



# CITY OF TROUTDALE

"Gateway to the Columbia River Gorge"

## AGENDA

CITY COUNCIL - REGULAR MEETING  
TROUTDALE CITY HALL  
COUNCIL CHAMBERS  
104 SE KIBLING AVENUE  
TROUTDALE, OR 97060-2099

March 14, 2000 - - 7:00 P.M.

### Mayor

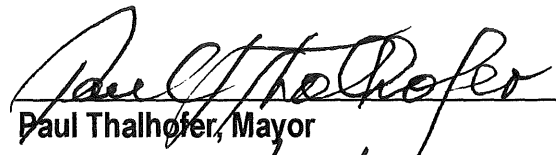
Paul Thalhofner

### City Council

Pat Smith  
David Ripma  
Bruce Thompson  
Jim Kight  
Paul Rabe  
Doug Daoust

- (A) 1. **PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE**
- (A) 2. **CONSENT AGENDA:**
  - 2.1 **Accept Minutes:** February 8, 2000 Regular City Council meeting
  - 2.2 **Business Licenses:** February 2000
  - 2.3 **Resolution:** A Resolution recognizing the completion of the Public Works Shop improvements and accepting them into the City's Fixed Asset System.
  - 2.4 **Resolution:** A Resolution authorizing an interfund loan from the General Fund to the Code Specialties Fund.
- (I) 3. **PUBLIC COMMENT:** Please restrict comments to non-agenda items at this time.
- (I) 4. **AWARD:** Recognition of an Engineering Excellence Honor Award presented jointly to the City of Troutdale and David Evans and Associates, Inc. by the Consulting Engineers Council of Oregon for accomplishments on the Harlow Canyon Restoration project.  
*Hultin*
- (I) 5. **UPDATE:** Update from Commissioner Beverly Stein on the Public Safety Levy for November 2000 Election.  
*Commissioner Stein*
- (I) 6. **REPORT:** Parks District  
*Robert VanderBorg*
- (A) 7. **MOTION:** A motion to authorize the City to initiate vacation of approximately 260 linear feet of SW 4<sup>th</sup> Street near 257<sup>th</sup> Avenue.  
*Hultin*
- (A) 8. **MOTION:** A Motion authorizing the Mayor to sign a letter supporting the proposed Mount Hood Scenic Byway.  
*Councilor Ripma*
- (A) 9. **DECISION:** A decision regarding a preferred location for the turnaround and layover of Tri-Met Bus Line 24 in downtown Troutdale.  
*Galloway*
- (A) 10. **ORDINANCE: (Introduced 2/8/00):** An Ordinance repealing Chapter 13.10, Street Trees, of the Troutdale Municipal Code and adopting a new Chapter 13.10 entitled Trees.  
*Faith*

- (A) **11. ORDINANCE (Introduction):** An Ordinance establishing procedures for deviating from the Public Works Construction Standards and amending Chapter 12.01 of the Troutdale Municipal Code. Galloway
- (A) **12. ORDINANCE: (Introduction):** An Ordinance withdrawing territory located at 1756 SE Woodard Rd. from the Corbett Water District. City Attorney
- (I) **13. COUNCIL CONCERNS AND INITIATIVES**
- (A) **14. ADJOURNMENT**

  
Paul Thalhofer, Mayor

Dated: 3/9/00

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

**March 14, 2000 7:00pm**

Meeting was called to order at 7:02 p.m. by Mayor Thalsofer.

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

Mayor Thalsofer called on Councilor Rabe to lead us in the Pledge of Allegiance.

**PRESENT:** Smith, Ripma, Thompson, Kight, Rabe, Daoust, Thalsofer.

**STAFF:** Faith, Galloway, Hultin, Kvarsten, Allen, Stickney

**GUESTS:** Robert Liermann, Norm Thomas, Doug Farrell, Philip Selinger, Young Park, Gary Beutler, Rex Thornton, Lou Nederhiser, Howard Bonwell, John Davis,

Mayor Thalsofer asked are there any agenda updates?

Kvarsten replied we have none to offer this evening.

**2. CONSENT AGENDA:**

- 2.1 **Accept Minutes: February 8, 2000 Regular City Council meeting**
- 2.2 **Business Licenses: February 2000**
- 2.3 **Resolution: A Resolution recognizing the completion of the Public Works Shop Improvements and accepting them into the City's Fixed Asset System.**
- 2.4 **Resolution: A Resolution authorizing an interfund loan from the General Fund to the Code Specialties Fund.**

Mayor Thalsofer called this item and read the consent agenda.

**MOTION: Councilor Thompson moved adoption of the consent agenda. Councilor Kight seconded the motion.**

**YEAS: 7**  
**NAYS: 0**  
**ABSTAINED: 0**

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

Robert Liermann stated I live in Gresham and I do mechanic work on aircrafts at the Troutdale

Airport. I thought the increase from \$35.00 to \$50.00 for a business license was a big increase percentage wise and last year my business was in better shape. I got into the mathematical mood when the \$50.00 hit my doorstep and I compared it to what I have to do to earn \$50.00 and it is well over 1 hour, probably 2 hours. I would like you to address the lower income type people who need to have a license to operate their business. I don't mind helping the city and supporting them, but I thought we ought to address something along the line of what Tri-Met might use, a decimal formula. To me it is a little bit of a load and to some people it is probably pocket change. I would like to see a little more fairness across the board, at least on the low end.

Mayor Thalhoffer replied we will refer this to our Finance Director. Normally we make adjustments to our fees in June, but it is something we will look at.

Norm Thomas stated the reason I am here this evening is to announce that we (the Mt. Hood Cable Regulatory Commission) are having a public hearing on Thursday starting at 7:00 at Portland City Hall. We will be going over four of the broadband competitors that are looking to come into the Portland area. This is the first time this has happened where we have had four competitors coming to the same public hearing. The hearing will be carried live on Cable Channel 30 in addition to being live webcast on the internet throughout the world. You can also receive up to date information on our web site at [www.mhcr.org](http://www.mhcr.org).

**4. AWARD: Recognition of an Engineering Excellence Honor Award presented jointly to the City of Troutdale and David Evans and Associates, Inc. by the Consulting Engineers Council of Oregon for accomplishments on the Harlow Canyon Restoration project.**

Mayor Thalhoffer called this item and stated Travis Hultin has done an excellent job on this. He was the project manager and he is one of the reasons that this was done so successfully. He is a Engineering Graduate of Oregon State University and he has been with the City for several years now and he is doing an excellent job for us. He was responsible for the public involvement, the design and the construction of this project and it was a pretty tricky project. Travis deserves a lot of credit for the successful completion of that project.

Travis Hultin reviewed the project and presented the Mayor and Council with the award.

**5. UPDATE: Update from Commissioner Beverly Stein on the Public Safety Levy for November 2000 Election.**

Mayor Thalhoffer called this item.

Beverly Stein stated I would like to focus on a couple of items and tell you a little about what is going on with the budget. One thing I was asked to do was to participate on the Mayor's Economic Development forum that was going to be started up with the Mayor's from the East County Cities. I was very pleased to be asked and I have agreed to serve on that. I want to give you a short update on the East Multnomah County Health Aging Disability Services building. The building is on 8<sup>th</sup> & Kelly in down town Gresham, it will give us a chance to consolidate some of services and also get out of some very dilapidated buildings. There is one issue I would like to raise about this and that is transportation. It is difficult for people to get to this site if they aren't able to access Max or the bus lines. There is a lack of north/south bus service and a loop of some sort would be very helpful. Folks at County Transportation and people working on this building would like to meet with Tri-Met to talk about doing some kind of loop and Mayor Becker of Gresham has been asked to be

part of that and I wondered if you Mayor Thalhoffer or anyone else would like to be part of that discussion.

Mayor Thalhoffer replied sure.

Stein stated in terms of the levy, the basic issue is, and many of you have been following for many years, we have been trying to build a jail and a secure alcohol and drug treatment facility. We have it sited for the Rivergate area, we are in the process of doing data engineering on the building. However, as you know, due to Measure 47 and 50, our general fund was cut and the levy that we previously passed for operating these facilities was cut, so now we are forced to go back out to the voters and ask the voters to pay for operating these facilities. We haven't yet determined exactly what will be in this levy. It will be a five year local option levy. In order to operate the jail and the alcohol and drug treatment facility it is about \$20 million. The board is considering adding on perhaps another package that we think would be beneficial to crime prevention as well as perhaps draw more support for this effort. What we are thinking of particularly is early childhood education programs. There has been a lot of evidence that shows if you can get to kids really early you can prevent criminal behavior later. We are looking at all these issues right now and certainly appreciate your input, we have not made decisions on that. There is about \$26 to \$29 million that we could ask for on a levy without impacting our current library levy through compression, as you may remember local option levies are compressed first. We are particularly concerned to make sure that we don't impact any of the other jurisdictions. We will probably be making these decisions in April, there will be opportunities for public comment. I would really urge that if you have thoughts about this, contact me so that we know what kind of input you want to have and when and where so we can make sure that we hear from you on this. The last thing I wanted to mention was to give you a quick update on the budget. I am in the process of preparing the 2000-2001 executive budget. It is going to be a tight budget, because of the impact of PERS and the impact of inflation on our labor costs and because we decided we wanted to absorb public safety costs of current programs that we operate now instead of putting them on the levy, we only put new things on the levy. I am trying very hard not to cut programs that you've depended on, but I am not sure yet what I will have to do. Lastly, there are a couple of ballot measures that I need to make a pitch about. One is the transportation/gas tax or it will be really tough for us to meet the needs of our transportation system. I feel compelled to talk about the Sizemore measure, the one that would make federal tax deductible. It looks like the latest analysis would be a 22% reduction in the State general fund, which has a big impact on the County, more than the cities because ~~2/3~~ 2/3 of our budget really comes from the state government. That means cuts in our social services to the elderly, mental health, drug and alcohol treatment, community corrections. All of those are funded from money we get from the state, and of course the huge part of the state budget is education, so that would mean a cut in education. I think we really need to keep an eye on this and inform our citizens of what the impact of that vote would be. The other Sizemore issue is the requirement that there be a vote on all taxes and fees to be retroactive. That means that some of the actions that we are taking now, like the increase in hotel/motel tax, could be in jeopardy. That is my report, I would be happy to answer any questions.

Councilor Daoust asked looking at your budget, it looks like you had quite an increase in the current year budget from the previous year budget, but you had mentioned that next years budget would be quite a bit less. It sounds like a fairly drastic decrease next year.

Stein replied there will be some cuts and departments are having to absorb certain increases they might get added on in their budget.

Councilor Daoust stated it is nice to see a governmental agency have long term benchmarks and strategic priorities, and the fact that you are adding investments that match those benchmarks, it is nice to see.

Stein replied thank you, I feel really proud about that also.

Councilor Ripma stated we met on this subject recently at a Sheriff's Advisory Committee and at that point we were discussing what additional services should be coupled with the public safety levy. I think your mention tonight of early childhood services as a early preventative measure works well with the public safety levy and might increase support for the levy, so I commend that idea. I can't let you go without at least mentioning a couple of things that the County provides, in tight budget times, that are very important to us. In addition to the social services that you mentioned, the importance of the Sheriff's patrol out here and in particular the East County Booking Facility is one of the Sheriff's services that is very important to our Public Safety Officers, both our city and the others out here.

Mayor Thalhoffer stated we do depend on Multnomah County services, and the Sheriff's patrol that Councilor Ripma mentioned is one that we do depend on to help back up our Troutdale Police and other agencies in East County. The booking facility is one that we fought for for many years and we hope that continues, it saves our officers a lot of time. Another thing that I hope doesn't go away is the School Resource Officer at Reynolds High School.

Councilor Kight stated I wanted to second what the Mayor had to say about the School Resource Officer, we feel that it is critical. Reynolds High School is one of the largest high schools in the State of Oregon. While on a police ride-a-long I realized how convenient the Gresham booking facility is as opposed to having to go to down town Portland. For East County it is really critical, especially in Troutdale where you may only have two or three Officers at any one time on shift in the evening. Lastly, I want to thank you for your cooperation with the McMEnamin's property. When do you expect to see the jail up and running?

Stein replied a couple of years.

## **6. REPORT: Parks District**

Mayor Thalhoffer called this item.

Doug Farrell stated I am a local resident of Gresham. How the "People for Parks" came about is several months ago we are all wondering about our Parks and Recreation Department and so a committee was formed and a group of people got together, representatives from all of the East County Cities and asked how can we solve and bring about a good and responsible parks and recreation program. The first thing that happened was we started thinking in terms of a four city regional program that would allow several things to happen, that wouldn't necessarily take over what you are presently doing because you are doing an excellent job. One thing it would do is it would be able to give you an enhancement of what you are presently doing. It would allow the present funds that are allocated for parks and recreation to go back into your general fund and perhaps get those extra Officers. We wanted to bring about an ongoing tax base that would allow us to have the funds that would allow us to have long term goals to meet. We are presently putting together a proposal to bring to you and each of the cities to review so we make sure that we do not overlook anything. We really want to make sure that your city has a minimum guaranteed

amount of money coming to it, we don't want to take over anything, we want to enhance it. We want to empower the people and their money, we want to make it a regional effort so everybody works together for the individual interest.

Councilor Rabe asked the current portion of taxation that is imposed on the Troutdale citizens that which would be dedicated to the maintenance of parks and recreation department, I believe that I heard you say that would still be assessed but it would not be directed to parks and recreation, it would go to the general fund?

Farrell replied I think it would be something that could go to the general fund, I don't know the legalism of that, but what we are looking for is a tax that would go directly on all properties in the area.

Councilor Rabe stated if that were the case, and it were to end up in the general fund, then we would need to look for another source to support the district, which would be an additional tax. I am wondering if there is a way to take what is currently being assessed for parks and recreation and channel that into this district fund. In the past, certain environmental projects, park enhancement projects have been supported by the parks and recreation department. If we don't have that line item, and we have a district, a bigger governing body, I am wondering if to some extent it seems to be that people would be less inclined to approach a bigger district to enhance projects, and even if they were interested in approaching the district, how would we prioritize those things?

Farrell replied that has been a big issue. We have discussed making sure that each city does not get overshadowed by Gresham. We want to make sure that the representation from each of the communities is adequate.

Councilor Rabe stated I didn't want to make the impression that these are negative things, they were just questions that came up. I do like the idea that it would coheres the various cities to have some sort of a consolidation effort in terms of what they want for the quality of their parks.

Councilor Daoust stated I am intrigued by the idea of a parks district, I know they can be successful. I need more information, I look forward to your business plan. One thing that would help us would be to display the pros and cons directly related to Troutdale and also your projections for getting revenue from other sources other then property tax.

Councilor Smith asked on your basic layout where you are improving and adding trails, does that mean that you are proposing to completely take over the parks as far as maintenance, mowing and planting?

Farrell replied yes, we would have one maintenance program for the whole district.

Councilor Ripma asked are you aware that your board had gone to our Parks Advisory Committee in January?

Farrell replied yes.

Councilor Ripma stated they asked basically the same question that we are asking here, which is for

more information. I think it ought to go back to the Parks Advisory Committee since they asked for the information. Questions that they asked and I ask also, this is going to be a separate governmental agency, it will have its own elected board, how is that going to be constituted. For instance, if Gresham has 75% of the population in this district, how can you be sure that Troutdale or any particular city is going to be guaranteed some minimum funding, I don't see how that is fair. If an elected board has discretion to spend the money where they want, I can't imagine how it is that it wouldn't be that they would make the final decisions. Mr. Vanderborg called me and suggested that the board could have two representatives from each of the cities. I don't see how that could be fair to Gresham with most of the population contributing most of the money, I don't see why they should agree to that and I question the legality of that. These are things you are going to have to look into and come back with details. Troutdale is very proud of its parks system and we devote a larger portion of our general fund to parks than the other cities. We are concerned that our citizens don't get short changed. You brought up how we would have money left over in our general fund to fund police, I guess I question whether it works that way. I wonder why, in a city like Troutdale, we have a very small area in our urban services area district that is not annexed to the city but will be someday. Those people in that area of town, once they are annexed into the city they would not come into this district, they would have no parks services provider. That strikes me as unfair. Gresham surely has some urban service districts to annex also and I don't understand why those people should be left out with no park provider and yet they are in the city but not in the new district. Another thing is why are you not considering including some of the areas to the east, Springdale that might provide more opportunity for places to put parks. These are just questions and I think you folks have a lot more work to do.

Mayor Thalhoffer stated we take great pride in Troutdale in making sure that our parks and recreation program is one of the best for the dollars spent. We would not want to see that eluded in any way by forming a parks district. There is a danger in my mind that would happen but we won't know until you get the business plan out and show us all the details of the proposal. It will be a real challenge for you to come up with something that will make us feel safe in entering into such a district. The concept is a good one.

Mayor Thalhoffer called for a break at 8:22pm.

Mayor Thalhoffer reconvened the meeting at 8:35pm

**7. MOTION: A motion to authorize the City to initiate vacation of approximately 260 linear feet of SW 4<sup>th</sup> Street near 257<sup>th</sup> Avenue.**

Mayor Thalhoffer read the motion and called on Travis Hultin.

Hultin stated this item deals with SW 4<sup>th</sup> Street, west of S. Buxton Avenue. This particular portion of 4<sup>th</sup> Street, for the last 25 years, has been bordered by the Public Works Shop. They occupy the property next to that parcel and they are the only structure that borders that parcel. As a result of that and because of the fact that portion of SW 4<sup>th</sup> Street is a dead end and for most of that time that portion of 4<sup>th</sup> Street has been functionally utilized as part of the on-street parking for the public works shop facility. Also for most of that time the parcel to the north has been undeveloped and is still undeveloped at this time. Recently the City had the opportunity to purchase that parcel that lays to the north and the City made that purchase. Now what staff would like to do is see that



parcel vacated so the City would take possession of that small section of right-of-way which would then be consolidated into the southern parcel, which now contains the Public Work Shop and the northern parcel which is currently undeveloped but belongs to the City. Those would all be consolidated into one property that could allow expansion of the Public Work Shop parking and also some other amenities such as a pedestrian connection from SW 257<sup>th</sup> to SW 4<sup>th</sup> Street. The State Law and the Troutdale Development Code allow you as a City Council to initiate a vacation of a public right-of-way simply by making a motion to do so and that would direct staff to take the matter before the Planning Commission which would be carried through on a normal Type 4 hearing process. That means the vacation would be subject to a public hearing in front of the Planning Commission. The Planning Commission would then make a recommendation as to whether or not the property should be vacated. If they recommend that it should be vacated, it would then come back to you as a Ordinance. One note, if you are looking at your exhibit maps attached to the staff report, you will notice that SW 4 Street intersection appears to intersect 257<sup>th</sup> Avenue. The right-of-ways do in fact meet, however if you are familiar with that location you'll know that the topography there would not allow this. There is a steep slope where those two right-of-ways come together, so functionally it is very unlikely that they could ever be connected. In addition to that, you may or may not be aware of the County's policy on access to 257<sup>th</sup> in that area, they want to limit access to 257<sup>th</sup> in that area and would likely not support any kind of an intersection there. So, that portion of SW 4<sup>th</sup> Street would always be a dead end, and therefore we feel that the correct action to take is to vacate that parcel and make it a useful part of the public works shop property. Staff recommends that the City Council make a motion to initiate the vacation.

Councilor Rabe asked so to the north is city owned, and to the south is city owned?

Hultin replied that is correct.

Councilor Rabe asked so the idea is to include it so it will be one continuous piece of property with single ownership?

Hultin replied that is correct. When a vacation goes through, the two abutting property owners on either side each takes possession of half. The City is the owner on both sides.

Councilor Daoust asked is there any plans in the Town Center Plan for 4<sup>th</sup> to do anything?

Hultin replied not to connect through no.

**MOTION: Councilor Ripma moved that the City Council initiate vacation proceedings for the portion of SW 4<sup>th</sup> Street starting at the intersection of SW 257<sup>th</sup> Avenue and running approximately 260 linear feet eastward as more specifically depicted in exhibit 2 of our packet. Seconded by Councilor Kight.**

**Councilor Ripma stated this one meets the criteria that I have for vacating streets.**

**Councilor Kight stated the road terminates at our shop, it will never go through to 257<sup>th</sup>. We own the property to the north and it is just logical that you vacate this.**

**YEAS: 7  
NAYS: 0  
ABSTAINED: 0**

**8. MOTION: A Motion authorizing the Mayor to sign a letter supporting the proposed Mount Hood Scenic Byway.**

Mayor Thalsofer called this item and asked Councilor Ripma to speak on this issue.

Councilor Ripma stated I don't know how many of you are familiar with the scenic byway program in Oregon. It is ran by ODOT and is a state program for identifying and promoting scenic routes in Oregon. There are less then twenty of them. Number one on the list is the Historic Columbia River Highway, which already goes through Troutdale. We have the potential of being honored with a second scenic byway passing through Troutdale. This was initiated by the Mt. Hood Chamber of Commerce in Welches, Oregon. It was originally proposed at the East County Transportation Committee, in fact the route wasn't as good for Troutdale originally, it didn't go all the way through Troutdale and now they have it passing along Historic Columbia River Highway all the way through on Halsey and past McMenamins and up 238<sup>th</sup>. The Chamber of Commerce in Troutdale has endorsed the idea and I am pleased to bring this before the Council. I have drafted a letter of support for the Mayor to sign. (Councilor Ripma read the letter which is contained in the packet).

**MOTION: Councilor Ripma moved to authorize the Mayor to sign a letter supporting the Mount Hood Scenic Byway. Seconded by Councilor Kight.**

**YEAS: 7  
NAYS: 0  
ABSTAINED: 0**

**9. DECISION: A decision regarding a preferred location for the turnaround and layover of Tri-Met Bus Line 24 in downtown Troutdale.**

Mayor Thalsofer called this item.

Galloway stated this item before you tonight has to do with a recommendation to Tri-Met for a preferred location for the turnaround and layover for bus line 24 in downtown Troutdale. Bus line 24 provides bus service to downtown Troutdale on a daily basis from the Gateway Transit Center. Downtown Troutdale is the terminus of this particular route and to allow for it to meet its scheduled departure time from Troutdale and to allow for bus drivers to have the appropriate rest period that they are required to, a layover location is required. We understand from previous testimony from Tri-Met that the layover time varies from very little to sometimes as many as 20 to 25 minutes and there are a few occasions each day when two busses layover simultaneously. As you know, for many years that layover location was on the north side of the Historic Columbia River Highway across from City Hall on property, a portion which is owned by the City and a portion which is owned by private ownership. Last year when Tri-Met tried to enter into arrangements with that private property owner to continue that relationship they were not able to come to terms. Last

summer Tri-Met moved that layover location to a place on 2<sup>nd</sup> Street between Kendall and Buxton and except for a short period of time, a few weeks during the summer when the construction project prevented them from using that location they have been using that location ever since. The matter has come before the City Council a number of times to discuss possible locations. The Council has expressed a preference to either using the original location across from City Hall or a location in the vicinity of Glenn Otto Park. There have been difficulties there, one with the property owner I mentioned earlier and I believe Tri-Met has some concerns about cost and safety considerations for a move further to the east at this time. The Council has met and discussed this issue a number of times in the past several months and other locations that have been mentioned includes an area on 2<sup>nd</sup> Street between Harlow and Dora, in front of Mayors Square on Historic Columbia River Highway, on the west side of 257<sup>th</sup> on Columbia River Highway and perhaps some other locations that I don't recall. I believe the one most recently put forward by members of the Council has been to go back to the location on 2<sup>nd</sup> between Harlow and Dora that was used for a period of time last summer when the Kendall location was not available due to construction. Based on guidance that you gave to staff at our January 11<sup>th</sup> Council meeting, we have went ahead and notified those who we felt might be affected by this decision of the fact that this would be on the agenda tonight. A list of those who were notified is included in the staff report. One of those that were notified, the President of Gorge-us Pizza Haus, did respond with a letter which is included as exhibit I in the staff report. Representatives from that business, other property owners and representatives from Tri-Met are here tonight.

Phil Selinger of Tri-Met stated this has been a difficult topic for us. We are now at the point of considering the existing layover site versus the location at 2<sup>nd</sup> and Dora. We are neutral as to the two sites here. The existing site does have some operational concerns but we have been working with those. The proposed site does have the advantage of extending our service a couple more blocks into the downtown area, which we think is important. I did want to address the items noted in Ms. Bonwell's letter to the Council. The site at 2<sup>nd</sup> and Dora is on top of a hill above Gorge-us Pizza business, there is a steep slope from the sidewalk down towards the parking area of the business. That does present a safety concern as Ms. Bonwell notes, it is also an ADA concern with us, so we would propose to put in a fence to provide a measure of safety. There was another concern about providing a shelter at that location and unfortunately that sidewalk is only six feet wide and it would be very difficult to get a shelter there. Regarding public restrooms, two aspects to that, we do have an existing arrangement with Plaid Pantry for use by our operators. We could put instructions on the operators instructions that they have with them that would restrict the use of certain restrooms if that were an issue for Ms. Bonwell. Regarding the trash, that is a constant battle for all of us in public spaces. Bus stops tend to be a collector of trash, we could provide a trash receptacle at this stop. Servicing the receptacle is always a challenge. Tri-Met has crews that try to cover the whole region. What we try to do is set up partnerships with either local businesses or civic groups or even the local jurisdictions to service the receptacles for us. There may be opportunities to do that here but we will have to explore that. As far as parking is concerned, that is pretty much an unavoidable issue as long as we are on a street and we would need up to nine spaces at this location. Finally, there was concern regarding fumes that the busses generate. Bus operators are instructed to shut off their engines if they are going to be sitting more than two minutes, we can make sure that on this route that is emphasized. Tri-Met is a large organization and we service a large number of people and we do that with 1200 bus operators. The operators do go through extensive training from the safe operation of a bus and customer relations. It did come to my attention that there was an incident associated with Mr. Bonwell where a bus operator interacted inappropriately. On behalf of Tri-Met I would like to make an apology for that incident.

Young Park stated our current layover is on 2<sup>nd</sup> between Kendall and Buxton, the only operational issue that we have is trying to make that left turn back onto Columbia River Highway. Buxton is quite busy all day and there are some difficulties with the buses turning. The proposed option of continuing on further down Columbia River Highway and turning right on Harlow and the layover on 2<sup>nd</sup> and then getting back down on Dora will provide a better and safer maneuver for the buses. There will have to be some new bus stops or some existing old bus stops that will have to be replaced so there are some additional changes that will have to happen. No parking signs, re-stripping and other things. There will also be a change in routing for operators, so there will be a re-education for our operators and there will be a learning curve before this all happens.

Councilor Rabe asked if the layover were located at this new proposed site, if there were complaints from the Bonwells would there be a reasonably easy access to your management so they could make comments or complaints?

Selinger replied this other incident that I referred to would have resulted in discipline if there had been a formal complaint. I don't know if there was a formal complaint or not. Yes, we do have a process for this.

Councilor Rabe asked assuming that the trash issue was another concern, and if someone were to call and complain that it needs to be emptied, that would be done in a reasonable time?

Selinger replied within a twenty-four hour period we could service it.

Councilor Daoust stated when you were addressing the Bonwells concerns, the only one I was left uncertain about was the shelter. I got the impression that a shelter would not be feasible there, could you elaborate on that, is it an ADA concern?

Young replied it is a combination of the two. ADA is an issue for us. A six foot sidewalk width does not provide adequate width for us to provide a shelter site and enough sidewalk for ADA. Secondly is the pedestrian flow, the shelter in essence blocks the pathway of the sidewalk.

Selinger stated if we had a flat site and there were right-of-way available we could build the shelter as an extension of the sidewalk to the back side of the sidewalk, but we don't have that here, we have a very steep drop.

Councilor Ripma asked the restroom issue, I know you have the arrangement with Plaid Pantry, I assume that is the only place the drivers use. You said something about prohibiting them from using other facilities.

Selinger stated we have instructions that the operators use for each route and we put at the bottom of these instructions a series of special considerations that they need to be aware of as they drive that route and we can say that certain businesses would prefer that the operator not use their restroom.

Mayor Thalhoffer stated I appreciate you making the public apology for the incident. The fence, what would that look like?

Selinger replied I think we would work together on the specifics.

Mayor Thalhofler asked do you have a program such as adopt a trash can?

Selinger replied yes, it is called adopt a can. This is basically where a business sponsors a can and in exchange for emptying a can they receive a certain number of free bus tickets for use as they wish and they do have their name stamped into a metal plate on the side of the can to recognize their service. The cans are concrete with metal lids so they are stable and will not blow around in the wind.

Mayor Thalhofler asked could the bus go even further east and go up Kibling and then go down 2<sup>nd</sup>?

Selinger replied we had looked at that in one of the earlier scenarios and we had decided that it was too steep.

Councilor Kight asked regarding residential parking, there is a house at the proposed site between Harlow and Dora, would your bus layover eliminate there on-street parking?

Young replied my guess is that probably one or two would remain.

Councilor Kight asked are you going to park all the way up to the corner?

Young replied no, we will start from Dora on down. A bus is 40' long and sometimes during the day we would have two busses there, that would be 80'. You need a 10' buffer between busses in case the first bus doesn't leave and the second bus does.

Councilor Kight asked does that present a problem as far as passenger cars and other people using that as far as blocking an intersection?

Young replied not as much as it would be on Buxton because there is less traffic through there.

Councilor Daoust drew a suggested new route on the board that suggested a different direction where you would park in front of the Masonic Lodge.

Young replied that option has been proposed and it is an alternative that could work.

Councilor Kight stated Councilor Daoust's plan where you flip it over to the south side of the street, I think that would almost put it in front of another home wouldn't it?

Selinger replied there is a home to the east of the lodge.

Councilor Kight asked so what have we gained?

Young replied perhaps there would be enough room for a shelter on the south side of the road.

Mayor Thalhofler asked would that alignment work well?

Young replied the only drawback would be where exactly do we turn off from. If we follow the

existing alignment of Kendall and stay on 2<sup>nd</sup> then there is a delay getting across Buxton in order to get to the other side. If we come up Buxton, then there is a delay of turning onto 2<sup>nd</sup>.

Selinger stated what we have been trying to do is keep the service on Columbia River Highway where most of the pedestrian activity tends to be. If we have the service running for a long stretch on 2<sup>nd</sup> you are missing some of the stops that would otherwise be on the highway.

Gary Beutler stated I am a resident on 2<sup>nd</sup> and Buxton. The reason they couldn't go up Buxton and turn on 2<sup>nd</sup> by the Police Department, remember that road is not as wide as the rest of the roads. Cars have trouble going through there so I would imagine buses would have trouble. If you went up Dora and down Harlow that would work. The business tax for Tri-Met is paid by the business people and now you want to go ahead and put the Tri-Met buses on the residents. I have put up with the temporary spot, and now you come back and say it is going to be permanent. I think it should go back to the businesses, that is what Tri-Met is designed for, to bring business to our community.

Councilor Rabe stated you couldn't have put it any better, I am behind you one hundred percent.

Councilor Ripma asked you do not like where the bus is now and you are in favor of this change?

Beutler replied yes. But I agree it should go up Dora and down Harlow.

Rex Thornton and I live on SW 2<sup>nd</sup>. We have a lot of problems with the noise from the bus right now. My dad is 84 years old and when they start the bus up it about jumps him out of the chair. I hate to put Tri-Met in anybody's neighborhood but, going up Dora and down Harlow is probably the best one. I don't think the one going up Buxton would work especially with all the traffic going up and down the hill. It shouldn't be in the neighborhood it should be at the businesses.

Councilor Daoust asked if the buses came up Dora, what side of the street on 2<sup>nd</sup> Street do you see the bus parking on?

Thornton replied on the Masonic Temple side where it is level for access for wheelchairs. On the layover I don't know why they couldn't use the layover spot at the Plaid Pantry and just have one bus up here at all times, I don't know why they would have to have two up here all the time.

Mayor Thalhoffer asked where would they layover at the Plaid Pantry?

Thornton replied by the Plaid Pantry, they have an area where they stop now. Why couldn't they have the layover there.

Councilor Ripma stated I agree with you and sympathize with the problem you've endured.

Lou Nederhiser stated I believe that we have hit a solution. I just want to remark about Buxton, I live on 2<sup>nd</sup>. The traffic on Buxton is very heavy especially in the evening. I have been out there getting in my car and the people coming down the hill when they see the crowd ahead they take a left on 2<sup>nd</sup> to get to Columbia. I am in favor of the new route, it will bring Tri-Met closer to the downtown businesses and that is who they should be serving.

Councilor Daoust asked should the buses park on the north or south side of 2<sup>nd</sup>?

Nederhiser replied it should be on the north side.

Councilor Daoust asked for what reason?

Nederhiser replied the way you have brought it in if they park on the south side you are coming right into the traffic on Buxton.

Councilor Daoust asked what if it came up Dora?

Nederhiser replied then it would be 50/50.

Howard Bonwell, owner of Gorge-us Pizza Haus and Rainbows End Café stated you have already gone over the issues that we presented with the layover being located on 2<sup>nd</sup> and Dora. I would like to emphasize again that we do not agree with having the layover in that area primarily because of the safety issue of the 8' to 9' bank in that area. People getting off the bus, if someone were to fall off that sidewalk into our parking lot, who is going to be liable if someone falls and gets hurt, we don't want to take that responsibility. I was the one that the Tri-Met representative was talking about with the incident that happened with the bus driver last year. We did call Tri-Met and filed a complaint, it took them a while to get back to us but they did call us back one time but we never heard what the outcome was.

Councilor Rabe asked they said they would put in a fence, would that ease your concern?

Bonwell replied it would make me feel better yes. We just lease the property we do not own it.

Councilor Rabe stated they said they would do it, and the fence would create a barrier of some sort.

Bonwell stated there is also no lighting in that area. We have lights at the restaurant but when we go home at night we shut them off and that corner gets real dark.

Councilor Daoust asked are you concerned about having a shelter because when it rains out do you think people might hang out in Gorge-us Pizza and wait for the bus?

Bonwell replied for safety purposes for when people wait for the bus, not so much that they are going to come down and spend time in our business.

Councilor Daoust asked which side of the street do you prefer?

Bonwell replied neither one of them. The layover on either side of the street takes up parking places. We have our employees park on 2<sup>nd</sup> Street so that there is enough parking downtown and they are not parking in a limited parking area. If you take nine spaces away that takes away some of the parking spaces for our employees.

Councilor Ripma asked the restroom arrangements that we are talking about here would that work?

Bonwell stated we are a restaurant not a rest stop, our restroom facility is for our customers only.

Mayor Thalhoffer stated the matter of the street light had not come up yet.

Councilor Kight stated you indicated that you do not want people using your restrooms unless they are customers and I think you are correct in that. You are a restaurant and the potential for having a customer may lay with the bus driver if he stops in to have a sandwich or drink then he would fit the criteria of a customer.

Bonwell stated that is correct and when we had the temporary layover up there we did have some of the drivers come in to get a bite to eat or drink and that was fine.

Councilor Kight stated we belong to Mid County Lighting District and they could survey that and if there is a lighting problem then I am sure there is potential for them to put in a light. The garbage is handled and we have a working arrangement with Tri-Met and maybe the City and there is not a liter problem that would take care of that. Having it on the south side of the street would not put your property in a liability position if somebody should fall off the edge of the sidewalk, Nobody wants this bus stop, we have spent hours talking about this. Nobody wants it on main street, nobody wants it on 2<sup>nd</sup>, nobody wants it near their homes. We are in a position that it has to go someplace. For the ADA requirements, we couldn't put a bus shelter there as Tri-Met has pointed out it is only a six foot sidewalk so that is the negative, but it appears to be the only negative. And again there is a positive of the potential of having the bus drives become customers. I like Doug's idea of coming up Dora and parking in front of the lodge.

John Davis stated I represent the Masonic Lodge. They have sent me down here tonight to oppose this on the grounds that it would take away the parking from our membership and our tenant, which is currently a Baptist church that meets there twice a week. I don't feel that this is a viable solution taking parking places away from people who want to use them who need to use them. I have a lot of elderly people who need the on-street parking. Councilor Kight said, come up with another plan, well why not put it in front of Mayors Square. Putting it right in front of my lot is not going to do you any good. We need the parking, we are not just there one or two nights a month. I have three organizations and a church that are meeting there. We are a growing organization. It sounded like to me that this was a done deal and this is the first that I have heard about this. My predecessor has no knowledge of letters coming to him regarding putting the permanent bus stop there. Taking away parking spots from people who want to shop downtown or visit the lodge or the pizza place, that sounds like something Portland would do. Also the concerns about turning left onto Buxton, I do it every morning and I have no problem and I am not a trained bus driver. I don't understand why this has to be right here taking away parking spots. Nine spots is a lot of spots when you consider the alternative for those people who have to park two blocks away after you take away those spots. There is no way those people are going to be coming back to my lodge after having to park two blocks away. These people have been coming to this lodge since before I was born and they expect that parking to be there. If you move the layover location to the south side in front of the lodge, what if I put a handicap parking spot in front of the lodge, then they couldn't put the bus there could they.

Councilor Rabe stated going back to an earlier statement about the bus being in a business district makes absolute sense to me.



Councilor Daoust asked when the bus was in front of the lodge last summer did you receive any complaints from your members?

Davis replied no. I was outside doing yard work in the summer, and the buses didn't turn off after two minutes or ten minutes, it was fifteen minutes before they turned off the bus. It really cut into our parking when it was there last summer.

Councilor Ripma asked do any of the church members or your members ever take the bus?

Davis replied no they don't.

Councilor Ripma stated the parking is really a wash in a way because wherever we put it there will be a loss of parking. The total number of parking spaces in downtown will remain the same it is just where they are located. One of the problems is downtown is now a success, we never use to have a parking problem. Do you have any feeling that is more positive to the layover being on the north side rather than on the south side in front of your door?

Davis replied that would be a given, I wouldn't want in right in front of my door and again I would go back and say if I need a wheelchair access you couldn't park there. What business is it impacting where it is now as opposed to where you are proposing it to go. How many people are going to be impacted?

Councilor Ripma replied you heard from Mr. Thornton and Mr. Nederhiser, people are impacted.

Davis stated I am talking strictly about parking, what business is going to be impacted over there as opposed to ours, nobody.

Councilor Ripma replied you would be able to park there.

Davis replied and walk two blocks to the lodge?

Councilor Ripma stated I presume that during the busiest times they have to do that now.

Councilor Kight asked what if they move the bus further east?

Davis replied it would then be in front of the house, that would be a good solution. If it goes in front of that house, I would have no problem.

Councilor Rabe asked did that resident get notification of this meeting?

Galloway replied I can only partially answer your question. We sent notification to all property owners of record according to the Multnomah County Tax Records that were on the north or south side 2<sup>nd</sup> between Harlow and Dora. Property owner, yes, whether that is the same as the resident or not I don't know.

Selinger stated it really comes down to the residents involved here. You are talking about putting up a shelter right in front of a home. It is easier to do that in front of a business.

Young stated there are additional residents on the east side of Harlow that I don't think have been notified of this possible change.

Mayor Thalhofler asked where would the shelter be, would it be right in front of the residents?

Young stated we would need to go look at the sidewalk, we may need to work with the property owner to get an easement or something.

Mayor Thalhofler asked but it would work?

Young replied the concept has some opportunities but we would need to consult our operations staff. I don't know about the turns, there may be some difficulties.

Selinger stated the lighting was a good point and needs to be addressed.

Councilor Kight stated one of the major complaints from Mr. Davis was the bus is not shutting off after two minutes. Why couldn't you have a posted sign to remind the driver to shut the bus off after two minutes or something like that.

Selinger replied unfortunately they don't want to hear the air starter when the bus starts up again, but I understand what you are saying and I think we could do something.

Councilor Kight asked the house to the immediate east of this spot on the SE corner of Harlow, wouldn't they also have to be notified since they are within 250' of this proposed bus site?

Mayor Thalhofler stated there is no requirement, we are doing this as a matter of fairness.

Councilor Kight stated we have done it for everyone else up to this point, would it be fair to go ahead with this proposed site and not notify the home owner and give them an opportunity to voice their concerns as we have done with everyone else.

Mayor Thalhofler replied we probably should in order to be fair.

Councilor Daoust asked the lodge was concerned about nine parking spaces being taken, but there was something brought up of just having one bus park there which would only take up four parking spaces. Is there an opportunity for Tri-Met to limit the layover to one bus at a time. In other words, keep the second bus at a different location like at the Plaid Pantry.

Selinger replied that makes the operation confusing for the driver to know when there is going to be a bus or not. Additionally you would be stranding riders on the bus that want to get into central Troutdale.

Councilor Daoust asked do they have radio contact?

Young replied not between drivers only to dispatch.

Councilor Daoust asked with all the struggling you've heard us go through, how soon would you consider parking down by Glenn Otto Park? Is this really something that is five years out, or is it

something that if we settled for a temporary place for now, is the Glenn Otto Park alternative something that Tri-Met is willing to consider fairly soon?

Selinger replied we actually wouldn't be able to lay over in the park itself it is not suitable. What we have to do is look at a longer term version of going across the street, assuming that the property could become available there at a future time. We haven't looked at the numbers to see if there is a market for a park-and-ride lot there. It is a pretty heavy capital expense to acquire that property and do the improvements and the cost of extending the service down there. If there was a future development down there that further justified extending the services that would be a factor. Put all those things together, yes we could be down there in a few years.

Councilor Daoust asked when you were parking by the Masonic Lodge this last summer were there numerous conflicts with the Masonic Lodge parked vehicles and the bus.

Young replied not that I am aware of.

Selinger stated I would like to make an observation, that the original location that we started talking about this evening, above the pizza establishment, has the bus not really directly in front on any business or house or operation. That might be one advantage to that location despite it being right at the top of a steep drop off.

Councilor Ripma asked is it possible to have the bus layover without having a bus stop? Do you do that anywhere?

Young replied no we don't, it is our policy that the layover is also a bus stop because one, people see a bus stopped there and they think they can get on.

Councilor Ripma stated I hate to rain on the parade, but even the idea of moving the bus down to Glenn Otto Park, everyone likes that idea in concept because it hasn't had a chance for all the neighbors around their to respond. None of these are going to be smooth. I think the Bonwell's and Mr. Davis are being very reasonable, but you notice what we are doing, we are pushing it in front of somebody who is not here. Your comment about having it on the north side where it is not in front of anybody and we put up a fence to solve the Bonwell's very reasonable request or concern about liability. The other thing that worried me, and I don't know if you have an answer to this, but since we are going to have to have a second bus, you've explained that when there is the occasion that there has to be a second bus that they can't wait down by Plaid Pantry because they won't know when the other bus is there or not.

Selinger replied if you look at the schedule you would always know when there is going to be two buses laying over at the same time assuming that the buses are all on schedule. It is just that you have an on and off type of arrangement with the drivers and you are inviting confusion and errors on their part. Our point about customers basically being stranded at the west end of the downtown is probably more of an issue.

Mayor Thalhofer asked would you be willing to participate in a feasibility study with the City as far as another location.

Selinger replied yes.

Councilor Ripma asked is there any possibility that if two buses have to be there at the same time, that you could ask the first one to pull around the corner some how?

Young replied it is on a downhill slope and typically we don't have our buses stop on a downhill. We can take a look at it and see if it can be done.

Councilor Smith stated as far as I am concerned 2<sup>nd</sup> Street is too narrow and it is dark. If we are going to make a band-aid effect rather than try to solve the problem, why don't you make 2<sup>nd</sup> Street one-way and only have parking on one side.

Mayor Thalhoffer replied that could be done and would widen the street. I'm not sure we are prepared to do that at this time.

Councilor Smith stated the sidewalks are on an angle especially by the pizza place. Unless we are planning on putting money into something like widening the streets and sidewalks, to me making it one-way would solve a lot more problems. The houses that are on the far end have no off-street at all.

Mayor Thalhoffer stated there may be a time when we do make 2<sup>nd</sup> Street one-way because our parking problems are going to get worse and worse. I think it is time for somebody to make a proposal and I am willing to do it. We have been working on this for many months now, it is very frustrating. We can't find any site that is going to be one that there won't be a lot of objections to. I understand that, but there comes a time when we have to say this is where we are going to put it. This is going to be, what I am going to call, a temporary basis until the long range plan is done, which we hope will be sooner rather than later but we don't know. After this evening, it appears to me that the best spot and the place where it would be easier for Tri-Met to get in and out of would be the route where it would go up Harlow, park on 2<sup>nd</sup> on the north side. The problems that were brought up by the Bonwells have been solved for the most part. Tri-Met said they would work on a light at that corner. Putting it there would take away parking spaces, but it would also put the bus further east and serve more people in downtown Troutdale. The bus service is suppose to serve downtown, businesses and people. It seems to me, with the cooperation of Tri-Met, that would eliminate the problems that the Bonwells raised. It still is a parking problem, you can't get away from that. With the light and a trash can that could even be emptied by the City or a business, and a fence to keep people from falling off the bank I think, in my opinion, we have got the spot. I for one am to the point now that we have studied about every location that we can study, we have beat it to death, we have people come in and complain about it and I understand that. There is no place that we can put it that people won't find it to be a problem for them and I understand it. There comes a time and place when the Council has to make a decision and go on to other things.

**MOTION: Councilor Ripma moved that we instruct staff to work with Tri-Met to locate the bus turnaround and layover location at Dora and 2<sup>nd</sup> on the north side and try to address the problems brought up by the Bonwells and the light problem. Seconded by Councilor Thompson.**

**Councilor Ripma stated Mr. Mayor you said it well, nobody is going to be real happy and I don't like the idea of having to say no to anybody, but I didn't like the idea of**

putting it in front of a house either. I think there is a chance that Tri-Met can address the problems with the Bonwells, it seems workable.

Councilor Thompson stated I think the most logical place that I have heard out of all of the discussion is still the north side of 2<sup>nd</sup> Street between Harlow and Dora. The south side is not a logical place, it would be either in front of the Masonic Lodge or residents. Tri-Met is willing to work with us to eliminate the problems.

Councilor Rabe stated I want to reiterate, it is probably the most logical place. No matter where we put it, nobody wants it. I agree that the north side is preferred to the south side.

Councilor Daoust stated I was going to offer a solution on the south side. Where I was thinking was to leave three spaces for the Masonic Lodge so they could put a handicap parking spot, put the one bus three spaces to the east and only when the second bus shows up it would be in front of the house. It was stated that there was no conflict with the lodge and the bus when it was there last summer and the fact that there could be a shelter. What I am going to do is support the motion.

Councilor Smith stated without making some adjustments I don't approve of it. I think we ought to put it back across the street where it belongs but I realize that is unfeasible at the moment. I still don't think 2<sup>nd</sup> Street with the lighting and the narrow streets, I don't think it is appropriate and I will not support the motion.

Councilor Kight stated I am going to support the motion. This has been a very torturous process. Part of the problem is that the buses really need to be on main street. Hopefully this is going to be a temporary solution. Nobody wants it, but this is probably the area that will be impacted the least.

**YEAS: 6**  
**NAYS: 1 (Smith)**  
**ABSTAINED: 0**

Mayor Thalhoffer asked Mr. Selinger, would you get the information from the Bonwells regarding the compliant.

Selinger replied we will get that information and follow up with the Bonwells and the City Council of what became of that.

Mayor Thalhoffer asked would you also follow through on the fence and the lights and the other things discussed this evening. Could you work with Mr. Galloway on a feasibility study to do something different down the road.

**10. PUBLIC HEARING /ORDINANCE: (Introduced 2/8/00): An Ordinance repealing Chapter 13.10, Street Trees, of the Troutdale Municipal Code and adopting a new Chapter 13.10 entitled Trees.**

Mayor Thalhofler read the Ordinance title closed the City Council meeting and opened the Public Hearing and called on Mr. Faith

Faith stated this Ordinance was introduced on February 8<sup>th</sup> at which time the Council expressed some concerns and requested some revisions. Those revisions were made and brought back to you on February 22<sup>nd</sup>, there were still some remaining concerns about some language that would require a restrictive covenants to be recorded when a tree is designated historic or significant on private property. Language has been added that does authorize a recording of a restrictive covenant at the time a tree is designated historic or significant. We have also included some language that makes the ordinance consistent with state law which regulates when trees are designated as historic resources what the provisions of that state law are. We have also modified the language under the criteria for removing trees in conjunction with a land use permit at the request of Councilor Ripma. Staff feels that all the concerns raised by Council are reflected in the language and recommends adoption.

Mayor Thalhofler asked is there was anyone here who would like to testify to this issue?

No public testimony received.

Mayor Thalhofler closed the Public Hearing and reconvened the City Council meeting.

**MOTION: Councilor Thompson moved to adopt the Ordinance repealing Chapter 13.10, Street Trees of the Troutdale Municipal Code and adopting a new Chapter 13.10 entitled Trees. Seconded by Councilor Kight.**

**Councilor Daoust stated I think requiring the owner, as a condition of approval, to execute and record a restrictive covenant, although I understand the reason behind that, I think what we have done is turned a voluntary feel good program into more of a legally binding program. I think we carried it a little to far.**

**Councilor Ripma stated I am not as concerned about that only because we are offering to help care for the tree financially. So far we only have two trees in town that have been designated, I hope it remains a feel good program. You raised a good point.**

**YEAS: 7  
NAYS: 0  
ABSTAINED: 0**

**11. PUBLIC HEARING / ORDINANCE (Introduction): An Ordinance establishing procedures for deviating from the Public Works Construction Standards and amending Chapter 12.01 of the Troutdale Municipal Code.**

Mayor Thalhofler stated due to the lateness of the evening, we will set this item over until the next meeting.

**12. PUBLIC HEARING/ORDINANCE: (Introduction): An Ordinance withdrawing territory located at 1756 SE Woodard Rd. from the Corbett Water District.**

Mayor Thalsofer read the Ordinance title, closed the City Council meeting and opened the Public Hearing.

Marnie Allen stated the withdrawal from the Corbett Water District was overlooked back in 1972 when this piece of property was annexed to the City. The property is under single ownership, it is approximately 7.5 acres in size. The matter came to the City's attention by the Tax Supervising Conservation Commission who was concerned about double taxation of this piece of property. Notice of the public hearing tonight was sent out and has been posted. State law does require you to hold a public hearing to allow people who want to testify in opposition to the withdrawal the opportunity. If you believe it is in the City's best interest you can adopt an ordinance withdrawing the territory and we would recommend you do that. Final action needs to be taken on this ordinance before the end of the month otherwise the property remains subject to taxes in Corbett Water District until July 1, 2001.

Councilor Daoust asked is this the only piece of property in the Corbett Water District?

Kvarsten replied that is within the city limits, that is correct.

Councilor Ripma asked are they served by the Corbett Water District?

Kvarsten replied Corbett Water District is one of the rare districts which levies the property tax and this property is not served, they have their own private water service.

Councilor Ripma asked the idea that the City of Troutdale has to pull someone out of another jurisdictions taxing district seems odd, did they already agree to this.

Allen replied they have been notified and they are in agreement and that is the usual procedure when properties within a special district that have been annexed into a city, typically it is withdrawn from the district at the time it is annexed.

Mayor Thalsofer asked is there was anyone here who would like to testify on this issue?

No public testimony was received.

Mayor Thalsofer closed the Public Hearing and reconvened the City Council meeting and stated that this is the first reading and action will be taken at the next Council meeting.

**13. COUNCIL CONCERNS AND INITIATIVES**

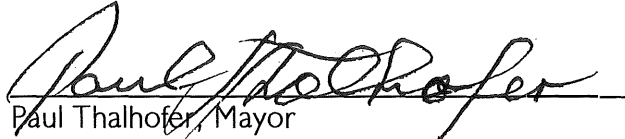
Mayor Thalsofer stated in view of the lateness of the hour, we will take up any Council concerns and initiatives at the next meeting.

**14. ADJOURNMENT**

**MOTION:** Councilor Thompson moved to adjourn the meeting. Councilor Kight seconded the motion.

**YEAS: 7  
NAYS: 0  
ABSTAINED: 0**

Meeting was adjourned at 11:08pm

  
Paul Thalhofer, Mayor

Dated: 4-27-00

ATTEST:

  
Debbie Stickney, City Recorder





# CITY OF TROUTDALE PUBLIC ATTENDANCE RECORD

March 14, 2000  
CITY COUNCIL REGULAR MEETING

PLEASE COMPLETE THE FOLLOWING

NAME <small>(please print)</small>	ADDRESS	PHONE #
Jim Galloway	City Hall	665-5175
TRAVIS HULTIN	City Hall	665-5175
Bob LIERMAN	Oreshan	667-7805
John Davis <small>worshipful master fairview lodge</small>	405 SE 17th Street	661-1735
Gary Beutler	224 S Buxton Ave	661-1889
Res Thornton	133 SW 2nd	665-0798
T. Doug LARNEY	18538 NE WATSON	669-1636
Norman Thomas	2791 SW Clark Ct Troutdale	667-4320