3. Raising Issues

4. Requesting Additional Time

5. Close Public Hearing

Staff Presentation

The Property

southeast corner of SE 242nd Avenue and
Cherry Park Road (both are County maintained)

Undeveloped

- seasonal agricultural stand / Christmas trees

- 6.88 acres, generally level terrain

- Current Land Use Designation: **MDR** Medium Density Residential

- Current Zoning District: **R-5** Single Family Residential

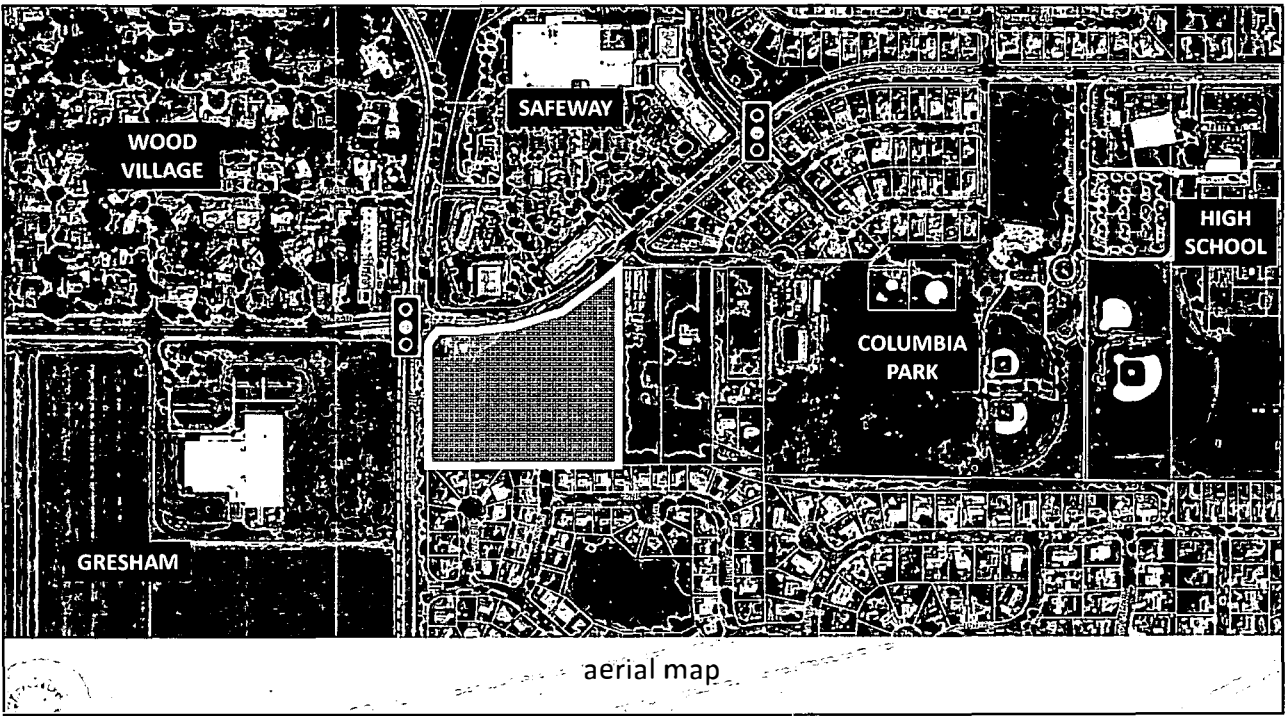
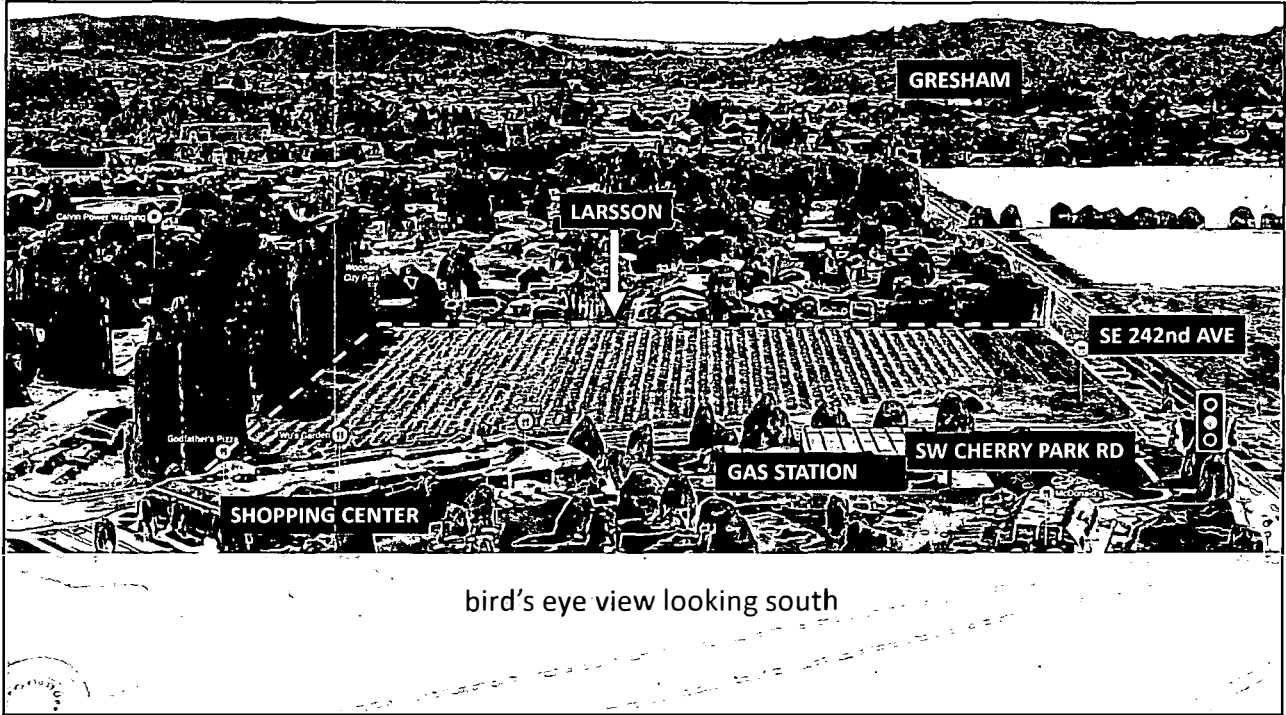
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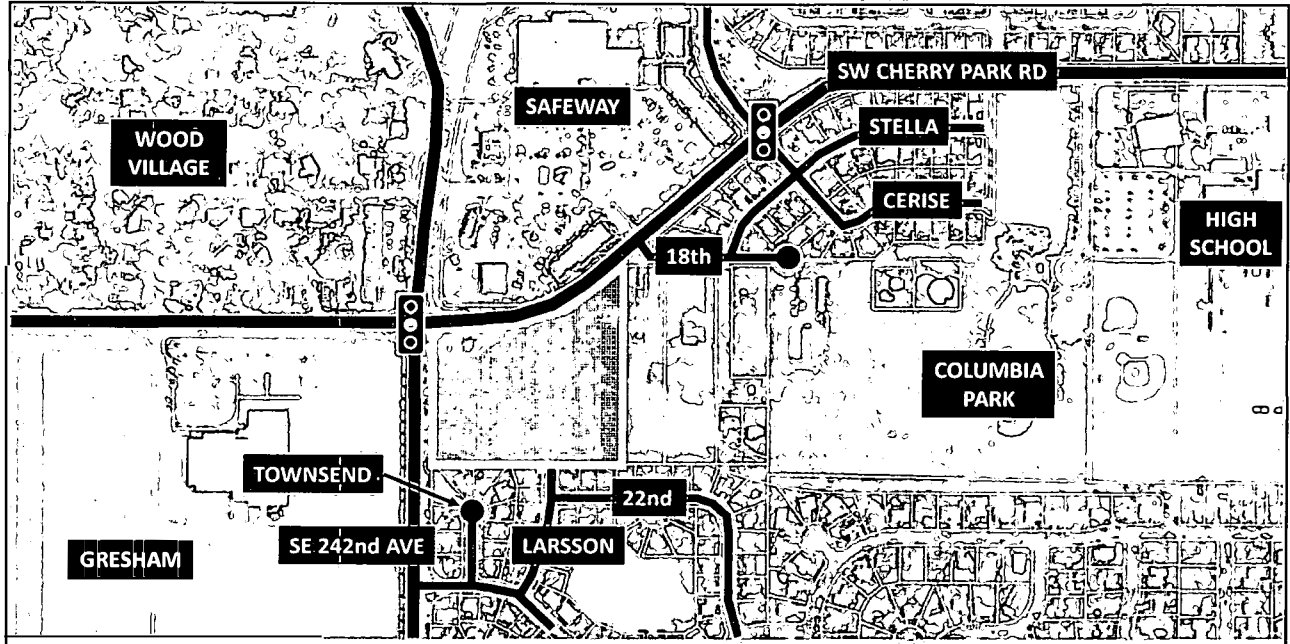
SE

South

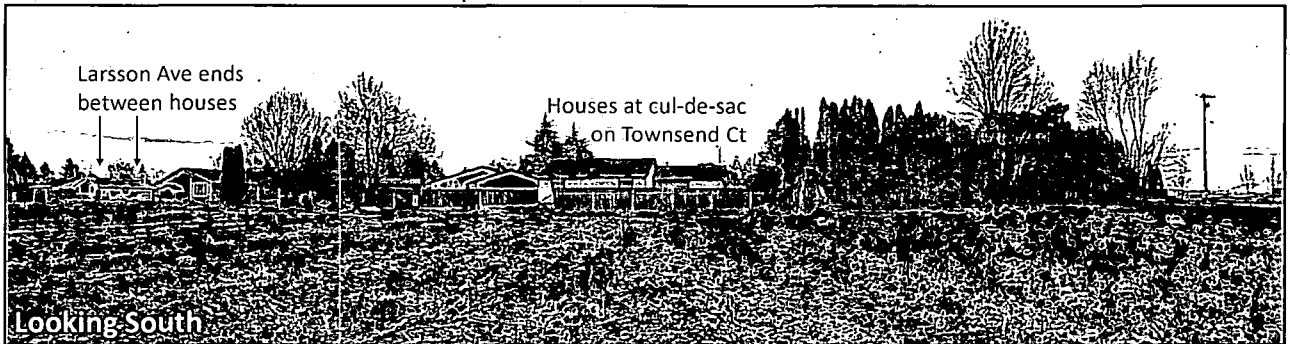
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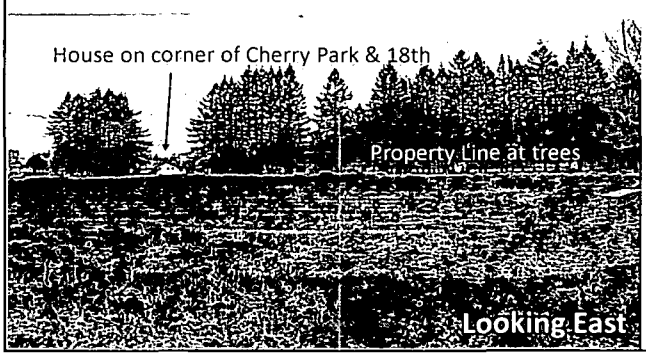




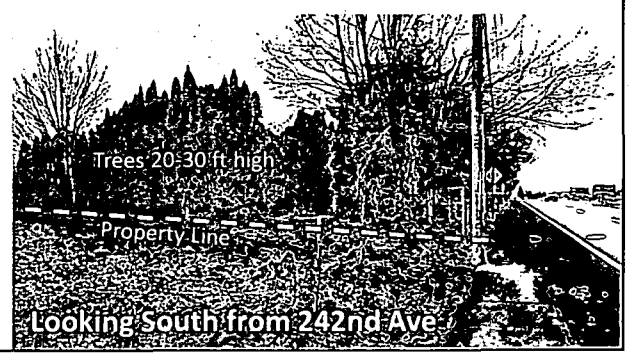
map with street labels & landmarks



Looking South



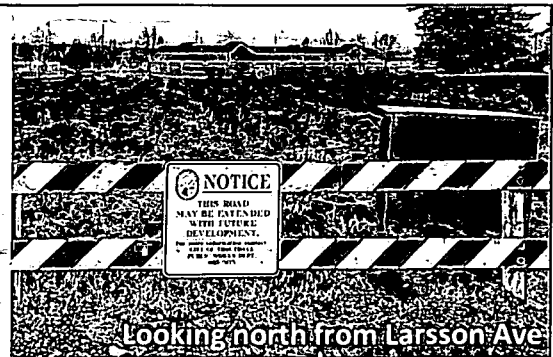
Looking East



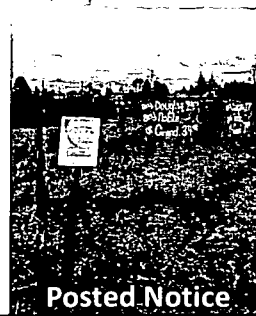
Looking south from 242nd Ave



Looking south onto Larsson Ave



Looking north from Larsson Ave



Posted Notice



Posted Notice

The Application

Comprehensive Land Use Plan "Comp Plan" Map Amendment

- Current: Medium Density Residential
- Proposed: High Density Residential.

Zoning District Map Amendment

- Current: R-5 Single-Family Residential
- Proposed: A-2 Apartment Residential

Site Plan Review is not included

High Density Residential land use

should be "areas adjacent, or in close proximity to existing/planned shopping centers, employment centers, transit routes, or minor arterials"

[Comp Plan p. 11]

A-2 Apartment Residential zoning

"intended primarily for multiple-family (apartments) and attached dwellings in a high-density residential environment"

[TDC 3.061]

The Application

- Concurrent review for both amendments
- Applicant has indicated intent to develop the property
- Traffic Impact Analysis included in submittal
- **Not Part of this Application**
 - Approval request for a specific development proposal or site plan
 - Site & Design Review – separate application

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Applicable Criteria

City Standards

- Comprehensive Land Use Plan
- Transportation System Plan (TSP)
- Construction Standards for Public Works Facilities
- Trousdale Development Code (TDC)
 - Ch. 1 (Introductory Provisions)
 - Ch. 2 (Procedures for Decision Making)
 - Sec. 3.060 (A-2 Apartment Residential)
 - Ch. 15 (Amendments)
 - Ch. 16 (Public Deliberations & Hearings)

Multnomah County Standards

- Transportation Road Rules

Metro Standards

- Urban Growth Mgmt. Functional Plan

State Standards

- Statewide Planning Goals (Comp Plan), post-acknowledgement review

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The Application

Type IV Quasi-Judicial 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

- mid July: Pre-Application conference
- early Nov: Application acknowledgment
- early Nov: Notice & Request for Comment sent
- early Dec: Staff Report with Comments
- 12/16/15: **Initial Public Hearing**
- TBD: City Council

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Comments

Agency Comments

- City of Troutdale *Planning, Building & Public Works*
- Multnomah County Transportation Planning
- Department of Land Conservation & Development
- Metro
- TriMet

No Written Response from:

- Gresham Fire & Emergency Services
- Reynolds School District
- City of Gresham (*west of Property*)
- City of Wood Village (*northwest of Property*)

Public Comments

- Citizens Advisory Committee
 - Planning Commission requested input on 11/18/15
 - Meeting scheduled for 12/02/15 was cancelled - lack of quorum
- Neighboring Property Owners
 - Gregory Ashton – 2147 SW Larsson Ave
- Public Testimony (after Staff Presentation)

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Comments Summary

- Agencies had no objections to the map amendments
 - Traffic impacts and connectivity (*Mult-Co & PW*)
 - Coordination with other projects
 - Capacity of sanitary sewer infrastructure (*PW*)
- Most concerns to be addressed at site & design review for specific development proposals
- Neighbor comment concerns:
 - Traffic increases
 - School crowding
 - Resident safety
 - Property values
 - Asked that the map amendments be turned down due to these concerns

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Analysis

- Know the definitions
 - High Density Residential
 - A-2 Apartment Residential
- Analyze trends in housing needs
- Look to local examples
- Consider site benefits and drawbacks
- Review application for compliance
- Develop a recommendation from the decision criteria

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Analysis

- **Housing trends**

- High demand for market rate apartments
- Increase in rentals due to high property values

- **Local examples**

- HDR suggests *average* density of 21 units/acre (u/ac) [Comp Plan p. 11]
- Applicant indicates desire for up to 168 units on site = 24.4 units/acre
- Densities of local apartment complexes:
 - Halsey Heights (Halsey): 20.3 u/ac
 - Troutdale Terrace (257th): 17.7 u/ac
 - The Lodges at Lake Salish (Fairview): 26.8 u/ac
 - Vista at 23 (Gresham/MHCC): 24.34 u/ac



Halsey Heights | 69 units | 20.3 units/acre



The Lodges at Lake Salish | 203 units | 26.8 u/ac



Analysis

Site Benefits

- Adjacent to commercial services and job centers
- Along existing arterial roads
- Near school, park, and library
- "5 minute walk radius"

Site Drawbacks

- Concerns from the neighbors
- Traffic levels
- Utility impacts

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Decision Criteria – Comp Plan Map *[TDC 15.050.B]*

1. Compliance with applicable Statewide Land Use Planning Goals and related Oregon Administrative Rules.
2. Consistency with the applicable goals and policies of the Comprehensive Land Use Plan.
3. The Plan does not provide adequate areas in appropriate locations for uses allowed in the proposed land use designation, and the addition of this property to the inventory of lands so designated is consistent with projected needs for such lands.
4. The Plan provides more than the projected need for lands in the existing land use designation.
5. Uses allowed in the proposed designation will not significantly adversely affect existing or planned uses on adjacent lands.
6. Public facilities and services necessary to support uses allowed in the proposed designation are available, or are likely to be available in the near future. The applicant shall demonstrate compliance with the Transportation Planning Rule (...)

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Decision Criteria – Zoning District Map [TDC 15.050.C]

1. The proposed zone is appropriate for the Comprehensive Land Use Plan land use designation on the property, and is consistent with the description and policies for the applicable Comprehensive Plan land use classification.
2. The uses permitted in the proposed zone can be accommodated on the proposed site without exceeding its physical capacity.
3. Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property. The applicant shall demonstrate compliance with the Transportation Planning Rule (...)
4. The amendment will not interfere with the livability, development, or value of other land in the vicinity of site-specific proposals when weighed against the public interest in granting the proposed amendment.
5. The amendment will not be detrimental to the general interest of the community.

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Recommendation

- Decision criteria have been met
- Issues including traffic and infrastructure capacity to be fully reviewed at next stage by City & other agencies
- Staff recommends approval of map amendments, with conditions (next slide)

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Proposed Conditions of Approval

Planning

- Fulfilling requirements of conditions responsibility of the applicant
- Future development on the site shall undergo Site & Design Review
- The Planning Director reserves the right to refer an application for Site & Design Review to the Planning Commission

Public Works

- Applicant to prepare a preliminary plan on road/path connectivity with existing streets.
- Applicant to model impact of sewer collections system with intended number of units. Results from that study will determine public improvements and conditions of approval for any vertical construction

Transportation (Multnomah County)

- On-site and/or off-site improvements, right-of-way dedication, and/or permits for access or construction may be required.

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Public Testimony

Public Testimony

Order of Testimony

1. Applicant
2. Proponents
3. Opponents
4. Neutral Parties / Clarifications
5. Requests for Additional Time

Reminder:

- All issues raised by a participant must be sufficiently clear and specific to allow PC and other parties to respond.
- Failure to raise an issue during this public hearing may invalidate a future appeal based on that issue.

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Requesting Additional Time

- Opportunities for additional evidence or testimony
 - Continuing the public hearing to a future date
 - Leaving the record open for at least seven days
 - If record is left open, any participant may file a written request for an opportunity to respond. PC shall reopen the record to allow any person to raise new issues which relate to the new evidence

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