



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

EXECUTIVE DEPARTMENT

Fax (503) 665-7265

Administration

City Administrator
City Recorder

Human Resources

Community Services

May 8, 2001 - 7:00 P.M.

- (A) 1. **PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE**
- (A) 2. **CONSENT AGENDA:**
- 2.1 Accept Minutes:** March 13, 2001 Regular Meeting, March 13, 2001 Work Session, March 27, 2001 Regular Meeting, April 10, 2001 Regular Meeting and April 10, 2001 Goal Setting Work Session.
- 2.2 Resolution:** A Resolution providing for budget transfers and making appropriations changes for Fiscal Year 2000-2001.
- 2.3 Resolution:** A Resolution requesting transfer from Multnomah County to the City of Troutdale of Tax Foreclosed Property for public purposes.
- 2.4 Motion:** A Motion adopting the City of Troutdale 2001-2001 Council goals.
- 2.5 Motion:** A Motion authorizing the Mayor to enter into an Intergovernmental Agreement to conduct an audit of PGE's Franchise Fees.
- (I) 3. **PUBLIC COMMENT:** Please restrict comments to non-agenda items at this time.
- (A) 4. **RESOLUTION:** A Resolution adopting a revised plan for the implementation of speed humps within the City of Troutdale. Travis Hultin
- (A) 5. **PUBLIC HEARING / ORDINANCE (Introduction):** An Ordinance amending Section 12.07.010 and Section 12.07.040 of the Troutdale Municipal Code to amend the wastewater discharge temperature requirement, to amend the process by which local limits are developed, and to amend the monitoring point for wastewater discharged to the publicly owned treatment works. Kevin Rauch

(I) **6. COUNCIL CONCERNS AND INITIATIVES**

(A) **7. ADJOURNMENT**

An Executive Session will be held immediately following the Regular meeting. The Executive Session will be held pursuant to ORS 192.660(1)(e) Real Property Transactions and ORS 192.660(1)(h) Current Litigation or Litigation Likely to be Filed.



Paul Thathofer, Mayor

Dated: 5-3-01

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

May 8, 2001

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

1. PLEDGE OF ALLEGIANCE, ROLL CALL, REGULAR MEETING

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

PRESENT: Thompson, Kight, Rabe, Daoust, Thalhofer.

ABSENT: Ripma (excused), Smith.

STAFF: Galloway, Faith, Hultin, Rauch, Williams, Kvarsten and Stickney.

GUESTS: See Attached List.

Mayor Thalhofer asked are there any agenda updates?

Kvarsten replied we have no changes this evening.

2. CONSENT AGENDA:

- 2.1 Accept Minutes:** March 13, 2001 Regular Meeting, March 13, 2001 Work Session, March 27, 2001 Regular Meeting, April 10, 2001 Regular Meeting and April 10, 2001 Goal Setting Work Session.
- 2.2 Resolution:** A Resolution providing for budget transfers and making appropriation changes for Fiscal Year 2000-2001.
- 2.3 Resolution:** A Resolution requesting transfer from Multnomah County to the City of Troutdale of Tax Foreclosed Property for public purposes.
- 2.4 Motion:** A Motion adopting the City of Troutdale 2001-2002 Council Goals.
- 2.4 Motion:** A Motion authorizing the Mayor to enter into an Intergovernmental Agreement to conduct an audit of PGE's Franchise Fees.

Mayor Thalhofer called this item and read the consent agenda.

MOTION: Councilor Thompson moved to adopt the consent agenda. Councilor Kight seconded the motion.

YEAS: 5
NAYS: 0
ABSTAINED: 0

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

None

4. RESOLUTION: A Resolution adopting a revised plan for the implementation of speed humps within the City of Troutdale.

Mayor Thalhofer called this item and read the Resolution Title.

Travis Hultin, Public Works Engineer, stated before you is a resolution to adopt a revised implementation plan for speed humps in the city. In October of 1995 the Council adopted by motion the existing speed hump implementation plan which basically lays out the process by which residents in the city can request and have speed humps evaluated and possibly installed in their neighborhood. That plan has been used for about five years and has been used with relative success. However, over those years the Speed Hump Committee, which is the decision making body, identified several changes that need to be made to improve upon the plan. The Citizen Advisory Committee worked with city staff and the Police Department to make those changes and update the plan. That plan is included in your packet. I will just point out the major changes. The majority of the administrative process in the plan have been moved to the Public Works Department, previously they were split between the Police Department and the Citizens Advisory Committee. Having those things split up led to some confusion and the process not moving as smoothly as it could. We determined that it could probably be much smoother if we took all the tasks and duties and put them in one place and we decided to put them in public works. We also made participation in the citizen radar program a prerequisite for applying for speed humps, we think that is a very good program. It is very educational for people that are seeking speed humps, and in fact it can really let people know ahead of time what the odds are that they are going to be approved or whether or not they actually need speed humps in their neighborhood. We also flushed out the requirements for petitions. Some of the requirements that were called out for in the previous plan were not clearly defined, so we have tried to clear that up so people making applications for speed humps will have a clearer path to follow. We also looked at the criteria by which those petitions are evaluated and those have evolved somewhat over the years. There are some criteria that are called out in the existing plan, however those criteria are not defined very explicitly and also some new criteria have began to be looked at by the committee as they become more experienced at evaluating petitions so we have added those in and defined them. These changes are going to make some significant improvements to the process. We are recommending adoption of this resolution which will make the speed hump evaluation plan which is an attachment to the resolution, the plan for evaluating speed humps in the city.

Councilor Kight stated I want to talk about the actual implementation of the speed hump. I do not have speed humps in my neighborhood but I just drove through Corbeth Lane and at best I could barely do 15mph over the humps. Have we improved that at all so that people can actually maintain the 25mph speed limit?

Hultin replied the speed hump design that we use now is the same one that we have been using since we starting implementing speed humps. What we do find, is depending on what type of vehicle you have, you can have different speeds to go over them. If you have a short wheel base, you are going to feel the effects of the speed humps more than

someone with a longer wheel based vehicle.

Councilor Kight stated the experience I had was just the opposite of what you are describing. Has there been other complaints about the speed hump itself?

Hultin replied to my knowledge we have not had any complaints about the design that we are using. There have been complaints in a couple of cases where a contractor has not installed them within the tolerances that are called out. Occasionally one will get installed and we will find that it is too tall and the stress height is too high. We do check those afterwards but when they first go in there is a period of a couple of days when an out of compliance speed hump is going to be in operation, and we have received complaints in those cases. The speed hump design that we use is the same one that Gresham and Portland uses and they are designed for 25mph.

Councilor Kight stated the one thing that I notice that is missing is how do we fund the speed humps themselves.

Hultin replied my understanding is that they are funded out of the General Fund, it is in relation to a public safety issue and it is in support of the Police Department's speed enforcement efforts.

Councilor Kight asked do we have money set aside currently in the General Fund for this?

Kvarsten responded I believe that you were all at the Budget Committee meeting where the Budget Committee and Council voted to fund \$10,000.00 for the first priority speed hump petition, that is the only one that is included in the approved budget.

Councilor Rabe asked how many speed humps can you get for that \$10,000.00?

Hultin replied it depends. It is a bidding process just like any other infrastructure project, so it all depends on where the bids come in. My best guess based on past experience is probably about six.

Councilor Rabe asked I am curious about how you might prioritize with a limited budget when you might have equally necessary areas, how do we resolve that issue?

Hultin replied there are two parts to the approval process for the speed hump committee. One is they are going to look at each petition and either support that petition or deny that petition. Out of the petitions that they are going to support, they then have to prioritize those in case there is not enough money to construct all of the locations, then you would start to go down the list from #1 on down.

Councilor Rabe asked then the criteria for the ranking is what?

Hultin replied it is the same criteria that is used for support or denial.

Councilor Rabe asked has this document been presented to emergency services to review?

Hultin replied no this document hasn't. Anything related to emergency services is the

same as it was in the original plan.

Councilor Daoust stated I have a question on the process. I noticed that once the Speed Hump Committee goes through the petitions and ranks them, it says under item #12 that the committee chair will distribute written notification of the results of the Speed Hump Committee's evaluation to each household designated within the area, but we don't tell them whether it is funded or not because it is before the funding decision is made. We do let them know that their street has been selected. Then after the Budget Committee goes through a funding decision and the speed humps on a street are not funded we just notify the one contact person under item #15. If I were a citizen living on that street and I received one notice in January that said your street has been chosen for speed humps and then after the Budget Committee made its decision I didn't receive any further notice saying that it wasn't funded, my expectation would be that they will be installed any day. I think we should either send out only one notice after the Budget Committee meets to everybody, which I guess is my recommendation, or we include everybody in both notices.

Hultin replied if it is the pleasure of the Council I am sure we could make either one of those alterations to this plan. I doubt that the CAC or my counterparts in the Police Department would have any issue with that. My thinking on that is if we were going to go with one of those it would be to notify them at both junctures. The reason being that they are receiving notification that the Speed Hump Committee is going to meet. The Budget Committee does not meet until many months after the Speed Hump Committee meets, so there would be a long stretch in there where they wouldn't have any idea what the situation was. I wouldn't have any problem changing item #15 to go from the contact person of the petition to everyone in the affected area.

Councilor Daoust stated to me that would be an easy fix in the spirit of just letting people know. You are right, the Speed Hump Committee meets in November and the Budget Committee doesn't meet until April. I have one other question. I know that speed humps are not the only option. A couple of neighbors have brought up the idea of the circles in the middle of intersections to slow down traffic. Would they go through the same process as speed humps?

Hultin replied we do not have a process for requesting other traffic calming devices. The only traffic calming device that is available to residents at this time is speed humps.

Councilor Daoust stated I am wondering if we should. Are circles legitimate or do we see a need for them in the city, if we don't okay, but I think they are a neat traffic calming device and they look real nice also. We have one in Cherry Ridge on Sturges Lane.

Hultin replied the traffic circles that we have now were all built in the process of building a development. We do not have any that were retrofitted.

Councilor Rabe asked is there something in our Development Code regarding that?

Kvarsten replied as Mr. Hultin pointed out, the ones that do exist have been part of developments and we don't have a process to retrofit. Some cities do have a process where they will consider retrofitting the streets, it may be an appropriate topic for a work session if the Council wants to visit that.

Councilor Rabe asked but we do have it in the Development Code?

Kvarsten replied a developer has to calm traffic. If a developer comes in and says that I believe that within the parameters of this development the best way to calm traffic is through a traffic circle and they propose that, we would accept that. They may also, as they have in a number of cases, propose speed humps as the better alternative. It is obviously a design issue and we will accept both based on appropriate engineering.

Mayor Thalhofer asked wouldn't this be an appropriate study for the CAC?

Kvarsten replied I would caution you that, as was pointed out earlier, we just recently completed the budget session, while speed humps are quite expensive, the retrofit is several magnitudes more expensive. Certainly the CAC could look at that but I think absent a funding source, the near future would be even less viable for speed humps. Mayor Thalhofer stated we talked about splitting the cost of the speed humps between the general fund and street fund at the budget committee meeting, what would be the problem with doing that?

Galloway replied we did talk briefly about this at the budget committee meeting. The question that was posed at the budget session was whether it would be legal to utilize the street fund, to the best of my knowledge it would be. I think it is probably more of a policy issue more than anything as to whether or not that is the way you want to use your street fund. I think the original decision that the Council made a number of years ago was that you were assisting the police in enforcing traffic rules and therefore that made the general fund a more appropriate funding source. The street fund right now is in good shape primarily because our streets are relatively new so we are not spending all the street fund money on street maintenance and repair of those streets. I think in five to ten years from now as those streets begin to age and we have to start doing pavement overlays and reconstruction and with no improvement to the gas tax or other funding source from the state level, we are going to start depleting that source rapidly. I guess it is a question of whether you want to increase the rate in which that fund would be depleted. The second thing I would be concerned about, right now the fund looks healthy. I think one of the reasons why there has been the very judicious use of the speed humps throughout the city is that folks have known, both the applicants and the members of the speed hump committee, that there is very little money available. I would be a little concerned if someone were to say we have \$100,000 in the street fund that we could use for speed humps, you might see the floodgates open and you might be dealing with issues much greater than the three to four petitions that have come in each year. Whether or not that is a floodgate you want to open or not, I think it is more of a policy issue and I think it is a legal option if you want to go that way but I think there are a couple of policy issues and essential pitfalls that you would want to be aware of.

Mayor Thalhofer stated I was not suggesting that it all come out of the street funds, just a 50/50 split. Maybe we should address this in a work session.

Mayor Thalhofer asked is there anyone else who would like to speak to us on this issue?

No testimony received.

MOTION: Councilor Daoust moved to adopt the Resolution adopting a revised plan for the implementation of speed humps within the City of Troutdale with the one change on item #15 to notify each household in the affected area. Seconded by Councilor Kight.

Councilor Kight stated this is just a housekeeping issue. It brings the responsibility under the head of the Public Works Department and I think it makes a lot of sense.

YEAS: 5
NAYS: 0
ABSTAINED: 0

5. PUBLIC HEARING / ORDINANCE (Introduction): An Ordinance amending Section 12.07.010 and Section 12.07.040 of the Troutdale Municipal Code to amend the wastewater discharge temperature requirement, to amend the process by which local limits are developed, and to amend the monitoring point for wastewater discharged to the publicly owned treatment works.

Mayor Thalhofer read the Ordinance title and opened the Public Hearing at 7:36pm.

Kevin Rauch, Environmental Specialist, stated I am presenting an ordinance that would amend two different sections of the Troutdale Municipal Code that deal with the pretreatment program. There are three amendments to those two sections that I would like to touch on briefly. First being a simple conversion correction from degrees Fahrenheit to degrees Centigrade that I found while reading the code. The second is removing the phrase "these standards or local limits shall be developed in accordance with CFR 40 Section 403.5 and shall implement the objectives of this chapter". Removing that phrase will allow us to adopt local limits without going through a lengthy process by which the Federal Government requires mandated pretreatment programs to go through. Since we are not a mandated program I want to remove that phrase so that if we see it necessary within the pretreatment program to adopt a local limit, we can do it on a less formal basis. The third amendment to the code would be changing the monitoring point from currently the end of pipe location to the end of process location. An example I gave you was the one-hour photo lab that would be located inside an Albertsons or Walgreens facility, it would change the point of monitoring for the pretreatment program from the end of the store where all the sanitary water is mixed to the end of process where the one-hour photo machine actually discharges into the sanitary system within the store. That just gives us a little more power to regulate any specific pretreatment process within a combined facility. I will entertain any questions you may have.

Councilor Kight asked do you think this will help to improve our water quality or do you see this as a compromise?

Rauch replied I see it as helping. It gives us the choice to be able to go to a specific spot within a facility to see what they are discharging. What raised my eye to this issue was a one-hour photo that was moving into town and gave me some figures as to what their

system discharges and a couple of the figures exceed some of the local limits that we already have established for BOD and TSS. Upon leaving the facility after mixing with the general facility sanitary wastewater, it dilutes it down to acceptable limits. This strengthens our program by giving us the authority to test it after the process itself and regulate it at that point.

Councilor Kight asked in the construction process, in the plumbing process do they have a way that you can access at the point of discharge?

Rauch replied yes. That is something that I would address during the construction, I would require that a sampling port be installed at the end of the process.

Councilor Kight asked what about pre-existing buildings?

Rauch replied if we were to see a problem at the headworks, we could go in and require that they install a port for us to take samples.

Councilor Kight asked what happens when they exceed the limit?

Rauch replied we would require them to either update there treatment technology to meet our limits or discharge to a different source then our sanitary system, maybe a tank that they have to have pumped out as needed.

Councilor Kight asked do you feel that our requirements and our penalties are strong enough so that they would end up being in compliance?

Rauch replied I believe so.

Councilor Rabe asked will there be staff available to check this periodically?

Rauch replied yes.

Councilor Daoust asked when we say we want a process that is more flexible that does not require adherence to the code of federal regulations. Can we do that?

Rauch replied yes legally we can as a non-mandated program. If, in the future, we become a mandated program we will have to adopt that CFR 40 and develop local limits as part of that mandated program. We do not have any significant or categorical industrial users within the city right now which are the two classifications to become a mandated program.

Councilor Daoust asked we have existing businesses, we issue wastewater discharge permits and in that permit does it specify where we are going take samples? Will we have to reissue wastewater discharge permits because the wording is wrong now?

Rauch replied my understanding is we are not issuing wastewater discharge permits unless the industry is either an significant industrial user or categorical industrial user which we do not have any of, so I don't believe that we would need to rewrite any permits.

Mayor Thalhofler asked is there anyone else here this evening that would like to speak to us on this issue?

No testimony received.

Mayor Thalhofler closed the Public Hearing at 7:44pm and stated that this is the first reading of this ordinance, a second public hearing will be held on May 22, 2001.

6. COUNCIL CONCERNS AND INITIATIVES

Mayor Thalhofler called this item and stated we have a new regional business program involving transportation which is meeting in Gresham on Thursday morning at 7:30am. Reynolds Little League is going full blast at the two state-of-the-art ball fields at Columbia Park. There are over 400 kids in the program this year.

Councilor Kight stated last night I attended the East Multnomah County Transportation Committee. The concern that I am bringing to you is that the 242nd connector, their recommendation on the part of David Evans and Associate, is not to build the 242nd connector. The traffic did not warrant spending the \$30 million dollars for a ramp coming off of the new 238th interchange. Two decisions are going to have to be made, one to either terminate it or to suspend it. That decision has not been made yet. I think this is good news for Troutdale.

Councilor Rabe stated thank you to all of the folks that turned out for the Earth Day clean-up. It was a job well done. Thank you for your help in your community.

Councilor Daoust stated one of my neighbors called up and wanted us to do something about the trucks that are parking on the street behind the new Home Depot store. They are diesel semi-trucks, whether they have anything to do with Home Depot, I don't know, it could just be a good location to park a truck overnight. What happens is these diesel trucks in order to keep warm either have to keep running or they have a self starter that starts the engine every seven minutes. When the trucks start the houses that are in back of Home Depot kind of shake a little, so it kept some people up all night. Because of the proximity to Walt Morey Middle School and because there is a high concentration of pedestrian traffic, if the Council would agree maybe staff could look into limiting the parking along that street some how.

Councilor Kight asked isn't that addressed in our nuisance code?

Rich Faith replied the nuisance code does address parking vehicles on public streets but it is a 72 hour limit. If the vehicle is not there more than 72 hours it is legally parked.

Councilor Kight stated I remember seeing something mentioned about commercial semi-trucks being parked on residential streets as being illegal.

Faith replied I will have to check into that.

Mayor Thalhofler asked Mr. Faith to look into this.

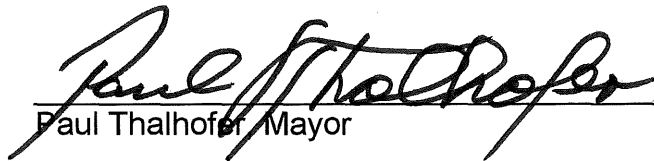
Councilor Daoust stated when the Planning Commission was discussing the development of the old treatment plant site and the access to that site and the level of the development down there with the amount of commercial development that was in the plan. I was talking with some people and this option came up and it has to do with the property that we bought for the new city hall. Since we are still in the planning stages and looking at options for developing this site, just hear me out and see what you think about this idea, don't take this as my proposal. Sell that property that we bought for the new city hall for \$1 million dollars; pay \$500,000 to level the old treatment plant; then we would have \$500,000 left that we could put towards a new city hall down on the old treatment plant site. The benefits to that may be that it would lower the business commercial density, I thought that was one of the issues. The new city hall would take three to four acres. It would lower the traffic concentration through that area possibly only requiring one access point, I know that the two access points were also an issue. Maybe the Planning Commission could consider this option.

7. ADJOURNMENT

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


**YEAS: 5
NAYS: 0
ABSTAINED: 0**

Meeting was adjourned at 7:55pm.


Paul Thalhofer, Mayor

Dated: 5-23-01



ATTEST:


Debbie Stickney, City Recorder

CITY OF TROUTDALE PUBLIC ATTENDANCE RECORD

May 8, 2001
CITY COUNCIL REGULAR MEETING

PLEASE COMPLETE THE FOLLOWING

NAME  (please print) 	ADDRESS	PHONE #
Noreen D. Thomas	2151 SW Nova Ct Troutdale	667-7320
Jessica Meigen	1572 SW Northstar Ln Troutdale	669-3096
Denise Hester	1448 SW 13th Place Troutdale	666-8272
EMILIA UDD	P O BOX 503 Fairview	NA
Kirsty Halston	1164 SW 12th Ct Troutdale	NA
Josee Banner	1368 SW McLinnos	NA
Brittney Wright	153 NE 193rd Ave	NA
Amanda Major	1721 SW 22nd Troutdale	NA
Kristina Brown	24653 SE Fairview Lakeway	NA