

MINUTES
Troutdale City Council – Regular Meeting
Troutdale City Hall – Council Chambers
104 SE Kibling Avenue
Troutdale, OR 97060-2099

Tuesday, May 10, 2011

1. ROLL CALL, AGENDA UPDATE

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

PRESENT: Mayor Kight, Councilor Ripma, Councilor Anderson, Councilor Thomas (left at 9:00pm), Councilor White, Councilor Allen, and Councilor Daoust.

ABSENT: None.

STAFF: Craig Ward, City Manager; Debbie Stickney, City Recorder; David Ross, City Attorney; Rich Faith, Community Development Director; Elizabeth McCallum, Senior Planner; Travis Hultin, Chief Engineer; Amy Pepper, Civil Engineer; and Charlie Warren, Public Works Director.

GUESTS: See Attached

2. CONSENT AGENDA:

2.1 ACCEPT MINUTES: April 26, 2011 Regular Meeting.

2.2 RESOLUTION: A resolution approving an additional extension of the term of the Comcast Cable Franchise.

2.3 RESOLUTION: A resolution authorizing the City Manager to renew a lease agreement with YMCA for use of office space at the City Conference Building (CCB).

2.4 RESOLUTION: A resolution accepting a Public Utility Easement (Sundial Pump Station) from the Port of Portland relating to the Troutdale Reynolds Industrial Property (TRIP).

2.5 RESOLUTION: A resolution accepting a Public Recreational Trail Easement from the Port of Portland relating to the Troutdale Reynolds Industrial Property (TRIP).

MOTION: Councilor Ripma moved to adopt the consent agenda. Seconded by Councilor Thomas. Motion Passed Unanimously.

3. PUBLIC COMMENT: Please restrict comments to non-agenda items at this time.

Sam Barnett, Troutdale resident, stated I am here on behalf of myself as well as community members and organizations in Troutdale to talk about the renovation of the kitchen at the Sam Cox Building. Mr. Mayor, I have to say that I found it somewhat offensive and was very disappointed in the May/June edition of the Troutdale Champion where the Champion had placed a picture of one of the Steelheaders doing demolition work. You began your editorial saying "on a recent weekend the Northwest Steelheaders traded in their fishing rods for hammers". The Steelheaders did the demo of that kitchen several months ago. This process has been very frustrating to community members and club members that rent the space or would like to rent the space. December 6th the kitchen was closed. We are going into the sixth month. This is a 3-week project. I believe that if any one of you had a renovation project to be done in your home you would have a cost and an estimated time of completion of the job. I know that this was brought up at the last council meeting. I would like to know what has been learned in the last two weeks regarding the kitchen. I can tell you that the City is not losing hundreds of dollars; the City is losing thousands of dollars by not being able to rent out the facility. As I understand it, the money for this renovation is coming from an increase in the rental rates. The City is receiving calls to rent the facility and you can't rent it out. The Scouts had a spaghetti feed and a pancake breakfast without use of the kitchen because they were prepared; I give them credit for that. On December 6th the kitchen was closed. On December 20th the countertops were removed. A city worker told me that he had to make it look like something was happening. In February Dick Bohlmann was waiting for prints from electricians and plumbers. This was not a job that was put out for public bid. Dick Bohlmann had some contractors lined up that have obviously failed him. In mid February I offered the City my services as a project coordinator at no charge. If the City gave me a budget I could use Dick's contractors or pull my own together and get it done for that cost. I did not hear back. My trade is project manager in reconstruction and restoration. The first of April a city employee told me that we are still waiting for prints, and that the contractors are not getting anything done and if the contractors aren't going to get in here and do it we are going to have to do it ourselves. I don't believe that there are any licensed and bonded electricians and plumbers on the city payroll. Two weeks ago there was some lumber delivered in the kitchen and it is sitting there. Nothing has been done since the demolition by the Steelheaders. It is a huge inconvenience to the clubs and organizations that use the building, and those that want to rent it. This is the wedding season. I would like to know, and it won't appease me to hear that we are looking into it, what have you found out between the last city council meeting and tonight?

Mayor Kight stated we did receive a report from Dick Bohlmann. Mr. Ward, would you like to respond?

Craig Ward replied we asked him for a report and he provided that to the Council last Friday. I haven't evaluated the total history of this. Whatever assumptions have been made about using volunteers to complete this project were really not made apparent to me. It has been Mr. Bohlmann's project from the beginning and I will have to talk to him about it.

Sam Barnett stated the only volunteerism in this project was the demo by the Steelheaders. You can't have volunteers do the rewiring or the plumbing. Dick has contractors lined up to do this. I don't know if it is on a favor deal but I have a feeling it is, which is why nothing is getting done. I know that this is a small town, and I know that we don't have to do the kinds of things that larger cities have to do as far as a public bid, which never happened. This is the kind of trouble that we get into when we ask friends of ours who are contractors to do a job and they sit on it and get there when they feel like it. This is a 3-week job turning into six months. I really feel that the fire needs to be lit somewhere.

Mayor Kight suggested adding this topic to the next meeting agenda.

Council agreed.

4. REPORT: Annual Report by Travis Stovall, East Metro Economic Alliance's Executive Director.

Travis Stovall provided the Council with a handout (attached as Exhibit A) updating the Council on what East Metro Economic Alliance has been doing this past year (2010).

Travis Stovall stated I will be submitting to the City Manager an Annual Report at the end of the fiscal year that will address the performance expectations outlined in the Memorandum of Understanding that coincides with the funding that the City of Troutdale contributed to EMEA.

Councilor Anderson asked are there any duplication of efforts going on between yourself the Economic Development Consortium and the Chamber of Commerce, or are you all covering different tracks?

Travis Stovall replied we actually cover different tracks. Each organization has its niche of where we operate. The Chamber of Commerce is really looking at growing your businesses. The Chamber connects folks together in ways that allow them to network and market so they can grow their organizations. EMEA really looks at the environment of the region and ensures that it is one that is conducive to economic development. The Economic Development Consortium is active responding to RFPs for development, which is a whole different set of tools and opportunities.

Councilor Thomas stated I wish we could find a different term for East County; I hate that acronym.

Travis Stovall replied our Industrial Recruitment and Marketing Committee is looking into that.

5. DISCUSSION: A discussion of TriMet's proposal to exchange bus route 77 with 80/81 - continuation.

Travis Hultin, Chief Engineer, stated for just over a year the TriMet bus line 77 has been servicing Glenn Otto Park and currently using the park as its layover. This was initially a temporary situation associated with the Arch, but we also used it as an opportunity to do a pilot project to see if it could be made permanent. At the conclusion of that period TriMet and the City concurred that it should stay there. After that TriMet came to us and proposed to swap portions of routes 77 and 80/81. That change carried with it some pros and cons. The City Council weighed those issues at a work session and concurred with TriMet's recommendation and proposal to make that swap, which will commence on the first Sunday in June. As part of that discussion we also talked about how this would give us an opportunity to make some changes to the bus stops in downtown. The Council decided that this was something that they wanted us to bring back and discuss as its own topic, so we are continuing that discussion tonight. At the February 15th work session we gave the Council an initial proposal and recommendation. The Council made a couple of suggestions. TriMet talked with their staff and ridership and they have come up with a new proposed arrangement of bus stops for downtown that they feel, and city staff concurs, is an advantageous change for the bus service in downtown. Also at the February meeting the Council asked us to look at moving a bus stop that was in front of the Troutdale Vision Clinic to Mayors Square. TriMet considered that change and found that it would have significant impacts on the parking situation and they didn't feel it was advisable. They subsequently have proposed to move that stop to the intersection of Harlow and Columbia River Highway, which would be in front of the Marino block. TriMet would like to make any changes to the bus stop locations at the same time that the Line 77 80/81 swap takes place, which is on the first Sunday in June. TriMet is looking for a firm answer tonight on what the City's preference would be.

Mayor Kight stated I can think of only a few subjects that end up being as contentious as trying to establish a bus stop in our downtown. Part of that is due to the lack of parking that we have in our downtown. We don't have a parking structure so everyone parks on the street so when you have a bus stop that takes up two or three parking spaces we hear about it. Hopefully we can resolve this issue where at least the majority of the folks are happy.

Travis Hultin stated we received comments from some of the downtown business folks today via a letter that was signed by several of the business owners and they have expressed some preferences. (A copy of the letter was provided to the Council at the meeting and is included in the packet.)

Councilor Ripma stated these are bus stops in downtown not layovers. Is it possible to have a bus stop without taking up parking places? One of the suggestions in the letter we received tonight is to extend a sidewalk stub out past the end of the street towards the bike lane and just have the bus stop basically in the traffic lane and pick-up passengers rather than pulling to the curb and taking up parking. Is that doable?

Heather Boll, TriMet Project Planner, replied we have a standard transit curb extension, which we typically use in a location where there is significant ridership. If you are going

to capture the front and rear door of the bus you are talking about a 30' long straightaway to do that. You might get away with 28'. We typically don't like to do a short curb extension like this where you would be letting people out from the rear door into the side of a car because they might step out in between the car and bus. We like to avoid the possibility of the bus pulling away and them getting snagged on the bus. We try to look at the dynamic of how people use the stop. We do like transit curb extensions because the bus doesn't have to pull in and then there is less impact to parking. It is not a bad idea; I just don't think that downtown Troutdale has the ridership.

Councilor Ripma stated I think the suggestion is not that the rear door would be in front of a car, it would be basically in the middle of the cross street. It seems that the eastbound south stop is the one of greatest concern. The bus would pull up basically across the street and people could get out.

Heather Boll stated that is not preferred either. We try not to block intersections when possible. There are a number of reasons not to do that. That wouldn't be something that we would design. Those are the type of bus stops that we are stuck with when nothing else will work out in rural areas where we are worried about where people would be standing to wait, so we block an intersection for their safety. I don't think that is necessarily going to work downtown. I would just like to clarify that you can park in front of any bus stop that doesn't have a no parking area or a bus zone in front of it. Are we just referring to the Dora stop primarily, or is it also the westbound stop?

Councilor Ripma replied the letter appears to be concerned with the eastbound stop at Dora.

Heather Boll stated my understanding is that currently there is a fire hydrant on that corner already which is part of the reason there is no parking. I was looking at an older Google street view and I noticed that there use to be a handicapped parking space there. I don't know if TriMet asked for that zone, or if that is something that Troutdale decided on your own. I was actually surprised to see that there was a no parking area there. We typically don't ask for zones unless we need them for some operational need or when there is high ridership and we have people in wheelchairs to load. You will be getting that parking back because we are moving the stop. If we move the stop to Harlow, because the 80/81 buses are shorter we were thinking that it would be nice to get two parking spaces to have a short zone, but if you are not amenable to that then I would at least recommend removing the one space closest to the crossing because when cars or trucks park right up against that crossing if you are in a wheelchair you can't possibly see to cross the street until you are in the bike lane. It could serve a dual purpose. It would be a small area where at least the bus could nose in if you only wanted to give us one space.

Councilor Ripma asked would TriMet have any objection to moving the stop further down to Kibling, next to City Hall? There is no parking there, so the bus would essentially be stopping in the street.

Travis Hultin asked are you talking about right in front of City Hall?

Councilor Ripma replied yes.

Travis Hultin stated there are a couple of issues with that. There is a significant sight distance concern there. Coming from Kibling onto Columbia River Highway is already a difficult sight distance situation. If you park a bus there then the folks turning left off of Kibling are going to have a real difficult sight distance situation. There is also the issue with the sidewalk in front of City Hall on Columbia; it is not a typical sidewalk. It is elevated and set back and there is a little hillside there. All you really have is a curb and a bike lane for people to use when they are getting on and off of the bus.

Councilor Anderson asked what is the frequency of Line 80/81?

Heather Boll replied I am not involved with the scheduling. I wouldn't be surprised if they run every 40 minutes to an hour; it is not very frequent.

Councilor Anderson stated with respect to you Travis, because this is your area of expertise, it is only once an hour that we are talking about that a bus could be there. We have business owners who have taken the time to sign a petition saying that they want their parking spaces. We have to be responsive to that. We are doing everything that we can to assist business in the downtown core and this goes to that. I would be for Kibling anyway possible if it can happen. I share your safety concerns, but I am also balancing that and I don't want a bunch of disjointed business owners that can't have parking in the downtown core. If there is a way to make it work I would really like to suggest Kibling; I am a big fan of that.

Travis Hultin stated I just want to remind the Council that as we start talking about new proposals, remember that we have a lead time issue with the route swap and I don't know if TriMet is prepared to respond tonight. So I don't know if these new changes could be made any time in the immediate future. TriMet will have to go through their internal process and it may be quite some time before that would happen.

Councilor Anderson stated from my perspective we didn't have the benefit of the feedback from the downtown business owners until tonight.

Heather Boll stated we have the service change on June 5th to respond to, but that doesn't mean that these stops can't move around some time after that. In fact I will be interested to see how the ridership shifts once the lines change and see where there is ridership, and where we need bus service.

Councilor Thomas stated one of the first things I got hit with when this map went to the businesses was why? On the westbound side everything stops where there is currently no parking and it works out quite well. Your proposal is different than what we had proposed. My thought is that it would be smarter to locate the bus stop across the street from the westbound stop, which is across from City Hall. There is no existing

parking that we would have to worry about. That stop (in front of the vision clinic) went in a year and a half ago and there has been nothing but complaints about the fact that we have now lost 2 to 3 parking spots. The thing I have to look at is the impact on business downtown. We don't have enough parking as it is, so moving it down to Kibling makes the most sense to me. I understand that it needs to go through the approval process.

Mayor Kight stated there is a reoccurring theme and that is the shortage of parking. Is there in fact a reason why we have to have an additional bus stop on the south side heading east, except for the one that is closer to 257th; that seems to be the area of contention. Couldn't we just try using the one bus stop for awhile?

Heather Boll replied so you are talking about just keeping the stop that is just this side of 257th?

Mayor Kight replied yes.

Heather Boll stated I think we would want two eastbound bus stops to serve this area. If you take away the bus stop there is no way for us to ever know who we would have served because they can't get on the bus there.

Mayor Kight stated the bus stop that is in front of the vision clinic, do we know how many folks are using that?

Heather Boll replied it is currently the Line 77 stop and it will now be the Line 80/81 stop and the ridership would be different. We will have to get ridership data for this new route before we really know who is using the stops, if anyone.

Mayor Kight stated we are trying to come up with a compromise so we don't have a negative impact of losing parking spaces. What if we only took away one parking space? In other words from the corner of that intersection at Kibling to the west you have an area of 15' because of the fire hydrant area that is protected.

Travis Hultin asked are you talking about the north side or the south side?

Mayor Kight replied south side.

Travis Hultin stated there is no parking on the south side if you are talking about in front of City Hall.

Mayor Kight stated no, I am talking about across the street in front of River Trails.

Travis Hultin stated what is there right now is a motorcycle parking space. The reason for that is because of the sight distance issue. That was a long-standing problem at the intersection of Kibling and Columbia River Highway. There were often not only cars but

large trucks parked there and there were repeated concerns about safety and sight distance. A bus would only exacerbate that problem.

Mayor Kight stated but it is only a bus stop not a layover. A bus stopping will only be there for a max of 2 to 3 minutes.

Heather Boll stated we are very sensitive to where a bus stops and the type of blind spots it might create and how it would impact traffic.

Mayor Kight asked how would that work if we wanted to use Kibling and Columbia River Highway to the west of the intersection? Could that be used at all?

Heather Boll replied I know that there is a history to this and it has been looked at a number of times in the past. I am not in a position to say without actually looking at it again and seeing what the issues are.

Travis Hultin stated in my professional opinion I have significant concerns about the safety if a bus parks adjacent to that intersection.

Mayor Kight stated again, they are not parking they are just stopping to pick-up and drop-off passengers.

Heather Boll stated if you get the parking space back and the several spaces that are lost on the far side of Dora, and we only take one space on the nearside of Harlow; we could compromise on one space and see if there is any ridership at all and if there is no ridership give that space back.

Mayor Kight asked how long of a test period are you talking about?

Heather Boll replied I think it takes 3 months to collect data, but we can try to get it on a shorter period of time like 1 month.

Mayor Kight stated if there is no ridership then potentially it could disappear.

Heather Boll replied sure. We do have a number of places where we have bus stops where there is parking and where there is no zone whatsoever. I actually think from a safety standpoint for crossing it is wise to take away one space. But if you didn't want to take away any spaces, it is really Troutdale's decision.

Councilor Allen stated looking at this map, as you head away from town and you turn the corner on East Columbia River Highway, where is the next stop?

Heather Boll replied there are actually two stops in between I believe.

Councilor Allen stated in looking at the housing in this area that is likely to be serviced by a bus, I am wondering if it is any safer to move the stop around the corner a little more.

Heather Boll asked are you talking about moving the Kibling stop further east?

Councilor Allen replied yes.

Heather Boll stated in looking at the aerial it looks like the area that we are serving is this portion of Troutdale rather than what is around the corner. The RV park area is where we could potentially add another pair of stops. I would have to look into that.

Councilor Allen stated the general genesis is to have more parking spaces available for businesses. I can see that it takes us time to figure out where to relocate.

Councilor Daoust stated part of the reason for the swap in bus lines was to deal with Glenn Otto Park. Even if we did swap the lines, which makes sense, would that include allowing the buses to go straight out of Glenn Otto Park by removing the traffic barrier there, or would we still require the buses to maneuver through the parking lot?

Travis Hultin replied one of the advantages of going to the shorter bus is that we don't think we will need that additional exit point at the park which would be extremely expensive to build.

Councilor Daoust stated I was at Glenn Otto Park this weekend during the Troutdale Trot and the parking lot was full and as you can imagine that bus had a difficult time pulling through the parking lot. But those were the longer buses. Are we assured that the shorter buses can maneuver through the parking lot when it is completely full?

Travis Hultin replied the operators have assured us that it is not a problem for them and they are not concerned about it. I know that the parking down there can get a little chaotic. People don't necessarily park where they are supposed to park. I think as long as the parking is orderly, all of the feedback that we have received from the TriMet operators is that it won't be a problem.

Councilor White stated where the bus pulls into Glenn Otto Park I have noticed that when the park is really full folks will park in between Jack's Snack and Tackle and the first parking stalls where the curb is. I think it might be a good idea to mark that area as no parking.

Councilor Daoust stated to clarify this Kibling alternative that the Council is pursuing, other than your safety concern about visibility, is it feasible to put a bus somewhere around Kibling? Where would we put the bus?

Travis Hultin replied taking the sight distance concern out of it, other than the parking issues involved, the west side of that intersection would be fine. The east side I am still

a little concerned about because the sidewalk is not accessible from the street so basically you are letting people out in the bike lane and they have to walk up the bike lane to get to the sidewalk.

Mayor Kight stated I was proposing that it be on the west side of Kibling as opposed to the east side of Kibling.

Travis Hultin stated in front of River Trails.

Mayor Kight replied yes.

Travis Hultin stated taking the sight distance issue out of it and the parking issue out of it, if I had to choose I would choose the west side because I can't see any operational issues associated with that.

Mayor Kight asked isn't the sight distance also an issue with Harlow?

Travis Hultin replied it is not as big of concern on Harlow. Anytime you have a large vehicle parked adjacent to an intersection there is going to be a sight distance concern.

Lou Nederhiser, owner of the building on SW 2nd and Buxton Road, stated I received a letter from TriMet informing us that they are going to put a bus stop by our building. As you come up Buxton Road going south there is currently a bus stop just beyond the city owned building. Mr. Nederhiser voiced his objection to putting a bus stop in front of his building and recommended leaving the stop right where it is currently located.

Dalton Williams, Troutdale resident, regarding the change in bus lines that come out here, are the buses going to be different?

Mayor Kight replied yes, they are going to be shorter?

Dalton Williams asked all of them?

Councilor Anderson replied they are all supposed to be the smaller bus.

Travis Hultin replied TriMet indicated to me that it would be a 30' bus but they did state that once in a great while if there is a break down or something they may have to substitute it with a 40' bus, but it would only be on an emergency basis.

Dalton Williams asked will the number (quantity) of buses be different?

Heather Boll stated I believe it will be less, but I would need to look into that.

Councilor White stated the first bus comes in at 5:45am now. With the change the first bus will come in at 8am. That in of itself is a huge improvement.

Dalton Williams asked will the frequency be the same?

Travis Hultin replied I had information about that in my previous staff report which I would be happy to provide to you, but I don't have that with me right now.

Dalton Williams stated maybe there will be fewer buses and they won't start as early. They will be shorter buses. Is there anything that we can do about the speeding of the buses?

Councilor Thomas stated that issue came up about a year ago and they were supposed to address it.

Dalton Williams stated it hasn't been addressed.

Heather Boll stated I think the first thing to do would be to make us aware of where they are speeding and then it is something that can be taken care of via retraining and making supervisors aware of it. If you could tell me where they are speeding I can pursue it with field operations.

Dalton Williams stated the speed limit is 25mph and the buses are regularly running over 35mph, with some going over 50mph. This happens every day, any time of the day in both directions.

Heather Boll stated I will pursue this. I would like to suggest that you take down the time of the day and the bus and call it in because if we don't have it documented they can't track it back to the operator.

Dalton Williams asked can I have a direct phone number to call so that I can talk to a live person.

Heather Boll stated let me find out who it is that you need to call.

Mayor Kight suggested that Heather provide the information to Mr. Ward and he can forward it on to Mr. Williams.

Dalton Williams stated the other problem is with distracted drivers on the buses. One incident I saw a driver eating a sandwich and in another incident I saw a driver on the cell phone. I am not suggesting that the bus drivers are the only ones speedy; that road down there is a problem.

Mayor Kight stated we are looking at two issues; it is not just the buses. I walk that area quite a bit. It may be a traffic enforcement issue as well. With summertime approaching we get more young folks heading to the park. Mr. Ward, maybe you can talk to the Police Chief and see about having some increased enforcement. Secondly, you could take down the date, time and direction of the bus that is speeding and call TriMet with that information.

Saul Pompeyo Lizarraga, Troutdale business owner, stated I understand the problem that you have in the street for the parking spots. Everywhere you move the bus stop somebody will complain. One of my customers always takes the bus. We need the buses but we need to figure out what is the best spot for them.

Councilor Ripma asked regarding Mr. Nederhiser's request that the southbound bus stop on line 80 be retained where it is instead of moving it, how much problem would that be?

Heather Boll replied my understanding was that either Troutdale or service planning had asked us to move both of the bus stops on Buxton north because that will now be the transfer for the 80 over to the 77 and they were looking at minimizing the distance that people are already going to be inconvenienced.

Travis Hultin stated when we were discussing the change in the lines early on and where the bus stops were going to be, we were concerned about the transfer distances that were going to be created. We asked TriMet to look at how those transfer distances could be shortened. They accommodated that and those are the new locations that you see now. I don't think that there is any operational reason that they couldn't remain where they are; it was simply seen as an optimization move to make for a shorter transfer with the change in the lines.

Councilor Daoust stated the other stop on line 81 is in front of the Chamber of Commerce, that is where those people could transfer to line 77. So you are just concerned about the 80 line transferring to 77.

Travis Hultin replied correct.

Councilor Anderson stated I would like to propose that we research a temporary or permanent stop near Kibling while keeping the Buxton stops where they are currently. We can evaluate it once the new routes come into play and we can get feedback from the folks who use the buses then we can make a more informed decision.

Mayor Kight stated when you say Kibling are you talking about the intersection of Kibling and Columbia River Highway on the south side and the bus stop would be to the west of Kibling in front of River Trails.

Councilor Anderson replied that would be up to Travis to determine where it would be safe. Optimally it would be on the east side, but if there is not a way to get passengers off of the bus on the east side because of safety issues then I definitely don't want to do that. But that is where I would prefer to have it.

Heather Boll stated I don't think there is any way that we will ever put that stop east of the intersection because of the line of sight issues as well as the difficulty of people getting on and off of the bus.

Councilor Thomas stated I would suggest that we put it on the southwest corner of Kibling and Columbia River Highway. I think we need to define which stop you are concerned about on Buxton because the northbound stop doesn't seem to be a problem, it is the southbound stop.

Councilor Anderson stated it is the southbound stop; let's keep it where it currently is.

Councilor Thomas stated my clarification is that we define the eastbound stop on Columbia River Highway as being on the southwest corner of Kibling and Columbia River Highway, and leave the southbound stop at its present location on Buxton.

Councilor Anderson replied perfect.

Mayor Kight stated if we are able to put the east bound stop on the southwest corner of Kibling and Columbia River Highway the stop should be monitored and if there is no ridership then there is potential for that stop to disappear.

Heather Boll replied I don't agree with that. Just because someone only uses the stop once a month it may not show up in the ridership. You have a pair across the street so you would have a single westbound stop that you are telling people that they can use but they are out of luck when they are getting back off of the bus at the end of the day. We usually pair stops.

Mayor Kight stated to be clear, you wouldn't consider eliminating that stop if there is no one getting either on or off of the bus.

Heather Boll replied if no one is getting on or off of the bus it shouldn't matter to you...

Mayor Kight interrupted and stated because they are passing through. Would we be losing any parking at that location?

Heather Boll replied no. And we don't have to lose any at Harlow, so I am unclear why we are moving the stop down to a place that may be questionably less safe. Certainly we are moving away from a marked crossing to an unmarked intersection. I see disadvantages moving down there when we could stay at Harlow and not lose any parking at all.

Councilor Daoust stated the Buxton Road stops, are you suggesting that they both remain where they currently are?

Councilor Anderson replied only the southbound stop.

Councilor Thomas stated the northbound stop would move north.

Councilor Daoust stated so you are proposing to move the northbound stop to the recommended location.

Councilor Thomas replied yes. It seems to fit the appropriate distances based on where the other stops are. That is why I like the southwest Kibling corner better because you are across the street. A cross walk there is just a matter of some paint. Any intersection is considered a crosswalk; if we wanted to mark it we could. If there are not that many people using it then it is not that big of a safety factor. No matter where you put a bus you have sightline issues because you can't see around a bus when they are stopped.

Heather Boll replied but we typically don't move away from marked crossings to unmarked crossings because motorists have that extra queue that there is an intersection and they are a lot more likely to stop if it is marked. You are right, there is always going to be sightline issues and you always have to watch when you cross a street wherever you are.

Mayor Kight stated if it is moved to the intersection of Kibling and Columbia River Highway on the southwest corner, we could contact the County and ask them to mark it as a crosswalk.

Heather Boll stated it is a possibility. I will have to look at this intersection a lot more carefully before I am willing to say that we should have the bus stop on this corner. As far as the Buxton stop, I would like a better explanation. If it is that the stop is too close to the building, could we adjust it north further so that it is more where the vacant lot is.

Mayor Kight stated there is a driveway there.

Councilor Thomas stated you could look at putting the stop at the City's building area which is about half way between the current stop and the proposed stop.

Councilor White suggested that we propose a 5mph speed limit for the buses in Glenn Otto Park.

Heather Boll stated I would like to think that they are not doing more than 5mph in the park now.

Councilor White stated towards the evening when no one is in the park they floor it; it is really annoying.

Travis Hultin recapped the Council's desire:

- There was no objection to the elimination of the two stops on 257th.
- The stops on Buxton - TriMet is going to look at possibly splitting the difference between the proposed location and the existing location on the southbound side; somewhere in front of the City Conference Building.
- The northbound stop on Buxton will remain as proposed.

- Eastbound on Columbia River Highway, the stop that is currently in front of the vision clinic you want TriMet to look into moving that to Kibling. This will not be implemented immediately. The existing stop will stay where it is now until that gets figured out (which could take a few months).

Council agreed with the recap, but requested that the issue regarding the stop at Kibling be brought back to Council after TriMet researches it.

Mayor Kight called for a break at 8:50pm and reconvened the meeting at 9:00pm.

Mayor Kight stated Councilor Thomas has asked to be excused from the rest of the meeting tonight.

6. PUBLIC HEARING/ORDINANCE (Introduced April 26, 2011): An ordinance amending Chapter 12.07 of the Troutdale Municipal Code, Pretreatment Program.

Mayor Kight read the ordinance title.

Amy Pepper, Civil Engineer, stated I last spoke to you on April 26th about this agenda item and introduced this proposed ordinance. This proposed ordinance amends Chapter 12.07 of the Municipal Code to incorporate some mandatory changes identified by DEQ to the City's pretreatment program, and changes proposed by staff for regulation of discharges from the connection at Mt. Hood Community College to our sanitary sewer system. At the last meeting there were some questions by the Council, but there was no direction to make any changes to the proposed ordinance. There was no public testimony received at the first hearing on this ordinance.

Council had no questions.

Mayor Kight opened the public hearing at 9:02pm.

No testimony received.

Mayor Kight closed the public hearing at 9:02pm.

MOTION: Councilor Daoust moved to adopt the ordinance amending Chapter 12.07 of the Troutdale Municipal Code, Pretreatment Program. Seconded by Councilor Anderson. Motion Passed Unanimously (6-0).

7. PUBLIC HEARING / ORDINANCE (Introduction): An ordinance amending the Troutdale Comprehensive Lane Use Plan, Goal 5 Open Spaces, Scenic and Historic Areas, and Natural Resources, in fulfillment of Task 5 of the City's Periodic Review Work Program.

Mayor Kight read the ordinance title.

Elizabeth McCallum, Senior Planner, stated I last spoke to you about this program in December. This is one of three parts of Task 5 for the Periodic Review Work Program. Task 5 pertains to amendments to Troutdale's Land Use Planning Goal 5 – Open Spaces, Scenic and Historic Areas. The amendments to Goal 5 are shown in Exhibit C of my staff report (in redlined format). The main aspects of these amendments are: 1) a rewrite of the brief history of Troutdale; 2) an update of the inventory of our historic resources; and 3) four new policies (shown on page 8 of Exhibit C). These four new policies lay the foundation for the establishment of a Historic Landmarks Commission and for making a voluntary application to the State for Certified Local Government (CLG) status. CLG is a program where the city will be able to apply for grants that are available from the state and federal government to help us improve our historic preservation program. The policies also instruct us with respect to maintenance of the historic resource inventory. The list of community resources shown on page 4 of Exhibit C are the community resources that were identified by the City during our last periodic review in 1990. The current list of the community resources in Goal 5 will be moved to the Troutdale Development Code which the Council will be addressing at your May 24th meeting. Other historic resources have also been inventoried and they will be kept in a database that will be available in printed form, but they will not be adopted into the text of the Comprehensive Land Use Plan or the Development Code. The revisions of these policies also give the City direction to establish the new development code standards in Chapter 4.200 of the Development Code. In that chapter what we currently call community resources will be renamed historic landmarks. The changes in the text of the Comprehensive Land Use Plan are instructive policies that help us carry forward with our historic preservation program.

Councilor Daoust asked on page 7 of Exhibit C, item 6 talks about preparing a list of properties desirable for public acquisition to ensure long-term natural resource conservation. Do we intend to actually make a list of properties that the city would want to purchase for long-term conservation?

Elizabeth McCallum replied that is an existing policy and it is not being amended. That is a natural resource component of Goal 5, which is outside the scope of this part of the task. I have nothing to offer regarding Policy 6 this evening; we are not addressing the natural resource policy tonight.

Mayor Kight opened the public hearing at 9:08pm.

No testimony received.

Mayor Kight closed the public hearing at 9:08pm (a second public hearing will be held on May 24, 2011).

8. PUBLIC HEARING / ORDINANCE (Introduction): An ordinance amending the Troutdale Municipal Code Chapter 2.20 Committees and Commissions, in fulfillment of Task 5 of the City's Periodic Review Work Program.

Mayor Kight read the ordinance title.

Elizabeth McCallum stated this builds upon the amendments to the policies of the document that we just looked at (Agenda Item 7). One of the policies is to establish a Historic Landmarks Commission. The amendments before you will add a Historic Landmarks Commission into Troutdale Municipal Code Chapter 2.20. The amendments are shown in Exhibit C of my staff report.

Councilor Anderson asked what is the genesis of the Historic Landmarks Commission? Was that something that came out of periodic review and why haven't we had it before?

Elizabeth McCallum replied it did come out of periodic review. It goes hand in hand with applying to become a certified local government. One of the requirements is to have a landmarks commission.

Mayor Kight stated it also puts the city in position to apply for grants that are available.

Councilor White stated Goal 5 covers a lot of other things. Is the focus for this group strictly for preservation of historical areas?

Elizabeth McCallum replied yes. Our agreement with the Department of Land Conservation and Development for our Task 5 part of Periodic Review is that we were allowed to narrow the review of Goal 5 to just the historic preservation component.

Councilor White asked is it strictly voluntary for a person to have their property declared a landmark? There is a process that they go through.

Elizabeth McCallum stated the actual standards for that will come before you in a couple of weeks. Designated historic landmarks are ones that owners voluntarily want their historic property, or what we are calling historic resource, to have that higher sense of protection. The development standards that will come to you in a couple of weeks will not apply to properties that are just generally listed in our inventory. There are many buildings throughout Troutdale that are of historic significance to the City of Troutdale. Some of them have even made it into Sharon Nesbit's book, *It Could Have Been Carpdale*. The old Troutdale General Store building (now the vision clinic) right down here on the highway has a plaque on it. That is not a designated historic landmark but at one time the Historical Society had a push to have those historic plaques put on various buildings. As the code is written now, and as it is proposed to be written, none of our development standards would affect how they want to remodel their building if they should ever do that. It will be their choice if they want to participate at a higher level and get themselves in-line to possibly take advantage of some federal tax incentives.

Mayor Kight opened the public hearing at 9:16pm.

No testimony received.

Mayor Kight closed the public hearing at 9:16pm (a second public hearing will be held on May 24, 2011).

- 9. RESOLUTIONS:** Resolutions increasing the Storm Sewer, Sanitary Sewer and Water Utility Fees:
- 9.1 A resolution adjusting the storm sewer utility fee and rescinding Resolution No. 2045.
 - 9.2 A resolution adjusting the sanitary sewer utility fee, confirming the average flow rate for an equivalent residential unit, imposing a surcharge for STEP systems, and rescinding Resolution No. 2046.
 - 9.3 A resolution adjusting the water commodity fee, confirming other water related fees, and rescinding Resolution No. 2047.

Mayor Kight read the resolution titles.

Charlie Warren, Public Works Director, stated I am here to discuss the proposed rate increases for each of these utilities. Storm sewer fees are based upon the area, sanitary sewer fees are based on an equivalent residential unit and water utility fees are based upon actual consumption of water. We had a discussion during the budget meeting where we talked about the fact that the utility fees were not substantially maintaining their capability to maintain our system. Last year we had a rate increase for each one of these utilities and I had mentioned at the previous budget meeting that we would have to be revisiting the rate increases again this year. The budget, as it now stands, for 2011-12 includes these proposed rate increases. The storm sewer fee rate increase that is proposed increases the monthly charge from \$1.30 to \$1.40, which is an 8% increase. It is an approximate increase in our revenue of \$17,000 per year. The sanitary sewer fees would increase from \$29.38 to \$30.55 per month, which is a 4% rate increase. That would generate \$86,000 per year. You will also see that there is a new monthly surcharge of \$1.00 per month for the STEP systems. The STEP system is a septic tank effluent pump system. There is a new state regulation that requires the city to maintain, control and operate these small grinder pumps that come out of a residence that have to be pumped to our sanitary sewer mains. There is a small subdivision going in off of Historic Columbia River Highway that will have STEP systems, so we will be maintaining those. We are proposing a \$1.00 per month fee for doing that. That will probably not cover it but it will give us a start and we can do an analysis to see what the true cost of maintaining those systems will be. Our proposed water fee increase is \$.10, going from \$2.55 to \$2.65 per 1,000 gallons used. That is a 4% rate increase and is an approximate revenue increase of \$53,000 per year.

Councilor Anderson asked was the STEP surcharge included during the budget committee meeting?

Charlie Warren replied since we only have four units that are going to be put in, which aren't even completed at this point, that is \$12 per year per unit.

Councilor Anderson stated we had a rate increase last year and there is a rate increase proposed for this year. What does the future look like?

Charlie Warren replied it looks like we will need to do another rate increase for the storm sewer in 2012-13. We have several very problematic storm sewer system failures, so I believe that we will need to increase it at least 4% next year and possibly 8%. Sanitary sewer is doing better so there is a possibility that we may not need to increase that one. The water consumption in 2009-10 actually decreased. We suspect that there are several reasons for that; a wet year plus the recession. Folks have the capability to actually reduce the amount of water consumption whereas sanitary sewer is a set fee based upon an equivalent residential unit. Water will probably need another increase next year (2012-13). I have included (Exhibit A to the staff report) the rate comparisons for other jurisdictions and while it is not the basis for increasing our rates, it does show that we are being very good in comparison.

Mayor Kight asked could you identify one or two of the storm sewer projects you referred to and what the cost is of that capital investment?

Charlie Warren replied the McGinnis project will cost about \$75,000. That project is one that we had a great deal of concern about our ability to do under the current budget. It will nearly break this budget to do it but we are receiving so many complaints about it that it is very necessary. There is also a \$75,000 project for the Historic Columbia River Highway Drainage Bypass that is funded from the improvement fund. That is on a county road; the \$75,000 is our share to make this improvement.

Councilor White stated regarding the STEP system, you talked about a four unit subdivision. Does each unit have to have its own pump?

Charlie Warren replied yes.

Councilor White asked so they can't combine it?

Charlie Warren replied there is a combination one on the other side of the river for Tads. We may have to take over maintenance of that one as well; we are looking into that.

Councilor Allen asked could you explain the STEP system to me and how many of these we might expect to see in the city?

Charlie Warren replied if you build a house and it can't enter the sanitary sewer gravity line by gravity alone then you have to have a STEP system. We don't have this circumstance happen very often. It is simply a small tank with a grinder on it and it grinds up the material and puts it under pressure and then it outlets at the main and from there on it goes by gravity.

Councilor Allen asked and we are responsible for maintaining the pump? If the pump should fail what is the consequence? Are we talking possible backflow here if the pump fails?

Charlie Warren replied there are consequences for these pumps failing. That is why when they are installed we have to make sure that there is a backflow prevention device and they have to be maintained. This will be a new area for the city. This has been traditionally a private property owner's responsibility. We have a great deal of experience with our lift stations, which are basically giant STEP systems.

Councilor Allen asked for ease of maintenance do we have any say in which brand or type of unit is used?

Charlie Warren replied we were very involved with the design of these to make sure they were built to a high quality.

MOTION: Councilor Daoust moved to adopt a resolution adjusting the storm sewer utility fee and rescinding Resolution No. 2045. Seconded by Councilor Anderson. Motion Passed Unanimously.

MOTION: Councilor Anderson moved to adopt a resolution adjusting the sanitary sewer utility fee, confirming the average flow rate for an equivalent residential unit, imposing a surcharge for STEP systems, and rescinding Resolution No. 2046. Seconded by Councilor Ripma. Motion Passed Unanimously.

MOTION: Councilor Ripma moved to adopt a resolution adjusting the water commodity fee, confirming other water related fees, and rescinding Resolution No. 2047. Seconded by Councilor Allen. Motion Passed Unanimously.

10. STAFF COMMUNICATIONS

Craig Ward, City Manager, updated the Council on the following:

- We received notice today from the US Department of Health & Human Services approving the transfer of a 2.3 acre parcel of land owned by the Federal government located north of Graham Road and adjacent to the western side of our waste water treatment plant. It will cost \$1 and there are several subsequent steps, but those should be straight forward.
- The plat for the TRIP property was recently recorded. This was submitted four years ago; approved by the Planning Commission promptly four years ago. It has taken this long to get done and a considerable amount of money in attorney fees to keep this moving.
- I will be out of the office the rest of the week at a Brownfield conference in Spokane.
- We received a letter from the Oregon Department of Environmental Quality, a copy was provided to each of you with your packet. It is a demand for the City to provide a written response by May 28th regarding our intent/plan of action to adopt the business recycling requirement. My recommendation is that we put the adoption of this on the next council agenda. Council agreed to put the adoption of the Business Recycling Program on the June 14, 2011 Council agenda.

11. COUNCIL COMMUNICATIONS

Councilor Daoust asked staff to update the council expense policy section of the rules that are in the council notebooks to reflect the change in policy adopted last year.

Councilor Daoust requested that the City Council schedule an executive session next Tuesday.

MOTION: Councilor Daoust moved to request that the City Council schedule and hold an executive session; the purpose of the executive session would be in accordance with ORS 192.660(2)(b) – to hear complaints brought against a public officer, the public officer being Mayor Jim Kight. I propose that we hold the executive session on Tuesday, May 17, 2011 after our scheduled work session at 6:30pm. Seconded by Councilor White. Motion Passed Unanimously.

12. ADJOURNMENT:

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

Meeting adjourned at 9:40pm.

Mayor Jim Kight

Approved May 24, 2011

ATTEST:

Debbie Stickney, City Recorder