



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

April 11, 2000 - 7:00pm

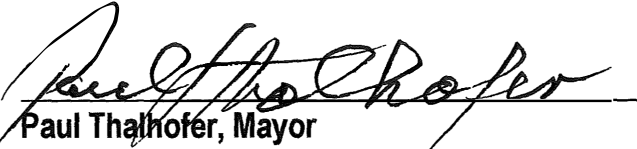
Mayor

Paul Thalhofer

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 Business Licenses: March 2000
 - 2.2 Motion: A Motion adopting the City of Troutdale 2000-2001 Council Goals
- (I) 3. PUBLIC COMMENT: Please restrict comments to non-agenda items at this time.
- (A) 4. PUBLIC HEARING / ORDINANCE (Introduction): An Ordinance adopting a local street network plan for the western portion of the town center, amending the Transportation System Plan and amending the Town Center Plan. Faith
- (I) 5. COUNCIL CONCERNS AND INITIATIVES
- (A) 6. ADJOURNMENT


Paul Thalhofer, Mayor

Dated: 4-6-00

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

April 11, 2000 7:00pm

Meeting was called to order at 7:01 p.m. by Mayor Thalhofer.

1. PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE

Mayor Thalhofer called on Councilor Smith to lead us in the Pledge of Allegiance.

PRESENT: Smith, Ripma, Thompson, Kight, Daoust, Thalhofer.

STAFF: Faith, Galloway, Berrest, Kvarsten, Allen, Stickney

GUESTS: Shannon Turk, Greg and Sue Handy, R. Sturges, Dave Sturges, Dorothy Sturges, Wayne Schulte, Bill McGinnis, Shirley Prickett, Keith Glueck, Jeff Peterson, Angela Allen, Oscar and Shirley Bloom, Ted Leybold, Bill Burich, Toni Sullybrook, Nancy Grinnell, Rudy Gibson, Ron Kremser, Michael Mead, John McNassar, Dan and Dana Gates, James Bleu, John Anderson, Jim Winkler, Shawn Sullivan, Norm Thomas, Chuck Wolsborn, Richard Cerruti, Jerry Cerruti, Jeff Bigelow, Russ Fellrington, M. Cameron, Scott Seivert, George Huber Nell Miller.

Mayor Thalhofer asked are there any agenda updates?

Kvarsten replied we have no changes this evening.

2. CONSENT AGENDA:

2.1 Business Licenses: March 2000

2.2 Motion: A Motion adopting the City of Troutdale 2000-2001 Council Goals

Mayor Thalhofer called this item and read the consent agenda.

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

YEAS: 6
NAYS: 0
ABSTAINED: 0

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

Mayor Thalhofer called this item and asked if there was anyone here to speak to us on a non-agenda item.

No public comment was received.

4. PUBLIC HEARING / ORDINANCE (Introduction): An Ordinance adopting a local street network plan for the western portion of the town center, amending the Transportation System Plan and amending the Town Center Plan.

Mayor Thalhofer called this item, read the Ordinance title, closed the City Council meeting and opened the Public Hearing.

Faith stated with me tonight is Randy McCourt of DKS Associates who served as the Transportation Planning Consultant on this project and he will also be presenting a portion of the report this evening. The Local Street Network Plan that is before you this evening is one more piece in the land use and transportation planning effort that has been underway for several years now, specifically with respect to the Troutdale Town Center. I want to give you some background on some of the events that have occurred over the years. In December of 1995 the City Council adopted the Troutdale Transportation System Plan (TSP). This particular document addresses both existing and future transportation needs and circulation needs within the entire Troutdale community. In February of 1998, the City Council adopted the Troutdale Town Center Plan. This plan was intended to deal with the area which we have come to call the Troutdale Town Center, which is the downtown core and the immediate surrounding area. It is consistent with the planning designation that the Metro Regional Plan has given to Troutdale as a town center. In that Troutdale Town Center Plan you identified a boundary for our town center which encompasses the original plat of the downtown area and extends out to the western limits of the City along Halsey and Columbia River Highway. The eastern half of our town center was platted in a traditional grid pattern and is pretty well built-out, however the western portion of the town center, generally west of 257th, still has many large undeveloped parcels. We have an opportunity to get ahead of the game and try to outline where we believe the local streets, pedestrian and bike paths ought to be placed prior to the land being developed. The TSP that was adopted in 1995 does not identify a proposal for a street network for this area of the City. It did however show that Sturges Drive ought to be connected, the east side off of 257th should be connected through across the undeveloped or I should say the remaining Sturges property, with Sturges Lane, which is on the west side within the Cherry Park Subdivision. This would provide a continuous through street from 257th to Cherry Park Road. The other thing that the TSP did was show that there ought to be a connection of some type between Sturges Drive and Halsey Street. It did not define precisely where that would be, it is an undefined connection at some point when development occurs. In the absence of having a clear plan for the development of this area and a transportation network, we do not have a real clear guide for a coordinated interconnected transportation system as parcels are developed in this area. That was primarily the driving force behind the Planning Staff and Community Development Department trying to undertake this study to give us some direction that could then be used as we evaluate development projects in this area of the City. Our effort was assisted in April of 1998 when we received a state grant to help fund this project and in September of 1998 we retained DKS Associates to serve as our technical support in this effort. The Troutdale Citizen Advisory Committee (CAC) was asked to participate and assist in the preparation of the plan. They met on several occasions between December of 1998 and June of 1999 to review the work that was being done. On July 21st and August 18th of last year, the Planning Commission conducted public hearings on the proposed plan that was brought forward to them by the CAC. In those hearings there was a lot of testimony from residents of nearby neighborhoods and subdivisions that were very much opposed to the Sturges Drive/Sturges Lane connection. On the basis of the overwhelming opposition to that the Planning Commission referred the matter back to the CAC for further study and review. They also directed them to invite representatives from the three affected

neighborhoods to sit in on those meetings. In October, November and December of last year the CAC met and analyzed the proposal, they focused primarily on the Sturges Drive/Sturges Lane connection and the preferred alternative to that scenario. A wealth of information was provided to them at their request by DKS. The CAC concluded their work and referred the matter back to the Planning Commission for public hearings. The recommendation of the CAC was that Sturges Drive/Sturges Lane should be connected but concerns about large volumes of traffic and traffic speeds could be mitigated through traffic calming measures such as speed humps. Their recommendation was for a connection but to install these traffic calming measures. Public hearings were held before the Planning Commission on March 15th, and again there was opposition to the Sturges Drive/ Sturges Lane connection. The Planning Commission rejected that notion and therefore the proposal that is now being forwarded to you by the Planning Commission does not include that specific connection. There were other modifications to the plan as well. The real question is, how extensive of a local street network is appropriate and desirable for this area of the City? Do we want to try to achieve a grid system or something similar to what we have here on the eastern side of the town center or is it more desirable to have fewer streets, fewer connections in favor of cul-de-sacs. One other major policy issue that is raised by this Local Street Network Plan is what position the City has with respect to the southerly extension on Marine Drive. This is an extension that is contemplated within the Regional Transportation Plan being prepared by Metro. If the City does favor that extension and incorporates that into its TSP, it has a dramatic affect on traffic volumes into some of the neighborhoods and it would necessitate altering the street layout so that we will avoid channeling arterial level traffic into residential neighborhoods. The alternatives now recommended could arguably be found not to satisfy regional and state standards for street spacing and connectivity. However, we have given a lot of credence and respect to citizen involvement in this process and so now what we have before you represents a local street network plan that balances needed street connectivity with the concerns raised by local residents. I think that is an important point, that we have made an effort to balance those concerns with the proposal that is being brought before you. The Planning Commission has held three hearings on this matter and their final hearing they adopted a findings of fact and recommendation, which is to adopt the Local Street Network Plan as it is being proposed tonight.

Randy McCourt stated I would like to go through some of the issues that arose through the summer and fall of last year. In regard to the Marine Drive extension, both Metro and Multnomah County commented during the hearings in July and August about the Local Street Network Plan and its lack of inclusion of the extension of Marine Drive south to Halsey. At that time there were discussions with Multnomah County and considerations as to whether that was or was not within the twenty year time perspective. The point that was made was that the Regional Transportation Plan was in the development and draft stage and it was including that extension. So at that time, further analysis was undertaken to determine if that was a critical element or a useful piece of the Local Street Network Plan or any street network plan in this area. We found that when you provide that extension, we did some forecasting to get a sense of how useful it was, it attracts nearly 20,000 cars a day, it provides significant relief to Frontage Road and 257th as it approaches the intersection of Historic Columbia River Highway and 257th. There was very little change to other streets, in that as you head further south on 257th the volumes are not radically different. The major change is between Frontage Road, Graham and this new connector and it is basically a swapping of volumes. It is in both the Regional Transportation Plan and in the County's Plan and the traffic, if you allow this connection, it would have substantial impact on the local street network plan as it is being proposed. When we looked at that we were looking at design features that could minimize the impact of that arterial on any local street that we might have been planning. When we looked at the no-connection, one of the key things is that in the future, in 2020, Metro's plan and the County's

plan show an extension of 242nd, and if that weren't to happen, this Marine Drive extension is a reliever of Frontage Road and 257th and basically acts as a mitigation measure in case the 242nd connection does not happen. Frontage Road and 257th are definitely nearing capacity and so this is really a mitigation measure in the twenty year time frame to ensure and preserve adequate capacity. The Local Street Network Plan, at least at this point, is similar to the recommendation that was in the TSP. So through this analysis recommendations were made to the Planning Commission and alternatives were looked at. Particularly we were looking at a true north south alignment that originally had been proposed, the straight line connecting Marine Drive south of Halsey, we looked at what that did. We found that it had three significant impacts on all the local streets. Our concern was is there another alignment or a different way that the road could be hooked up that didn't have those impacts. By bending the alignment to the east, that virtually eliminated the impacts that we were having. At this point the findings were, the extension of Marine Drive significantly benefits Frontage Road and 257th in reducing traffic, it is supported by Metro in its Regional Transportation Plan and it is supported by the County. It requires a roadway that is bigger than a local street, it is more like an arterial street. The second item that was dealt with over the last six months were significant neighborhood issues. Many people felt that Sturges would never go through, they felt there would be more traffic and speed and impose a burden on the Sturges property, the streets weren't designed for through traffic, they didn't need their neighborhoods connected, it would lower the property values and it wasn't consistent with planning guidelines. The Sturges Drive/Sturges Lane collector had been adopted in December of 1995 and the Cherry Ridge units were built along Sturges in 1996 and 1998, Sedona Park in 1996 and 1997 and Columbia Crest in 1992. There are fifteen driveways along Sturges Drive and Sturges Lane, the resulting roadway, we talked to the original designers, was built wider than a normal local street to accommodate a through street. The street, in the current plan, was intended to be a through street. With the CAC we looked at several alternatives, many of which had no Sturges connection, some of which had alternative connections, some had one-way connections and some that had full connections going across. We looked at different traffic volumes and levels. At that point the CAC had recommended this street roadway plan. It then went to the Planning Commission and through the public testimony, changes have been made to the plan. The most significant was the elimination of the Sturges connection and creating a pedestrian and bicycle connection and an emergency access but not a through roadway connection.

Councilor Kight asked could you explain what the CAC recommended, we did not get to see that.

McCourt stated the key elements were a connection that connected 257th through to Historic Columbia River Highway, and originally in this plan it was a local street that linked these two together. At that time, there was no Marine Drive extension, that was an outcome after the meetings that had arose. Secondly, there was a series of grid like streets and pedestrian crossings north and south through the area, most significantly this north/south connection that had been called out of the TSP. Additionally there was a roadway that connected east and west from 257th to the east/west roadway. There was a set of roads that were dashed, secondary roadways that were intended to be through routes that would allow public travel along the routes but they could be private drives, they would not have to be public roadways built to public standards. That flexibility was provided so that property owners could develop roadways appropriate for through traffic but not necessarily to the full public standard. The smaller dashed lines shown are pedestrian or bicycle paths. The final key issue here, without the east Marine Drive, basically the arterial streets as they are today have been left alone. The recommendation that the Planning Commission has forwarded to you tonight, the most significant changes are: 1) the extension of East Marine Drive; 2) lack of a connection on Sturges Lane to Sturges Drive; 3) lack of a north/south roadway. Key elements that

are the same as the CAC's recommendation are: 1) north/south link between Historic Columbia River Highway and Halsey; 2) the connection between 257th and Halsey; 3) the connection of secondary streets just north of Halsey; 4) all of the pedestrian and bicycle connections.

Faith stated we have a representative here from Metro.

Ted Leybold, Transportation Planner with Metro. Street connectivity was an issue that we took an interest in and started studying back in 1995. We wanted to understand what affects the local street systems have on the arterial systems so we entered into a study in 1997. We looked at the level of service for automobiles on the street system, intersection volumes, trip lengths and times and the effects of different levels of street connectivity on those issues. The results of that study was that the greatest benefit per cost was at the level of ten to sixteen street connections per mile on the adjacent local street system in terms of providing the benefit to the arterial road system in the level of service and intersection volumes. With the results of that study, there was an interest in creating some regulations to reduce auto congestion, to increase the convenience of walking, bicycling and use of transit and to use local street connectivity as a way to reduce the pressure to have to widen arterial streets in response to local development. The regulations or requirements on local jurisdictions within the region would do two things: 1) identify and map the location of critical future street connections in undeveloped residential and mixed use areas; 2) change development code requirements so when a land use proposal comes in for development that will construct new streets, the developer is required to provide street connections at a minimum spacing of ten streets per mile and twenty pedestrian connections per mile. There are exceptions allowed when there are barriers, such as freeways, railroads, overly steep slopes, pre-existing development that is in the way and environmentally protected lands.

Councilor Smith asked what was the time-line of the Marine Drive extension?

McCourt stated we spoke with the County staff and it was felt that there was no funding for that roadway, and there is no funding for that roadway at this point. In the Regional Transportation Plan, which is a 20 year horizon, that roadway connection is in the regional plan, that does not commit funding to it.

Councilor Ripma asked Rich, when you started explaining what this was, it sounded like this was Troutdale adopting a plan, you didn't mention anything about Metro. Is the need to do this now driven by Metro?

Faith replied this planning effort was initiated by City staff in response to our need to get a better handle on how we wanted to see streets connected and where we wanted to see streets constructed in this area of the City. When I undertook this in early to mid 1998, we were beginning to see some interest in some new development, this was shortly after we adopted our Town Center Plan. We did not know how to instruct or guide the developer in terms of where we wanted streets. It was primarily triggered by our own discomfort about how to advise developers and what we wanted to require of them. As we got into this effort, I think it became apparent to us that there are standards being developed or that have been developed by Metro under the Functional Plan. I don't know exactly when Title 6, which deals with the regional streets and connectivity, but it came to our attention that we have to address those because they are within the Metro Functional Plan and all local governments are required to be in compliance with that. It did take on a new dimension as we got further into it. We figured that at that time we could accomplish

multiple purposes, our original purpose of addressing our own need to know where we want these streets and secondly compliance to Title 6 of the Metro Functional Plan.

Councilor Ripma stated it sounds like we can still do what we want to some extent. Metro isn't planning to design our street network?

Leybold replied no.

Councilor Ripma asked who owns the big parcels of land south of Halsey and north of Sturges Drive?

Faith replied one piece is owned by McMenamins and the other is owned by Multnomah County.

Councilor Ripma asked Mr. McCourt, you identified several crucial things that weren't before the CAC at the time they made the recommendation to the Planning Commission. The Marine Drive connection was not on the CAC radar, they did not even know about it, is that correct?

McCourt replied at the time it was not available to the CAC, it was brought forward only as an item that we didn't have information for. Between the time that the last CAC meeting was held and the Planning Commission met, that information was developed and presented to the Planning Commission.

Councilor Ripma asked the CAC did a lot of work on this but they did not have that part of the picture before them. The connections to 257th, my understanding is that the County does not want any connections on 257th?

McCourt replied they have shown reluctance to have a new roadway in that location. However, the original land plat had been developed along 257th with a median break at that exact location, if there was going to be a road or local access connections they would be at that location, where the median break exists.

Councilor Ripma asked does that mean that the County has changed its mind and does want connections?

McCourt replied the County has the same criteria that Metro has, in terms of local connections. They have reviewed this plan and have not asked us to take that road off our plan.

Councilor Ripma stated I thought I read in here that the County did not want connections to 257th.

McCourt replied no, that is not correct. Where we mentioned 257th is at locations down the line where the median break doesn't exist. They have negotiated that median break with the property owner.

Councilor Ripma asked if a connection is on this plan at Sturges Drive, will it result in a connection of the two parts of Sturges? My understanding is that Sturges Drive, that dead ends at each end of it, dead ends on a private piece of property that the owners don't want to sale.

Faith stated let me clarify something. Roads that are shown on here, its not the intent that the City

or County is going to come in and build these roads. What this means is, at the time when the property is developed, that in conjunction with development of that property the road would need to be constructed. The plan before you does not show a street connection between Sturges Drive and Sturges Lane. Therefore, we would not hold the developer of that piece of property to build that road.

Councilor Ripma asked either the road, pedestrian access that is shown on the Planning Commission's recommendation and the emergency access and the other street that connects two parallel streets, by adopting the plan, it wouldn't force the property owners to install roads, it wouldn't buy the land or cause money to be available to condemn the land, it wouldn't make it happen, it is just a plan?

Faith stated it wouldn't make it happen until the property owner chooses to develop the property and those would be conditions of approval.

Councilor Ripma asked so it could be fifty years before that happens?

Faith replied it could be.

Councilor Ripma asked so why are we considering it now?

Faith replied it could happen tomorrow. I understand that the property owner has indicated that they have no interest in developing or selling. I think we have heard that loud and clear, but in the event that something should happen and they decide to sale and a new owner comes in with a development proposal. In the absence of any plan whatsoever, staff is at complete loss of what it is that we want to have happen here, what is it that we should be requiring of the developer of this piece of property.

Councilor Ripma stated we require developers to put in streets all the time.

Faith stated sometimes they connect and sometimes they don't. This was a plan that specifically showed that this was an important connection, that is no longer on the table, but originally that was what the plan was.

Councilor Ripma stated we do require developers to put in streets. In vacant land where there is no particular plan for a street, a developer comes in and the City staff works with that developer to develop streets, it happens then not fifty years ahead of time.

Faith stated if a developer is subdividing land, there is a requirement that every lot has to be served by a public street. So yes, they are going to be required to build streets to serve the lots that they are creating. But what if they are not building a residential subdivision, what if they are putting in townhouses, apartments or commercial, there is no subdivision taking place so the property has access, there is a public street already serving it so they propose to do nothing more then put in a private driveway or a cul-de-sac. In the absence of a plan that would tell us no, you must build a street, we have very little leverage to require that. The plan gives us the tool to say you must construct a street here because our plan says there must be a street connection.

Councilor Thompson asked could you explain what the small dotted lines are through the

McMenamin property and the County property?

McCourt replied the bigger dashed lines are connections that are being identified as secondary or local streets. The reason that they weren't considered primary streets, is they were locations that we know there are circumstances where it would be difficult to build a full standard roadway, and yet at the same time we still desired to have connectivity for pedestrians and vehicles in those areas. The smaller dashed lines are pedestrian trails.

Councilor Thompson asked could you explain what is meant by modified pedestrian emergency access.

McCourt replied at the Planning Commission level, one of the issues brought up during the public testimony was regarding emergency access in the area and its availability with the road open versus the road closed. Some testimony said we can just make it an emergency access only, it does not have to be a public road going through there. The Planning Commission decision was to allow for the pedestrian bicycle connection and emergency access but not through motor vehicle connectivity.

Councilor Thompson asked what form would that take?

McCourt replied the Fire Department has standards for what emergency access would be. Typically it is twenty feet wide, it could include any combination of design features from paved roadway area to knock-down posts to a gate operation. Those would be things that they would determine at the point of design. The key feature that they are looking for would be paved surface and twenty feet in width.

Mayor Thalhoffer stated I understand that the CAC and Planning Commission put in a considerable amount of time on this issue. What I am seeing here as far as Sturges Drive is concerned is that if and when the land is developed that there will be no connectivity as far as automobile traffic is concerned, it won't be a street. But there would be an emergency lane, bicycle and pedestrian traffic going through there. If we do nothing at this time and wait for fifty years before we do something, wouldn't we run the risk of something happening fifty years from now that we would be worse off then what we planned for now?

Faith asked worse off in what respect?

Mayor Thalhoffer replied in putting streets through in places where we might not want them at this time. In planning for it now we are devising a system that we think will work in the future. If we wait fifty years when things have changed, don't we run the risk of a development that would be worse for the neighborhoods.

Faith replied if I thought this was a fifty year plan, I would agree with you. I don't think we ever contemplated that this was a fifty year plan. Our planning horizon is more in the tune of twenty years. Even within that twenty year time period, I would image that from time to time we would be re-evaluating and re-studying the plan. As an example, we adopted our TSP in 1995, here we are five years later and we are talking about a change in that plan by removing the connection of Sturges Drive to Sturges Lane. Things can happen over the next five years that will cause us to take another look and do another change. I don't see that we are planning for fifty years out, we are talking about a twenty year plan that is subject to evaluation and revision from time to time.

Mayor Thalhoffer stated no matter what we do, this can be changed. So the planning we do now really doesn't mean anything, is that right?

Faith stated it means if we are going to follow the plans that we adopt, and we hold development to the conditions and the streets that are being called out for in the plan, then we end up with an end product that we were striving for when we initially adopted it. If however, there is new information and conditions that come to our attention at the time a development proposal comes forward, then there is certainly available to you the right to change the plan if it doesn't fit the circumstances at that time. What we are doing is trying to anticipate the most desirable street network connection between streets given the information we have today. We are trying to set up a plan that will carry out that vision, but visions change.

Mayor Thalhoffer stated I was trying to make a case for this plan but apparently it can be changed. This Council might not be here, so what we think is a good idea can be changed by another Council or Planning Commission. That makes me wonder like Councilor Ripma, why are we in a big hurry to do anything. I thought that if we do something now that we are putting in what we feel is the best possible solution under the circumstances after many hearings and much public input, that this would be something that would be good for a long time. But as you pointed out that is probably not the case, that another Planning Commission or Council can change it.

Faith stated not every land use decision or land use application that occurs in the City is a matter that is decided by the Planning Commission or the City Council. If a development complies with the zoning and it is not a subdivision, it would not go before the Planning Commission or the City Council. But at the staff level, the people that are charged with trying to carry out the vision of the City, in terms of what we want to achieve, we would have a blueprint to go to and say, with the development of this piece of property it calls out that we want a street here. Where that would change is if that person decides they don't want to do it or that the neighbors don't want it and they are willing to appeal that matter to the Planning Commission and City Council where it could be changed. I think from a staff perspective we would have a blue print that we are going to work from in order to make these decisions when we evaluate these land use applications and we would not have the authority to change from that. I don't want to leave the impression that if we adopt this plan that it means that it can just be changed if someone doesn't like it, there is a process they would have to go through.

Mayor Thalhoffer asked the emergency lane, is there any way to keep people from going back and forth through there?

Faith stated it would be closed off from vehicular traffic except emergency vehicles that needed to get through there. I believe the intent was that it would be available for bicycles and pedestrians to make that connection.

Mayor Thalhoffer asked the street which goes through the proposed McMenamin's property, has there been any consideration to where anybody might want that?

Faith replied what we were contemplating with that secondary street across the "Pig Farm" property, is in looking at the concept plan that McMenamins presented to the City Council. The concept plan showed that there was an internal driveway or street that ran from east to west so that a person could get from the east side to the west side from this internal street system without having

to come out onto the local street. That was the concept that was shown in their plan, that is what we were trying to capture here, that they should have a interconnected driveway system that would allow someone to get all the way through the property without having to go out onto a local street.

Mayor Thalhoffer asked does the recommendation by the Planning Commission meet all the requirements included in Title 6?

Leybold replied as I mentioned in my presentation, Title 6 requirements are in two pieces. The first in our local street plan is to identify the key connections. This plan satisfies that piece of it for that portion of the Town Center. The second piece is to update your development code regulations so that as development goes in the developer provides streets at the spacing requirements of ten connections per mile. Depending on the report that will come forward from your staff by July of this year, that is the basis on which we will determine whether you are in compliance with Title 6 or not.

Councilor Kight asked is there anything that would preclude development on the Sturges property should that happen, by having the bike and pathway there as opposed to having streets connect?

Faith asked is your question, would a bike/pedestrian connection preclude development of the site?

Councilor Kight replied not necessarily developing the site as far as having streets accessing the property. Lets assume we adopt the bike and pedestrian pathway with the emergency lane, and the property develops. Do you have enough information to tell your developer to go ahead and develop that piece of property, have full width streets to access, whether it be single family homes or multi-family apartments, for that developer? Could he lay out a street pattern that would service the homes and not have Sturges Lane and Sturges Drive connect?

Faith replied he would have to provide sufficient access to lots or apartments. What this tells us is that the only public street that he would be required to build on that property would be the connection between Sturges Drive and 11th, which is already stubbed out. Everything else could be a private drive or an internal street system but not necessarily connecting to anything else.

Councilor Kight asked if they had an internal street system wouldn't he have to build it to our standards.

Faith replied if he is building a public street. But if he were building apartments, he could be building a private driveway into and through the development that is not built to a public street standard.

Councilor Kight asked Mr. Leybold, the connection from S. Marine Drive into the Columbia Highway, does that appear on any of the constrained, preferred or strategic lists of Metro?

Leybold replied yes, I know it is on the preferred list. I don't believe that it is on the strategic list. It is in the twenty year Regional Transportation Plan. It is not on the financially constrained list, and the distinction there is the financially constrained list is the list of transportation projects that we anticipate having funding for in the current funding trends for the next twenty years, as opposed to the others which are more visionary.

Councilor Kight asked isn't it true that for the next twenty years the transportation needs in Region

I exceed seven billion dollars and with the current funding we only have one billion dollars. Really, the chances for that particular road being built probably within the next thirty or forty years is very slim, am I right?

Leybold replied yes.

Councilor Kight asked don't you find that 257th has actually become a pass through.

McCourt replied what we have seen in the forecasting and the analysis that we have done is that the road services both functions. It services Troutdale, that is the primary function, but it also does service that as a travel through.

Councilor Daoust asked the Planning Commission made their recommendation and they were talking about emergency access, they were talking about a cul-de-sac at the west end of Sturges Lane. In reading the Planning Commission notes that was their recommendation, but on our recommendation we are talking about the emergency access actually being a paved road through. Why the difference there?

Faith replied I don't recall. The minutes reflect that they wanted to see the west end of Sturges Drive to be a cul-de-sac?

Councilor Daoust stated it says "at a cul-de-sac for emergency access at the west end of Sturges Lane".

Faith stated I think I recall now. It was an ongoing discussion and the issue was, how would the end of Sturges Drive be completed. It is now a dead end stub street and so the question was how should it be finished when the Sturges property eventually develops. Initially they were talking a cul-de-sac and it was during that discussion that Randy and I brought up that the connection looping back up to 11th was desirable because it completes an objective that was established when 11th Street stubbed out to provide for a secondary access. Over the course of that discussion I think they dropped the idea of the cul-de-sac, but decided instead to loop it.

Councilor Daoust stated I drove down Sturges Drive and Sturges Lane four or five times today trying to get a feel for the street and whether it is a through street or a neighborhood street. The feel I got I compared to Cherry Park Road east of 257th. On Sturges Lane it felt like the houses were closer to the street, there were more driveway entrances. The design standards felt, and maybe they are different for Sturges Lane as compared to Cherry Park Road east of 257th. The reason I am drawing a correlation between those two is, the existing traffic volume on Cherry Park Road east of 257th is 4600 cars per day, west on Sturges Lane and Sturges Drive is currently about half of that. If that connection was made through between Sturges Lane and Sturges Drive, would the traffic then be similar, would it double?

McCourt replied those numbers are all on your report on figure 15.

Councilor Daoust stated I am looking at the one that connects them and it does in fact double. Was Sturges Lane designed to be a through street similar to Cherry Park Road to the east?

Faith replied Sturges Drive and Sturges Lane are wider than our standard local street. They were planned and designed to be a local collector street, not just a neighborhood residential street. Where we normally have a 50' right-of-way with a 32' wide travel surface in our local neighborhood streets. Sturges Drive and Sturges Lane are 60' right-of-ways with a 40' wide paved surface. It is 8' wider than our normal local street in a residential subdivision. That was done intentionally with the notion that it was ultimately going to be connected to serve as a local collector street.

Councilor Daoust asked in regards to compliance with Title 6 of Metro's Functional Plan, I understand that we have a plan and a future street plan is a positive thing for Metro. We may pass the test with street connectivity. I think a Metro staff person said during a CAC meeting in December that it would be hard for Troutdale to meet connectivity standards without the Sturges connection. Why is it so critical for the Sturges connection when the connectivity standards are in terms of street connectivity every 400 to 500 feet.

Leybold replied our standards lay out a general picture of what you need to meet. How you actually meet it is up to you. As those properties develop, street connections will be made by the developer, as that piece develops I think it will be difficult to meet our standards without the developer providing that through connection as one of the street connections they build. I can't say it is impossible, because I don't know what the developer might propose.

Councilor Ripma asked Mr. McCourt, you mentioned that by putting on our plan the Marine Drive connection we affect what people can build along there, did I understand you correctly?

McCourt replied that line on that map does impact those properties.

Councilor Ripma stated so property owners are impacted by these lines on the map. I guess I go back to Sturges Drive. If the Sturges family does not sell, but stays for many years, this line on the map could have a real impact on what they could or couldn't build like a shed or a house.

McCourt replied they could, they may just have to do it a different way.

Councilor Ripma stated they couldn't build it where the street is, they would in fact lose control of part of their land.

McCourt stated this plan does not recommend Sturges going through, your plan today does have Sturges going through but if you adopt this plan it recommends Sturges does not go through.

Councilor Ripma stated it does recommend a pedestrian walkway, which would affect the land. It also recommends a connection from the street north of Sturges Drive. Both of those would be impacts on the land wouldn't they?

McCourt replied they would be the same as if they developed and put houses on the land.

Councilor Ripma replied sure, in other words these lines mean something to the property owner for sure. For Metro, isn't it possible, I realize that there is some concern about us meeting the connectivity standards of Metro, but is it not possible that this whole area could fall within some of the exceptions that you enumerated? There is a freeway, railroad, steep slopes, pre-existing developments such as the prison and Edgefield Manor which is an historic building. Metro doesn't

require a cookie cut pattern of 400 to 500 feet separations between streets between historic districts or other things, isn't that right?

McCourt replied you're exactly right.

Mayor Thalhoffer asked Cherry Park Road east of 257th which Sturges Lane is actually Cherry Park Road with a different name across 257th, if there was a connecting road between 257th along Sturges Drive to Sturges Lane, what would prevent that from becoming a speedway just like Cherry Park Road is east of 257th?

Faith replied as I mentioned the recommendation that came out of the CAC with that connection was that the design and construction of not just the connecting piece, but the entire segment of Sturges Drive from 257th all the way to Cherry Park, would have traffic calming measures such as speed humps or traffic circles.

Councilor Kight asked was there ever a consideration for not doing anything on Sturges Drive and Sturges Lane? I noticed the compromise you worked out was to have a bike way, pedestrian pathway and emergency access.

Faith replied that was one of the many alternatives that the CAC looked at when this went back to them for the second time.

Councilor Kight asked did you ask the residents of the area if they would like to see it remain just the way it is?

Faith replied they have spoken loud and clear at the hearings. I want to remind everyone, when we started this process we began with a given, something that was already adopted in our TSP, the Sturges Drive/Sturges Lane connection was already built into our TSP and adopted by the City Council. That was a given going into this planning effort and we built off of that. What we learned through the process is that the current residents do not want that to happen.

Mayor Thalhoffer called for a 10 minute break at 8:45pm.

Mayor Thalhoffer reconvened the meeting at 8:57pm and asked if there was anyone here that would like to testify on this matter.

Jim Bean, attorney in Portland. I have been involved with part of this property for about thirty years. I represented Kaz Fujii when he owned a portion of the property. I represented him when he objected to putting 257th through the middle of his property. It has since been sold to my client, Mr. Holmason. The property was, by an act of the City Council, changed to commercial zoning. We then participated in the discussion of the Town Center Plan and it was recommended that it be modified to residential use. I wanted to comment on a couple of things, I sold this right-of-way for 257th, and I included on the deed an absolute unrestricted access for the property owner because of what I had already been through. When the City first began to look at its developments out here I met with the County and they were surprised to find that right-of-way was there. We have been involved in discussions regarding development of the property and want to cooperate with the City.

Councilor Kight asked you said you have left and right turn access onto 257th?

Bean replied we had the right to claim a lot more than that but we negotiated with the County and we agreed we would waive the rights that we had reserved under the deed which was unlimited access.

Councilor Kight asked how would you turn left?

Bean replied you would have to make cuts in the median strip. It was mentioned that some day in the future there may need to be a signal light there.

Keith Glueck stated I have testified at all of these meetings, and I was a neighborhood representative that went back to the CAC meetings and studied the plans. I live in Cherry Ridge. What it comes down to with us is a livability issue. The Mayor touched on the speeding issue if a street like that goes through. It doesn't matter if you have traffic calming devices or not, you are going to have speeding. The traffic volume with Safeway at the end of Sturges and our neighborhood, you know the amount of traffic that is on Cherry Park now is going to keep going right to Safeway and it will go right through our neighborhood. Like Mr. Daoust looked at, how the streets are built in our subdivision. In Sedona and Columbia Crest they have a barrier or wall with no driveways going out into Sturges at that point so there isn't a safety issue there but when you come into Cherry Ridge there is fifteen driveways plus the apartments that are next to Safeway, which has 160 tenants with only two driveways for all those people to gain access to Sturges. So if you have the kind of volumes that you are talking about, which is 3500. Down at our end of the neighborhood there is maybe 50 to 100 cars a day down at the end where Sturges was punched through. Up at Safeway there is maybe 800 to 1000. We are looking at totally degrading our neighborhood if it ever goes through. We are looking at safety issues and crime increases because of the direct access. I don't know of anybody who wouldn't agree that crime would go up. We have heard about emergency access, well if it was a great big issue I am sure that you would be condemning the property and putting the street through. Right now it isn't. We have fought really hard to get the traffic plan to where it is today without Sturges going through and that is what all three neighborhoods in a single voice have said.

Greg Handy stated I am representing two different pieces of property. Greg Handy read a letter from Handy Investment Group Inc. and a letter from him and his wife. (copies of both letters can be found in the packet)

Councilor Ripma asked you do not agree with Mr. Bean at all because you don't want the street to go through to Halsey Loop?

Handy replied we question the amount of traffic, it is proposed as a primary street. The question needs to be asked, what type of flow of traffic is proposed for the street. If you consider the fact that the street is a driveway for a secondary street at best, what sense does it make to propose it as a primary street. The next logical question is, I guess we will just widen the street. We have no intent of footing the bill to widen the street. There is no need for Handy Investment to have any access at this time, or probably in future development to Halsey Loop. We would most logically connect to Halsey Street.

Councilor Ripma asked just to be clear, you don't want to pay for widening the street, I understand that, are you opposed to having the street go through to 257th?

Handy replied the street as intended, is there to serve the traffic of that part of the neighborhood. I am opposed to the street going through the way it is being proposed in the plan, yes.

Councilor Kight asked the street serving the local community, what is the grade at that level, do you know?

Handy replied no more than 10%.

Councilor Kight asked have you given any easement or right-of-way?

Handy replied no. What concerns me is a comment made by Rich Faith, when property is developed it forces the land owner to comply with the plans that are in affect. If this plan gets stuck in a file and ten years later we want to develop, guess what has happened. We want to make sure that we are not going to foot the bill now or later for a street development that is not going to be required as part of that development.

Councilor Kight asked are you planning on developing that property?

Handy replied not today or in the immediate future.

Councilor Daoust asked but if you did develop it you may be looking at access points on Halsey that are different then what are on Halsey Loop itself, is that the point?

Handy replied that is the point.

Councilor Daoust asked so Handy Investments is affected by the street that goes from Halsey to 257th and your personal property is affected by the secondary street going between Halsey and Historic Columbia River Highway, do you object to the secondary street?

Handy replied yes.

Councilor Daoust asked what is the basis for your objection?

Handy replied basically the same reasons. We hate to see an area that has not been fully planned or fully developed to have a location for a street predetermined prior to any development plans. If this plan is adopted the location is fixed and when a development plan is put forth, I would imagine that street location would be forced upon the development, which may or may not make sense.

Councilor Daoust asked Mr. Faith, how fixed is that dotted line or secondary street?

Faith replied if adjacent property owners consolidated or one person came in and bought adjoining properties in order to present a development plan that comprised those, that developer might propose that the road be shifted to one side or the other and if all we are concerned with is the connection between Columbia River Highway and Halsey Street, we don't really care if it is down the middle on the east or west side, we are just looking for that connection. It is not really fixed, but if the individual property owners that own the properties adjacent to this dashed line were to come in separately or independently, then the only way that we have to get a road here would be to require that the development provide a portion of the connection so that when the next piece

develops they also will provide a portion of the connection. So when the first person comes in that is what determines where that road will be.

Mayor Thalhoffer asked it says in paragraph two of your letter "we provided oral comment to the Planning Commission on July 1, 1999. Our testimony requested that all affected property owners be contacted by the Planning Commission and CAC. As affected property owners our testimony has been ignored". What do you mean by this, that your request to be contacted has been ignored?

Handy replied correct, we have not been contacted by the CAC or Planning Commission.

Mayor Thalhoffer asked no notices were sent to you that they were having a meeting?

Handy replied just from the City not from the CAC or Planning Commission. I will take full responsibility for not submitting written comments. I can see now the importance of submitting written documentation. In review of the information that was provided for this meeting tonight, only the written comments are referred to. If oral comment is acceptable during the meeting then it needs to be provided to the individuals that are going to be making the decisions. I am not faulting the CAC or the Planning Commission but I think a better effort needs to be made to include all the affected property owners not just some of them.

Shirley Pricket stated I think we should take a step back and look at the City as a whole and not individual pieces because nobody wants it in their neighborhood. A good example is SW 28th Street, it was a stubbed out street when I moved here in 1980. It was on the map to be connected to SW Sundial and since then it has changed. They have re-zoned the property and Home Depot is now building so SW 28th will be a through street but we had enough input in the process to make it a 4-way stop instead of a "T" street. We will be getting an increase of traffic volume because of Home Depot and Albertsons. I looked at the overall picture and without connectivity, response time from the Fire or Police Departments is crucial. This plan is not cut in stone, it will probably change a lot in future years but we are a whole community not pieces. It doesn't matter how Sturges gets connected as long as there is an emergency access connection to get to the other section without having to go all the way around.

Councilor Ripma asked are you favoring condemning property, how do you propose to make this connection?

Pricket replied the connection will be made when the property is developed.

Councilor Daoust asked could you elaborate on what the benefits would be of the two north/south connectivity roads that Mr. Handy was referring to.

Pricket replied I like the idea because we need some kind of connection where people don't have to spend large amounts of time going around something when they can get to it in a shorter distance. 257th is busy now and without connectivity 257th will be even busier in the future. The connectivity brings the community together.

Dana Gates stated I am the President of the Cherry Ridge Neighborhood Association. I think by talking to the people that live in our neighborhood and Sedona and Columbia Crest subdivisions, we really do not want to see no action come out of this. We have been here July, August, lived

through the CAC meetings of September, October, November and December and it went back to the Planning Commission in March and again we are here in April. We, as a neighborhood, are willing and able to adopt the Sturges plan as it came out of the Planning Commission. We do oppose the through street and adding traffic calming devices. I don't want to see you wait until you see what happens with the Sturges property, we would like to see something on record. We understand that it can be changed in five to six years and we could be back here again, but at least if there is something on the plan and a developer goes into the Community Development Department they can say here is what has been approved and maybe they can make it work, but without it you are looking at a blank canvas and you are allowing them to make that Sturges connection. Also, if you do not do anything, does the TSP adopted in 1995, is that repealed or is it still standing and we are back where we were last July. I just want to plea that some kind of decision is made and it is put on paper.

Mayor Thalhoffer asked do you have any opinion on the Halsey Loop situation?

Gates replied to be honest the only time I drive on 257th, besides coming to these meetings is to go to the Outlet Malls or shopping downtown. I use 242nd when I come off the freeway so to me it is not an access that I would use at all.

Councilor Daoust asked what is the thought about the emergency vehicle access.

Gates replied we do not have a problem with the emergency access. We also understand the pedestrian connection, we just can not see a through street.

Councilor Daoust stated you realize that we may be talking about a paved 20' wide connection for emergency purposes only, and you are okay with that.

Gates replied yes.

Councilor Ripma asked on the emergency access, you realize that a 20' wide street restricted to pedestrian and emergency vehicles, would preserve the right-of-way and increase the likelihood of a road going through down the road some day.

Gates stated that is not the way it was presented to us.

Councilor Ripma asked you preferred the emergency access to no emergency access. You actually preferred that.

Gates replied no, I would prefer nothing and so would the neighborhood. Our understanding was in order to do away with Sturges connection that we would definitely have to have a pedestrian path.

Mayor Thalhoffer asked the emergency access, would you rather there be no road and no emergency access?

Gates replied yes.

Councilor Kight stated I am getting a different message. I think what you are saying is the neighbors

are actually considering no build, but they thought that the compromise that they would have to live with would be the emergency access and the bike and pedestrian pathway, is that what I am hearing you say?

Gates replied yes.

Councilor Daoust asked the connector between I Ith Street going back down to Sturges Drive, how do the neighborhoods feel about that?

Gates replied I speak mainly for Cherry Park and I know that there are several people in Sedona that are not very happy about that, but I really can not speak on that part.

Scott Seivert stated I live in Cherry Ridge. As far as the emergency access, at the last Planning Commission meeting we had came to that decision because it was the less of two evils. Most everybody agreed on that and we went home and I turned on the T.V. to Channel 30 to watch the remainder of the meeting and Mr. Grande said, and it is on record, that he was milking us to get us to go along and when we left, the motion barely passed I think the vote was 3-2. I moved into this development with my family and I know what it is like to live on a busy street. My daughter is just learning to ride a bike and sometimes she goes off the sidewalk into the street. I would just hate to see a lot of traffic go through there. Right now during the hours around 3:30 there is maybe twenty cars, but if that were to become a through road everybody would just filter into that road instead of using 257th to Cherry Park to get to Safeway.

Councilor Ripma stated I read the staff report, and I have been following this for months, I did read this business about the Planning Commission and just so I am clear, it looked to me from the minutes that there was a ten minute break called and then that is when you are saying that everybody left. It was after the break that they actually adopted the change by a 3-2 vote.

Seivert stated Grande also made the statement, where is everybody now, they have all left, we haven't voted on anything we just made a proposal. It kind of made us feel like everything was already wrapped up and agreed on and then when we left, I believe one board member changed their mind.

Mayor Thalhofer asked if you had your choice, you would rather see no connection, not even an emergency lane, is that right?

Seivert replied yes.

Chuck Wolsborn stated I have a 5 acre parcel located north of Halsey Street, south of Historic Columbia River Highway. I am concerned about the north/south connection between Historic Columbia River Highway and Halsey Street. My primary concern is that this runs right through a City drainage way. Unlike a lot of drainage ways that might be in closed culverts or open drain ditches, this more resembles a swamp. When the hearings were being held by the Planning Commission in July I entered this area and took photographs. It contains water 365 days out of the year. Basically the line abuts that wet area and goes through it in some places and I am concerned about wetlands issues with that location. I get different information from staff depending on who I am talking to, some say the line runs right down the property line, others say it is not fixed. My concern is if it shifts towards my property, am I responsible for paying for 100% of a road that I only

get half use of. I am also concerned since there is a drainage problem, am I also going to be responsible for storm sewers of water that is not my responsibility or came from off the property. I feel that the street has minimum use. It is blocked on the north by Union Pacific Railroad and the freeway. I feel little use for this road and I question that it is being designed to be built on land that is of questionable quality.

Councilor Daoust asked if you were to develop the property, rather than put a street all the way through from north to south, you prefer the option of accessing from the north?

Wolsborn replied I don't know exactly what I plan on doing yet. I have no plans to develop at this time. I don't like being locked into a street that has little use to my property or I see little benefit to the community and has to be constructed on questionable land.

Councilor Daoust asked if you were to sell your property and someone else were to develop it as single family residences, could you tell me what the benefit would be of having a through street?

Wolsborn replied I am not big on connectivity. I think connectivity, who benefits the most is generally the thief. My family has been in development since World War II and it is our experience that people like to live on cul-de-sacs.

Jeff Peterson stated my family lives in Sedona Park. The first thought that came to my mind as I read the notice that I received on the 3rd of April was here we go again. I sat before the Planning Commission once expressing my dissatisfaction with the prior plan. Later on I received the updated plan, I wrote to the Planning Commission with no change in my perception and attitude about the updated plan. This plan on the surface appears to be different, and I can only address those areas surrounding Sedona Park. However, it seems like the powers that be want to try the piece meal approach of getting through my neighborhood. Granted, gone are the major roads, which would have encircled our neighborhood. I am still trying to understand how a secondary access into Sedona Park as noted on the plan from Sturges Drive to 11th Street is advantageous to us. It seems to me that it only gives drivers who drive down Sturges Drive looking for a quick way to get to Sturges Lane and Safeway an opportunity to peruse through my neighborhood. Could it be that the secondary access is but a small beginning in the greater scheme of things to pave around my neighborhood as was in the original plan. Are we to meet again in a month or two to discuss other small additions to the roads. On another issue, we still have a pedestrian walkway on the plan which will invite strangers to walk behind some of my neighbors houses. At least the walkways in front of our houses are lit at night. I ask this Council to reject this new plan, it is better than the other two but it still holds no benefit to anyone except the developers and planners that do not live where I live.

Councilor Daoust asked do any of your neighbors in Sedona Park want that connection?

Peterson replied from those that I have talked to in my neighborhood, no they do not.

Norm Thomas stated as Chair of the CAC I feel I need to defend what the CAC did, but in essence I really don't want to do that. What we did do, each and every one of us took to heart what was said and what people brought forward as far as their concerns and ideas. When we first started looking at the plan we essentially looked at the fact that Sturges Drive was a foregone conclusion as a pass through on the existing transportation plan. We then came up with our recommendation

which we passed on to the Planning Commission and we were totally surprised when it came back with the Sturges connection issue. We then reviewed the plan again over the next three months, looking at connectivity and how we could benefit the citizens of Troutdale and how do we move people through the city. One of the things that concerned me was the ability for safety and getting the police and authorities into an area quickly. What I wanted to say tonight is we really still support having some sort of connection through Sturges, if nothing else, at a minimum for the emergency access. Also the other thing that we had to look at was Title 6 and the chances of losing funding because if you don't meet certain criteria there is a chance that you may not get certain transportation funding. Part of the plan, it was brought up earlier was the Marine Drive extension, we did not know about this part of the plan, it came in later. I felt that the CAC, regardless of what you may have heard, really tried hard to pay attention to what was going on and come up with what would best benefit Troutdale.

Councilor Ripma stated I very much appreciate the work that the CAC put in. It is true however, that you didn't even know, I mean it was after the CAC acted that the whole Marine Drive connection came up, which I think personally changes everything. I guess I am asking, you did not know at the time about the Marine Drive connection?

Thomas replied it was brought up as a possibility but was not cast in stone.

Councilor Ripma stated it wasn't on your recommendation?

Thomas replied no it wasn't on our recommendation.

Councilor Ripma asked you also had a second connection to 257th that probably is not possible and has been removed by the Planning Commission, were you aware that the County turned down a connection even in a case where they had to get the connection.

Thomas replied we asked about connections and if they were feasible.

Councilor Ripma stated I guess I am saying, unfortunately for what ever reason you weren't in possession of all the information that is available to us. Don't you think that it has changed a lot with the knowledge of no connections to 257th and the Marine Drive connection, those really change the traffic patterns.

Thomas stated going with the new plan as proposed by the Planning Commission, I don't think we have a problem with it.

Mayor Thalhoffer asked what did the CAC feel about the Halsey Street, Halsey Loop connections?

Thomas replied I think they are necessary to move people through there. I think there needs to be more than one way to get people in and out of subdivisions.

Councilor Kight asked how are we going to police the emergency access so just emergency vehicles are the only ones to use it?

Thomas replied the suggestion that I would have would be some sort of a breakaway. Most people won't want to risk damaging their vehicles.

Councilor Daoust asked I am interested in your thoughts about the north/south connection between Historic Columbia River Highway and Halsey. Did the CAC discuss that and what the benefits of that would be?

Thomas replied we had talked about that, but it was a slightly different plan when we looked at it. One of the places it helped is that there are a lot of apartment buildings and that would alleviate some of the traffic coming in and out of those apartments and for development of the other property. I don't think we were looking at it as a deterrent to get traffic off of 257th, it was more how to get traffic through the neighborhood.

Richard Cerruti stated my concern is the Marine Drive extension. It affects five pieces of property that we own. I understand that there is not any money available for about twenty years to build this extension. Do we sit with empty property for twenty years that we can't sell or develop, that is one of my concerns. The other is the alignment with the Historic Columbia River Highway, we have the station on the corner, this would take out the office. The cul-de-sac that is proposed for Halsey, that would stop all traffic going to our station. What I want to find out is can I develop and then they will come in later and tear it down on a couple pieces of my property, because there won't be anything left once they go through.

Councilor Ripma asked in addition to the station on Halsey, you own property along the right-of-way of the Marine Drive extension?

Cerruti replied yes.

Councilor Ripma stated I do think you deserve an answer to that question.

Mayor Thalhoffer asked did you attend any of the CAC or Planning Commission hearings?

Cerruti replied no, I was not notified about them.

Councilor Daoust stated I would second the need for either staff or legal counsel to summarize what the affects on property owners would be.

Dave Sturges stated I think is it obvious the piece of property that I am concerned with. I would like to see the lines erased completely off those pieces of property for obvious reasons. My brother and I are operating an aircraft parts business on that location that my father started in 1946 and we have no intention of closing our doors yet.

Councilor Smith asked are you for the emergency access road and where would they put it?

Sturges replied they talk about these committee meetings and getting people involved and we as the property owners of that piece of property have never been part of these meetings and I am surprised since it affects us as much as it does. I really don't know.

Councilor Ripma asked to be clear, you would prefer that we do no build?

Sturges replied at this time that is correct. Our family has no intention of selling at this time. Maybe in fifty years from now something might happen and we will deal with it then.

Councilor Daoust stated I have a question of staff. I notice that there is a pedestrian access way going right through the middle of the Sturges property north and south. What level of development of the Sturges property would require the property owners to look at a pedestrian connection through their property?

Faith replied if this plan were adopted and showed a pedestrian path running north/south through the Sturges Property and Sturges came in with a land use application to do some modification to their site, something that requires a land use permit. That might be that they want to build a new warehouse facility for their business, they want to add another living unit. Anything that they would do that would trigger a land use permit, not just a building permit but a land use permit, in conjunction with reviewing that and setting conditions that must be met to build or develop that property, I would be looking at this and I would say that our local street plan shows a pedestrian pathway needs to go through this property. At a minimum they would need to grant a public easement for that, perhaps it wouldn't have to be constructed at that time if it isn't taking you anywhere it may not make any sense at all to build it, but at a minimum we would say you need to grant the easement in conjunction with the development.

Councilor Smith asked where would the emergency access go?

Faith replied same answer. We won't put it anywhere until the property owner comes in with a land use application and in conjunction with that one of the conditions that would be set would be to reserve the easement or they could be required to reserve and construct the emergency access at that time.

Councilor Smith asked when you say easement, does that mean buy or give?

Faith replied it would be a condition of the development just as presently when property is developed there is often requirements to dedicate public right-of-way, public easement for utilities and pathways, the City does not customarily pay for those. That is the obligation of the property owner in conjunction with developing the property so it can be part of the entire fabric of the community for all the infrastructure that we need to serve the community.

Toni Sullybrook stated I am a resident of Cherry Ridge. I was also one of the two representatives asked to sit in on the CAC meetings to discuss the changes that the Planning Commission recommended to the CAC. I would like to clarify a couple of things. When we got our letters in June telling us about the Planning Commission meeting in July, it showed a solid black line for the Sturges connection and that is what our three neighborhoods immediately responded to. One of the things I would like to emphasize, that Dana also requested, is this issue of closure. I understand what you are saying about why do we have to worry about it but we just want to be clear that you don't go back to the original plan and leave that solid black line there. Many of our preferences is to have nothing at all. I think it is a valid concern that a 20' wide concrete road has all the capabilities of either being violated and have a car go through or to eventually become a city designated vehicle road if at some point and time the circumstances change. I also understand the concern that you have about the emergency access vehicles and their response time and yes we are going to have to make choices about whether or not these vehicles can reach homes and families in time. I don't think everyone lives in perfect circumstances to be in a position to have instant response from their emergency support systems. I think it is my choice to live in this neighborhood and not have to have you change things to get ambulances and fire trucks through that street to me. I hope I don't regret

that decision or comment. One of the other concerns that I had was at the end of the Planning Commission meeting, Rob Klever has been quoted so many times especially by me for having made a comment after the meeting was over that he couldn't see anyway that this connection was going to take place because of this overwhelming response. But then we also have it on tape that there was additional Planning Commission discussion that favored staying with that connection after all the citizens left the meeting. The same thing appears to have happened during this last Planning Commission meeting, and I feel kind of foolish almost or trusting in that I left that meeting thinking that five people had all, one after the other, agreed unanimously with what we had said. I also thought that we really do need to discuss the possibility of the pedestrian and bike path and emergency access and yet it is on the map. That is okay with me if that is what you decide, it is not my preference, but I am really upset to hear that there was a whole different response that took place or discussion after we left. My neighbors were smart enough to go home and turn on the TV and hear the rest of it but I thought the meeting was over when I walked out of here, it wasn't a ten minute break, the meeting was adjourned and we were all excused. I feel a little offended that we did not get to stay for the end of it and hear the final outcome. I want to support the action of closure on this issue and that we seriously consider no connection and at the most the access for pedestrian, bike and emergency vehicles. I would also like to point out that in our development there are 204 homes and approximately 168 apartment units with about 50 in Sedona and Columbia Crest, you are looking at about 450 residential units and if you have three people in each of those you are looking at about 1200 to 1500 people, which is a substantial portion of the City.

Shannon Turk stated I am a member of the CAC. I like the plan. One of my concerns with the Sturges connection was the public safety access. I don't necessarily share the concerns voiced by some members of the Council that it will later become a road. I could see one of those ticket gates that lifts up or a remote controlled gate, I see a way of controlling traffic there. My daughter spends a great deal of time at a house that is two houses away from the Sturges connection, so the access to public safety is very important to me. I read in the Planning Commission minutes that an ambulance gets there within two minutes, that is great but they could have gotten there within a minute and a half. I want that road to go through for that thirty seconds. Plus the fact that the ambulance is stationed at Safeway and that is why it was able to respond so quickly, I don't believe that the Fire Department is going to put a fire truck at the Safeway. I can live with this plan, even though I would like to see some of the other roads, if it has the emergency access, I would not like to see that taken away. I would like you to ask me how I feel about the connection to Halsey and 257th just because Mr. Handy had a very valid point when he was talking about his client. I think it is # 9 & 10 of the findings of fact, this road can't go through because it would adversely impact the health safety and welfare of Cherry Ridge, Sedona Park and Columbia Crest. Well it is going to adversely affect the health of the other neighborhoods and Halsey Loop as well. I think you are in danger of setting a precedent that you don't necessarily don't want to set.

Councilor Kight stated I am not following you.

Turk stated I understand the opposition for this, nobody wants the road to go through their neighborhoods. But if you decide not to let an existing road that is already going through before the development even occurred, if you take that road away, if we then use that as a precedent all these other roads that we planned to go through then they don't necessarily have to. There has been the question raised regarding the need for a plan that is fifty years ahead. I believe it was Jeff Sturges that said at one of the CAC meetings, we should take the road off and keep your options open. I thought that was an interesting approach and that is also the approach that it sounds like Councilor

Ripma is taking. My thought is the opposite, by keeping the road, even if it is just the emergency access if development ever occurs, you are keeping your options open. If you take that road away, you see the opposition when it is an existing road that is already in the plan, 20 to 30 years from now when this Council is gone, perhaps I am Mayor, I am going to be upset when I am trying to put this road through again. It is much harder to put a road on then to keep it on.

Councilor Ripma asked you want the emergency road to go through?

Turk replied yes.

Councilor Ripma stated are you prepared to condemn the property, is that what you want us to do?

Turk replied no.

Councilor Ripma stated so you realize that by putting it on the map, it doesn't put the road there.

Turk replied yes I do realize that. I can live with the emergency access, but I am still leaning towards a two lane road with traffic calming devices.

Councilor Ripma asked the CAC considered this whole area without the knowledge of the Marine Drive Extension and you have an additional connection on 257th and a road coming up the hill south from Halsey to the Sturges property, I wonder if that knowledge might have changed your perspective on the whole plan?

Turk replied it certainly changes the Marine Drive extension and possibly some of the roads coming up.

Councilor Ripma asked a connection southward from Marine Drive is going to dump tons of traffic and to have a road, which the CAC did, come up the hill and join in along with the connection at Sturges and everything else, the CAC might have thought differently about the impact on those neighborhoods.

Turk replied that is a possibility.

Mayor Thalhofer asked what about the location of the connector of Columbia River Highway to Halsey, the street Mr. Wolsborn was talking about?

Turk replied it seems to me that a road there is appropriate it doesn't necessarily need to be at that point. I based my recommendation on what staff said and that is that it is not fixed, it could be moved as long as it met the state's requirements and that it did connect at two points.

Councilor Daoust stated I have a question of staff. When Mr. Wolsborn was talking about his property, but indeed McMenamins borders his property and if anybody is talking about developing their property soon it is McMenamins. When we get to the point of developing that property, would we then require them to put that road through from Historic Columbia River Highway to Halsey Street?

Faith replied if this plan is adopted, then it would be our intent to require that as part of the

development of the site. For your information that has been mentioned to the McMenamins.

Chief Berrest stated I wanted to express the concerns of the Police Department and public safety in general. We have recently adopted a pro-active philosophy where we try to identify potential problems that may occur in the future and try to identify solutions to deal with those before it becomes a critical situation. Mrs. Turk had some very good points, if we limit our options the decisions we are going to have to make are going to be tougher in the future. The more work we can do ahead of time to prepare ourselves for what we anticipate to be problems, the better off we will be. I am a believer of street connectivity. I think it is vital for the growth and projected growth. The Council identified in their goals that we were to maintain and enhance public safety service levels as first priority while addressing general fund stability. This is a step in enhancing the public safety stability to preserve a quality of life that we have at this time. Another Council goal is that we are to pursue cooperative mutually beneficial partnerships, I think this speaks to Metro's Transportation Plan and the State's Transportation Plan and we as a regional partner need to assume a certain amount of responsibility to go along with that overall plan. I want everyone to know that I am a homeowner and I understand everyone's concerns. I don't support the Planning Commissions recommendation. I do support the Sturges Lane/Sturges Drive connection and here is some of my reasoning behind that. We as government officials must keep in mind all the citizens in our community and make decisions based on what we believe is for the good of all citizens. As a public safety official I must put out the fact that in order to best serve the community we must have the most reasonable access to everyone in our community during a crisis. The Police Department alone spends over \$300,000 a year for some of the finest radio communications available. It doesn't do any good to spend that kind of money to assist with a quick response and then have our officers take the long way around. Emergency responders have known for a long time the importance of a quick response and how critical seconds become in a life threatening event. Most of us are familiar with the fact that the most direct route is generally the quickest route. Communities across the Country are beginning to realize the importance of more than one escape/rescue route in various communities. Southern California with the grass fires, earthquakes and floods have experienced enormous challenges in attempting to rescue people and property that had limited access. We witnessed the gas line rupture in the State of Washington, the landslides and the effects that those had. Imagine some of those instances occurring here in our neighborhood, we have been very fortunate, but if we did have a gas eruption tomorrow, how would we respond? There is also a larger transportation system plan which requires consideration, do we wait until the last parcel of land is developed and there are fewer options available before identifying solutions. Or, can we accept our role as a regional partner concerned with transportation issues confronting all of East County. One comment that I heard earlier was that there was approximately 1500 people in the Cherry Ridge area that are concerned about this issue but I think there is a larger picture here that we are talking about. There are 14,000 people in Troutdale, we also need to be concerned with our ability to provide services to those people and if access is denied to an adjoining community then aren't we letting them down. Some statements from the Cherry Ridge Neighborhood Association that concerned me when they talked about not wanting emergency access or a bicycle/pedestrian path. What exactly are we trying to do, are we trying to isolate ourselves from the rest of the community or what is the concern. As far as the ambulance at Safeway, I am please that the ambulance was able to respond quickly to the emergency on Sturges Lane, it responded from the Safeway and was there within a minute. Imagine that same situation if the ambulance was at Glenn Otto Park, which the ambulance is quite frequently down there. If AMR were here this evening, they would probably also support the Sturges connection. The Halsey Loop connection, my concern is the intersection of Halsey Loop and 257th Avenue. Traffic does exceed the speed limit frequently

on 257th, but we also know that stop signs and stop lights are not good speed control devices. I think it would increase the accident rate on 257th. If we have a stop light at that location then the larger trucks will have a difficult time resuming their speed going uphill. With the Marine Drive extension, I am not sure what the projections are for Marine Drive but I do know that it is developing quite rapidly as far as the industrial area and there will be a need for traffic to go south so I think we need better ways of dealing with that. Historic Columbia River Highway at 257th is already a problem intersection and I think if we can avoid that and alleviate some of the traffic problems there it can only help. There is a convenience that I think the citizens of Troutdale need and that is the ability to have options available to them as to where they want to go and how they get there. The question came up about condemning property and making decisions on the Sturges connection. I imagine that there were some very difficult decisions that had to be made when Union Pacific and some of the railroads laid their tracks across the country because there was a lot of condemnation of property. And that is what is being asked of you, to make some very difficult and hard decisions that will have some negative impact on some people. I think for the good of the community we need to make some of those tough decisions. I think that if it was left up to me today, I would probably take whatever action was necessary to secure that connector between Sturges Drive and Sturges Lane. The reason is because in the future we are not sure what our options are going to be. The emergency access road, I am not sure about the Fire Department and what kind of equipment they have but in this day and age with the air bags we are not going to drive patrol cars through barriers. What I would envision would be some kind of route that does not necessarily have to be paved but has to be maintained so that you can drive a patrol car through.

Councilor Ripma asked you favor the street going through on Sturges Drive and you favor us condemning it and doing it now, is that what I am hearing?

Chief replied I hate to be the one that says yes I favor condemning it but I think that is the action I would take if it was the only action available to me. I recommend that the connector be placed through there and whatever is available to do that, I think it warrants action of some kind because ten years down the road you are going to have fewer options.

Councilor Ripma asked just looking at the map, don't you think that if the Sturges Drive went through it would carry a lot of traffic and people would take it, I know I would if I got caught at a red light at the top of Cherry Park Road I would turn right and go through that way if I was heading in that general direction.

Chief Berrest replied I think that we will all acknowledge that we are fast approaching build out, traffic volumes are increasing. If we do nothing and live with Cherry Park and 257th to handle the traffic problems, what happens then, what kind of problems are we going to see in the future? We are going to see backed-up traffic on 257th, we already see it sometimes during rush hour. We have to give people other options and alternatives. Yes it would increase the traffic on Sturges, there is no doubt about that and I probably agree with the citizens that it would probably increase the crime rates to a certain extent. Sedona Park I am not sure what they are concerned about with the impact, it gives them another option. There are some advantages to having more traffic in your neighborhood, there are more people going by and there may be a less chance of crime because there are more people who could witness the crime.

Councilor Ripma asked if you build a pedestrian and bike trail across any property, does that have

an impact on the livability of that property?

Chief Berrest replied in some cases it makes it more attractive. One of the ways communities are judged on livability is the greenway access, hiking trails and bike paths, a lot of people look for those.

Councilor Ripma stated on public property, yes.

Chief Berrest stated well if you are talking about venturing across private property, I am not sure I would support condemning property for those.

Councilor Thompson asked on the Marine Drive extension, is it your position that it would alleviate traffic on Frontage Road?

Chief Berrest replied I think that it has to.

Councilor Kight asked you mentioned that by having a through street it might decrease crime. One of the subjects you didn't cover was safety, and often times in subdivisions people have children and a lot of times children playing in the front yard, sidewalk and sometimes they end up out in the street. Wouldn't you think if you had a through street there would be an impact on those neighborhoods and the safety of the children as opposed to a dead end street?

Chief Berrest replied most definitely. I would agree with that. There are some things that we need to adapt to. Society today does not give everyone a dead end street to have kids play on unfortunately. I understand the parents, and I would like to guarantee them that their kids would be safe, but I can't do that. They play a large role in how they teach their kids and what precautions they take around their home.

Councilor Daoust stated in all reality, twenty years from now when the Sturges finally sell their property, that is when we will have the connectivity that you want. The survey that we took of the population of Troutdale, I think the number one concern as far as safety was speeding through neighborhoods. If we have this connectivity through there we are going to get speeding through neighborhoods. Is that more important to the Police Department to control that part of the livability people want or is it in your mind more important to have better access?

Chief Berrest replied the citizens have expressed concern over traffic issues within the City. People want to see more traffic enforcement in the neighborhoods but they also talk about getting major crime and gangs out of their neighborhoods. So we try to address all those things and fortunately the traffic calming devices have helped greatly in some of the areas and that has taken some of the pressure off of the Police Department. What we don't want to happen is to have new problems develop that are going to require more of our time, that is why we talk about the problem solving philosophy where we want to look for possible problems in the future and try to alleviate them. By putting connectors in there throughout the area we will hopefully eliminate some of the traffic problems that we are faced with. So if you are asking me to make a choice, do I want connectors and increased crime or no connectors, there is no indication that it will decrease crime by blocking that street. I think that we need to keep that option open at this time, I am not saying lets condemn the Sturges property and make this connector, maybe we can look at that and see if there are other options as to how we route that through. It is important to have the connection.

Mayor Thalhoffer stated I have one question for Mr. McCourt. How would the emergency access be constructed.

McCourt replied the question of how the emergency access could be handled, there are a lot of different ways it has been done. It can range from knock down or lock down to plastic pylons. Things that are in the street that don't allow cars to go through. There are plenty of examples of that in place and they allow for immediate emergency access but absolutely restrict vehicle access. Some questions were asked about what happens to the property if the Marine Drive extension goes through, nothing. They can develop their property today and when the time comes that we need to build that road they will get fully compensated for their property. They can do whatever they want between now and then, the reality is that road is on the map and it is no different than 242nd on the map or any other road on the map.

Councilor Ripma asked in that case I am puzzled as to why put it on the map if in the end you can just pay full compensation. If it has no affect on development plans and what the City does then why not leave it alone.

McCourt replied the line is already on the map, it exists in Metro's maps and the County's maps.

Councilor Ripma asked is the Halsey Loop road on the map?

McCourt replied no, I am referring to the Marine Drive extension. Do you have a question on the Halsey Loop road?

Councilor Ripma stated if the point is that in the end you pay full compensation and you can put the road anywhere you want by condemnation, then the exercise that we are going through for something that is twenty years out at least, what is the point of putting it on the map?

McCourt replied Halsey Loop is different, it is a local street that will be done with development. The key thing regarding those roads is the County has adopted and put in place an access management restriction on Halsey, it is 400' spacing. It is not even allowed to put residential driveways on Halsey, that will not be permitted by the County. So the intent of putting these roads in place is to provide property owners an ability to have access onto a road at that 400' spacing that meets the County requirement.

Councilor Ripma stated you are not addressing what I was mentioning at all. I am trying to get a justification for having it on the map if in the end you can condemn and pay full price.

McCourt replied that is just for Marine Drive, that is different, that is not a local street. On local streets, those will be done with development. They will dedicate a right-of-way and build a half street improvement and that will be done with development just like subdivisions are done elsewhere. The difference with this map, compared to any other subdivision in the City is that this is a hilly topography and we don't have a lot of opportunities to put streets through. We have access spacing restrictions that the County has placed for safety on Halsey. These are the only places that legitimately we can get roads through to provide them local access for development. The reason we are doing it here is the Town Center Plan you have adopted shows many more streets than are here. We have identified the minimum functional frame work that you need to support the town center.

Mayor Thalhofers closed the Public Hearing at 11:40pm and reconvened the City Council meeting and stated that we will be taking this matter up again in two weeks.

5. COUNCIL CONCERNS AND INITIATIVES

Mayor Thalhofers stated due to the lateness of the evening we will address Council concerns at the next meeting.


6. ADJOURNMENT

Mayor Thalhofers called this item.

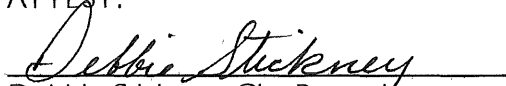
MOTION: Councilor Thompson moved to adjourn the meeting. Seconded by Councilor Kight.

**YEAS: 6
NAYS: 0
ABSTAINED: 0**

Meeting was adjourned at 11:41pm.



Paul Thalhofers, Mayor
Dated: 6-15-00

ATTEST:


Debbie Stickney, City Recorder

CITY OF TROUTDALE PUBLIC ATTENDANCE RECORD

April 11, 2000
CITY COUNCIL REGULAR MEETING

PLEASE COMPLETE THE FOLLOWING

NAME <small>(please print)</small>	ADDRESS	PHONE #
Shannon Turner	705 SE 10th	669-2091
Greg & Sue Harvey	1105 SW. Halsey	526-3120
Mike	1601 S.W. Sturges	665-4896
Dave Sturges	1601 SW STURGES	665-4896
Dorothy Sturges	1603 S.W. Sturges	666-9601
Wayne S. Kikka	2003 SW Sturges Ln.	666-5759
Ed & Beth Brown	1317 SW 10th	669-1270
Bill McGinnis	39207 SE Gordon (near Comette (1st SW Dist))	695-2493
Shirley K. Puckett	4617 SW INDIAN TRAIL TROUTDALE OR	667-5412
KEITH OLIVIER	1773 SW DAYBREAKWAY TROUTDALE	667-9179
Jeff Peterson	1361 SW 11th Street Troutdale	667 9419
Angela Allen	2339 SW Kendall Ct.	669-0854
Dean & Sherley Bloom	1747 SW Montmore ^{way}	674 9385
Ted Leybold	600 NE Grand Portland 97232	747-1759
Bill Kurich	1863 SW Day Break Troutdale	665-6187
Toni J. Sullybrook	2012 SW Montmore Way	492-9153

-- PLEASE COMPLETE THE FOLLOWING --

NAME (please print)	ADDRESS	PHONE #
Nancy C. Grinnell	1306 SW 13 th Trowdale	674-6646
Rudgy Gibson	1170 SW McBrine Ct	662-5169
Row Kamsar	1160 SW McBrine Ct	492-4208
MICHAEL MEAD	1744 SW ROYAL ANNE AVE	791-0440
John McNassar	1228 SW Royal Anne Ave	666-8808
Dana Dana Gates	1774 SW Sturges Ln	661-5589
JAMES H. BEEY	1300 SW 5 th POX OR	226-7677
John M. Anderson	1799 SW Baybrush Way ⁹⁷²⁰¹	661-6737
JIM WINKLER	" "	" "
Shawn Sullivan	210 SW MORRISON	225-0701
Norm Thomas	2751 SW CLARA CT	662-4320
CHUCK WOLSTERN	1357 SW HALSETT	666-8050
RICHARD CERUTI	30510 NE MERSTON	695-5487
Jerry Ceruti	33410 E HISCOTT WAY	695-2512
Gill Barker ^{biaglow}	1483 SW 11 th	666-5884
Russ FARRINGTON	15857 SE 16701 LN	658-6546
McCameron	1548 SW North Star Loop	669-1018
Scott Seiver ^{Seiver+}	1742 SW Sturges Ln	492-8373
George B. Huber ^{Huber}	1815 SW North Star Loop	661-2248
Neil Miller ^{Neil}	1872 SW ...	492-4327

DATE 4-11-00

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