


CITY OF TROUTDALE

AGENDA
CITY COUNCIL MEETING
TROUTDALE CITY HALL
104 SE KIBLING STREET
TROUTDALE, OR 97060

7:00 P.M. -- DECEMBER 8, 1987

- (A) 1. PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE
- (A) 2. CONSENT AGENDA:
 - 2.1 ACCEPT: Minutes of NOVEMBER 10, 1987
 - 2.2 ACCEPT: Business License Report
 - 2.3 ACCEPT: Bills for month of NOVEMBER, 1987
- (A) 3. PUBLIC COMMENT:
Please restrict comments to non-agenda items at this time.
- (A) 4. MOTION: Approve Audit Report
- (A) 5. RESOLUTION: Supporting County of Multnomah Request Initiating Formation of a Library District Under ORS Chapter 357
- (A) 6. RESOLUTION: Recommending a Connection Between I-84 and U.S. Highway 26, and Recommending Route Selection Study and Preliminary Engineering to be Funded from Banfield Regional Reserve Monies
- (A) 7. APPEAL: Port of Portland - Appeal of Planning Commission amendments to requested permitted uses
- (A) 8. RESOLUTION: Supporting Appointment of Jeff Eldredge as City of Troutdale Building Official
- (A) 9. MOTION: Approve Grant Application LWCF FY 89 Completion of Phase I Development Landfill Site (includes final grading, seeding, main wood construction).
- (A) 10. ORDINANCE: Establishing a New Public Safety Code Section Relating to the Use of Exhaust (Jake) Brakes in the City of Troutdale.
- (A) 11. MOTION: Authorization to Secure Consulting Services Frontage Road Pump Station and Sewer System with Emergency Clause

- (A) 12. ORDINANCES: Systems Development Charges (Water, Sewer, Streets)
- (A) 13. RESOLUTION: Changing SDC Rates
- (A) 14. DEPARTMENT REPORTS:
This will be moved to 12/15/87 Special Council meeting.
- (A) 15. COUNCIL CONCERNS AND INITIATIVES
- (A) 16. ADJOURNMENT.



Dated: 12/9/87 Sam K. Cox, Mayor

32:11

MINUTES
CITY COUNCIL MEETING
TROUTDALE CITY HALL
104 SE KIBLING STREET
TROUTDALE, OR 97060

7:00 P.M. -- DECEMBER 8, 1987

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

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

Ron Burgin led the pledge of allegiance.

City Recorder, Valerie J. Raglione called the roll.

PRESENT: Bui, Burgin, Gault, Jacobs, Schmunk, Thalsofer, Cox

STAFF: Barker, Christian, Dorsey, Gazewood, Raglione, Wilder

GUESTS: Gary Whitehead, Diane Whitehead, Dan & Susan DeClerek, Linda L. Mann, Slainast, Reichard, R., Kary, Barb Cramblett, Harry Fowler, John & Karen Mitchell, Beth & Mike Terry, Brad & Debbie Wakefield, John & Lorna Atherton, Frank Windust, Jr., Sally Wakeman, Richard L. Webb, Dick Anderson, Preston & Stephanie Hileman, Art & Karen Fong, Mr. & Mrs. Dan Marvin, Mr. & Mrs. Steve VanHoff, Mr. & Mrs. Steve Weinerlind, John Driver, Dr. & Mrs. D. Silberman, Robert & Linda Strickland, Karen Falander, Marilyn Stockham, Kenneth Heinze, Robert Johnson, Gary & Linda Rulifson, Mr. & Mrs. Wayne Drake, William Hesselbacher, Kim Jensen, Chris Card, Don LaBarre, Frank S. Card & Family, John Densem, Vicki Kolberg, Sam Dyiak, Ron Hahn, Chuck Walsborn, Ed Arnold, Joel Mills, Bob Johnson, Debbie Wilson, Jeanette Hawthorne, Orville Tetz, Don MacIntyre, Charles Seicko, Vera Strebin, Bill Brookgard, Charlie Ayers, Gloria Fultin, Bob Johnson, Sabastian Degan, Dalton Williams

ITEM 2. CONSENT AGENDA:

MOTION: Bui moved to accept the consent agenda as presented.
(2.1 ACCEPT: Minutes of November 10, 1987; 2.2 ACCEPT: Business License Report 2.3 ACCEPT: Bills for month of November, 1987.) Gault seconded the motion. YEAS: 6
NAYS: 0
ABSTAINED: 0

Bui - Yea; Burgin - Yea; Gault - Yea; Jacobs - Yea; Schmunk - Yea; Thalsofer - Yea

ITEM 3. PUBLIC COMMENT:

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

ITEM 4. MOTION: Approve Audit Report

Neil Erickson, Grant Thornton Co., audit firm gave an overview of the audit report FY 86-87. He complimented Bob Gazewood and the Finance Department staff for their good work and tracking system of all financial data for the City. The total assets for the City were \$11,700,000. There were no budget over expenditures which was very good and the investments made had been very good.

Suggestions made were to rotate duties for checks and balances within the department. Set up written procedures manual for job duties; set data processing resources management responsibilities; cross training for data processing; set up a back up system to be kept off site for the data processing security.

Christian stated that after the Council had time to review the report, if there were any questions or concerns Neil would be available to come back for the January meeting to address any concerns there might be.

ITEM 5. RESOLUTION: Supporting County of Multnomah Request Initiating Formation of a Library District Under ORS Chapter 357

Christian stated that this item was not under consideration at the time of the Council meeting. The Portland City Council had passed a resolution disapproving the formation of the Multnomah County Library District under ORS 357. The action affectively stopped the effort to establish such a district.

Bui commented with the fact that he felt people still have a right to vote and he would have supported it under those specific conditional statement in a Resolution.

*NOTE: Agenda Item 7 was moved to Item 6 so there would be ample opportunity for the many visitors to express their opinions on Item 6 (heard as Item 7) and not delay the individual speaking to Item 7 (heard as Item 6).

ITEM 6. APPEAL: Port of Portland - Appeal of Planning Commission amendments to requested permitted uses

Sabastian Degan, Port of Portland; Gloria Fulton, Aviation Planner-Port of Portland; Bob Johnson; Planning Commission members present - Dalton Williams; Chuck Walsborn

Christian stated that the appeal was before the Council on three points. The Port's original request was a) Permitted Use No. 1 -- airport related uses, including airport supportive commercial and industrial uses such as maintenance facilities, hangars [hangars],

aircraft [TIE-DOWNS] [TIE-DOWNS] and passenger parking, restaurants and flight schools; b) Permitted Use No. 2 -- Truck and equipment sales and display [.], in conjunction with refurbishing, repair and rebuilding [.]; c) Permitted Use No. 3 -- off-street parking and storage [and storage] [EXTERIOR STORAGE] of truck tractors [, INDUSTRIAL EQUIPMENT] and/or semi trailers [AS AN ACCESSORY USE].

*Underscoring indicates language to be removed; uppercase language indicates language to be added. The first bracketed comment is amended by Planning Commission; the second set of brackets indicates amendments to clarify permitted uses.

Degan gave background information. Permitted Use No. 1: Planning Commission wanted to delete hangars as a permitted use and treat them as a conditional use. The very nature of the airport, hangars are a normal, anticipated use and should be allowed outright subject to the Port's and City's design review process. Issues as screening, location, colors, and building materials and more regulation is not necessary to protect public interest.

Walsborn, Planning Commission member stated that this was excluded partially through aesthetics and hangars should be outright use of airport.

Degan stated that Permitted Use No. 2's original request did not specify sales and display activity would be permitted outside of an enclosed area. These areas must be visible to general public to meet intended purpose of advertising and subsequent sales. Planning Commission had no objects to these areas, however, after review with staff, to distinguish between interior (enclosed) uses, the word exterior was added.

Degan stated the Planning Commission deleted any storage of truck tractors and semi trailers within general industrial district as a permitted use. Restriction to within a building seems impractical and inconsistent with nature of industrial uses. By limiting exterior storage as an accessory use, the City would still retain its ability to review exclusive storage yards as conditional uses.

Thalhofer stated that he didn't understand why hangars aren't a permitted use at an airport. Hangars were the purpose of an airport. The airport had been underdeveloped for a considerable amount of time. #1 it should be developed as soon as possible; hangars should be allowed as a permitted use and leave it up to Design Review; #2 the exterior truck view...Degan stated he needed clarification for a 'fully enclosed area'..what is it? what does it mean?

Walsborn stated that broken down vehicles should be in a covered area.

Degan felt that the Port was unable to voice responses to problems and didn't feel that a process was allowed to respond.

Bui stated there had been a vast decline over the past year at the airport. He felt that the airport should be looked at as an economic tool for the area and not to restrict the growth.

Walsborn stated that the Planning Commission deleted storage of trucks and restricted to within a building. Truck storage sometimes leads to a junk yard affect that shouldn't be started. The intent of the Planning Commission was not to limit new trucks.

Degan stated that there were covenants and deed restrictions as part of the Port of Portland lease agreements which would allow enforcement to violation of the lease(s). The Port had a Master Plan and any conditional use would add 1 month to review the process each time. He felt that the Port was sensitive to the freeway location. If desired, Planning Commission could review the Master Plan.

Johnson stated that it was difficult for the airport to function without the ability to lease hangar space. The FAA tower was open and would continue to be open and the Port of Portland-Troutdale Airport was and would continue to be 'open for business'.

Schmunk stated that there were deed restrictions which were enforceable and had been made policy as well. She stated that wasn't mentioned at the Planning Commission meeting.

MOTION: Thalhofer moved for the appeal(s) to be granted for all three areas of permitted uses. Burgin seconded the motion.
YEAS: 6
NAYS: 0
ABSTAINED: 0

Bui - Yea; Burgin - Yea; Gault - Yea; Jacobs - Yea; Schmunk - Yea; Thalhofer - Yea

ITEM 7. RESOLUTION: Recommending a Connection Between I-84 and U.S. Highway 26, and Recommending Route Selection Study and Preliminary Engineering to be Funded from Banfield Regional Reserve Monies (Side 2 12/8/87 CC Mtg.)

Christian stated that this item was of interest to several members of the audience in attendance. The title of the Resolution was read. Christian introduced Councilperson Schmunk (policy advisory committee) and Wilder (technical advisory committee), city representatives; Larry Nicholson, County Engineer-Multnomah County. They will outline the alternatives as well as give a brief summary for update.

Schmunk stated that she had rewritten the Resolution that was included in Council materials. The revised copy was available for review. She rewrote the resolution based on her feeling that it would be a State Highway and the State should look into the business of building an 'expressway'. She felt that the State was

more qualified in engineering and to look at the Corridors than the County. She felt that the State should look at the alternatives. She spoke with a State representative and the State would do a route study (a study on a new alignment). The same type study as was done with the I-84 Study would be done on this Route Study. Any major changes to highway or thoroughfares would go through a Citizens Involvement process as well as a Technical Advisory Committee.

Schmunk read the paragraph that contained the changes she wished to make..."The east west boundary alignments for this corridor should border Troutdale Road to the east and 238th to the west. The Oregon Department of Transportation (ODOT) should consider several alignments within this corridor for the route study and Draft Environmental Impact Statement (DEIS). Schmunk said that the State indicated this would take approximately 8 months. At that time, there would be several alignments to review again.

Burgin asked at what point the public would have their opportunity to speak?

Christian stated that after Wilder and Larry Nicholson had given their overview of this issue, which would also inform the public as to the facts of the issue, the public would be afforded the opportunity to voice their comments. This item is not a Public Hearing in the formal sense, there won't be a proponent/opponent process. The Mayor felt it would be better if the public had an entire piece of information before discussion is open. Everyone will have an opportunity to speak. Due to the amount of guests, the Mayor will ask for comment row by row so everyone has an opportunity to speak should they wish to.

Wilder, Community Services Director and member of the Technical Advisory Committee gave an overview of the process as a technical body in narrowing the selection down to a corridor. The technical committee was comprised of representatives from all the east county cities, Multnomah County, State, environmentalists and others charged with these sorts of preliminary technical route selection, route design, corridor selection. Wilder, as Community Services Director is the selected person to serve on these types of committees. This is done with a different view from the political point of view...a pragmatic point of view. Wilder then stated items that were looked at: computer models, safety, culture impact, environmental issues.

It began with a group of roadways (overhead and graphics used to point specific alternatives out), with the intent to get I-84 and Hwy. 26 connected. Out of 30+ variations of access routes, there were a few finalists which included a route beginning at 207th (new interchange) across Glisan, crossed the City of Troutdale and went out approximately in the area of Troutdale Road. This option was negated by the technical committee receiving comments from the State saying it was not a viable option. A parallel route was involved that they wouldn't be funding or involved with. This

option was removed from consideration.

A route going down 242nd, joining a new intersection (244th), join with Burnside following Burnside out to Hwy. 26 and make the connection at that point. This route option was rejected by the Committee, but not with full consensus. Troutdale was the only remaining member supporting this route.

The 257th route, much of it already constructed, was not constructed to the standard that an expressway would require. It was rejected unanimously by the Technical Committee. Although the route was rejected...the option is still preserved.

Another route, similar to 257th route, utilizing portions of 257th would make use of a new interchange (244th), join 257th at an undetermined location and make its connection at Hwy 26 - close to the current interchange. This route was rejected specifically, however, still remains within the corridor of flexibility for reconsideration.

The most seriously considered route currently is not necessarily the most viable is not specific and not to establish any definition in design only for a concept. 238th with a new interchange in the future, advantages to the interchange would be the old Sandy Road overpass would be reconnected (providing better access to Troutdale). Currently shown as an overpass over Halsey - such a route Troutdale would insist on a connection with Halsey to provide access to the downtown area and developable area within the proximity. The alignment could vary hundreds of feet either way.

The outcome of all of this was to establish, by Resolution presented to the East Multnomah County Transportation Committee and subsequently modified by that Committee to remove the specific corridor that was presented and establish a broader corridor. The corridor in the resolution basically stated the route would make a connection at the 244th interchange and approximately make a connection at Troutdale Road and Hwy. 26. The resolution, after much discussion, was passed by the East Multnomah County Transportation Committee and each of the jurisdictions were then asked to act on the resolution and hopefully approve it. All other jurisdictions to this point have approved it.

Troutdale has written a resolution which Marge Schmunk has modified to the better further which broadens the scope even more. It provides a connection point of 244th but does not set the limits of connection with Hwy. 26. That connection point could be from 242nd/244th all the way out to Troutdale Road (282nd). This resolution is before the Council this evening. Although the resolution coming from the East Multnomah County Transportation Committee did not set any east/west limits only a beginning point and an ending point...practically, those limits would be 244th on the west and Troutdale Road on the east, with the final route being somewhere in between that area. There could be other routes

than indicated in the recent newspaper articles within that corridor area which could include some variation on 244th (possibly Burnside, possibly Powell). He stated that he had been led to understand these weren't as viable as Troutdale would like to think, however, still a possibility.

Burgin asked Wilder to describe a highway already constructed that would resemble the type of highway being discussed.

Wilder stated the closest example he could give would be the connection between Clackamas Town Center and Milwaukie (as close to a typical expressway as the general public could imagine). There certainly would be an impact to a neighborhood.

Cox asked how many lanes? Wilder stated Nicholas would respond to this later but probably 4 lanes with a center left hand turn lane; 6 lanes in some cases, however, primarily 4 lanes with a raised median - very little left hand turn access (only at major intersection points). He stated that with all the question of the corridor area it would be difficult to state whether or not it would even touch Troutdale Road it could be slightly west of Troutdale Road or east of Troutdale Road. There is no design or route selection that has yet been performed. The resolution before Council basically puts that responsibility in the hands of the State and go through a public process, a route selection process to find that route. That process would have a lot more public involvement than there has been currently.

Schmunk called for Point of Order. We need to proceed with the technical overview and address public comment after that.

Larry Nicholas, County Engineer, Multnomah County then spoke. He described briefly the Multnomah County Master Transportation Plan update, the evolution of that, how the corridor got introduced, and finally how that fits into the Transportation Master Plan.

Nicholas stated that over a year ago the County staff began preparation of the Master Plan update. They attempted to look at the system of collectors and arterials within the County road system and identify system deficiencies that might exist and prioritize how those deficiencies would be corrected. One of the tools to do that is a computer model of the entire system where climate, and population basis, how trips are generated (where people go, how many trips through an area, as well as many other considerations involved in a transportation system.

Nicholas stated that they discovered the arterial system under any scenario that was tried, operated at below the desired level of service. That means that congestion would still exist at peak hour traffic within the system. That began the corridor concept, as it became very clear to relieve congestion and have a system operate at an acceptable level of service, an additional route needed to be introduced into the system, and at the same time meet the goal of providing a connection between Hwy. 26 and I-84.

Further modeling under that concept took place and the system would work at an acceptable level of service. Several alternatives were then considered as shown by Wilder earlier. These alternatives were evaluated and a recommendation came out of the Technical Advisory Committee and Policy Advisory Committee which was presented to the East Multnomah County Transportation Committee.

Essentially, the ball has been passed from the County, in terms of overcoming all of the system deficiencies to the State Highway Department and asked then to consider this corridor. This issue is now before Council -- shall the corridor be approved and shall the process go forward. The County still has the obligation and commitment and need to update the balance of the arterial collector system (i.e., the 223rd's, 242nd's, 257th's and Glisan's, et cetera).

Nicholas commented that in the process of developing the Master Transportation Plan and shortly after the corridor concept became apparent and the corridor was considered; County decided it would be important to get a validation of their perceptions and County retained the service of a professional marketing firm to do a survey of the transportation system, how public viewed it, how efficient it would be and what would their recommendation be in the nature of improvements. The sample size was not large, but considered representative and adequate (365 questionnaires mailed to random private citizens, business community leaders). From that survey the #1 problem perceived by the citizens in the sample was congestion; 65% of the respondents stated that was the #1 problem with the transportation system in East Multnomah County.

Council directed questions and concerns to Nicholas.

Bui queried Nicholas regarding a 257th/Kane-Powell Valley Road alternative and results of an expressway of this type going through a residential area? Bui stated that Troutdale had a limited amount of property to develop and a roadway of this type cutting through the center of those properties would certainly impact the social-economic values. Bui asked about barriers to cut noise down and those types of barriers separate neighborhood areas off from the neighboring area.

Nicholas stated that it depended on the area social-economics. Proper review and analysis of all environmental issues (i.e., water, air, land, noise, social-economic impacts). Sensitivity to these concerns were issues that can be dealt with and still allow an access through a core area. Sound walls had, in the past, been preferred to the noise levels.

The steps involved in a process are: 1) corridor selection; 2) route selection; 3) draft of the Environmental Impact Statement. Throughout the process there are a number of public hearings. Parallel to this are a number of land use issues to be dealt with

(i.e., Comprehensive Plan updates, all associated land use changes and impacts which are recognized). There is an opportunity for public input and approval/rejection through the land use side and then again an opportunity for public hearings for objections to be noted on a particular routes that aren't liked. Measures that are identified and brought forward. At the conclusion of the draft EIS there is a hearing. All jurisdictions affected are required to approve/reject the draft EIS. The concerns are then dealt with in the final EIS. If the concerns haven't been dealt with satisfactorily, all affected jurisdictions at that time have the right to finally approve or reject the project. Three or four routes are selected that appear viable. The selection narrows to 1 for the EIS. Definition of corridor= wide ban of territory...definition of route= actual specific locations for streets, routes of roadways etc.

Cox then called for public comments. The following persons commented to the issue. (Side 3 12/8/87 Tape 13:58)

Vicki Kolberg, 709 SE Sweetbriar Lane, Troutdale; Sam Dyiak, Lusted Road; Don, 1226 SW 13th Ave, Troutdale; Ron Hahn, 1357 SW McGinnis, Troutdale; Ed Arnold, 3155 SE Evans; Chuck Walsborn, Troutdale; Joel Mills, 1860 SW Kings ByWay, Troutdale; Diane Whitehead, 3833 SE Douglas Ct, Troutdale; Bob Johnson, 1933 SW Laura Ct, Troutdale; Debbie Wilson, 3335 SE Pelton, Troutdale; Jeanette Hawthorne, Sweetbriar, Troutdale; Orville Tetz, 2005 SW 22nd, Troutdale; Don MacIntyre, Gresham; Charles Seicko, 3630 SE Hosner Terrace; Kim Bennett, P.O. Box 57/302 NE 2nd-Troutdale Business community; John Driver, 3702 SE Dora, Troutdale; Vera Strebin, 2720 S Troutdale Rd, Troutdale; John Densem, Troutdale; Bill Hesselbacher, 2595 SW 26th Circle, Troutdale; Bill Brookgard, 1852 SW Kings Byway, Troutdale; Dave Silverman, 3722 Dora Ct., Troutdale; Linda Mahan, 1331 SW 13th Place, Troutdale; Bob Reihert, Anton Ridge, Troutdale; Charlie Ayers, Homebuilders Assn., City of Portland; Dick Anderson, 1437 SW 13th Place, Troutdale; Sally Wakeman, 1209 SW 26th, Troutdale; Karen Falender, 4012 SE Kibling, Sweetbriar, Troutdale; Dick Webb, 1432 SW 13th Place, Anton Ridge, Troutdale; Steve Wennerlind, 3015 SE Lewis Ct, Sandee Palisades, Troutdale; Steve VanHeff, 2212 SE Evans, Troutdale; Dan Marvin, 2424 SE Evans, Troutdale.

Christian then gave Council alternatives: (1) Pass resolution as presented; (2) Pass, as amended by Schmunk; (3) Reject; (4) Table with no alternatives; (5) Table with direction to staff to work with TAC and County and bring back other alternatives.

Council deliberated over issues and options.

Cox called for a recess at 9:40 P.M.
Cox called for reconvene at 10:00 P.M.

MOTION: Thalsofer moved to adopt a resolution with amendments to paragraph 2) to read " This expressway would be

connected with U.S. Highway 26." Paragraph 3) "The corridors eastern boundary shall be west of southeast 242nd avenue and include 242nd avenue." Schmunk seconded the motion.

YEAS: 6
NAYS: 0
ABSTAINED: 0

Bui - Yea; Burgin - Yea; Gault - Yea; Jacobs - Yea; Schmunk - Yea; Thalhofer - Yea

ITEM 8. RESOLUTION: Supporting Appointment of Jeff Eldredge as City of Troutdale Building Official

Christian updated Council stating that the retirement of Ken Prickett, previous Building Official, had raised the need for appointing a new person to the position. This will take effect in January, 1988.

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

YEAS: 6
NAYS: 0
ABSTAINED: 0

Bui - Yea; Burgin - Yea; Gault - Yea; Jacobs - Yea; Schmunk - Yea; Thalhofer - Yea

ITEM 9. MOTION: Approve Grant Application LWCF FY 89 Completion of Phase I Development Landfill Site (includes final grading, seeding, main wood construction).

Lantz had submitted a request for approval to apply for grant funds for FY 1989. The application deadline meant this item had to be before Council at this meeting. The grant would facilitate Phase I development of the landfill site (Obrist Pit). and include final grading, seeding, and main service road construction.

The Parks Advisory Board had recommended approval to Council. Donations and volunteers are appropriate to be included as match monies.

MOTION: Burgin moved to approve the application process. Bui seconded the motion.

YEAS: 6
NAYS: 0
ABSTAINED: 0

Bui - Yea; Burgin - Yea; Gault - Yea; Jacobs - Yea; Schmunk - Yea; Thalhofer - Yea

ITEM 10. ORDINANCE: Establishing a New Public Safety Code Section Relating to the Use of Exhaust (Jake) Brakes in the City of Troutdale.

Cox read the ordinance by title.

Dorsey stated he would answer any concerns Council had regarding this item. The noise level of 'jake' brakes is beyond the safe limit of descibles and with all of the residential housing, it was felt that the City should have an ordinance on the books to help regulate the prhibition of exhaust brakes within the City limits.

MOTION: Bui moved to pass the ordinance as written. Jacobs seconded the motion.
YEAS: 6
NAYS: 0
ABSTAINED: 0

Bui - Yea; Burgin - Yea; Gault - Yea; Jacobs - Yea; Schmunk - Yea; Thalhofer - Yea

ITEM 11. MOTION: Authorization to Secure Consulting Services Frontage Road Pump Station and Sewer System with Emergency Clause

Wilder gave background information. He stated that Frontage Road Pump Station and Sewer System was inadequate to handle the wastewater collection services for the development coming in to the City.

Replacement of the existing pump station is expected to approximate \$48,000-\$50,000 with construction and engineering costs. Through the plan review and approval process for the Flying "J" development, the City required a dedication of 30' x 30' site for relocation of the existing Frontage Road pump station. The site is adjacent to a similar sized piece of property on the Burns Brothers development and combined would serve the City's need in the new and expanded facility.

Authorization to enter into an engineering design contract with Gibbs & Olson for engineering, inspection, and construction management was requested from Council. Engineering costs are approximated at \$10,000. Funding for the project is available from the sewer improvement fund. Additional resources through system development charges levied against the Burns Brothers and Flying "J" projects are expected for the improvement fund. The project would be completed prior to the end of the FY 87-88.

MOTION: Schmunk moved to authorize securing consulting services for the Frontage Road Pump Station and Sewer System project. Bui seconded the motion.
YEAS: 6
NAYS: 0
ABSTAINED: 0

Bui - Yea; Burgin - Yea; Gault - Yea; Jacobs - Yea; Schmunk - Yea; Thalhofer - Yea

ITEM 12. ORDINANCES: Systems Development Charges (Water, Sewer, Streets)

Wilder gave background information. He stated the ordinance was designed to replace the Street System Development Charge ordinance as well as portions of wastewater and sewer ordinances. The ordinance is intended to be a step towards a comprehensive Public Works Code. Wilder stated that the ordinance is specific and flexible and is intended to provide the City with a more workable statute.

Wilder asked that Council state any comments, concerns or suggestions to improve the ordinance. The factors were arrived through research with other jurisdictions (i.e., Gresham, DEQ, DES, State Administrative Rules). In all cases, this ordinance worked out to be the same, or less than other areas of similar comparison.

Wilder stated that the biggest change was in the street portion of the ordinance. Substantial credits for development on a state roads, county roads, freeway systems, et cetera where it can be demonstrated that traffic is primarily generated and transported on those systems and not on the rest of the City's grid system.

Burgin asked if there weren't provisions for subdivisions? Wilder stated, Yes. Burgin asked if they should still be at such a low ERU? Wilder stated that the the street portion was taken right out of national standards. No changes were made in that the national trip generation standard to calculate loading on the streets and no adjustments are made to it whatsoever.

Burgin stated that it didn't seem reasonable that a manufactured home subdivision uses the street system less than an R7 lot. He didn't think it seemed fair. Wilder stated that it could be based on a socio-economic profile, he didn't really know. It was directly out of the standards.

Schmunk read Section 8 and asked why 30% for SDC's instead of 25% -- was there any reason for a specific percentage factor? City of Gresham has 10%. She felt that 25% sounded like a better number. Wilder stated that the 30% is an arbitrary figure. It could take 1 year or two years to determine the true contribution. Wilder didn't feel that 10% was a good figure. He wanted to protect the city investment. If it comes in differently we wouldn't have as much to pay back. This is paid at the time of issuance. The Burns Bros. figure used was 10% due to the amount of money initially...which was also based on the old ordinance which was completely off track. Schmunk thought 25% sounded better.

Thalhofer agreed.

(Tape 7 12/8/87 CC Mtg 30:18)

Harry Fowler raised several concerns. He didn't feel it was an improvement over the old one. He felt there were considerable ambiguities. He felt that it contradicted itself. He stated there

was an increase for SDC's allowed in the ordinance, but no allowance for a decrease. There were many mistakes. He felt there was a problem if a decision was to be made at this meeting.

Burgin stated that the city couldn't obligate itself financially with an unlimited future liability.

MOTION: Bui moved to table to next regular City Council meeting.
Burgin seconded the motion. YEAS: 6
NAYS: 0
ABSTAINED: 0

Bui - Yea; Burgin - Yea; Gault - Yea; Jacobs - Yea; Schmunk - Yea; Thalhofer - Yea

ITEM 13 RESOLUTION: Changing SDC Rates

This item was tabled due to Item 12 being held over to 1/12/88 meeting.

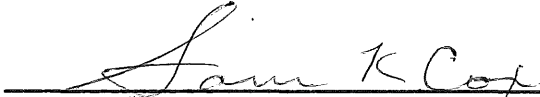
ITEM 14. DEPARTMENT REPORTS:
This will be moved to 12/15/87 Special Council meeting.

ITEM 15. COUNCIL CONCERNS AND INITIATIVES

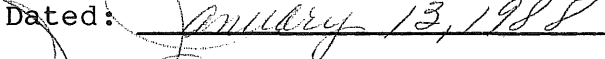
None. Due to lateness of the hour.

ITEM 16. ADJOURNMENT.

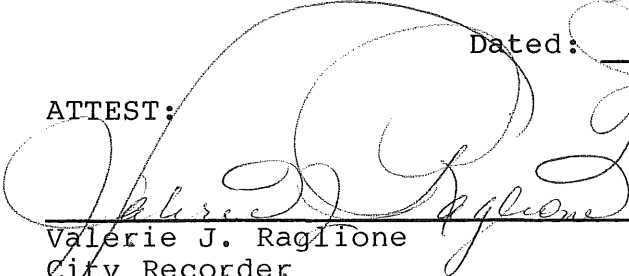
MOTION: moved to adjourn the meeting.
YEAS: 6
NAYS: 0
ABSTAINED: 0



Sam K. Cox, Mayor

Dated: 

ATTEST:



Valerie J. Raglione
City Recorder

CC:25