



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 26, 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:** Revised October 13, 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. **RESOLUTION:** A resolution Proclaiming and Supporting January of each year as Human Trafficking Awareness Month. Mayor Daoust
6. **REPORT:** An update on Mt. Hood Community College. Dr. Debra Derr, MHCC President

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7. **PUBLIC HEARING / ORDINANCE (Introduced 1/12/16):** 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*

8. **STAFF COMMUNICATIONS**

9. **COUNCIL COMMUNICATIONS**

10. **ADJOURNMENT**



Doug Daoust, Mayor

Dated: 1/21/16

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

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

Tuesday, January 26, 2016

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

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

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

ABSENT: None.

STAFF: Ed Trompke, City Attorney; Steve Winstead, Planning Director and Building Official; Chris Damgen, Senior Planner; and Sarah Skroch, City Recorder.

GUESTS: See Attached List.

There were no agenda updates.

2. MOTION: Election of 2016 Council President

Mayor Daoust opened up the nominations for Council President.

Nominations:

- **Councilor Morgan nominated Councilor Ripma for Council President.**
- **Mayor Daoust nominated Councilor Wilson for Council President.**

Councilor White stated I have a request. Can we do an oral vote?

Mayor Daoust replied yes, we will do that. We will be transparent and just vote.

VOTE: Councilor Anderson – John Wilson; Councilor Morgan – Dave Ripma; Mayor Daoust – John Wilson; Councilor White – Dave Ripma; Councilor Allen – Dave Ripma; Councilor Wilson – John Wilson; Councilor Ripma – Dave Ripma

Dave Ripma was elected as Council President 4 – 3.

Councilor Ripma stated well, there we go. Thank you. I have been on this Council many years and this is the first time I've been elected Council President.

Mayor Daoust said so David Ripma is our 2016 Council President. Congratulations, David.

3. CONSENT AGENDA:

3.1 MINUTES: Revised October 13, 2015 regular meeting.

MOTION: Councilor Anderson moved to approve Consent Agenda Item 3.1. Seconded by Councilor White. The motion passed unanimously.

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

Scott Kenney, Troutdale resident, stated I live in Troutdale. I own Troutdale Aircraft Services, and I am just curious how many of the Council members and City officials know or understand what is going on at the Troutdale Airport with the Port of Portland?

Mayor Daoust replied yes, we do. We're very familiar with that.

Councilor Ripma stated we might not know everything so feel free to enlighten us.

Scott Kenney stated they are going to shorten the runway. Everybody is aware of that, and then they're going to eventually tear down all of the buildings on the north side of the runway, relocate those businesses who want to build new buildings to the south side. That will take somewhere between 5 and 17 years to tear those buildings down, but they are coming down. The tower will be moved to the south side of the runway, but the big thing is they're shortening the runway, and if they can wave their magic wand and get what they want, and they will, it will be shortened to 3,800 ft. Right now, it stands at 5,400 ft. We can get light to medium jets in, and that is what I basically operate, anywhere from small, single engine up to medium-sized jets. Once the runway goes to 3,800 ft., I am done. It will take all that traffic and force it right to Portland. There will be no need for an FPO with fuel sales anymore in Troutdale. Most of the maintenance facilities will close. I know every one of them. They've all said the same thing, "We can't support our business on single-engine work." Nobody seems to want to do anything about shortening the runway. I understand we need to shorten it from 5,400 because of the overlying airspace and some of the terrain requirements that we have, but down to 3,800 ft., you will have a bunch of helicopters operating at Troutdale is what's going to happen.

Mayor Daoust replied normally we do not dialogue with people during public comment, but on this particular one we will feed you back a couple of points or comments. Okay?

Councilor Anderson asked can we get Mr. Kenney on the agenda for a future meeting, because I have more than one or two. This is a big deal.

Scott Kenney replied it's all going to be decided Thursday night.

Councilor Anderson stated let me follow up, don't we have a task force for this? Don't we have a presence here?

Mayor Daoust replied yes, we do. Thursday night, as you mentioned, there's a big Advisory Committee for the Troutdale Airport Master Plan, and you obviously know what's going on. They have not made any decision yet. Thursday night they are wrestling with two alternatives on what to do with the airport. One of them does shorten the runway like you said. The other one shortens it less.

Scott Kenney stated to 4,500 ft.

Mayor Daoust replied yes, but I guess the bottom line of my comment is that they have not made that decision yet. Thursday night at 5:30pm, at McMennamins Edgefield up in the ballroom, is going to be the next meeting where they go over some of the economic impacts of both alternatives, the financial impacts, the impacts to businesses like what you're talking about, for both of the alternatives.

Scott Kenney asked have you talked to any of the people from the Port of Portland?

Mayor Daoust replied I've testified before that Committee.

Scott Kenney asked lately?

Mayor Daoust replied yes, yes, I have, twice. And Claude's on the Committee, he's sitting back there. He's with the Chamber of Commerce.

Scott Kenney said I just got out of a private meeting with the head of General Aviation for Troutdale and I just flat out asked him, I said, "Look, if you could wave a magic wand and get what you wanted, what would it be?" He said, "Oh, we are shortening it to 3,800 ft., Scott, that's just the way it is going to be."

Mayor Daoust replied, well, we'll see. I think Larry wants to make a comment and then, Claude, you can come up. Normally we don't dialogue during this section of the agenda so I don't want this to get carried away with too much of a conversation.

Councilor Morgan asked can the Council to give direction to our City Attorney to work with Mr. Kenney, and maybe some of the other businesses, before Thursday to gather some of the information that they might have to kind of represent Troutdale at that meeting? Either the Mayor can deliver that information or Mr. Kenney can, but I had no idea that was the plan. I know they have been talking and there have been steerings toward having this happen, but would 4,500 ft. put you guys also out of business, as well as 3,800 ft. would?

Scott Kenney replied 3,800 ft., we're done. You're down to helicopters and single-engine airplanes. No multi-engine aircraft. Not that they couldn't get in, but pilots are not going to choose to come to Troutdale at 3,800 ft. with a light jet. They will run right off the end of the runway and there will be an accident.

Mayor Daoust stated you can testify Thursday night.

Scott Kenney replied I understand. Behind the scenes, I've been very involved in this but I am just telling you what they're going to do.

Councilor Allen stated it seems to me that a key component to an airport is air operations, I'm just guessing here, and if you shorten the runway you're basically going to be killing the business and I don't understand why somebody would develop near an airport that they are killing off. It just doesn't make sense.

Scott Kenney replied it's a financial decision with the Port of Portland, and I completely understand that. I make those decisions in my business every day, but their financial decision to cost-effectively run the airport is going to be to operate that 3,800 ft. runway rather than the 4,500 because it takes less money to maintain the 3,800 than it does the 4,500. It's a dollars and cents thing with them and I get that, but what I have to look at is the future of my business and other businesses around it. 3,800 ft. basically puts me out of business. I will have to take my whole facility and turn it into industrial manufacturing or storage.

Councilor Allen stated right, there are other economic benefactors from having an airport there that go beyond the spreadsheet.

Scott Kenney said that is arguable until the cows come home.

Mayor Daoust asked Mr. Kenney, are you going to be there Thursday night?

Scott Kenney replied yes.

Mayor Daoust stated I would suggest that you testify before the Committee and say some of the same stuff you've been telling us. I mean, you don't need to work through the City Attorney. Did you want to say anything, Claude?

Claude Cruz replied if I could, yes.

Mayor Daoust stated come forward.

Claude Cruz replied I must say I'm a little bit shocked because the discussion group, for quite some time now, has been between Options B and C, the difference between those being the extent to which the runway is shortened. And, it was clear at the outset that the technical folks from the Port wanted to shorten it, and what the Committee had angled for, and decided on, was in favor of preserving as much length as possible, realizing you can't go backwards once that is gone. And I have made numerous comments on that committee about preserving the operations capability so that we retain a viable airport. I'm kind of shocked to hear what is happening, potentially, in the background, and I will definitely probe into that from the Committee's perspective come Thursday.

Scott Kenney stated I would appreciate that.

Mayor Daoust stated that part of the runway shortening is actually FAA guidelines that are new, and if the runway gets rebuilt to bring it up to standards, the shortening of the runway, the ends of the runway are part of that redesign, and that's part of why it's getting shortened.

Scott Kenney replied that's not quite true. The FAA says that for the type of operations that you have at Troutdale, you really don't need 5,400 ft. We're not saying you have to get rid of it. We're just saying you really don't need it. And if you want federal matching funds to maintain your runway, here is how much we will give you to maintain this much runway. So, it's not that we have to get rid of it. It's that it is a dollar and cents deal to maintain in the future.

Mayor Daoust said thank you very much for coming forward. That is a very good point but, again, Thursday, why don't you testify with some of that stuff.

Scott Kenney added I'd encourage everybody to come.

Mayor Daoust stated yeah, I'll be there. Very good. Thank you very much. So, I think that was it. Sam, keep it short, Sam.

Sam Barnett, Troutdale resident, stated I would prefer a meeting that I can come to and not feel like I need to say anything, but this is not one of those. My topic is just a friendly reminder. It is not an admonishment. You know what I'm really happy about is that today I picked up an *Outlook* and there was nothing embarrassing or anything in it that made Troutdale look like a laughingstock. I was very happy about that. That being said, I just want to say what's gone on around here in the last couple of weeks and in the *Outlook* and that kind of thing, I think that every once in a while we all need to be reminded that we are all neighbors. You're all neighbors. We're all neighbors. I think most of you live in Troutdale. I live in Sweetbriar. I'm kind of your neighbor. We're all neighbors. It's a small town. Yet, sometimes we're so divisive, and I understand that this is a democratic society. I hope to continue to see less negative stuff about Troutdale in the paper and more positive stuff. We've got a good thing going here it seems like. We are still a small town. We still have a voice, and I'm afraid that voice is going away. I'm thinking that maybe we're rushing ourselves to become a little bit bigger of a town than we want to be, and that's all I have to say. Thank you, Council.

5. RESOLUTION: To make January of each year Human Trafficking Awareness Month.

Mayor Daoust stated this resolution follows up on the work session we had, just prior to most of you folks coming in, on human trafficking. The reason Troutdale has got this resolution in front of us is to raise the collaboration item that was discussed. We want to raise awareness of human trafficking as a City, and we know that not many cities are doing this in Oregon or anywhere, but we want to do it. We want to take a leadership role on this issue, which was presented to us in a work session pretty clearly, and we want to step up and be in a leadership role hoping that other cities take notice of what Troutdale is doing. So, that's why we have this resolution in front of us. That is why we had the work

session an hour prior to this meeting where we had speakers come forward and talk to us on this subject.

Mayor Daoust reviewed the resolution. A copy of the resolution can be found in the meeting packet.

MOTION: Councilor Anderson moved to approve the resolution to declare January of each year Human Trafficking Awareness Month. Seconded by Councilor White. The motion passed unanimously.

6. REPORT: An update on Mt. Hood Community College

Mayor Daoust stated we have an update, on Mount Hood Community College, so come forward and share with us what is going on at the college.

Al Sigala, Executive Director, College Foundation, stated Council members, Staff, and our great community members who are here tonight, my name is Al Sigala. I am the Executive Director of our College Foundation. Before I turn it over to our distinguished Board member, I am going to give you a little update and also show you a little video about the college. What we're going to talk to you about is a bond initiative that the college is going to bring to voters in May, and also let you know that this is the beginning of the 50th Anniversary of our institution. September 2016 is the anniversary date Mount Hood Community College started offering great educational opportunities to our students. What I would like to do before Kenney Polson addresses you is to show you this video.

Al Sigala played the video on Mount Hood Community College.

Al Sigala said now, Kenney Polson, one of our district Board members, will explain what the Board is taking to the voters.

Kenney Polson stated first before I get started, I'm just curious: how many people in the room have taken a class at Mount Hood Community College? Let me see, raise your hands. Now, leave your hands up. How many of you know somebody that took a class at Mount Hood Community College? Okay, so that's pretty much most everybody in the room. We can clearly say that Mount Hood Community College has touched this community in a big way. As a result of everything that we've done, we want you to know that over a million people have passed through the doors of the college, and when you think about it, that's a lot of folks. Wouldn't it be nice to have a dollar for each of those people? Anyway, as Al told you earlier, this is or 50th year coming up, so it's a very important milestone, and we're looking to take what we've done into the future. We are not ready, and one reason why we're not ready is because the college was built for, what was it, 20,000?

Al Sigala replied about 10,000.

Kenney Polson stated and we have 25,000 students enrolled right now, so we're busting at the seams. It's time for something new. In fact, we went out into the community to find

out the college needs to do in order to get ready for the future. We surveyed our community, spent nine months doing it in fact, and we found out that students, and potential students, wanted to be prepared for the job market. Everybody wants to try to get a gig, so they can get out and support themselves and their families. Then, the same thing was asked of the businesses, "what does the college need to do in order to move forward into the future?" Their response was, "prepare students for the jobs that we have for them, so they can be prepared for the workforce". As a result of everything we've done and going through all of our notes and our work and looking to the future, we realized that we really didn't have the money to do that. So, we're asking the community to help us get it done. The same community that we've helped, the same community that we've touched with everybody involved in this room pretty much. As a result of that, we crunched the numbers, and came up with the fact that we need a bond in order to make that happen. What we are going to do with the money will be a question, right? First of all, we need some new buildings. We want to show you one of the buildings. It's our applied technology building that we're hoping to put together if the bond passes, and techtronics is one of the things that we want to get into training people. Does everybody know what techtronics is? I get these funny looks. Some of the technology in techtronics is actually in our cars. For example, it comes on and says, "door is ajar." Well, what happens if that "door ajar" gets stuck? You'll be hearing that all night. Well, we want to be able to also train people to fix that, not just have it, but to also fix it, and also to create the cars and other techtronic stuff that is needed in the future, so we're trying to look at the bigger picture. There's also another building that we're trying to get together, the Maywood Park Center. We're trying to set that up so that we can put up some different programs and ways to train future students for other types of employment. That's pretty much what it is, so, we're here to ask for your support, to ask you to help us get it done. That's pretty much the reason why we are here and, so, I'm hoping that the presentation you saw, the video and my little bantering, is answering any kind of ideas or questions that you may have.

Mayor Daoust stated very good, we might have a few questions.

Councilor Wilson stated I would like to thank you for coming in tonight, and it's a shame that we haven't been able to pass a bond for so long. Clackamas County just passed a \$90 million bond, and it was ten years ago that they had passed another one and, so, I wish you the best of luck and I hope you have a very strong campaign. I hope it passes. My wife works at the Bruning Center and my son graduated from Mount Hood. My daughter went there, but ended up graduating from "Disney" University in hospitality. But she did go there, and I have taken some classes there, too, and I wish you the best of luck. You have my support.

Councilor Morgan stated well, I just want to thank you both for being here. Mount Hood is a place close to my heart, you know, running for student government and winning by two votes not very long ago, and the opportunity it provides for our community. I have a question though. In light of some of the school shootings and safety measures, is there currently a system in place that locks down or secures the facility from an active shooter or any kind of protocol like that?

Al Sigala replied part of our challenge and included in the bond measure is safety and security. We cannot lock down that institution. As those of you who are familiar with it, there are over 100 exterior doors. There's no one way to close every one of those at one time. What we have to do is manually lock down, and really, what we're practicing on our lockdown procedures is basically run and hide, take cover, because we don't want you exposed. That's part of our challenge. Through this bond is included an initiative that would allow us to institute a system in which you could lock down the facility all at once or in segments, depending on what the challenge is.

Kenney Polson stated that's right because right now we're vulnerable, which is another reason why we need to pass that bond.

Al Sigala added the safety aspect also includes the seismic upgrades that are needed. The college gymnasium is dedicated to being one of our sites in case of evacuation, so if it is a school, if it is a community, we would take them to the gymnasium because it is almost all taken care of as far as seismic. The rest of the institution is not, so livability in a catastrophic event is not good for the rest of the institution. So, whether it's students, community members, or staff, we want to work towards making that facility safe. Really, this initiative is about jobs. That's why you saw the Workforce Training Center. It's about meeting industries' demand. We partner with just about every industry in our district along Airport Way and throughout. This includes Boeing. This includes McKinstry, Letterman, you name it. We're assisting them, but what they are telling us is we need you to get ready for what is going to happen, and that is, Boomers are retiring and it's going to be huge. Not only that, as Kenney was saying, there are new jobs that they are asking us to train their people for. So, how do we meet those, continue to do what we're doing, but meet the demands of the future? This facility is how we plan to do that, and, again, it's a result of talking to the community and talking to our industry partners. This is what they want, so that is what we're working on.

Mayor Daoust stated I am a strong supporter of the college, and we'll do our best to help with the bond, as you know. Congratulations on 50 years. I went there in 1970 and took care of my whole freshman year of college at Mount Hood, transferred 62 credits. It was a good thing for me to be at Mount Hood Community College, and I remember that year vividly. It's a good place to be, so I wish you the best. It is going to be a \$125 million bond on the May ballot. You've got your work cut out for you. I wish you the best.

Al Sigala replied thank you. This college was built because of this community, and we want to continue to have it be a part and play that important role that it needs to play in building the economic stability of our whole district. We cover Gresham, Troutdale, Fairview, Portland, Sandy, Government Camp, Cascade Locks. It's a huge district, but we want to continue to do what we can to assist our folks in meeting their goals.

Mayor Daoust asked do you know what the rate of the bond will be per thousand?

Al Sigala said \$30 per year for a \$100,000 assessed value home, so that's \$60 for a \$200,000 assessed value home.

Councilor White asked what is the lifespan of the bond?

Al Sigala replied 20 years.

Kenney Polson stated I have one question. Is it possible for a Council to consider endorsing this as a group? I don't know that answer. That is why I'm asking.

Councilor Anderson replied we will get back to you.

Councilor Morgan asked did Fairview pass a resolution of support?

Al Sigala replied not yet, but they're considering it. I just spoke with Wood Village and they're considering the same thing. I do have to say that I just came from Wood Village City Council, and you guys beat them with attendance. Theirs was zero.

Ed Trompke, City Attorney, stated one government entity can support another government entity's actions.

Kenney Polson responded all right, so, we will ask you to please consider it.

Mayor Daoust replied very good. Thank you for the request and the ask.

Al Sigala replied thank you.

7. PUBLIC HEARING/ORDINANCE (Introduced 1/12/16): 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 HDR High Density Residential and zoned A-2 Apartment Residential.

Mayor Daoust asked does any Councilor have any ex parte contact on this?

Councilor White stated as I said at the first meeting, I had a brief conversation at a birthday party with Mr. and Mrs. Savage. I don't think it affects my decision making at this time, and I also want to point out that I own land in Troutdale that is similarly zoned.

Councilor Anderson stated as I pointed out last time, I believe the seller of the parcel, Frank Annatto, is somebody I knew from my days at Multnomah Greyhound Park. The last time I have seen this individual was in 2004. Most recently, however, I have driven by this site and through this intersection numerous times in my 20 years as a resident of Troutdale, I've driven by that site many times.

Councilor Allen stated two things I have suggested, that comments go to our City Recorder so that we can get them in our packets and have more time to read them. The second thing is after our last meeting, I had mentioned to Steve Winstead that I thought he did a good job on his presentation. The more information we have, it's just a better chance we make a well-informed decision and it makes it easier for us.

Councilor Wilson stated since I live in that neighborhood, on the other side of the neighborhood, I've had people come up and talk to me regarding this possible resolution.

Mayor Daoust asked does everybody on the Council feel they can be fair minded about this even with your contacts?

The Council responded yes.

Councilor Ripma responded yes, I also have had citizens speak to me about this, but I believe I can be impartial on this decision. I've also been on the site. You know, there's a fruit and berry stand there, and so I'm very familiar with it.

Mayor Daoust stated yes, as am I.

Councilor Ripma stated, as I am sure we all are.

Mayor Daoust added I think I can be impartial.

Steve Winstead, Planning Director and Building Official, stated Mayor and Council Members, this is your second hearing on this proposal. The first time we went through it, there was a slide presentation. I believe that you are all familiar with that. I'm glad that you had a chance to make yourself familiar, not only with the application and everything else that's gone on, but one of the other things that occurred between our meetings, is that I was out of town in Uganda for about two weeks and all of the follow-up has been done by our City Planner, Chris Damgen, in terms of additional notification. I'm going to let him speak a little bit to that. We have probably let in the neighborhood of 180 people know about this project, including the surrounding area. Within about a 250-ft circumference or proximity, we made it know that this was what was going to go on, and we did make notification. The Staff, at this point, is still recommending approval. We are looking at what criteria are required on this Comprehensive Land Use Plan Amendment and Zone Change. As we discussed previously, it is very difficult to look at this without looking at the proposal, to try to separate the design from the actual application. Some of the comments had to do with what does it look like, where are the egress points, connectivity across the site. All of those issues, as discussed before, would be going back to the Planning Commission if Council decides to approve this. There is yet another step that does occur, and that is at the design review, the Planning Commission will look at it again. There will be more opportunities for that to happen. So, there's an issue on design and again, that's another opportunity to be looked at. But getting back to the basic list, of the criteria in terms of findings, as you've read our Staff reports, I'm just going to kind of highlight it again to you briefly. Is it in compliance with the statewide land use goals and related administrative rules? We have found that it is. In addition to that, is it consistent with the goals of the Comp Plan? One of the things we were looking at was that in our Comp Plan, Goal Number 10 states, "The City recognizes multifamily dwelling is a legitimate and needed housing type in Troutdale." Is it consistent with the goals of the Comp Plan? We believe that it is. Does it provide adequate areas and appropriate location for use allowing the proposed land use designation, and the addition of this property to

the inventory of lands designated as consistent with the project needs? We also have stated; again, that we believe that the criteria are met on this. We do have the developer here tonight. We do have the traffic engineer here tonight address any of these issues in terms of the project. One thing, I believe, that really kind of set the stage for us was really the definition of what an A-2 is, and its proximity to Safeway, proximity to an area that could be walked to. This is a choice site in terms of where it is located. And, if you look at the definition of a multifamily residential, it is intended for high density, it is in proximity to a planned shopping center, employment centers, transit routes; all of this is true for this A-2. After saying that, we looked at both the Comp Plan and Zone District Map in terms of its criteria. And, again, we felt that each of the criteria that are required to be met, was met. Now having said that, we have a tremendous amount of activity in terms of what people had written and their opinions of this project. One of the major issues that we are dealing with is traffic, and, in fact, more than once it has come up. We know we have a difficult situation with that intersection. And, as I mentioned before, I believe that that is a legitimate concern. We've been told in the past from Multnomah County that they are working through those issues. In fact, Multnomah County has provided that information to us. They testified last time we were together. The traffic engineers also provide some additional comments tonight, which you have in your package. At this point with the feedback we've received is in Exhibit C, additional citizens' comments. Between 4:30 and 5:00 o'clock today, we got a letter from the Reynolds School District. Basically, their comments also ranged with safety and traffic and its proximity to Reynolds High School. That is also in the package I've given you as well. Their concern, again, gets back to traffic. That seems to be the primary concern that is most represented from all the feedback that we've received in the last two weeks. So that being said, I would like Chris to come on up and discuss what has happened in the last two weeks, while I was gone and maybe some of the things that he has received as well.

Chris Damgen, Senior Planner, stated good evening Mayor and City Council, as well as citizens of Troutdale. To recap on what Mr. Winstead has said, at the previous meeting you directed the City Manager to see about the possibility of extending the area for notification beyond the regular 250 ft. required by the Troutdale Development Code. Just so you have a figure, as far as the Staff and with the assistance of City Hall Staff, the original notification, which occurred back in November, in addition to going to the review agencies such as Multnomah County, the Reynolds School District, and a few of our other partners that were reviewing this plan, including Metro and DLCD too, 48 neighboring properties within the 250 ft. radius were initially notified. After your directive, we expanded that to 187 properties. We covered the entirety of the Woodale Subdivision, which is immediately to the south of the property. And we covered two of the four areas in Cherry Ridge, the area on the side of the street that this property in question is along 18th Way and Cherry Park Rd, as well as the first phase of the Phase I of Cherry Ridge that is closest to Cherry Park Rd. We did not cover the latter two sections. That was primarily due to an inability to get it done fast enough in that guaranteed time, but we did it with door hangers, and in situations where we were able to determine it was not an owner-occupied residence, we also mailed out correspondence. But for the ones that had owner occupation, regardless, we did door hangers and it was 187 total lots.

Mayor Daoust stated thanks for doing that.

Chris Damgen replied sure.

Steve Winstead stated so with that being said, we think that there are a number of things you can do tonight. You can approve, you can deny, or you can approve with conditions. I guess I would ask Council at this point, is there any other information that we may not have been able to give to you or any questions you would have of Staff at this point? We've already kind of gone through this one time already. Is there anything else that you would want us to respond to?

Mayor Daoust asked are there any questions for staff?

Councilor White asked given our limited inventory of buildable land, are we looking at any future overall zoning changes throughout the city? Do you see that in our future?

Steve Winstead replied ten years ago, I would have said yes, but today, I'm just not certain. We've got varying market trends going on. We have people telling us that we're going to have a larger population, and yet in the last few years those have not been warranted. It is difficult for me, Councilor White, to even project that at this point. Available land, we do have some A-2 in the city that is not developed, but most of our A-2 has been developed, and I know we went through that last time together and I told you what we had that was available in terms of inventory. I'm not giving an answer because I really don't know, sir.

Councilor Allen stated it seems to me that most of the inconvenience to surrounding neighbors that might upset them is purely how many spaces do you have, cars parking in their neighborhood, and traffic situations. I know that the traffic engineers will take a look at this and there will be a study. If this were to go forward, how long does it take between the time that they build and traffic improvements actually occurring to alleviate the projected problems?

Steve Winstead stated if there is a condition of approval that requires certain things to be done, of course, that timeframe can actually go back to occupancy, if that was all part of the conditions of approval. If it was said that you had to have certain road proofs done before occupancy, we could always make that a stipulation. In terms of what Multnomah County's major plan is, I'm not sure of their timeframes, so if we are asking or if you approve this, there is no guarantee on the time. It's interrelated with what Multnomah County is doing at this point. If there is a mandate that certain improvements have to be done, that would always be part of the conditions of approval prior to gaining occupancy. So, there's always going to be a condition of approval that we mandate. And to the extent of this coordinating with county improvements, that is something I would have to turn back to the county in terms of when they want to upgrade, or when they're mandating the upgrade of the intersection.

Councilor Allen stated so we've got the county planning intersection upgrades, 238th Dr. upgrades, and the school bond measure that passed is going to require some development changes at the school. Would they address, any of the loop back situation

they have there on traffic? If you look at the traffic at Reynolds High School, it kind of loops back on itself. It's not the most efficient design from an engineering standpoint. Will they be looking at that when they do their development there?

Steve Winstead stated well, again, what kind of development that occurs in terms of the street improvements will come through the design review process. That is going to be part of the package that's brought to the Planning Commission in terms of what the developer is going to be doing in terms of improvements and in terms of how they are going to deal with the intersection. That's going to be in concert with Multnomah County and our Public Works office.

Councilor Allen stated so the devil is in the details of the design process that comes after this process.

Steve Winstead replied that's exactly right; that is correct, sir.

Councilor Anderson asked after the public hearing can I ask that we view questions and/or comments in voting order so everybody is just not stepping over everybody?

Mayor Daoust replied sure.

Councilor Wilson stated the last time we talked, the current traffic was rated at a D. Is that correct?

Steve Winstead replied I believe that is true.

Councilor Wilson asked after this development, even if they mitigate the traffic signals, we're looking at lowering it to an F, is that correct?

Steve Winstead replied yes.

Councilor Wilson stated all right, so, I guess I'm having a fight with the traffic, because I come in and out of there all the time and the traffic is already bad, and we're going to make it worse, and as indicated, it's not going to get any better. So, I guess that's where I'm having a big hang up. We're talking about how it's going to improve with Multnomah County, but it does not sound like it's going to improve with Multnomah County. I talked to one of the Commissioners tonight that put me in touch with the people who are in charge of the transportation out there. Whether this development takes place or not, we need to start to take care of the traffic problem now instead of at a later time, maybe even make it a C right now, if we can, but I don't see an improvement going from a D to an F of getting the flow of the traffic better out of there, plus the traffic that's already there, plus the high school is just going to get bigger. We've known that for a long time. I guess that is where I have the biggest problem is just trying to move the traffic in and out. And then, I think you said it was 55 cars an hour that were expected to come in and out of there.

Steve Winstead stated I believe that is what the testimony was last time we got together. I think that, quite frankly, some of your questions and concerns could probably better be

answered by the traffic engineer, working for the development, at this point. They may have some additional information that has been submitted to Council, and my recommendation at this point is to allow that traffic engineer to address your concerns with what they've got planned and what their proposal is, and how they've been able to work with Multnomah County.

Councilor Wilson responded as soon as they're available to come up, those are my questions I need addressed.

Councilor Morgan stated I am going to reserve my judgment until I hear further from the public, but I just had a question to clarify. For Ed, the traffic study that is currently available from the County and/or other entities, has the current roads as one at a D and one at E or one at a D and one at an F?

Ed Trompke, City Attorney, clarified they were at the intersection, so there's really only one intersection, one rating. It's currently at a D. It's projected to go to F even if nothing is done, even if nothing is built there. It will be generated to an F unless something is done with the intersection.

Councilor Morgan asked if the suggested change in the structure is 2040 or 2038?

Ed Trompke replied my recollection is 2040, but the traffic engineer would be the best person to answer that. I'm just working off of my recall.

Councilor Morgan asked so you wouldn't see dramatic change in infrastructure to complement this development for 20 years. Would that be safe to say?

Chris Damgen replied you'd have to defer to the traffic engineer on that.

Councilor Ripma stated you said that the Staff is recommending approval, but it sounds like you're recommending approval because it meets the criteria for a change. There isn't anything requiring us to make this zone change, is there? It isn't required by our Code or state law or anything else? We are free to decide.

Steve Winstead responded that is correct.

Councilor Ripma stated so, you're saying it meets the criteria. The opportunity that would come up again at the Planning Commission, should we approve this, would be only an opportunity to review a site and design plan for apartments, right? In other words, tonight is the decision whether we rezone it for apartments. After that, all you're arguing about is the design of those apartments.

Steve Winstead replied well, actually, we're also looking at the traffic impact that is going to happen at that point, too. That would be one of the major viewpoints that we have to look at with Multnomah County. Does the design, when it is submitted for design review, address all of our concerns from traffic's point of view? I am absolutely certain the Planning Commission is going to be looking at that with scrutiny based on testimony and

based on information we have received. That is clearly something that is going to be on the radar screen for the Planning Commission to look at, as well as Multnomah County, as well as many of the other respondents here and, so, this is not going away. Whether you approve it as a Council, we still have to look at it. We still have to address the issue of transportation and traffic. It's just not part of our Comp Plan criteria at this point. That's more of a land use action, in terms of design review, because that's when it really gets into the particulars of the specific design.

Councilor Ripma stated right; I guess what I'm saying is the Planning Commission, in considering all the issues if it gets rezoned, couldn't decide that it should go back to medium density residential single-family homes. That wouldn't be an option.

Steve Winstead replied that would not be an option.

Councilor Ripma stated that decision is tonight.

Steve Winstead said that is correct.

Mayor Daoust asked any other questions of Staff? Does the developer need to say anything before we go to public comment?

Rick Givens, Planning Consultant to the Applicant, stated I guess we could do this two ways. We can either let everybody raise their objections and deal with it in rebuttal or we could try to answer some of the questions that you've raised now and then we will respond to those things. It's kind of your choice. Either way is fine with us.

Mayor Daoust replied efficiency-wise, why don't we let you rebut to any comment you have heard so far later, if that would be okay with you.

Rick Givens replied that would be fine. Thank you.

Mayor Daoust asked do you have any additional information for everybody before we get public input.

Rick Givens replied I do have some information that I have prepared in response to some of the issues that were raised last time and, so, some of it is additional sources that will support my position. So from a procedural standpoint, if you would like that to be in the record now, I'm happy to do that.

Mayor Daoust replied actually, I would. If it is new information that we did not hear last time then that should be brought forward now.

Rick Givens stated I'd be happy to do that. Let me deal with a few of the things that were raised last time and then I will turn it over to Rick Nys to talk about. There's a new letter that he has put into the record. As I listened to the people talking last hearing, a number of objections were raised. Traffic was obviously number one, but there were other concerns raised: impact on schools, impact on the neighborhood due to increased crime,

impact on property values and those kinds of things. So, I did a little research on those things and I've got with me tonight, that I will put into the record, a report from the Urban Land Institute that was prepared under the auspices of the National Multi-Housing Council, Sierra Club, and the American Institute of Architects. And these objections that are being raised by the neighbors in this area are ones that are commonly raised when you talk about rezoning for multifamily housing and, so, they are all in this report. I think that the information that is here is helpful in understanding the true impact of this project. Regarding impacts on schools, we're talking about going from R-5, and when I project that out taking out 20 percent, roughly, for streets, which is fairly common for a single-family development, you're looking at roughly 48 to 50 homes that would be built on this property under the current R-5 zoning. The number of school-age children that are generated per household is considerably different for multifamily development than it is for single-family development. The information provided in this report finds that for garden apartments, which this would be in that classification, you're looking at roughly 21 school-age kids from K-12 per 100 units. For a single-family development, it's 64, so it's a little more than three times as much that a single-family generates in terms of kids going to the schools. So, we're talking about a little over three times the number of units we are proposing. So the impact, on schools is negligible. There really is very little difference. Just to look to see whether that was holding true, in Oregon I looked at a report prepared by the Lake Oswego School District that provides information on that. I couldn't find anything specific to Troutdale but they found that single-family homes, detached homes that were built in the 2000 to 2010 period generated 68 students per 100 households and apartments were 15 per 100 households, so less than what was found nationally. So, the net result is that because of the type of project that we're looking at, which would deal with a lot of young people just starting out, empty nesters who are downsizing, people who are in all stages of different living stages than typically you find in a single-family neighborhood, you just get less kids. So, there really wouldn't be an impact on schools overall, compared to if this property were developed as single-family homes under the current zone.

Councilor Wilson asked could you just go over how many students for apartments again, please?

Rick Givens replied we're talking just round numbers, let's say, 50 single-family homes times – if we use the number in this, 64, we're talking about 32 houses. If we go with 168 apartments, as we've talked about...

Mayor Daoust interjected it is about 34 kids. So what you are saying is, regardless of whether you have apartments or houses, according to two studies, the number of kids going to Reynolds School District will be the same.

Rick Givens replied that's right, and that is confirmed not only nationally, but locally as well. The fact that we used the local numbers, the disparity will be greater. It will be a reduction with multi-family. Looking at Lake Oswego, the numbers were 68 per 100 for single-family and 15 per 100 for multi-family.

Councilor Allen stated well, we're always being pressured to provide parking spaces per unit; and the last time that came before the Council, we said, "no, we are not reducing what we have." And I'm not sure what we currently have on the books is actually sufficient. Do you have any data with you? Since you had some data, I'm just wondering if you had any about that.

Rick Givens replied your Code requires two parking spaces per unit plus a third of a space for guest parking, so that is 2.33, and that is more than any other jurisdiction I know of in the metro area. Many of them are restricting the number of parking spaces in order to encourage people to take the bus.

Councilor Allen stated, some of the backlash you see coming from higher density development is just people realizing that typically there aren't enough spaces and I don't know whether that's based on our correct number or the reduced spaces that other jurisdictions require.

Rick Givens stated well, I will just say that our preliminary site plan is based on 2 1/3 parking spaces per unit, and we would fully anticipate that that would be a fine topic of discussion in the site design review. And if we can't demonstrate that it's adequate, we would look at reducing the number of units; that would be the net result. But, we believe that we will find that is adequate. We haven't prepared that part of our application to be able to provide details on it, but just to say we are meeting your Code and we think that your Code is, based on everybody else's, on the high end.

Mayor Daoust replied the reason we decided on that Code was we did not want the apartment complexes and all the parking involved to go over into to neighborhoods, so we raised the number so that the apartment complexes could handle their own parking.

Rick Givens responded I think that is a fully defensible position for the City to take and we do not have any objection to meeting that higher number. I'm just saying it is higher than what is typically found and therefore you should have a pretty good clue that it is going to work without any problems.

Councilor Morgan stated I'm just looking at your numbers, I haven't fact-checked them, but a lot of the letters and the opposition to that for schools was based on the fact that we already have one of the top five largest schools in the state. It's not that 34 wouldn't have been bigger or smaller, but we are already currently overcrowded, just to clarify that point.

Rick Givens stated I understand that that's an issue with Reynolds School District. It's an issue that the district is going to have to address at some point. We all agree on that, but the point is that either way you go here, it's not going to make a significant difference in the number of kids that are generated to increase the school population. I wanted to go on just a little bit more here. The other point that was raised was regarding crime statistics, and I'll just read what it says here. "People sometimes associate density with crime even though numerous studies show that no relationship exists between the two. A Study in Irving, Texas using geographic information systems and crime statistics found no link between crime and density. In fact, it found that single-family neighborhoods are not all

associated with lower crime rates. Another study by the University of Alaska found no relationship between housing density and crime in Anchorage. One reason for the misperception that crime and density are related could be that crime reports tend to characterize multifamily properties as a single house and may record every visit to an apartment community as happening at a single house or address, but in multifamily property with 250 units, it's more accurately defined as 250 houses. To truly compare crime rates between multifamily properties and single-family houses, the officer would have to count each household in the multifamily community as the equivalent of a separate single-family household. What the previous studies prove, crime rates between differing housing types topple." And I think—there simply isn't any demonstrable evidence that I was able to find that you would expect a nice clean project in a nice suburban area like Troutdale is going to have any impact on criminal activity in the area. And finally, before I turn it over to Rick, there was a comment about concern about impact on home values. It says that no discernible difference exists in appreciation rates of properties located near a higher density development and those that are not. Some research even shows that a higher density development can increase property values, specifically since – not only is there compelling evidence that increased density does not hurt property values of nearby neighbors, researchers at Virginia Tech University have concluded that over the long run, well-placed market rate apartments with attractive design and landscaping actually increase the overall value of detached houses nearby. They cite three possible reasons. First, the new apartments could themselves be an indicator that an area's economy is vibrant and growing. Second, multifamily housing may increase the pool of potential future homebuyers, creating more possible buyers for existing owners when they decide to sell their houses. Third, new multifamily housing, particularly as part of mixed-use development, often makes an area more attractive than nearby communities that have fewer housing and retail choices. To kind of confirm that, and this is not the greatest source, but I did a quick look at a couple of apartment complexes in Troutdale that have similar kinds of densities. The Cherry Ridge Apartments located north of the Safeway complex, the houses that abut the apartments or that are just across the street from them, have very similar values as to those found farther away. Similarly, when I looked at the Kempton Downs estimates, those are backed up to the apartment complex along here, they have very similar values to those that are removed from the site. I think people's perceptions are often not borne out by reality. A good, well-designed project with good landscaping, nice entrances and a nice, clean look to it is an asset to the community and would not have a negative impact on values. I'll pass this information over, and, at that point, I'll turn it over to Rick Nys to talk about the traffic issue.

Rick Nys stated I am the traffic engineer with Greenlight Engineering. I am a professional engineer and a professional traffic operations engineer, and I just wanted to kind of dig into the criteria a little bit and then comment on the operations of, particularly, the 242nd and Cherry Park intersection. So, it's true that the intersection today operates at Level of Service (LOS) D in the PM Peak Hour. In the weekday PM Peak Hour the intersection operates at LOS D, today, and then the AM Peak Hour operates at LOS C. The existing operations really aren't part of what we're talking about tonight though. Part of the Comprehensive Plan Amendment zone change is to look at the 2040 Year scenario. The existing operations aren't particularly relevant to the type of application we're talking about. So, in 2040, without the approval of the zone change, the intersection will operate

at LOS F. If you do approve the zone change, the intersection operations will also be a LOS F. With the approval and zone change, and without mitigation, the project would make the intersection slightly worse. We proposed a signal timing modification to the intersection, which Multnomah County has accepted as feasible mitigation. It indicates in their letter that they accept that mitigation, so we mitigate our impacts, and that is all the project is required to do in order to meet the Transportation Planning Rule, is to mitigate our impacts. Further down the line, for the Site Plan Review, we will still be required to meet the County standards for operation of an intersection, which is LOS D, but the intersection is already planned to fail. We mitigate our impact back to the background condition under the existing zoning, so this will have no impact. In terms of trip generation, someone mentioned the 55 trips. With the approval of the zone change, the increase in traffic on the overall system is 55 trips in the PM Peak Hour. In the AM Peak Hour it is 43 trips. So overall, the entire system, there would be 55 more cars driving around during one hour, the PM Peak Hour. At the 242nd and Cherry Park Intersection, the impact is even less. The impact at that intersection is 40 cars in the PM Peak Hour, so it's less than 1 percent of the overall traffic volume at the intersection, so it's very minor. It's basically two-thirds of a car per minute added to that intersection that wouldn't be there without the approval of the zone change. So, it's a very minor impact. I just want to emphasize City Staff and County Staff have no objections to the proposal. They understand that it meets the requirements of the application, so hopefully, they support the application. As part of the Site Plan Review, our team will work with County Staff and City Staff and we will look at mitigating our impacts of that project at that time. In terms of this application, we meet all of our required mitigation and requirements.

Rick Givens stated I would like to add just a couple of points on that. Basically what he is saying is that right now, the intersection meets the design standards for our project to go forward under the existing zones, C and D. So, if somebody wanted to come in with a development proposal for this property under current zoning, they would be allowed to do so because the intersection currently is acceptable. When you're operating under current zoning, you don't have to look out 20 years. The Transportation Planning Rule says that when you propose a zone change, you have to look out this 20-year period. And, as he said, it fails either way, assuming nothing else is done to the intersection in that time period. As soon as Multnomah County and the City work together to improve that intersection, make some changes to it, it's possible that condition does not happen, but you have to look at in terms of what the numbers are based on nothing else happening. The fact of the matter is that right now the project could be approved because you've got LOS C and D and in the future, we're not going to have any impact on it because it will make the signal modification changes. Hopefully, Multnomah County will find some money to do something in the long run and not have a LOS F intersection for very long, but the fact is that it does meet the approval criteria under the City standards and also under the State Transportation Planning Rule standards. The other thing I guess I would point out is right now the property is zoned R-5 and a connection at Larsson Ave would exist that would call for a connection through this site to Cherry Park. We're proposing, as a part of our development that would be reviewed in the Design Review Application, that that connection be only in terms of pedestrian and bicycle traffic. There would be no vehicular connection. We would have an emergency vehicle gate there that would allow for an additional access either way, which may be necessary in terms of the emergency

traffic, but there would be no traffic going that way. Under development of your R-5, the fact of the matter is that there is a new signal planned at 38th. People are going to be hopefully feeling like to avoid the Cherry Park intersection that going south through the neighborhood down to 38th and getting onto the signal there at 242nd would avoid that whole issue. So, I think that there may well be more impact on the neighboring subdivision, if it were developed under the current zoning than in the way we are proposing that it be done. We're not saying that there aren't problems that have to be fixed in the long-term, but those are going to exist whether or not you approve this application. What we're doing is providing \$20 some-odd million in improvements to the property that will provide an increased tax base and provide housing for the community, including people at Multnomah Community College. Right now the median housing price in the Portland area is \$345,000, and I think Troutdale is something like \$260,000. That is a pretty tough nut for a young family to get started without having other good housing opportunities, and this would provide excellent housing opportunities for this area to let people get started and move up in the future.

Mayor Daoust stated if I recall the way that you're proposing to mitigate the traffic impacts in the next 20 years from an apartment development would be signal timing. Would that be the mitigation metric?

Rick Nys stated since we add so little impact to the intersection from the background condition, the existing zoning, it really requires very little mitigation, so it's a very minor signal timing modification. The Subaru project was required to conduct a signal timing modification. We're proposing to modify it a little bit further, which mitigates our impact at that intersection.

Councilor Morgan asked point of order, what we're voting on is a zoning change, correct, not a site review plan?

Mayor Daoust replied that's right.

Ed Trompke added and a Comprehensive Plan change.

Mayor Daoust stated that's correct. So, a couple of things going through my head. We've been sitting here for an hour and an half. We're probably ready for a break, but before we do, how many people in the audience are here to testify in approval of making this amendment change to apartments? We have two people. I'm just trying to sense the audience and what we have here. So, the rest of you are here to testify against the change, I take it. How many people want to speak to us? Raise your hand, so we know how many speakers there are. There are 16 and they keep coming up. So, given that, to make this manageable, if you have submitted an email to the Council, we already have it. You do not need to come forward and repeat what you said in the email, okay? So that may drop a few hands. We all have it. We've all read it. You don't need to speak to your email. And secondly, if what you want to say has already been said by somebody else, you need not repeat it. We can count, and we don't need to take a count on how many people say the same thing, so don't feel compelled to say the same thing that your neighbor just said. How is the Council doing, do you want to move on or take a break?

Councilor Anderson stated how about move on with public comment and then maybe take a break depending on how long that goes because I'd like to get through this.

Mayor Daoust stated okay, we will move on then. So, keep your comments to just a couple of minutes, two to two-and-a-half minutes. I would like to hear from the people that support this change in the Comp Plan and zoning. If you want to raise your hand, come forward, and state your name and the city you live in.

Mayor Daoust opened the public hearing at 8:33 pm.

Jamie Ellam, resident of Troutdale, stated I have lived here for over 44 years, being the owner of a property for 28. I just wanted to say I've been through this process a few times. In 1995 through 1996, I was against the Cherry Park Safeway development because I thought it would impact so much of my life, but I use that Safeway all the time; the Dollar Store, there's so many things there that we use all of the time that I don't think people give consideration that it would be great for new residents to Troutdale to be able to enjoy the conveniences that we have, and they're within walking distance. And it will bring a lot to Troutdale as far as the police and schools. The Cherry Park Shopping Center has never been full, and I think this could bring it to capacity. That would help a lot, and we'll have a lot more people using the facilities. There's some pads in there that have never been built on that are ready for building in the shopping area. I use Safeway and the Dollar Store two to four times a week. We buy all of our fuel over there and, so, development always isn't bad, you know? Look forward to what it is for the future and give other people the opportunity to live in a great town like Troutdale. It's just beautiful and I think we need to give other people the opportunity to have the same things that we have.

Mayor Daoust stated there were some other people that wanted to speak in favor of this change. Come forward please. State your name and the city you live in.

Dell Allen, resident of Troutdale, stated my parents bought their property in 1958 and my family has been on that property ever since then. A lot of these people that have homes there, they built those on berry fields that I used to pick berries in. I think it's great for this development because I think it will help the community with dollars that we need, and it will help the mall across the street fill in and support it, because we've had, down on Stark, passed the college, we had the Safeway all go away. And so, I think it is smart for us to support this. Thank you.

Richard Shepard, resident of Troutdale, stated I had sent a letter but I wanted to address points that were not covered in the letter. I think one of the difficulties with changing the zoning and the density on that corner is the fact that it is not totally within Troutdale. It is bounded by Wood Village and Gresham. And when you talk about traffic, you have to deal with other cities and other counties, and promises are not always going to be kept, or at least on a schedule that might suit the City. Realtors say that the three important things about housing is location, location, location, and this location on this corner is not appropriate for multifamily, high-story, high-density housing. It is incompatible with all the single-family dwellings that are around it. Egress and ingress might be a real hassle. If

somebody has a medical emergency and needs to get to Mount Hood Medical Center, that might be a difficulty unless you go over a median; same thing with fire service. But I would also just like to say that the multi-city and county intersection there, and its complexity that you don't have, for example, in the apartment development behind the Safeway, which is off a very quiet street, I sat there for five minutes at lunch time today at noon, I could have laid down on that speed bump and been perfectly safe. You can't do that on Cherry Park Rd or NE 42nd Drive at noontime. So, I think that there is a lot of incompatibility, and with all due respect to the developer, in my 25-plus years as an environmental consultant, I know that if you look hard enough, you can always find data that supports your position. And just because you find it in Lake Oswego or Bend or some other place doesn't necessarily make it applicable to, A, Troutdale and, B, that specific site. Thank you.

Paul Charpentier, resident of Troutdale, stated I live on Sturgis. I own the second house down and I have never gotten a notification, so I'm almost the closest one. I hope you've all been able to drive by that neighborhood and see the traffic problems that we deal with already. Right down the street, we've got a 20 mph school zone, so that backs up traffic. And we talked about adding maybe bus service there. How many stops is that bus going to make along there, eventually? This is a map (a copy of the map can be found in the meeting packet). If you make a right-hand turn going on Cherry Park, and you want to go to Fred Meyers or Lowe's, you have to make a right-hand turn, go down 18th, go through the light, go down to Sturgis and turn around and come back, or you have to cut across traffic, go through the shopping mall, and then go down. And if you come out on 242nd and make a right-hand turn, you're going to go across three lanes of traffic, 90 degrees through everybody going this way, so that's just going to be a nightmare. He said he went to McDonald's, and they have a right-hand turn there. How many times have you seen people trying to go left over the sidewalk? Cherry Park and Woodale, there's 500, 600 people that are in this community and Mr. Sheldon lives in Gresham. You guys were voted into office by us to represent us. That's all I've got.

Tom Slyter, resident of Troutdale, stated I have some notes here, which I need to go through, so I may cover a couple of things that have already been covered. Number one, I think the traffic issue, you've got three arterials coming in that are two-lanes coming in to a one lane. I don't see a solution to that. We haven't discussed, or I haven't heard tonight, about the potential for increased traffic in Subaru and any other development that occurs on that corner, which is in the City of Gresham. What are they going to put in there? Are they going to put in more commercial, who knows what Gresham will do. I just heard a comment that they are going to increase bus service, but there is no bus service in that area right now that I can see. The closest one is at 238th and Halsey, 223rd and Glisan, 242nd and Stark, or 257th and Cherry Park, quite a ways from the complex. I'm concerned whether the City has the infrastructure in place to accommodate the apartment construction. I am also curious as to what the benefits are to the City if this change is made? There's got to be some benefit to the City, and I haven't heard of any so far. And, contrary to what the contractor said, my career in law enforcement and in the public, increased housing density oftentimes does bring more problems for your public safety services, which aren't incremental to any benefits to the City. I'm not a planner, but I don't see how they can put 50 houses on that property, unless they're mini houses. So far, I've

only heard negatives as to rezoning this property. I would sure like to hear some positives, if there are any, and share those with your constituents, if there are any. Thank you for your time.

Ryan Richter, resident of Troutdale, stated I came last week and listened to the developer. Having to go to Anchorage to find statistics to support the crime and that, it just doesn't sit. The decision before you today is whether or not to change the existing zoning, which would allow high-density multifamily housing to be built. It is my understanding that you are all elected officials here to represent the citizens of Troutdale. There is other A-2 zoning, and we do not have to pass this. I live right there. I can tell you that if I was trying to sell my house, if you were looking for a house to buy and one of them backed up to an apartment complex and one of them did not, it is going to affect the resale value. It is going to affect the value of my home. You can hire officials to review statistics and present the case, and that's wonderful, but the truth is not always a fact. I was able to talk to about two dozen or so people across Troutdale that I know, either from a Lions Club that I'm involved in or a business group that I'm a part of, and not a single one of those people were aware of the proposed change until I brought it to their attention. Furthermore, not a single one of them was in favor of the proposed change. I talked to people in Gresham, Fairview, and Wood Village. I also found out that Fairview is building a 180-unit apartment complex that is breaking ground in May of 2016. And that is down on approximately 220th and Halsey. So there is adequate housing for these apartment complexes. I received a letter from Letha Bowen, who is one of my neighbors, and she said that she spoke to Chris Damgen.

Mayor Daoust stated he is our Senior Planner.

Ryan Richter stated okay, and that that was going to be submitted upon the record. I spoke to somebody last week at City Hall about having people direct their emails in and they informed me that it was too late to send in emails. This was last week on Thursday, and that if people wanted to send in a letter, they needed to give it to me and have me come read them out loud at the meeting.

Mayor Daoust stated we got plenty of emails up until a half hour before the meeting.

Councilor Ripma asked was it Letha Bowen?

Ryan Richter replied yes.

Councilor Ripma stated we did get it. It's stamped in on today, so we did read it, just so you know.

Ryan Richter stated in part of her letter she cites a report from ODOT, and within that report, it doesn't sound like they would even allow the right-turn in, right-turn out on 242nd, which would mean, they would have to break the road through on Larsson Ave. So, if they break the road through on Larsson Ave, you're going to have parking on both sides of a street that's already an undersized street. There are going to be concerns for safety, getting fire trucks and ambulances in and out of there as well as the kids that play up and

down the street. There's going to be increased traffic flow through there. As a Troutdale citizen, I rely on you, City Council members to hear our voices when we say this development is not wanted and will drastically reduce the livability of Troutdale. Thank you.

Virginia Welch resident of Troutdale, stated I have the property exactly adjacent to the proposed change, and all of those homes there are single-level homes, and you're talking triple-level apartments. It doesn't fit with what's around that area, first of all, and that's part of the livability of a city. And then, I'm also concerned, very much so, about the traffic. I have lived in that house for 23 years, and the traffic has grown exponentially in that area.

Keith Blick, resident of Troutdale, stated the last time I was here, it was proposed to open up Sturgis as a throughway to Safeway, and they had projected 3,500 cars a day going through our neighborhood. Now, you are proposing to add a 168-unit apartment, and when you talk about the traffic improvements that will need to be made to correct what you might approve, you're talking about a 20-year period that we might have to deal with a problem that you create until it might be solved, which is incredible. To put on this neighborhood and this area a 20-year period that might not be solved in that amount of time is just ridiculous.

Virginia Welch stated they can't even fix the potholes.

Keith Blick stated no, that's right. We already have a thoroughfare up there. The intersection is rated a D and is going to be probably rated an F without any impact, and then if you have this impact, it will immediately go to an F and even worse. And you can imagine the kind of accidents you're going to have of people trying to get across there and turn when the traffic at 4:00 o'clock is already gridlocked with all of the school buses and everything. And as has been stated, we don't even know how the Subaru warehouses and the development on that section is going to impact it.

Bruce Wasson, resident of Troutdale, stated the one issue I would say about traffic is it is bad, and with deference to the engineer, if he doesn't drive it daily, he doesn't know what it's like. He can cite all the issues he wants to, but retiming the lights is not a fix. It doesn't address the issue; it only delays it. The other thing I have an issue with that is the fact that it is three-story. It would be akin to taking the Empire State Building and dropping it in the middle of Kansas. It's out of place. That's all I've got.

Shirley Prickett, resident of Troutdale, stated I have two things. Again, traffic, and something that hasn't been mentioned is that when 242nd and Cherry Park gets closed because of ice that traffic has to go somewhere else. And, number two, we had an incident in Gresham where 257th was shut down because of a culvert issue, so that increased the traffic impact on that. Plus, they have those cement dividers in there, so people that want to turn left have to wait in that line in order to wait for traffic to go through to get in to turn left off of 242nd onto Cherry Park. So, there's issues that aren't addressed yet. If we have a major event that shuts down a major thoroughfare, that intersection takes a real big brunt of the through traffic that comes through. Thank you.

Jon Lowell, resident of Troutdale, stated I live in that neighborhood. My thing is traffic, and I'm not going to go over everything they have. I want to say that when the culvert went out on 257th, 242nd Dr. was a disaster zone, and I think anybody else who has traveled that agrees with that. Second, I heard that there was going to be a signal at 38th Dr. on the Gresham Grid Zone, which comes out of the Subaru plant. That's going to go in there for the trucks, not for the people. It is not going to make it easier for people to get on and off the road. If you look at 38th Dr. where it comes across on the Troutdale side, that is a maze; that is not going to help traffic at all trying to get other people out of that neighborhood. I think that is all I want to say, but if you do feel that you have to approve this zoning change, please make it contingent on the traffic changes being done first.

Gary Dunn, resident of Troutdale, stated I live on Berryessa and Cherry Park Rd. I live on the side the Section 8 housing development is on. I would dispute everything that was said about multifamily living not having issues. I live on Berryessa. It is a nightmare with the traffic coming up and down. I can't get speed bumps there. People speed up and down there. I have to wait five minutes now, just to get out onto Cherry Park Rd. the way it is. And then the last thing I want to say is, it seems odd to me, somebody here said what's the benefit? Well, staff just said they recommend you approve it, but what's the benefit? What does staff find is the benefit to the City? I haven't heard any. So, I just urge you to vote no on this. Thank you.

Sherry Winters, resident of Troutdale, stated I live south and east of the proposed development. I want to first say that I respectfully disagree with staff. I believe that from their criteria report, their findings report, I believe Number 4, livability, value of property, that whole thing does not meet. I am a school teacher, and I find it amazing when I talk to the children. A sixth grader even today gave me this information, saying where the property was at, and I said, "what do you think about an apartment complex that's possibly three stories high there?" And he goes, "Ms. Winters, that's not fair. Those people that live by there, they'll look right down into their backyard. I wouldn't want to live there then." So, even out of the mouths of babes somebody is giving the correct information. I would also say that there will be an issue with the traffic, and Multnomah County will just mandate that Larsson Ave. get open. And if you look at a development that is getting put in over on 148th between Sandy Boulevard and Halsey, they're talking about Rose Park Way getting opened up which has been a dead-end street for my entire life. That's where I grew up and I can't even imagine the volume of cars that they will be suffering with there. I worry about it for my neighborhood and my property value because, just like you, they'll be coming from 257th and snaking all the way through the neighborhood and going back. And there are kids just down the street that like to play in the middle of the road. I can imagine that can be a problem. So, anyway, I feel like the issues on what to address, property values, everything that has been said here I totally agree with, and I would also say that the idea that there will be a lot of people biking and stuff, okay, the east wind, really? Thank you.

Marilyn Pierce, resident of Troutdale, stated I am one property over, two-and-a-half acres, to the east. This is about traffic again, and I won't take a lot of time because I'm repeating. Rather than go the way I should to my left to go out to the stop sign, I go through that neighborhood to get to a light to get to Cherry Park. And when this all came up, I just said,

well, they won't do it. They can't do it. Where will all the people go? And, so, I'm hoping it won't go. And I wanted to mention that the apartments that are built there by Safeway down the hill, that is a whole different landscape. It's on a hillside. It's not sticking out of place, nothing like an apartment building. Thank you very much.

Sherry Winters stated I just want to say one more thing if possible. I don't know if it was addressed here or not. I couldn't hear everything in the back, but the Mountain Meadows Apartments, I think that's what they're called on 257th, they spill out 100 percent of the time onto Hensley for parking. So, if that is a two-and-a-one-third parking issue there, and if that's even A-2, I don't know if it is, but those are pretty tall apartments and that's a pretty big issue with parking all the time.

Mayor Daoust stated yeah, I think they went ahead before we increased the parking. But thank you, good points.

Nicole Parker, resident of Troutdale, stated I live right behind the Safeway where Sturgis and Cherry Park Rd come together. Forgive me if this has already been talked about. I wasn't at the last meeting. There is police at those apartment all the time, usually every night. We have a lot of homeless people that cross right back there also. Our car got broken into about two weeks ago, and the policemen took hours to get there and said, "we apologize. There's not enough police force as it is right now ever since Troutdale doesn't have their own police station anymore," and that they are having a really hard time keeping up with what they already have. So my fear is if another apartment building goes in, that's just going to create even more havoc for our police officers to have to go for disputes or whatever happens all the time. I just want you guys to keep that in mind when it comes to single-family compared to apartment dwellings. Thank you.

Katie McAllister, resident of Troutdale, stated I live in Wood Village to the west, and I received a notice. I appreciate what the contractor had to say what kinds of apartments they want to build. I do not think that elderly people or retired people would necessarily move into them because they are going to be several stories. I also think because they're so close to the street to have your children that close unless they build a wall around there, and heading the traffic out in a different direction would be advantageous for new families or families with children. Also, the impact on the area where we live, we have noticed crime going up in there. So, we're not sure what kind of apartment complex this is going to be, low income, middle income, or a combination. I have no problem with a combination. It's just that a lot of times, it comes with more crime into the area, and you're worried about your kids walking out.

Bob Schmit, resident of Troutdale, stated just to touch on the crime issue, my wife happens to work for the City of Gresham Police Department. She works at night and she works the radio. I asked her a couple of nights ago when I found out this was happening, which I should have found out a long time ago. I'm pretty close. I'm in Cherry Ridge. I should have found out a long time before this. But at any rate, her estimate is about 80 percent of the calls that police have to respond to residential are apartments. Eighty percent. That's eight and a zero. I guess what I'm saying is a snake salesman is going to sell you –

Councilor Wilson interjected let's be nice, okay? Everybody is being nice..

Bob Schmit stated his stats are ridiculous. So anyway, 80 percent are apartments. We don't need this, and you guys and gals are smart enough to see that. I hope you are. Thank you.

Marco Lasconic, resident of Troutdale, stated I live on Larsson Ave., right across from where the apartments will be maybe built. Let's say they will not. Anyway, my concern is that, first of all, I would like to tell you that I would like to see houses built in that area because all houses around are houses of one level and that would be the best for all of us, for you, for the whole of Troutdale. Not just for us, but for the whole of Troutdale. And also, let's say if you decide to build those apartments over here, you make sure that you tell these guys who will build these apartments they make enough parking spaces, not just for the tenants who will live there, but also for every person who will come visit them. Now, they will have that parking space over there, but they will not cross over on our street and park all over. We don't want to see our Larsson look like a parking street like 4th Ave. downtown Portland. We don't want to see it. I want to say that if these apartments are built people have definitely more crime because all kinds of people will move there. And secondly, that will be too many people going to the school down there, way too many. Police will have much more crime if this happens. So, that is why I am asking you, I am pleading with you so much, that you work hard and let's build houses around there and that will be the best for all of us. One more thing, make sure that once these houses or apartments are built over there that we build a sound wall all the way down from Glisan to 23rd St, which turns into Troutdale, so that we don't look like over there like they live like some kind of gypsy town. When I talked to you Mayor, you know that it is all broken. All these fences are broken. All these people who own these places don't take any care of this and the fences need to be built. Any kind of good fences need to be built all the way, so that kids who live over here will not end up on a street and get run over by a car or whatever. You don't want to see any accidents happen too, and that's pretty much all I have to say.

Mayor Daoust replied I did talk to the Mayor of Gresham about a sound wall on the Troutdale side of 242nd and unfortunately, the City of Gresham is handling a lot of the improvement costs along 238th in agreement with Subaru. Rather than Subaru paying for the improvements, the City of Gresham is paying for them, and I asked them to consider a sound wall along 242nd on the Troutdale side. They said they would consider it.

Mayor Daoust closed the public hearing at 9:10 pm and called for a brief break. He reconvened the meeting and reopened the public hearing at 9:19 pm.

Mayor Daoust stated we are continuing our discussion on the public hearing and ordinance, and because of the type of hearing it is, we allow the developer rebuttal time. If you can keep it to the key points, around five minutes or so, that would help with our timing, so if you have anything you would like to say, please come forward.

Rick Nys, Greenlight Engineering, stated I just wanted to address at least a few issues. Several people brought up access to the site, speculation about right in/right out or access to Cherry Park Rd. Again, that's not necessarily something that is established here at the Comprehensive Plan Amendment and Zone Change level. We made certain assumptions on our traffic study, for the right in/right out to 242nd and then full access to Cherry Park Rd. that is related to something that's double with that site plan review. It was mentioned that ODOT was being involved. I don't know if he misspoke or not, but it is really Multnomah County's decision about access to 242nd, and we haven't heard one way or the other about access there. One person brought up the impact of Subaru. The traffic study does include the impacts of the approved portions of the Subaru project for the near-term analysis and also assumes general growth in the area as well as the approval of the Subaru project for our 2040 analysis, so that is already built into the analysis. Some mentioned the traffic signal at 242nd and 38th and that it had only been for the trucks. Actually, it will help the neighborhood. A full signal will be installed at 242nd and 38th. It won't just help that intersection, but it will also help the intersection to the north, the 23rd intersection, because it will create gaps in the traffic streams. It will actually make it easier for traffic to turn out from 23rd onto to 242nd, so it does provide additional benefits to others than just at the 38th intersection.

Rick Givens stated a lot of points were brought up. I'll just hit the high points here because I know you've been listening for a long time. Several people asked, "what's the benefit to the community in terms of approving this project versus leaving it as it is currently zoned." There are a number of them. I think we're talking, like, \$23 million or \$24 million of assessed value that's a benefit to the community. We're talking about 168 households that would shop at area commercial and retail developments, and use the bank and all those kinds of things, so there's a certain economic development benefit to the City; jobs created during the construction of the project, money spent from other businesses in the area while the project is being built. Providing housing, a needed type of housing in an area that currently is underserved with this particular type of housing. I know you've got some more A-2 in other parts of the city, but not right in this area where there is so much economic development going on. The other question that was raised that I thought was on point was about livability, and the criterion we have to meet regarding livability, the impacts of the project on livability. I did a quick count from aerial photographs and there are, I think, six single-family homes that abut this site in that developed project to the south. Several people have talked about, "Well, you're going to have three-story apartments over-viewing my property." I've mentioned in our testimony at the previous night that we're looking at a lot of things to mitigate that in terms of setting the units back quite a long ways and using garages as buffers. So, we're not talking about right on the property line, we're talking about 60 to 70 feet back from there being the closest units. But all of that will be hashed out in the design review. The question you have to look at is, is there a possible way this property can be developed in a way that wouldn't impact those properties, because there are a number of things we can do. We can set all of the units to one side, leave an open field in between. All of that is a design review question. The question is, are there other apartments of similar size that are developed in close proximity to single-family neighborhoods in Troutdale that operate successfully without impacting the neighborhood? Clearly there are, you can look at the aerial photographs I provided for a couple of projects that are found in the area. It's a design issue. It's a matter

of where do you put the houses, the apartments, how tall are they, what are their site lines, what do you do with the way of landscaping and screening? All those kinds of things get hashed out at the next phase. The other point that was raised that I got kind of beat up on was as if I cherry-picked stats regarding crime and the impact on property values. This is the Urban Land Institute, folks; it doesn't get much more respectable than that. It's a study produced by them in conjunction with, as I said before, the National Multi-Housing Council, Sierra Club, and American History of Architecture. It is a well-researched study, and the impacts they are finding here is that there is no evidence to show that there is an increase in crime associated with well-done apartment complexes. Sure, there may be some skid row kind of development elsewhere that you do have issues with, but nice, clean, new apartments are not an issue for crime. Also, there's no evidence that there is any negative impact on property values. I can read you more quotes. The ones I read were from Anchorage. Those were just a couple of things out of this whole report, you're welcome to read the whole thing. It mentions several other projects in other cities. It is a well-respected analysis, and I am not cherry-picking stats. Again, I think the biggest issue is traffic. We've gone over it a bunch of times, but suffice it to say that there is an issue that has to be dealt with here and in the long-term to improve that intersection, whether it is adding lanes or whatever. We have left room along the frontage there so there would be room for an additional traffic lane if that eventually becomes the design solution to help fix the thing. But the fact of the matter is that we meet the criteria the way they are established. We look at the current situations, C & D, that meets your standards if we were to go forward with developing the property. In the long-term there is an issue but our impact on it is negligible. Either way, it needs to be fixed. This is not unique. It is all throughout the metropolitan area, and the solution to our housing needs is not stop building until we fix all of the roads because we all know that never happens. There is never enough money until you do the development, get system development charges, and then you've got some money to do something good with. That concludes my remarks. Thank you.

Mayor Daoust stated thank you very much. So now I'll just open it up real briefly for the last few questions from Council before we go around and make our statements. Are there any last minute questions from the Council for Staff or the developer?

Ed Trompke stated Mr. Mayor, first you should close the hearing now that the rebuttal is over.

Mayor Daoust closed the public hearing at 9:28 pm and asked for final questions.

Councilor Allen stated it sounds to me like a lot of the devil is in the details in the planning phase of it, the design phase and not the actual zoning phase. And yet, if we go ahead and we zone for an A-2 then the amount of control that you have over design is limited. So, my question is, is A-2 as an optional zone or conditional zone, a possibility so that the design can be reviewed with more scrutiny in the planning meetings?

Steve Winstead replied first of all they have addressed that. The decision on design review right now, rests with the Planning Director, but if he chooses to do it himself and make a statement and then give notice of his decision –

Councilor Allen interjected unless it's conditional, then it's the Planning Commission.

Steve Winstead stated unless it's conditional, yes. I have already stated from the very beginning that I will not do this unilaterally. I will totally engage the Planning Commission all the way through on this project. I work well with them and they basically are very tuned in to what this project is about and I will engage them completely in terms of design.

Councilor Allen stated well, the question still stands, is it an option?

Steve Winstead asked is it an option not to do that?

Councilor Allen replied to have a decision where A-2 is a conditional use for this property.

Steve Winstead stated under the R-5, I don't believe A-2 can be approved as conditional use.

Councilor Allen asked is there a zoning board that would make it conditional?

Steve Winstead replied with the densities that are proposed I do not believe there is another zone that it can go to even as a conditional use.

Councilor White stated one quick question. Is Troutdale completely in charge of how this property is zoned?

Steve Winstead replied that is correct.

Councilor White asked there is no outside influence from Metro or other agencies that can force workforce housing since it is so close to the Vista property?

Steve Winstead replied I believe this is totally a Troutdale issue.

Mayor Daoust asked a question for Ed, are we voting on this tonight?

Ed Trompke replied yes, you may. There should be a Council discussion with a motion and a vote.

Mayor Daoust replied okay, we'll move forward then. So we kind of agreed to go around in a circle starting with Eric Anderson, and make any comments that the City Councilors want to make. If you don't want to comment, you don't have to. You can just vote, but if you do have comments or whatever you want to say, go right ahead.

Councilor Anderson stated I feel, with all the testimony, compelled to comment. First of all, I would like to express my appreciation to the many community members who took the time to appear in person to offer their input on this issue and to those who sent their thoughts along via email. I would also like to thank Sheldon Development for considering Troutdale and showing the Council a very detailed proposal of what they would ultimately

like to build on the site. I've listened intently to your input and I've researched this issue just as intently, and while I appreciate concerns about property values, livability, and the like, those are concerns unique to the Cherry Ridge neighborhood in this case, and, most likely, any existing neighborhood anywhere that a development like this may occur. But what I do base my decision heavily on is the impact such development will have on the overall area, including Gresham, Fairview, and Wood Village, along with Troutdale both now and in the future. Quite simply, the intersection of 238th, 242nd, and Cherry Park Rd is failing now, and we all saw what the temporary closure of 257th did to the traffic in our area. But having had a daughter to drop off and pick up from Reynolds High School, having friends who live east of 242nd and in order to get onto to 242nd southbound during afternoon rush, they must utilize Sundial and Stark to get there. This intersection and stretch of road is troublesome under normal circumstances. You combine that with Glisan St. and Cherry Park Rd. being a major conduit for buses going to and from Reynolds High School, Walt Morey Middle School, Sweetbriar, and Troutdale elementary schools, and it can be argued that it's maxed out now. But what's most alarming when considering this development is the fact that Multnomah County has no plans to make any improvements to 242nd or Cherry Park Rd now or in the foreseeable future. Signal modifications by themselves, in my opinion, aren't enough, especially as the Subaru plant and resulting development comes online. It is for that reason alone that I cannot support this or any development on this site, including the single-family homes it is zoned for now. In fact, if possible, given that Christmas trees and strawberries don't drive, I would love to see the site zoned agricultural until such time as 238th, 242nd, and Cherry Park Rd. can be widened or modified to accommodate additional use. I also want to be perfectly clear that my decision tonight is not anti-development. Furthermore, I would encourage Sheldon Development to consider areas of Troutdale zoned for multifamily and where traffic concerns aren't as pronounced as they are on the proposed site. Again, thank you to all who have appeared before Council on this issue. I sincerely appreciate your input.

Councilor Morgan stated so, mine aren't quite as prepared as Councilor Anderson's, but I really appreciate what he mentioned. I work in real estate and, so, for me, I don't see there being enough housing in Troutdale. I'd ask for unanimous consent to enter in the Harvard study that would counteract a lot of the beliefs about this type of development. I don't think this is the type of development the citizens want in Troutdale, at least in this neighborhood. I also don't think it's a development that we're striving for, at least in this area. It goes back to what Paul had mentioned and what Ryan had mentioned. This gig is pretty easy. You listen to what citizens say. You listen to what they want. All the rest is pretty simple, so in that thought I intend to oppose the proposed zone amendment.

Mayor Daoust stated I focused mainly on the decision criteria and the findings and the way that the statements were made that said we meet the criteria. When it comes to a decision like this, when we are talking about Comprehensive Land Use Plan change or a zoning district map, those are the criteria we have to look at. I did go through and I will use the word "disagree" with staff, although I have the utmost confidence in staff, but the fact that we'd met the criteria, the wording was not concrete enough that I could say that we met the criteria. In the Comprehensive Criteria Number 6, it talks about traffic and it is recognized that both entities and review entities have expressed concerns of the impact of future development on the property, but those concerns shall be addressed during site

and design review. My concern is there's not that many options that will be considered during site and design review when it comes to traffic because if Larsson Ave. is not an option, pretty much the options for traffic have been presented and discussed right in/right out onto 242nd, something off the north end to get people in and out of there. I don't know what other site design options there would be. So, we can say that we think we met the criteria, but I'm not so sure that we can meet the criteria that follow along with the Zoning District Map Criteria Number 4 that one of the citizens brought up. "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." That's the one I had the most problem with. When staff said the criteria are met, my gut kind of clenched up a little. And again, for the buffering solutions, probably can be dealt with by setting back the apartments, but the access restrictions, again, I go back to the point of how many options will there be during site and design review for access restrictions? And I can't come up with that many. I can't come up with other options that could be, I mean, besides opening up Larsson Ave and letting traffic go through the neighborhood. I mean, I suppose that could be brought up during site and design review, but it sounds like it may not be. And, Number 5 talks about the general interest of the community and again, staff said the criteria has been met, but again, I think, well, there's more than just Troutdale involved here. We have Gresham, Wood Village, the Reynolds School District and Troutdale. So, we can say we meet the criteria for just Troutdale, but my gut tells me there's more to that answer than just saying we meet it. Nothing against staff. Staff does a great job here, and you've done a great job throughout this whole thing, but the reason I am not going to vote to change the zoning is I had a problem with some of the criteria.

Councilor White stated I drove through the neighborhoods and it's a beautiful neighborhood, very charming, and I think the people that live there made a wise choice to move to Troutdale. Part of that choice was how are the surrounding properties zoned? And I'm always okay with the down-zoning option like Edgefield proposed for the old pig farm. But to go the other way undermines everybody's decision-making process and how do you have a sense of fairness if you impose that on a community or a neighborhood? I agree there is a housing shortage. I started out in an apartment, as I think many of you probably did. It encouraged me to get my own place. And as far as traffic goes, I think we're going to see the bus down there soon. I think you're going to see improvements. They need to be made and it sounds like this Council is willing to look at that. It's not really our road, but it borders our city and we use it. I'm talking about 238th. For that road to be three lanes, I think, was a mistake and I know Councilor Allen led the charge on that idea. That ship has sailed unfortunately, but maybe it's not too late to relook at that, especially with this added development. I also think it is unfair to the property owners that own A-2 or similarly-zoned properties, that those properties should be developed first. But keep in mind that we all need jobs. We need businesses supported by built-in residents. It helps a community. I don't want to see this community die by not having enough development when businesses pull out and all of a sudden are replaced with a less desirable business. I worry about that. Unfortunately, I'm not going to be able to support this tonight. That's all I have.

Councilor Allen stated we see a room full of people who are predominantly telling us we have a traffic problem. I wish they were here last year when we were talking about this intersection and 238th. I do firmly believe that 238th needs to be four lanes. This one development that we are talking about is really a gnat on the elephant. When you look at the other properties that are around that have recently been developed and are about to be developed, we've got a problem, and that needs to be fixed. And it's not going to get better if we wait. The next thing is, I heard that there definitely needs to be a respect for privacy. If this were to go forward, there has to be mitigation methods. I'm hearing that it is not going to go forward. The other thing is adequate parking. I think the Council made the right decision when we were asked to reduce the number of spaces. We did not do that and I think that was appropriate. I do question whether our current parking requirements are actually enough. I think it is a burden on surrounding areas when vehicles start parking in neighborhoods in order for visitors to visit a higher-density development. There would need to be isolation, such as Larsson Ave. should not be allowed as an access into the property without just the flow of traffic into single-family residential areas. And one of the things I'm seeing is a lot of growth in this area, and I'm seeing that people who are moving here, most of them actually know they are going to be able to afford housing, so what's happening is people who already live here are getting displaced. They can't afford the high rents. They get displaced from their home. Part of that is the urban growth boundary has not been moving. We've made requests. It hasn't moved in this area and I think that the cost of rentals right now is high, and I don't know how our young people – I don't know how they survive. I just don't know. So, I think the devil is in the design phase, and I would approve it only under the condition that the design goes to the Planning Commission because I know that they're very concerned people to ensure proper development. Let's face it, R-5 is not a picnic either.

Councilor White stated I would like to thank everybody for sticking it out here tonight. You see the wheels move slowly trying to get through the process of plan changes. You guys should come every week so you can see how it all operates, and it's not as easy as it looks on the surface. I want to thank the City staff and the Sheldon group for presenting us with this opportunity to change the R-5 to an A-2 lot, but because of the time of night and trying to respect all of you out there, I'm just going to say I can't support it tonight. And if there needs to be a motion not to support it, I'm willing to move forward with that after Councilor Ripma speaks.

Councilor Ripma stated I was just listening carefully. Unfortunately, we can't require that well-placed market rate apartments that have no negative impact on property values get built there. All we can do is zone it A-2, and anything could get built there, and that worries me. Just a couple of things, under R-5, Larsson Ave. might be used. It was mentioned, but we can't guarantee that Larsson isn't going to get used with the apartments. It sure looks to me like that would be an option that would end up being used, and well, that would be bad. That's all I heard was how bad it would be. I am glad so many people came. You care about your city, your neighborhood. What I heard from everybody I talked to about this—was negative. It meets the criteria for a zone change, but it's not beneficial to Troutdale. And, we saw fit to zone this the way we did when the plan was originally done years ago with full public input, and we should not set that aside, so I am glad to agree with my fellow Councilors on this issue.

MOTION: Councilor Ripma moved to vote no on the ordinance. Seconded by Councilor White.

Councilor Morgan stated point of order.

Mayor Daoust stated yeah, go ahead.

Councilor Morgan stated noted you're making a motion to vote it down, so that's yes to deny it and a vote no to accept it.

Councilor Ripma replied I don't mean to make it confusing but, yes, I would like a yes vote to turn this down. Is that ok?

Mayor Daoust stated why don't we just read the ordinance the way it is and then vote yes or no on it?

Ed Trompke stated that would be the appropriate thing to do.

AMENDED MOTION: Councilor Ripma read the ordinance "An ordinance amending the City of Troutdale Comprehensive Land Use Plan Map and Zoning District Map for a 6.88 acre parcel, 1N3E35BC700, currently designated MDR, medium density residential, and zoned R-5 single-family residential and proposed to be designated high density residential as zoned A-2 apartments residential consistent with the Type 4 quasi-judicial procedures as defined by Oregon Revised Statutes and found in Chapters 215 and 216 of the Troutdale Development Code." Seconded by Councilor Morgan.

VOTE: Councilor Anderson – No; Councilor Morgan – No; Mayor Daoust – No; Councilor White – No; Councilor Allen – Yes; Councilor Wilson – No; Councilor Ripma – No.

Motion Failed 1 – 6.

8. STAFF COMMUNICATIONS

Ed Trompke, City Attorney, stated I thought the Council might be interested to know that it was reported today in the newspaper that the deed for the Simon Outlet Mall has been recorded as of January 8th. It was bought by three Delaware limited liability companies; Austell Columbia Gorge Equities owns about 61.5 percent; TPI Diversified Columbia Gorge, LLC owns about 33.5 percent; and TPI Columbia Gorge Investors, LLC owns about 4.95 percent. It does impact what we are doing with the negotiations on the Urban Renewal District, but not in any great way, so we can continue those negotiations and we'll be reporting to Council on that in the near future.

Councilor Morgan asked for \$28 million?

Ed Trompke replied I'm sorry, I should have said \$28.245 million.

9. COUNCIL COMMUNICATIONS

Councilor Anderson stated Mr. Mayor, members of the Council, City Staff, and citizens of Troutdale, after careful consideration I have decided to resign my position effective March 31, 2016 due to an increasing workload, travel schedule, and family concerns. I take very seriously my commitment to the City and the citizens. We meet twice or more per month to do the people's business. I was elected by the people to represent them and make the most informed and best decisions on issues facing us that I can. Though some disagree, I feel I've done that. But to do that effectively, however, you have to be present. To be present more than absent is not a promise I can make anymore. I will walk away from five years in this chair having learned a lot about this City, how it is governed, how it is run, the people who govern and run it, and small town politics in general. I have taken great pride in serving Troutdale for the last five years. I love this City and no matter where my travels take me I always look forward to coming home. I value the friendships that I have made with fellow Councilors, members of our staff, citizen volunteers, and our citizens at large, and in closing I would like to acknowledge the support of my wife and daughter and my many, many friends in my service to our City. It truly means a lot.

Mayor Daoust stated thanks, Eric. I will work with Ed on what the next steps will be for the Council to fill his position. I don't think we quite have that figured out yet.

Ed Trompke replied no, I will need to take a look at the Code and the Charter.

Councilor White asked since we are so close to election, would it be an option to run a Councilor short and let the people decide?

Ed Trompke replied the election is May 17th, so March 31st is less than 60 days, so it wouldn't be in May.

Mayor Daoust stated I don't want to let it go that long. We can talk about this another time.

Councilor Ripma stated we should learn our options.

Mayor Daoust stated very good, well, that took guts to say, so, thanks.

Councilor Morgan stated I would like to thank Eric for his service to the citizens of Troutdale. I know that he works awfully hard. It's family first though, whether it be family of Troutdale or family blood relations, so I appreciate that. I don't have much other than I'm really proud of this Council for being one of the only cities in our region to act on human trafficking in a compelling and swift way. I think that says a lot about the leadership on the Council says a lot about the need to solving this issue. In closing, I'm excited to

leave tomorrow morning to go to Iowa to the caucus, so that should be a fun experience. And I will bring you all back an ear of corn.

Mayor Daoust stated I will bring up one more time the Troutdale Airport, the Advisory Committee meeting Thursday at 5:30 pm at McMenamins Edgefield up in the ballroom. I'm on four transportation committees in the Portland Metro area, and the one that is the most impactful right now is ODOT's Area Commission on Transportation, which I am on. We are making decisions and prioritizing all the ODOT projects in the Portland Metro area all the way to Hood River. There's a list of 22 projects we have to prioritize and narrow the list down. There's one in Gresham. There's none in Troutdale because Troutdale has been the receiver of some of the biggest ODOT highway construction project dollars in the entire state with the new interchange we got at Marine Drive and the new bridge across the Sandy River. I mean, ODOT just slammed millions of dollars into Troutdale this last year, so we had our share. The Golden Age of Troutdale happened as far as the highway improvements that happened in our City. We need to decide whether we will have an Executive Session next Tuesday on property acquisition issues. Ed and I will talk about whether that is next Tuesday, the 2nd or the following Tuesday on the 9th. I guess we haven't decided that yet, even though I said I would be okay with an Executive Session on February 2nd next week, I don't know for sure whether we are going to actually do it then, depending on whether we're ready. And that's all I've got.

Councilor White stated I know the National League of Cities trip is coming up, and we talked about doing this as a test run and we also mentioned the Council input on the criteria for that trip, so I know it's getting close and I would like to see that scheduled.

Councilor Anderson stated I'm not going, and I think somebody else dropped out, too.

Mayor Daoust stated Craig is going and I'm going. I haven't talked to Councilor Morgan about that yet.

Councilor White said okay, I just didn't want to miss that, whether you guys go or not.

Sarah Skroch said Craig Ward has it for February 9th on the agenda to discuss the priorities.

Councilor White stated I wanted to introduce our new Deputy City Recorder, but she's left, so I'll save that for another time. I want to thank Councilor Allen for his service last year as Council President. I thought you did a good job. That's all I have.

Councilor Allen stated well, I'm sensing a change of heart for the Council and I'm just wondering if the members of this Council will support 238th being a four lane. It's only a matter of time; it's got to happen.

Mayor Daoust stated well, we're not going to make any decision or conversations tonight on that. I mean, you remember what the engineer said, the intersection is the problem, so I don't want to get into a discussion on that tonight. The intersection is the problem. Even if they added the fourth lane, that would increase the problems at the intersection.

So, that's my two cents worth. I don't want to talk about it tonight, but you know what I mean. I don't know how to handle that, it's already been discussed numerous times.

Councilor Allen stated it is flow of traffic to the freeway, that's what bothers me.

Councilor Wilson stated I would like to thank Eric, when I first got on the City Council, for his guidance and support of my ideas. Don't make yourself a stranger, Eric. I know you're not cold yet. I would also like to have a work session regarding the rent that we get from the police department. I know that we set aside a certain amount of money that is not in resolution form, so it can be changed any time, but I would like to have a resolution of either having the amount that we've set aside or an increased amount based on a work session that I would like to have before the budget meeting.

Mayor Daoust asked to pay down the police building bond?

Councilor Wilson replied yes, to guarantee there is a certain amount because it's not guaranteed right now by resolution. Any Councilor can just take that money and put it in the General Fund. It's not what our citizens of Troutdale expected of that money. It hasn't been dealt with yet but the entire \$200,000 is not being used to pay down the bond, and I would like to either see the amount that we've set aside, or increase the amount, and put it into a resolution to help pay down the bond and guarantee that the money is used for that.

Mayor Daoust stated before the budget committee meeting, we might be able to arrange that.

Councilor White stated I think I'm still in shock over Eric's announcement. I just want to make sure I thanked Eric personally for his service and devotion to this City, and you'll be missed.

Councilor Anderson replied you're welcome, thank you.

Mayor Daoust stated I'm going to give my goodbye speech in March. I'm not going to say it now. I'll congratulate him, right now.

Councilor Anderson replied you do it in March and I might not leave until April.

Councilor Ripma stated by the way, putting something in resolution form doesn't prevent the next Council from changing it.

Councilor Wilson stated it makes it hard though.

Councilor Ripma replied not much harder, but I'm all for having the discussion. And Eric, your five years gave you all the experience of being on the Council and all the fights and good times. You just never had a contested election, lucky guy; that's what you missed. Anyway, we're going to miss you, but not until March so I won't say anything more. On Scott Kenney's public comment about the airport, you know the Port, when they were

here a few months ago, talked about doing a study that had several options, and I remember that we forcefully reminded them that we wanted Troutdale Airport to prosper. Scott Kenney was under the impression that the decision has already been made and they're not going to honor that, and it sounds like this advisory group on Thursday will advise the Port. I assume no final decision is made on Thursday. We still should go; we should have them support us, but we need to be forceful in protesting them tearing down all the buildings and shortening the runway to a non-useful commercial length is—well, I object.

10. ADJOURNMENT

MOTION: Councilor Ripma moved to adjourn. Seconded by Councilor Anderson. Motion passed unanimously.

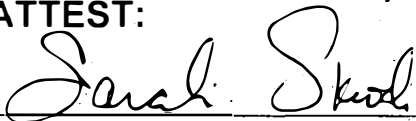
Meeting adjourned at 10:07 pm.



Doug Daoust, Mayor

Dated: 7/13/16

ATTEST:



Sarah Skroch, City Recorder

CITY OF TROUTDALE
CITY COUNCIL – Work Session/Regular Meeting
Tuesday, January 26, 2016

PLEASE SIGN IN

Name – Please Print	Address	Phone #
Keith Bickford	MCSO	503-793-9224
Brad Robertson	FPD - East Metro Gangs	503-209-0072
Robin Sells	GPD	503-618-2165
Joan Semprebon	334 SE 21 st Ave ^{PPX}	503 232-7148
Rob))
David Brown	2006 SW 24 th	503 666-6524
Edith Gillis	4626 SE Clinton St 5297206	503 777 4411
Paul Wilcox	TROUTDALE	
Diane Castillo White	Troutdale	503 888 1905
Sam	troutdale, OR.	
Sandra	2225 SW Larsson	503 665-5684
Leon Allheart	2012 SW Cerise Way	971-212, 3827
Jayne & Bob Lavoni	2124 SW Cerise Way	503-730-2207
Richard Shepard	2404 SW 23 rd St.	503-667-4517
J.T. Wright	1530 NE Kerns	NA
Tom Myler	1615 SE 28th Ct, Troutdale	503-358-1313
Sally Sander	1980 SW Montmore	
Bradly ONeil	2000 SW Stella Way troutdale	503 267 3772
Carey SAVIDGE	1980 SW MONTMORE	
WAYNE BERE	2423 SW 23 ST	503 661 9150
Rob spears	2437 SW 23 ST	503 577 5642
Bria Shuts	715 SW 20th St	503 830 1448
BRUCE WASSON	150 SW CHERY PL RD	503-661-1042

Name - Please Print	Address	Phone #
ANGIE SCORFIEUZA	1302 SW Napoleon P Troutdale	503-863-6900
Marilyn D. Jones	2260 SW 18 th Hwy	503-665-0256
Sam L. Elton	2320 SW 18 th Hwy	503-618-0170
PAUL CARPENTER	2120 SW 16 th St	503-257-5946
Anthony Meyer	2309 SW 22 nd St	503-929-2895
Virginia Wilson	2133 SW Larsson Ave	503-669-7264
Joyce Lorce	2239 SW Larsson Ave	503-492-1576
Chuck Cox	1097 E 1/2 Col Ruthing Trl	503-799-9667
Beky Smith	2535 SW 23 rd Circle	503-349-0795
KENNEY POLSON	2359 SW THOMAS AVE. Gresham	(503) 380-9861
Kathleen C. McAllister	24002 NE Oregon St Troutdale	503-991-1823
Stan Rooney	1865 SW Minnow Way	503-413-9758
Doug Hanack	2035 SW Montrose Way	503-816-0124
Shirley Prickett	2617 SW Indian Trl	503-667-5412
ROBERT SCHMIT	2006 SW NORTHSTAR WAY	503-667-0193
Jon Lowell	2304 SW INDIAN MARY CT.	503-570-6484
Nicde Parker	2202 SW NorthStar Way	971-344-3021
Philip A. ...	2121 SW CERISE LANE	503-734-9439

Meeting Date: _____

Page #: _____