

# CITY OF TROUTDALE

SUPPLEMENTAL BUDGET HEARING  
TROUTDALE BUDGET COMMITTEE  
TROUTDALE CITY HALL

6:30 P.M. - APRIL 25, 1989

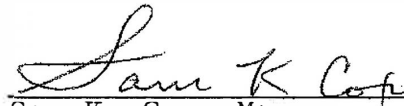
AGENDA

CITY COUNCIL MEETING - CITY COUNCIL CHAMBERS  
TROUTDALE CITY HALL  
104 SE KIBLING AVENUE  
TROUTDALE, OR 97060  
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7:00 P.M. -- APRIL 25, 1989

- (A) 1. PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE
- (A) 2. CONSENT AGENDA:  
2.1 Accept: Minutes of 4/11/89 - Regular Meeting
- (A) 3. PUBLIC COMMENT
- (A) 4. ACCEPT: Recommended 1989-90 Budget Document
- (A) 5. PRESENTATION: ODOT I-84 Interconnect
- (A) 6. RESOLUTION: Approving Cable Regulatory Budgets
- (A) 7. BID AWARD: Food Concessionaire - Community Park
- (A) 8. BID AWARD: Parking Concessionaire - Community Park
- (A) 9. BID AWARD: North Harlow Waterline
- (A) 10. ORDINANCE: Interfering with Emergencies
- (A) 11. RESOLUTION: Authorizing Community Services Director to Prepare Report on Troutdale Grade School Access
- (A) 12. RESOLUTION: Accepting Community Services Report Marine Drive/Sundial Rd LID and Setting a Hearing Date
- (A) 13. RESOLUTION: Accepting Community Services Report North Graham Road LID and Setting a Hearing Date

- (A) 15. DISCUSSION: Wood Village RFP Police service
- (A) 16. COUNCIL CONCERNS AND INITIATIVES
- (A) 17. ADJOURNMENT

  
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Sam K. Cox, Mayor

Dated: April 18, 1989

EX[4.5]

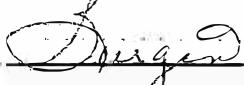
M I N U T E S  
TROUTDALE CITY COUNCIL MEETING  
TROUTDALE CITY HALL  
COUNCIL CHAMBERS  
104 SE KIBLING AVENUE  
TROUTDALE, OR 97060

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7:00 P.M. - APRIL 25, 1989

ITEM #1 - PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE:

Mayor Cox called the meeting to order at 7:00 p.m.

 led the Pledge of Allegiance.

Valerie Raglione, City Recorder, called the roll.

PRESENT: Bui, Burgin, Cox, Fowler, Schmunk, Thalhofer  
EXCUSED: Jacobs

STAFF: Christian, Collier, Gazewood, Wilder, Raglione

PRESS: Robin Franzen, Gresham Outlook

GUESTS: Ron Sherwood, Jim McClure, Dave Simpson, Jim Jensen, Alex

AGENDA UPDATE:

ITEM #2 - CONSENT AGENDA:

Mayor Cox read the consent agenda.

MOTION: Bui moved to approve the consent agenda as presented (2.1  
4/11/89 Minutes). Burgin seconded the motion. YEAS: 5  
NAYS: 0  
ABSTAINED: 0

Bui - Yea; Burgin - Yea; Fowler - Yea; Schmunk - Yea; Thalhofer - Yea

ITEM #3 - PUBLIC COMMENT:

Mayor Cox called for comments to non-agenda items. There were none.

ITEM #4 - ACCEPT RECOMMENDED 1989-90 BUDGET DOCUMENT:

Mayor Cox recognized Chairman Jensen, 1989-90 Budget Committee  
Chairman.

Jensen stated that it was the recommendation of the 1989-90 Budget  
Committee to approve the FY 9-90 budget with the noted changes  
included.

MOTION: Bui moved to accept the recommendation of the Budget Committee to adopt the FY 1989-90 Budget Document as recommended. Thalhofer seconded the motion.

YEAS: 5

NAYS: 0

ABSTAINED: 0

Bui - Yea; Burgin - Yea; Fowler - Yea; Schmunk - Yea; Thalhofer - Yea

Mayor Cox extended the appreciation of the City Council to Jensen for his time and in keeping the meetings running smoothly. Also for the completion of the review in four meetings.

Jensen stated that it was a team effort and extended his appreciation to the Staff for utilizing the equipment and computers to the best advantage in having the items and documents prepared in an easy to understand approach.

ITEM 5. PRESENTATION: ODOT I-84 Interconnect

Jim McClure, Region Project Development Engineer, Oregon Department of Transportation, Milwaukie, OR and Dave Simpson, Project Manager and Project Coordinator, Oregon Department of Transportation for the Mount Hood Parkway project made their presentation and update to Council.

McClure stated that the purpose of the presentation was to brief the Council for a public meeting to be held on May 18, Gordon Russell Middle School at 7:30 P.M. That meeting is an informational public meeting and to take public comment on the project. The City Council has the opportunity for comment prior to that public hearing.

McClure stated that based on the corridor routes identified in the systems of the East Multnomah County Transportation Study undertaken during the past couple of years (a joint study by METRO, Multnomah County and the cities involved, as well as ODOT). Two corridors were identified (1) Hogan/242nd; (2) east of Mount Hood Community College area. In recognizing the need for a connector between I-84 and Hwy. 26, the ODOT Commission approved Access Oregon Highway funds to proceed with the preliminary engineering phase of the project. These funds were approved through H.B. 2112 in the 1987 legislature and specifically earmarked for economic development routes throughout the State of Oregon (tourism type routes). There is an 18 member citizens advisory committee formed to assist ODOT as well as a technical advisory committee formed for the same purpose of developing the project.

McClure stated that where they are going from here is to look at the Corridor studies. To develop broad corridors and prepare a corridor environmental document on these corridors. After that, a formal public hearing will be held; if a corridor is selected outside of the urban growth boundary it will have to go through the Comprehensive Plan process to amend Plans to identify the alignment.

McClure stated that the Corridor Phase would take approximately 18

months to review the plans and documents. After that a preliminary engineering phase of about 24 months totaling 3 1/2 years the purchase of property will begin. Construction of approximately 6 years. He asked for council questions/comments.

Burgin clarified the length of time for identifying the corridor.

McClure stated that throughout the public meeting process, one of the corridors could fall out and if that happened they would concentrate on one and review the reconnaissance or the corridor analysis and they would then switch and then go right into the preliminary engineering phase since there wouldn't be a need to go through the corridor analysis phase.

Bui asked how many persons from Troutdale were on the committee 3 appointed by Troutdale and Chuck Walsborne appointed by East Multnomah County Transportation. Eight from Gresham, three from Troutdale, 2 from Wood Village, 4 East Multnomah County Transportation Committee and one from Mt. Hood Community College. This should provide a good representation from the area(s) affected.

Simpson reviewed the map and described possibilities of various routes. He stated that all corridors are the same starting at the north end until Stark Street. The idea has been to leave the freeway the same south of the Wood Village interchange and swing to the east, entering Troutdale just north of Halsey between Edgefield Manor and the Children's Services Division facility -- up the hill going underneath Glisan (over Halsey under Glisan) west side of 242nd. At Stark one goes east down Stark and the other down Hogan (242nd) either side of the road. Leaving as many existing streets as possible. The County had said that it wouldn't be as great a benefit if the existing streets were taken out. Hopefully use 242nd as a Frontage Road. At Burnside one goes out Burnside and one stays with 242nd to about Palmquist Road, southeast to Hwy. 26 south of Hillyard Rd. The other western alternative goes down Burnside using that as the Parkway widening it to six lanes, that would tie in at the same location.

Simpson stated that the east alternative is the route that would affect Troutdale the most. It turns at Stark Street and runs down Stark until behind Mt. Hood Community College then swings south and runs parallel with Troutdale Road to Division. Simpson stated that the Beaver Creek and wetland area couldn't be used. Most likely on the north side of Stark to avoid the hospital and college with widening Stark with 6 lanes maybe. South to outside the City of Troutdale and the Urban Growth Boundary for a ways going across Troutdale Road, across Division and going south into Gresham east of 282nd Avenue staying within the City until the south limits of Gresham, swing southwest to hit Hwy. 26 (County line near Stone Road).

Simpson stated that it would have considerable residential and/or commercial impacts to develop land. Concerns with the east alternative would go outside the Urban Growth Boundary which would require it to be the only feasible alternative. It is also longer by

about 8 miles and would cost more.

Bui asked about cost estimates. There were none yet other than ballpark figures before beginning which were \$40-\$50 million. That could easily be low at this point.

Cox asked why it showed so much wider around Division? Because of the hill? Simpson, yet.

Burgin asked if there would be turn lanes in the 6 lane areas? Yes, but limited access. Whatever could be done with limiting access. U-turns could be at intersections. Landscaped medians.

Fowler asked about crossing at 257th and Graham Road? Simpson said it would be a signaled intersection.

Simpson stated no commercial strip access. Signalized intersections.

Thalhofer asked two questions. (1) South of Hillyard on 26th had been there a long time designed for Mt. Hood Freeway - that is already there and would help a little; and (2) an age old question is 257th originally was suppose to be the inter-tie between 26 and 84 -- it seems that 257th would be a logical entirety since its 4 lane all the way to Division. Understanding that is isn't up to expressway design currently, could Simpson explain why that wasn't pursued with more vigor.

Simpson stated that the County study did use that as one of the alternatives. The main reason was that in the traffic modeling it apparently didn't seem to carry that much traffic. It would require a lot of commuters going farther east before they got off the freeway. That meant a lot of commuters getting off at 238th. Gresham also didn't want widening right through a fairly intense neighborhood.

Thalhofer stated that wouldn't be unlike 205 going southeasterly when you are going northeasterly. I-5 to 205 West Lynn, Oregon City area. Burgin stated that it appears to be designed to carry pass through traffic. What he heard before was primarily an interconnect between the two mainly designed for pass through traffic upwards of 80-90%.

Simpson stated that the numbers received from the County were 12% going through from one to the other - the rest was local traffic. Burgin stated so then it is the reverse of his original understanding.

Burgin stated that for it being 90% local traffic then the far easterly route would be useless for that. Burgin would like to have the percentages as time goes along.

Bui asked about discussion regarding a 3rd bridge. The closest two points between Washington and Oregon is at Camas and Troutdale. On 257th the traffic increases daily. People are beginning to find the route. In talking about a new bridge Camas, Lady Island, Airport area and tying to 257th for the 20+ year plan. Bui felt that it would

probably be necessary for a bridge in the future and how would it fit in without tearing up something just built. McClure stated that it would probably be in a 30 year plan. The plan now is for the year 2005 build-out of that Comp Plan.

McClure stated that he new Troutdale had passed a resolution not allowing the Corridor to go through the City. He wondered if that had a major bearing on the alignment north of Stark St. and the alignment parallel to and west of Troutdale Rd. within the City of Troutdale. Would that be a major problem? The route wouldn't go through the Community College or the hospital.

Burgin stated that Troutdale had over 7,000 people and that we were just beginning to develop commercially and the north side of Stark was one of the main areas left to serve the population. To run a parkway through that or to limit access to that area would limit the services to the people of Troutdale.

McClure asked if that area was commercially zoned in the Comp Plan. Yes, mostly.

Thalhofer stated that Troutdale was proposed to go to 20,000-25,000 people and we would be more reliant on that area. Burgin stated that there were certainly residential areas affected.

Wilder stated that the resolution which was passed only allowed the project to penetrate Troutdale and restrict the encroachment elsewhere entirely.

Christian stated that the resolution was extremely explicit. Troutdale recognized that it had to go through the County Farm up through (generally) Glisan. The Council opinion was that it stay west of 242nd and south of Stark Street, should that route be considered. Also, it stay east of the City limits (not Troutdale Road) lying along the eastern side of the College. That basically stated that unless you can figure out a way to float it down Beaver Creek, they didn't want it. One reason is Sweetbriar development along Troutdale Road and also because it is presently zoned industrial park (owned by the college but west of the Troutdale Road). Troutdale has a considered investment that was funded in part by an EDA grant and there would be questions of reimbursing EDA for property that would never develop commercially. That leaves us with an economic concern for Troutdale at that particular junction.

McClure stated that he brought it up to clarify the intent. He understood that was not to bisect the City which was understandable; but, if being north of Stark Street and west of Troutdale Road is totally in conflict with that maybe that should be evaluated now and not proceed any further with that design.

Christian stated yes, that was the City position and never understood why it was still begin considered.

McClure stated that if it wasn't going to be compatible with the

City, they would want to know that as soon as possible. It would be interesting to see what the public thinks at the meeting also. If the same 70-100 people state those concerns at the public meeting, they may elect not to have the corridor there. McClure stated that there is no need to spend a lot of money on a 'red herring'. It is a route that has been identified and therefore, considered.

Fowler stated that Troutdale would be an island of concrete around the City. He stated that the intent was loud and clear.

Christian stated that the resolution was in reaction to loud and lots of public comment at the time the resolution was passed and so many of the citizens showed to voice their concerns. The Council as well as staff was strongly opposed to cutting the City in half. As the discussion came about, not only Troutdale residents but Gresham residents also, testified against that corridor. Troutdale didn't push because we had assurance that passing the resolution was statement in itself and the State would recognize that resolution. Christian stated that with what was seen tonight, was basically a violation of what the City understood would happen, based on the resolution. Christian stated that the resolution was very clear...you can go up to Glisan and that's it.

McClure stated that the Jafco area and Fred Meyers would have accesses - it would basically be 6 lanes raised medians, limited access. McClure stated that some of the businesses would be bought out. It is difficult to decide where to put a corridor. It was stated that it was too bad that the Mt. Hood Freeway didn't go through.

Christian asked based on corridors remaining, how much consideration would there be to economic consideration. How much would it weigh in the selection of the corridor...the cost, the overall cost.

McClure stated that if there was \$20-\$30 million more with one alignment versus another, the most expensive would probably be dropped. If within \$10 million, it would probably be kept.

McClure stated that if done, a structure would probably go over Stark at Troutdale Road and take Stark Street underneath. Schmunk stated that there was a Pioneer Cemetery off of Troutdale Road. McClure was aware of that.

McClure stated that the wetlands is a sensitive area and is very difficult area to build in eliminate. Burgin asked about construction versus property purchase. McClure stated that purchase was cheaper than construction. \$100/sq. ft. type of construction.

Fowler stated that if the City said no, which they did by the resolution, isn't that no? McClure said, yes, they would have to come back to Council but, if that isn't supported by the citizenry, the advisory committee and the technical advisory committee sees major support then they would come back asking for an amendment to the resolution.



McClure stated that if the City felt that subsequent meetings should be held, he felt that would be very appropriate. If City felt they were looking in a wrong direction, he wanted to know.

Christian stated that the hearing would also be included in the newsletter for the citizenry to attend if they desire.

ITEM 5 - APPROVAL CABLE REGULATORY BUDGETS

Ron Sherwood presented materials requesting approval of the City for the Multnomah Cable Access, Program in Community Television and the Multnomah Cable Regulatory Office budgets.

Mr. Erickson, Adam Haas and Ron Sherwood were in attendance for any questions or concerns Council had.

Burgin asked about the increase in franchise fees? Sherwood stated that the projects in revenue for the new company had been discussed earlier. They need to budget according to the new company's projections. A contingency amount was budgeted, which wasn't before. Additional monies is in the contingency in case the projections aren't there.

MOTION: Burgin moved to approve the Multnomah Cable Access budget as presented. Bui seconded the motion.

YEAS: 5

NAYS: 0

ABSTAINED: 0

Bui - Yea; Burgin - Yea; Fowler - Yea; Schmunk - Yea; Thalhofer - Yea

MOTION: Burgin moved to approve the Multnomah Cable Regulatory Office Budget, as presented. Bui seconded the motion.

YEAS: 5

NAYS: 0

ABSTAINED: 0

Bui - Yea; Burgin - Yea; Fowler - Yea; Schmunk - Yea; Thalhofer - Yea

MOTION: Burgin moved to approve the Program in Community Television Budget as presented. Bui seconded the motion.

YEAS: 5

NAYS: 0

ABSTAINED: 0

Bui - Yea; Burgin - Yea; Fowler - Yea; Schmunk - Yea; Thalhofer - Yea

Alex spoke to additional coverage and the availability of cablecasting those types of meetings which could also utilize the public testimony by phone.

ITEM 7 - FOOD CONCESSIONAIRE BID AWARD

ITEM 8 - PARKING CONCESSIONAIRE BID AWARD

Mayor Cox announced the agenda items. He then asked the bidders to introduce themselves.

Christian gave background information. The Request for Proposals was advertised, at Council direction. One bid for both food and parking

concessionaire was received.

Paula Corbett and John Welsh, 16606 SE Blanton St., Milwaukie, Or. submitted the only bids for both the Food and Parking Concessionaire. They were both present and introduced themselves to Council.

Christian stated that the parking was more generous than in the past.

Walsh asked about the insurance requirements. He stated that it had appeared more to do with a contractor doing a building type of requirement than a concessionaire type requirement. He asked what made the requirements what they are. Christian stated that the City Attorney had recommended the coverage. Staff could check with the Attorney and if it could be lowered, it would be.

The prior concessionaire had provided the same type coverage. Christian stated that the decision could be delayed until checking with the Attorney.

Burgin asked if it could be approved and awarded for both concessionaires and let staff check into the liability amount...if it can be lowered, then do so. If not, the bidder has the choice of accepting the concession or not.

Christian stated that certainly, staff would check with the insurance company and, if appropriate to lower the coverage, do so and notify the bidders. If not, the bidder always has the opportunity to decline.

Christian stated that one of the changes to the bid was that season passes are \$25.00 for city residents; not \$50.00. There was also an additional date for no parking to be charged - Windjam.

The food concessionaire would be non mobile for insurance purposes. It would be kept simple near the tollgate for parking. Pop, bubble gum, prepackaged food. A cart type that could be thrown in the rear of a vehicle when done. They wanted to see how it goes for the first season and see how it goes.

MOTION: Bui moved approval of awarding the bids for food and parking concessions to Paula K. Corbett based on the understanding that upon notification from the City's insurance agent that if the fee can be lowered the Mayor is thus authorized to sign the contracts. Burgin seconded the motion.

YEAS: 5

NAYS: 0

ABSTAINED: 0

Bui - Yea; Burgin - Yea; Fowler - Yea; Schmunk - Yea; Thalsofer - Yea

#### ITEM 9. BID AWARD - North Harlow Waterline

Wilder stated that the bids were opened April 24, 1989 at 2:00 p.m. The bidders were: Clackamas Construction of Portland - \$55,582.60; John Arnold of Oregon City - \$47,275.00 and Colt Construction Company of Troutdale, Oregon - \$40,144.75.

The engineering estimate in December, 1985 was \$58,444 with an estimate from Community Services Department January, 1989 of \$70,500.

Staff recommendation was to award the bid to Colt Construction for \$40,144.75.

MOTION: Fowler moved to award the bid to Colt Construction for \$40,144.75 and authorize the Mayor to enter into contract.  
Burgin seconded the motion.

YEAS: 5

NAYS: 0

ABSTAINED: 0

Bui - Yea; Burgin - Yea; Fowler - Yea; Schmunk - Yea; Thalhofer - Yea

ITEM #10. ORDINANCE Interfering with Emergencies (522-0)

Chief Collier presented the rationale for the ordinance. He stated that it had been used successfully by Metro area departments and had withstood numerous tests in court. A persons refusal to leave the area of an emergency may be unsafe to themselves or others.

Bui stated that it appeared to be a necessity in the types of behavior that cities are beginning to see.

Mayor Cox read the ordinance by title.

MOTION: Bui moved to pass the ordinance as written. Fowler seconded the motion.

YEAS: 5

NAYS: 0

ABSTAINED: 0

Bui - Yea; Burgin - Yea; Fowler - Yea; Schmunk - Yea; Thalhofer - Yea

ITEM #11 - MOTION Authorizing Community Services Director to Prepare Report on Troutdale Grade School Access

Wilder stated that this was a CDBG project and the LID report has not been done. A \$786,900 grant is waiting for the City to use. A \$208,000 total estimated cost for the project would be shared between the grant, school district, benefiting property owners (eliminating low to mod income) in the neighborhood. The distribution is not known until the report is done.

MOTION: Thalhofer moved to authorize the Community Services Director to prepare the report. Bui seconded the motion.

YEAS: 5

NAYS: 0

ABSTAINED: 0

Bui - Yea; Burgin - Yea; Fowler - Yea; Schmunk - Yea; Thalhofer - Yea

ITEM #12 - RESOLUTION: Accepting the Community Services Report Marine Drive/Sundial Road LID 89-002 and Setting a hearing date (742-R)

Mayor Cox read the resolution by title.

Wilder stated that the report had been presented to Council earlier this year for review. Staff was asking Council to accept that report and set a May 23 hearing date. The engineering work has begun, as authorized by Council. The preliminary design is done for Council review.

Bui asked if this was CDBG? Wilder, no. It is an LID entirely supported by the benefiting property.

MOTION: Bui moved to adopt the resolution as written. Burgin seconded the motion.

YEAS: 5

NAYS: 0

ABSTAINED: 0

Bui - Yea; Burgin - Yea; Fowler - Yea; Schmunk - Yea; Thalhoffer - Yea

ITEM #13 RESOLUTION: Accepting Community Services Report North Graham Road LID 89-001 and Setting a hearing date (743-R)

Wilder stated that a report was before Council at the prior meeting. This requesting property owner does not have adequate property ownership to guarantee the success of the project.

Staff recommendation was that Council accept the report and set a date for a public hearing but not yet authorize the provision of engineering work until the outcome of the public hearing. Staff recommendation was to set the public hearing for May 9.

Bui thought Wilder's comment was appropriate. If consensus of the property owners wasn't reached, it would mean that monies were spent ahead of time.

The documents are available at the City Recorder's office for review until the hearing date. The necessary public notices will be done and property owners notified by mail.

Mayor Cox read the resolution by title.

MOTION: Burgin moved to adopt the resolution as written. Bui seconded the motion.

YEAS: 5

NAYS: 0

ABSTAINED: 0

Bui - Yea; Burgin - Yea; Fowler - Yea; Schmunk - Yea; Thalhoffer - Yea

ITEM #14 RESOLUTION: Authorizing a Loan from the Sewer Improvement Fund to the Sewer Loan (744-R)

Christian stated this was previously discussed in the budget hearings for the purpose of purchasing a vehicle from the State Purchasing - while available.

Mayor Cox read the resolution by title.

MOTION: Schmunk moved to adopt the resolution as written. Burgin

seconded the motion.

YEAS: 5

NAYS: 0

ABSTAINED: 0

Bui - Yea; Burgin - Yea; Fowler - Yea; Schmunk - Yea; Thalhofer - Yea

ITEM #15 - DISCUSSION: Wood Village RFP Police Service

Christian reviewed a draft letter which was included for Council review. She suggested sending the letter as an initial response. The Chief and Christian had not had an opportunity to do all the calculations. She did feel that it was important to let them know where the City would stand before going further into the process.

All three cities that would respond have the same types of concerns as far as exactly what the contract would entail. She reiterated what she understood to be Council position. We don't mind contracting, we don't have a desire to subsidize service outside of the City.

Bui stated that should this contract not be approved by the City of Troutdale and not approved by another city anytime Troutdale vehicles are there to deal with an issue - it be figured at an hourly rate and charged to that City for one of our vehicles being off the the road for Troutdale business.

Bui asked about follow up investigation and it wasn't addressed in the letter. Christian stated in her draft letter, she asked about other services.

Burgin wanted to include a sentence specifically stating criminal investigation services and then the 'all other' would be understood. Burgin asked if the Council was comfortable with the City responding. Even if all costs are billed there are charges that won't be covered. Police Chief, City Administrator -- those costs will never be compensated. However, we will be compensated for what we have been giving away for free.

Thalhofer stated that he would like to help our neighbors as long as it isn't cost the City money. He didn't feel that the City should be subsidizing anybody else. He asked if a contract was taken on for Wood Village, did the City have the manpower to handle it appropriately and still handle Troutdale?

Chief Collier stated that there would be times when it would be difficult to provide a service to Wood Village and still give adequate coverage to the citizens of Troutdale, with the current staffing levels.

Christian stated that this could be an opportunity to front an additional officer with part of the costs. Christian reiterated that she and Chief Collier had not had the opportunity to review the numbers and specifics that would be involved.

Burgin asked if it was standard RFP form to ask for a five year history of aggregate labor costs. Christian stated that she hadn't

come across a request that did, however, she didn't intend to respond to that anyway.

The Police Departmental budget for the past five years would be public information and Wood Village can figure out the costs. The proposal time-frame is May 24th.

Burgin asked about re-doing any mutual aid agreements. Christian stated that there are none at this time. It generally is a wash with each City covering the other at various times...except, obviously in the one case where there is no one to respond back.

To hire someone and get them started was discussed during the budget meetings with a cost of \$35,000/year salary alone.

Cox stated that the direction has been given to staff. Cox then called for other questions. There were none.

#### ITEM #15 - COUNCIL CONCERNS AND INITIATIVES

Schmunk - Nothing

Fowler - Read a letter from McClanahan regarding a request/permission to Bennett and Fowler to clean up Tax Lot 159. The house may be demolished and the property cleaned up. The personal items had been removed. The property would be cleaned up and the fire department would take care of the house.

Fowler also discussed an LID for Main Street. Thalhofer stated he wasn't sure it was the proper time to bring it up. He asked Wilder to comment. Wilder stated that it would require Council motion to direct staff to prepare the report it didn't require a resolution.

Thalhofer asked Fowler to carry it. Fowler asked Thalhofer to carry it. Thalhofer discussed the presentation and discussion that took place at a recent Troutdale Business Association meeting in which Wilder was present. The TBA was interested in pursuing an LID that would affect only the property owner(s) adjacent to the Historic Columbia Highway. They felt it would be the easiest one to accomplish to ensure the viability of the project.

Thalhofer stated that Wilder had stated the process to call for a report and thereby setting in place a public hearing for the LID. Wilder agreed.

Fowler discussed the combination of other LID for bond sales. Wilder stated that if built this construction season a report would be needed in no more than thirty days from now.

Christian stated that there are several projects going on and there is a real possibility that an additional person will need to be hired to do project inspections. She felt that thirty days was unreasonable. Previous to this meeting, Wilder had provided a listing of projects and Council was asked if they wished to expand or reduce

that listing. She felt that it could be done at the beginning of the next construction season and still be within the bond sale within the fiscal year if registered warrants were used.

Wilder and Gazewood discussed the time-frames and interim financing. Gazewood stated that he would have to look more closely at options and possibilities to respond to the issue.

Fowler asked about an increase in legal fees, etc. Christian stated that there would be one bond Counsel cost.

Bui asked if it was a matter of life and death if the project wasn't done in thirty days?

Thalhofer felt that this was a major project also. The highway has been a mess for a long time.

Christian asked if Wilder felt he could honestly do the project in thirty days? Wilder stated yes, he thought so. Enough work had been done -- dollar wise, engineering wise a lot of work had been done with the State contract to provide engineering services...he thought so.

Burgin asked as a matter of courtesy, he would like to have seen something in the packet on this issue. He stated that it had been known for a week that this was going to be addressed and nothing had been provided, in writing, for the Council members that were not at the TBA meeting. He didn't feel comfortable with it.

Fowler stated that another method of requesting this was for the property owners petition, or by bringing it up before Council. He stated that it should have been asked to be put on the agenda and thought that they had missed the boat on it. Fowler stated that Wilder had done

Burgin stated that he missed seeing the usual well done memos by Wilder on this specific issue and would like to have that before him to feel comfortable in pursuing the issue and have it outlined more completely what it is that is being asked.

Schmunk stated that she felt the procedures that had been done in the past in having materials available prior to making a decision of this nature was the best method and preferred to continue that practice.

Thalhofer asked if this would then be put off for a year? Wilder stated that there was no doubt that if the report wasn't done and acted on and a public hearing set within thirty days the project wouldn't be built this summer.

Christian asked what are we talking about in terms of what is being built?

Wilder stated, Columbia River Scenic Highway from Kendall

to Kibling with no side streets, just the road itself.

Schmunk stated that other discussions had occurred with the State about that road and some of the discussions needed to be brought to light before going on with any engineering.

Wilder stated that even if done within thirty days, there is no guarantee that it could be constructed. That is the soonest. We are pushed up against the end. There is property to be dedicated on the north to be provided, utilities to go underground and coordinated.

Christian stated that if there is a call for the Director's report, she wanted to know exactly what scope project is being discussed. Construction of Columbia, construction and undergrounding, street improvements, what? How far from the original presentation made about a month ago? There was a long list included in the project and how many of those things are being considered?

Fowler stated that Bennett property along with the City property would override and balance for the percentages needed to do the project.

Christian clarified that accepting the report and calling for the hearing could be done in the next thirty days. Since everyone is interested in getting this done, could it be placed on the agenda for the next meeting, authorize Wilder to begin it but not hire engineering at this time. The property owner list must be done and some processes can begin. The original report of Wilder could be brought back to use as a laundry list and select what Council is interested in addressing from that.

Burgin asked why the property owners couldn't petition and tell Council what they want to pay for rather than Council guessing what they want to pay for? Christian asked and still authorize Wilder to make a report and do the process portion so they aren't being cut short.

Wilder stated that determining ownership, area, methods of assessment and basic cost estimates would still need to be done regardless of how it is initiated.

Schmunk stated that Council was asked to determine who Council thought should be assessed. According to Thalsofer and Fowler, the only people that should be assessed were the people from Kendall to someone on main street. She didn't feel that Council had formally addressed that..who Council thinks should be assessed. Before notification is sent she thought it should be addressed. That hadn't been done.

Thalsofer stated that who was assessed would be according to who they think would make the project work.

Schmunk asked if the decision from the TBA was that the people that should be assessed are the people that abutt the main



street, right? Right! Schmunk stated that the Council hadn't made that decision yet. She felt that was the first thing that should be looked at. Schmunk asked if Council agreed with her or not.

Burgin was concerned about a challenge to the method of assessment. He felt that the whole request for the project has been pre-determined by the Business Association and by who they figure will pay according to some pre-determined method of assessment. If the City were to initiate the project, it may be that a longer project would be done.

Fowler stated that Bennett was willing to go for an LID from one end of his property to another (Graham overpass/Kendall all the way down the main street). He would be a controlling property owner either for or against and would override some of the other properties that the LID would include. I understood from Wilder's discussion at the TBA meeting that it could be instituted either by the property owner initiating it or, by Council action. The petition from the property owner could be included in the next packet. That would just create a two week time loss.

Thalhofer stated that the Business Association simply wants to be a positive force and get the ball rolling. He apologized if the ball was dropped insofar as getting something in writing prior to the meeting. He stated that the motion at the TBA was strictly as a recommendation to the City. A councilor could make a motion at the meeting and if it could be expedited another way, he favored it.

Cox stated that if a proposal by a major property owner was received prior to the next packet, at least Wilder could start some of the processes.

Christian stated Council should do what made them most comfortable.

Burgin stated either way but, he did not want to take any action as Council at this meeting.

Schmunk agreed with Burgin.

Burgin stated whether it was Council initiated or not, he wasn't prepared to take action without materials and information regarding the project before him, as is the normal process.

Bui thought it should be done through the normal process. There was nothing on the agenda and it was a major process. As a member of the TBA, he understood their feelings and felt the same way. However, if done, do it right. If that required an extra step or so to get everything down and then bring it to Council. He recognized that it may not happen this construction season but, by the fact that Council was taking action, he thought that the State might end up being a party to the LID as a property owner. They do own and maintain the street and be drawn into the project.

Council consensus was reached that a request from the property owner and the usual and customary process should be done to request formation of an LID for this project.

Thalhofer added that the TBA was interested in getting it done, not waiting another year. They had waited long enough.

Thalhofer added that there was a Fly In on May 20 beginning at 8:00 a.m. to 5:00 p.m. at the Portland-Troutdale Airport.

ITEM #17 - ADJOURNMENT.

MOTION: Schmunk moved to adjourn. Fowler seconded the motion.


YEAS: 5

NAYS: 0

ABSTAINED: 0

Bui - Yea; Burgin - Yea; Fowler - Yea; Schmunk - Yea; Thalhofer - Yea

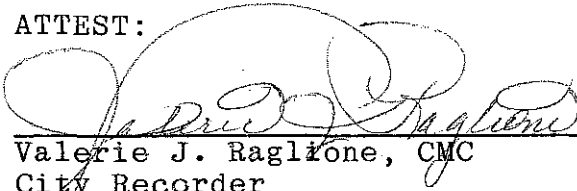
The meeting was adjourned at 8:55 p.m.



Sam K. Cox, Mayor

Dated: May 10, 1989

ATTEST:



Valerie J. Raglione, CMC  
City Recorder

CC4[4.6]