

**CITY COUNCIL MEETING
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September 20, 2016**

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**City of Dundee
City Council Meeting Minutes
September 20, 2016**

Call to Order

Mayor David Russ called the meeting to order at 7:00P.M.

Council and Staff Attendance

Present: Mayor David Russ; Councilors Jeannette Adlong, Tim Weaver, Doug Pugsley, and Ted Crawford. Absent: Councilors Storr Nelson and Kristen Svicarovich. Staff members: Rob Daykin, City Administrator; Kristen French, Associate, Jordan Ramis, P.C. Attorneys at Law; and Greg Reid, City Engineer.

Public Attendance

Michael Humm, Kennedy/Jenks Consultants; Todd Miller, Dundee WWTP Operator; and Dundee resident, Myrna Miller, 941 SW Alder Street.

Agenda Changes

Item 7.5 1990 Fire Engine For Sale was added to Old Business.

Public Comment

None.

Mayoral Proclamation: Diaper Need Awareness Week

Mayor David Russ read the proclamation into the record proclaiming the week of September 26th through October 2nd, 2016 as Diaper Need Awareness Week.

Consent Agenda

The motion was made and seconded to approve Consent Agenda item 6.1 City Council Minutes, September 6, 2016. **The motion** passed unanimously.

Old Business

OLCC Liquor License Application, Cal Erath

Mayor Russ advised that updated information was received pertaining to this application. **The motion** was made and seconded to approve OLCC Liquor License Application, Cal Erath. **The motion** passed unanimously.

MBR Manual Clean Update

Michael Humm, Kennedy/Jenks Consultants, was present to provide the Council with an update regarding the MBR Manual Clean. Mr. Humm provided a powerpoint and video presentation to the Council. Mr. Humm also presented one of the plates from the Waste Water Treatment Plant (WWTP) for the Council's inspection. He explained the clean-in-place process in detail with regard to Train 2; and the fact that this type of cleaning to increase the permeability was only effective very short-term, only a few days. Mr. Humm pointed out that following this observation it was determined that with this low lack of flow capacity, it would be difficult moving forward into the winter season. Mr. Humm reviewed the previously discussed options including chemical acid cleaning as well as manual cleaning. He advised that due to time constraints, it was decided best to proceed with a manual clean using the method previously recommended by Kubota. The

process of manual cleaning was described in detail and a pre-manual cleaning video was shown. Todd Miller, WWTP Operator, was also present to answer questions regarding this process. Mr. Humm discussed the presence of sludge caking as opposed to the more preferred liquid sludge, particularly in areas between the plates. Further video presentation was reviewed by the Council, and evidence revealed that there was sludge dewatering going on, with actual dewatered solids present within the cassettes. Mr. Humm and Mr. Miller further described the cleaning process that ensued. Mr. Miller advised that cleaning using the Kubota recommended method was effective. Further details of the entire process were discussed. Photos were presented and reviewed with the Council. Mr. Miller estimated that 75% of the total surface area across the upper membranes had been covered with sludge solids. Mayor Russ inquired as to the reasons for this type of build-up. Mr. Miller advised that this is due largely extended operations at high flux rates without backing off and having the ability to clean. Mr. Humm further explained that as that accumulation occurs, the permeable surface area decreases which forces the other areas to work harder. Once that happens, he explained, in addition to losing the surface area, the chemicals can no longer go through those channels because the caking is pushing the membrane up tight against the plastic, so there is no room for the chemical to penetrate. Mayor Russ inquired as to how long the clean-in place process takes to which Mr. Humm replied that it takes approximately four hours to complete. Mr. Humm advised that the contractor was on-site for two days with four staff present for the disassembly/removal and reassembly of the cassettes. City Crews were used to transport the cassettes to and from the wash down area. All ten cassettes were cleaned in seven days. Following the manual clean, an additional chemical clean was then done prior to putting Train 2 back into service. Mr. Miller explained this process in detail. Prior to the cleaning, the permeability of the basin was down to 8-10 gfd (gallons per square foot per day)/psi; an alarm is produced at 10 and the basin normally operates at 30-50 gfd/psi. The Post-cleaning result was 60-70 gfd/psi, a significant improvement.

Following the cleaning for Train 2 and bringing it back online, some work was also done for Train 1. Mr. Miller advised that the sludge was pumped out of Train 1 and an overnight bleach cleaning as well as a two-hour acid clean were completed. He further advised that Kubota indicated to them that, after conducting their own testing, bleach cleaning should clean Train 1 adequately. It was also noted that no similar sludge caking was found in Train 1 that had been previously observed in Train 2. Mr. Humm advised that Train 1 is returning back to equivalent permeability levels. Mayor Russ inquired about whether or not the cassettes in Train 1 were removed for cleaning to which Mr. Humm and Mr. Miller replied that they were not. Mr. Humm further explained the testing process performed by Kubota. A graph reflecting the effects of the cleaning process was shown to the Council and reviewed with Mr. Humm. He also advised that a once-a-year acid clean was recommended moving forward. Mayor Russ inquired about the flow rate of both trains. Mr. Miller advised that presently the lower part of Train 1 has a flow rate of about half of Train 2, at a rate of 35 gfd/psi. Kubota evaluated the condition of the membranes and found them to be in good condition for their age of four years. Mr. Humm advised that in order to move forward and prevent the prior issues of manual build-up from happening again, it has been recommended to make sure that we are permeating at the rates prescribed by the membrane manufacturers, as well as taking the opportunities to clean. Mr. Humm shared his opinion that with proper equalization coupled with the improvements in the collection system to reduce I&I, we should have the tools we need in order to operate things as they need to operate in order to prevent this build-up from happening again. In addition, in working with Kubota, we will want to do a top down inspection every year, every summer during the low flow period. Mr. Humm advised that this is a relatively easy process which he explained in further detail. Mr. Humm suggested that if there is any build-up in the diffuser that it should be addressed annually. The importance of this process was explained in greater detail. Kubota informed that while we do have a good WWTP and the condition of the membranes is good, it is important to go back to the basics of how these membranes operate and use the equalization in controlling the permeate

rates. Councilor Pugsley inquired about a similar WWTP in La Center, Washington that Kennedy/Jenks had been working on. Mr. Humm advised that the La Center facility experienced this same problem during start-up and, although he doesn't recall the specific details as to why, they had to do a manual clean while the contractor was still on-site due to an unknown event which caused the same problem. Mr. Humm pointed out, however, that this is not a common problem and he doesn't expect this to be a problem that the City will have to continually deal with if we can operate and get the cleanings done as they need to be. Mayor Russ pointed out that treatment of the symptoms are being heavily discussed, but he feels the real problem is I&I. Councilor Weaver also shared the same concerns and inquired about whether or not enough is being done with regard to this, although he realizes that much of the problem cannot be controlled. Mr. Humm advised that he is eager to see how things work this winter and that he will better be able to answer that question following that time period.

City Administrator Daykin inquired about the bottom half of Train 1 having the same type of dewatering sludge issue as Train 2, and inquired as to whether we are looking into any kind of process to correct that other than the clean-in-place approach. Mr. Humm advised that due to the unknown length of time the project was expected to take with regard to Train 2, coupled with the fact that the crush and wet weather would be starting soon, the decision was made against doing both trains at once. The decision was made that the present condition of Train 1 would be adequate for the winter. Mr. Humm advised that it would likely be a good idea to clean Train 1 in the same manner as Train 2 next year if it continues to perform below expected levels.

Biosolids Plan Update

Michael Humm, Kennedy/Jenks Consultants, advised that an alternative analysis was done which they previously brought to Council. He advised that they moved forward with the Biosolids Management Plan, a draft of which was submitted to City Staff. He further advised that following City comments, the next step will be forwarding the Plan to DEQ. He informed that DEQ could take 2-6 weeks to review the Plan, and that following this the Plan will be available for a Public Comment period of 30 days. Concurrent to that review process, Mr. Humm advised that they will put together a site authorization which identifies the two locations of the farm land as well as the treatment plant grounds. He advised that this is fairly easy to do, and doing so will provide some flexibility in case there is an issue.

WWTP Control Panel Repair Project

Michael Humm, Kennedy/Jenks Consultants, advised that they put together a memo in April of 2016 that explained the events that occurred during the panel flooding, including the replacements that were done at the time. In order to return the plant to preexisting conditions, Mr. Humm reviewed their recommendations for the proposed the scope of services, budget and schedule for the project. Mayor Russ requested clarification with regard to the electrical components and whether or not their proposal would include complete replacement. Mr. Humm confirmed that replacement would include electrical components within the control panels, the power distribution panels, and any of the conduits that then filled with water and flooded out the equipment below it. Councilor Crawford inquired as to why Kennedy/Jenks has indicated it necessary in Phase 1 to utilize 400 hours to redesign a system that has already designed. Mr. Humm reviewed the details of work inclusive to Phase 1 and noted that he cut the number of hours down some previously, after this concern was expressed internally as well. City Administrator Daykin pointed out that we are also maintaining operations of an existing plant. Mr. Humm advised of the sequencing aspect and stated that he believes that the work is necessary and is captured in the construction support section. He further advised C. Crawford that he'd be happy to revisit the design piece of that to address his previous comment. Mayor Russ shared the same concern with regard to the electrical plan costs as well, and pointed out that since those are already in existence there shouldn't be a change in them. C. Crawford inquired as to how much

of this project will be covered by insurance. C.A. Daykin advised that his presumption is that everything except for the \$1000 deductible should be covered by insurance. Mayor Russ inquired about whether or not clarification with regard to this has been received from the insurance company to which C.A. Daykin confirmed. He further advised that the insurance company paid the first claim in full, and they are waiting for this engineering report. He also advised that the insurance company hired their own engineer to review the initial plan, and they will review this proposal as well. Discussion ensued further regarding the details of the project. **A motion** was made and seconded to approve the Draft Proposal for Engineering Services for the City of Dundee Wastewater Treatment Plant Mechanical Building Flood Damage Repair Project, Proposal Number P16052. **The motion** passed unanimously.

Councilor Crawford inquired about whether or not C.A. Daykin had talked with Kennedy/Jenks Consultants regarding his questions pertaining to automatic shut off valves in the case of a subduction zone earthquake. C.A. Daykin confirmed that he did discuss this with Michael Humm. Mr. Humm advised that they do indeed complete those types of seismic resiliency evaluations on reservoirs. He advised that they have a structural engineer at their San Francisco office that completes these evaluations up and down the West Coast. When he is in town, a site evaluation could be done as well as a report. Mr. Humm advised that they do make an earthquake valve which has an accelerometer within the valve which, once it moves, something is triggered causing the seal to break and it closes, saving the water in the reservoir. C. Crawford inquired and Todd Miller confirmed that he doesn't believe we have any such mechanism in place at this time. Mr. Humm informed that the earthquake valves are installed directly onto the reservoir; there is literally no pipe. C. Crawford supported this idea and Mr. Humm agreed and explained that they are relatively easy to install.

1990 Fire Engine For Sale

Dundee Fire Department Chief John Stock reviewed the fact that he has advertised the fire truck for sale on a national level for three months with no response. He initially listed the fire truck for sale at \$15,000, or best offer. Chief Stock advised that the present offer was the result of a free ad he placed on Craig's list, and he is in support of selling the truck to Monument Fire Department for their offered price of \$8,200.00. **A motion** was made and seconded to approve the sale of the 1990 surplus Fire Engine to the City of Monument Fire Department for their offer of \$8,200.00. **The motion** passed unanimously.

New Business

Water Bill Appeal

Myrna Miller, 941 SW Alder Street, approached the Council with regard to her water/sewer bill appeal. Mayor Russ reviewed the details of her request with regard to this industrial property. He expressed his support of billing Ms. Miller as a residential account as long as the business remains idle, but that at such time the property returns to industrial use the billing would return to the way it was initially set up unless a separate meter is installed. Councilor Pugsley inquired about the industrial use of the property. Ms. Miller advised that the larger pieces of manufacturing equipment are now gone and that they are in the process of cleaning out additional metal from the storage building, though further indicated that 22 tons of metal have already previously been removed from the building. Ms. Miller also advised that she and her son, Clark, presently both maintain offices at the location. She advised that no water is being used for the business. The property is presently for sale. Ms. Miller explained that in March of 2016 there was a water leak on the property which was challenging and expensive to resolve. She described in detail the process by which the water leak was repaired. City Administrator Daykin further explained that Ms. Miller had a substantial service line leak which resulted in a tremendous amount of water use, and even though she did get the standard credit adjustment she still paid out of pocket a substantial amount of money for the remaining balance. Ms. Miller advised that the

repair work cost over \$5000, which she is still making payments towards. C.A. Daykin clarified that there is not a standard irrigation system present on the property, and that the owner is hand-watering the plants so she doesn't lose them. Ms. Miller advised that the properties surrounding her are very dry, and she believes that watering her vegetation is also very important for this reason as well. She further indicated that none of the water she has used for this purpose has entered the sewer system. Councilor Pugsley agreed with Mayor Russ that to require a new meter be placed at this time would be an undue burden to the property owner at this time. C. Pugsley supported the proposal as long as we can assure that the agreement terminates at the sale of the property. Councilor Crawford inquired as to whether there have been any offers on the property to which the owner replied that there are none at this time, although she advised they have had in the past. Ms. Miller explained in detail the previous interest a Cannabis business had with regard to her property. **A motion** was made and seconded to grant Myrna Miller the credit adjustment of \$143.18 for the sewer charges dating back to June 2016, and to continue to bill this property as a residential property rather than a commercial property until the earlier of industrial use is initiated or sale of the property transpires, at which time it will revert back to the industrial rate. **The motion** passed unanimously.

Communication Services IGA

Dundee Fire Department Chief John Stock reviewed his support of and an overview of the details pertaining to the Communications Services IGA with TVF&R. **A motion** was made and seconded to approve the Communications Services IGA between the City of Dundee and Tualatin Valley Fire & Rescue. **The motion** passed unanimously.

Council Concerns and Committee Reports

None.

Mayor's Report

None.

City Administrator's Report

City Administrator Daykin advised that he and City Engineer Reed had a meeting with Tony Snyder, the project manager for the TE project, with regard to the status of the funding agreements. Mr. Snyder informed him that all of the requirements for both State review and Federal approval of adding the extra \$900,000 to the statewide transportation improvement program (STIP) have been met. He further indicated that the next step is to prepare the intergovernmental agreement (IGA) so that we can receive the funding. Mr. Snyder stated he had experienced some difficulty in crafting an amendment to the existing funding agreements, and has now come to the conclusion that a new separate agreement would best remedy the situation. The three funding agreements would include the TE Funding Agreement, the Bike/Ped Funding Agreement, and now a third one for the improvements that the City will be doing for ODOT in Phase 1. Reid advised that some discussions have ensued regarding when we might go out to bid and, although we are not quite there yet, there is optimism that it will still be this fall. Reid indicated that he is working on the final changes to the plans and his goal is to complete that so that when everything has come together with the funding agreements that we will be ready to go out to bid. Reid expressed concerns regarding some of the design issues that he'd like to change and make sure we have some alignment on, particularly with the driveways. The driveways that had been primarily used in the design are the wraparound type, where the actual sidewalk would wrap behind onto the private property. The other alternative was a drop sidewalk option where the sidewalk would stay within the right-of-way and stay within one alignment, but drop down at the driveway and then come back up after the driveway. With the change in the design and the need to raise the curbs to address the ADA issues, Reid expressed concern that the increase in sidewalk grade would affect the wraparound option, creating potential drainage issues behind

with regard to some of the properties. One alternative described would be to go to the driveway which would eliminate those drainage challenges, and Reid inquired of the Council as to whether or not this would be an acceptable alternative. C.A. Daykin advised that both options meet ADA requirements. Mayor Russ expressed his opinion that the wraparound sidewalk provides only visual benefits, and that he doesn't believe that many people will follow it. C. Pugsley shared that opinion as well. Further details were discussed pertaining to the sidewalk options and opinions of those present. Reid advised that an additional option would be to use a mix of both types, identifying properties that would have potential drainage issues and using the drop sidewalk in those instances while also including some of the wraparound sidewalks on other properties. Reid advised that consistency would better be maintained by only choosing to include one type of sidewalk. Reid pointed out some of the pros and cons to each design option, and conversation ensued regarding this. C. Pugsley inquired about whether the cost of a straight sidewalk would be less expensive to which Reid affirmed as it does take more concrete to create the wraparound style. C. Pugsley expressed his support of the straight sidewalk option. C. Crawford expressed his support for the wraparound style to provide visual interest due to the very straight nature of the street already. C. Weaver supported making sure the drainage issues are handled adequately for the property owners in the best way possible. Reid advised that they are preparing to update the property owners on the LID cost estimates and driveway options. He further advised that the property owners may not be interested in the wraparound style if they don't want the sidewalk on their property, and may prefer the drop option. The property owners could potentially make the decision for them, or Reid also advised that if Council prefers the drop sidewalk option, he can present only that option to the property owners. Mayor Russ inquired about whether the City would be liable for drainage issue problems. Reid clarified that if the City creates the drainage issue by changing the sidewalk, the City will also be responsible for fixing that drainage issue. Mayor Russ expressed his support of clean straight lines for the sidewalk. C. Adlong and C. Crawford expressed their opinions that a visual presentation of the options would be helpful to which Reid advised he could provide to them. The consensus of the Council was to review a visual presentation of the sidewalk options.

C.A. Daykin reported to the Council that the Dogwood Street Project has been completed and looks fantastic. He also advised that the contractor, C & M Excavating, was very good to work with as well. Some issues arose during the project and there were concerns about how to maintain the longevity of the project with virtually no base under that street. C & M came up with a solution that would have cost more but they absorbed part of that cost. Reid reiterated that they were really good to work with. He informed that their original design plan was to try to overlay the much deteriorated alligatored street with fabric. Of concern was the fact that there wasn't much base under there, and if taking up the asphalt was attempted there would likely only be dirt remaining. The waterline had to be moved to the middle of the street as opposed to along the side due to the amount of trees and arborvitae present that would have needed taken down in front of the homes there. That left a trench down the middle of the street, and trying to overlay the existing asphalt with fabric with a trench down the middle didn't make a lot of sense. Reid explained that he emphasized to C & M that the City's budget wouldn't allow for an increase of funding for the project. C & M was willing to absorb the extra costs associated with pulverizing the street and regrading it, and really made a nice project out of it. Reid also pointed out that they really worked with him on the grading; regrading it to really match the existing driveways as there was a challenge with the downhill driveways and uphill driveways. Reid felt the project turned out really nice, and further pointed out that the contractor was very concerned about completing the job properly which is important. C. Crawford inquired as to whether or not it is within our TSP Plan to place curbing in that area. C.A. Daykin informed that TSP does not address curb improvements for that street segment, and added that if we were redeveloping this street the standard would require curbs and sidewalks on both sides, but at this time the City does not have the funds to do that. Reid informed that the way the street is set up it would be fairly

easy to put a curb in on the uphill side, but that the street parking on the downhill side would need to be eliminated to keep the roadway section there. Reid advised that as things stand now the existing street sheet flows into the yards on the downhill side. He expressed the importance of maintaining the existing conditions which allow it to sheet flow into the yards and driveways off of the street so that the flow doesn't concentrate or change the drainage for anybody on that downhill side. The asphalt curb was placed on the uphill side to try to keep the erosion that was going along the hill from continuing. Reid advised that there are a couple of roof outlets that need to be extended out over the curb, and he indicated that he will work with public works to get that done. C. Weaver inquired about the possibility of striping the road up the centerline around the curve onto Viewmont Drive. He advised that a lot of people take a hard left turn in that area and cut the corner. Reid advised that this would be possible and discussion further ensued about where to stop and start the striping. C. Weaver supported keeping the parking area on the downhill side of the street for those residents.

C.E. Reid provided the Council with an update on the Viewmont Greenway Park Project. He advised the project is coming together. The picnic table slab was poured today. The lower portion of the trail will be paved tomorrow; it was graded today. The slabs for the stone benches that will be created have been obtained. Reid advised that we have also obtained a bubbler stone that will be turned into a drinking fountain. Public works will be constructing the foot bridge, which we already have the materials to build. Public works will also be excavating for the foundations this week while there is some dry weather so that will get done and rocked; the bridge can be built/fabricated in the rain but once it gets too wet we won't be able to get that accomplished. Reid advised that the final step is to complete the nature play area along with adding some trees and shrubs at the park. He further indicated that we have the plan together for the nature play; we just need to do some coordination to get Public Works to help get that together. C. Adlong inquired about the trail on the vineyard side of the bridge that had previously gotten washed out. C.E. Reid confirmed that will be graded out and more rock put down in that area. He further advised that we will need to grade the trail down a bit to reach the bridge as he indicated the bridge was shortened in length to try to minimize costs and to keep it lower to eliminate having a high structure. Reid offered his recommendation of holding off on seeding the area around the picnic table slab due to the fact that they had to regrade it today right before the concrete was poured. The area wasn't quite the right grade and so they had to lower the downhill edge along the slope. After it cures, Reid advised that Public Works will pull it down a bit so that it will run off and down the slope. He also advised that waiting until that is all completed would be best so that the seed isn't covered up. He informed that the work should be completed this week.

City Engineer Reid informed that we have been authorized to fix the drainage issue on Charles Street. To keep costs down, Reid advised that Public Works went out there and used their level to take some grades off the existing inlets and the inverts, and now hopefully we will have enough information to create the design that without having to go out and get a full survey. Reid further advised that he will try to get those plans together so that work can be completed. Reid also pointed out that it will be important to try and keep the traffic control costs down. He advised that he and Rob talked today about the goal of trying to get the water out of Charles Street and across Neiderberger Road. In order to accomplish this, a pipe will need to go across Neiderberger, which is near the quarry where a lot of traffic flows in and out. Reid pointed out that the trench on the City limit side of Neiderberger would also need deepened. In order to accomplish the excavation work required, traffic will likely be disrupted. The challenges of traffic issues and weather related concerns were further discussed amongst the group. Reid reported that he's hopeful he will get that put together and out to bid this fall.

C. Crawford inquired about the Dundee Women's Hall on 10th street with regard to the area slated to be landscaped courtesy of Tourism dollars. C.A. Daykin advised that City Staff will be completing the project to keep costs down, but there are other projects that will be done first. C.A. Daykin further advised that City Staff will be installing irrigation systems and then will be hauling in the dirt and materials to the Dundee Women's Hall, and then CPRD will be installing the plants.

Mayor Russ inquired about whether 12th & Maple will be putting in a new driveway where construction is taking place on 99W. City Engineer Reid advised that there is already an existing driveway present which they will be required to close. Reid discussed the driveway closure in more detail. He also informed the Council that he has met with 12th & Maple regarding the fact that they would like to gain access onto Parks Street. Initially they wanted an access right next to the railroad tracks which Reid advised wouldn't work unless approved by ODOT Rail. ODOT Rail denied the request and advised them to move it away from the railroad tracks. Reid indicated that he also advised them it would need to be located away from the highway as well. He also advised that the only place they may be able to fit in an access would be right in the middle of their property along Parks Street. Reid further advised that 12th & Maple would first need to prove to Reid that there is an adequate turning radius available not requiring crossing of the center line of Parks Street. He also indicated that he sent them the plan we have showing the real line on the Parks and Highway 99 intersection, which would realign Parks to be closer to the property and make that radius harder. Reid further informed that as a part of that meeting with ODOT Rail he was able to confirm that ODOT Rail is indeed in favor of closing 10th and 12th Street crossings and giving us 11th Street, and they would allow 12th & Maple to keep 12th as a private crossing; they would not oppose that. Reid also noted that ODOT Rail is still willing to donate their help with the cost of the new crossing on 11th Street.

C. Crawford inquired about whether there have been any new talks with Frontier or Comcast with regard to the T&E Project. Reid advised that there have been no new recent discussions. He further indicated that the only communication he's had with them recently is in regard to what would be the impacts of minimizing the highway crossings (because they want more crossings), and what the impact of increasing the number of conduits that go parallel would be. As a part of going through the ODOT comments Reid indicated that he's also going to be looking at whether he can accommodate those additional parallel pipes within the sidewalk and within the limited right-of-way that we have there to do it, or if we're going to have to go back to more crossings to get their services across.

C.A. Daykin advised that at the request of Mr. Lindquist, a meeting was held between the City Planner and he along with Stu Lindquist, his son-in law, Rod Grinberg, and Stu's business associate, Dale Bernards, with regard to the same issues. They inquired about the status moving forward with the development of their property. C.A. Daykin explained to them that the Council did pass the resolution to authorize the City to submit an application for a TGM Grant to do the additional planning work per what they indicated they would like us to do once again, knowing that the funding would not be available until July 1, 2017. Daykin informed that once again, they are anxious to develop right away and inquire as to why they can't simply do that. Daykin reminded them that the City Council said that they were not going to abandon the Master Plan. They then inquired as to why they can't simply take part of the property out of the Master Plan area. They pointed out that the area of interest is located between Edwards Drive and the bypass. Daykin advised them that even to do that is a significant change, a comp plan change as well as a change to the Riverside Master Plan that would have to be analyzed. He further explained that the process takes time and comes at an expense, and requires public workshops, a public hearing before the Planning Commission and public hearing before City Council. Daykin pointed out that he is not sure how much this process would propel things forward, plus they would need to

convince the City Council to initiate that action. He explained to them that it is a political process and they can approach the City Councilors to ask them to initiate this process if they desire. Daykin advised that they did seem motivated at the prospect of doing that, and are considering attending the first City Council meeting in October. C.A. Daykin explained to the Council how this process would work with regard to the need for amending the Comp Plan as well as amending the Riverside Master Plan. Councilor Adlong inquired as to how many acres the discussed parcel is. The land area was discussed and determined to likely include approximately 50 acres. C.A. Daykin advised that the Lindquist's were pleased with the much greater densities that are allowed in the Riverside Master Plan, the 10 units per acre average. C.A. Daykin further reviewed the fact that to simply go back to the existing zoning would not likely meet the other objectives of the Riverside Master Plan.

Public Comment

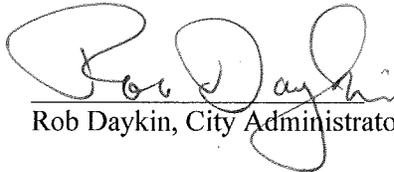
None.

The meeting was adjourned at 8:48 PM.



David Russ, Mayor

Attest:



Rob Daykin, City Administrator/Recorder