



Randy Lauer, *Mayor*

David Ripma

Alison Caswell

Geoffrey Wunn

Glenn White

Jordan Wittren

Sandy Glantz

Agenda May 14, 2024

Regular Meeting | 7:00 p.m.

Troutdale Police Community Center – Kellogg Room
234 SW Kendall Ct, Troutdale, OR 97060

- 1. Pledge of Allegiance, Roll Call, Agenda Update**
- 2. Public Comment:** Public Comment on non-agenda and consent agenda items is welcome at this time. *Public comment on agenda items will be taken at the time the item is considered. Public comments should be directed to the Presiding Officer and limited to matters of community interest or related to matters which may, or could, come before Council. Each speaker shall be limited to 5 minutes for each agenda item unless a different amount of time is allowed by the Presiding Officer, with consent of the Council. The Council and Mayor should avoid immediate or protracted responses to citizen comments.*
- 3. Consent Agenda:**
 - 3.1 Minutes:** March 13, 2024 City Council Regular Meeting and April 9, 2024 City Council Regular Meeting.
- 4. Proclamation:** Public Works Week – Mayor Lauer
- 5. Request:** A request from Emilio Inc. for the City of Troutdale to sponsor the Run for Red event on June 15th and the Community Health Fest on August 3rd. – Jennifer Hoffman, Emilio Inc.
- 6. Report:** Annual Report from the Port of Portland. – Emily Bower, Senior Manager Equitable Development & Sheree Temple, Intergovernmental Issues Manager
- 7. Reconsideration of a Resolution:** A resolution of the Troutdale City Council declaring it's support of the \$150,000,000 Bond Measure to upgrade levees, water pumps, and natural floodplain restoration, brought by the Urban Flood Safety and Water Quality District, Measure 26-243. – Councilor White
- 8. Public Hearing / Ordinance (Introduction):** An ordinance adopting text amendments to Chapter 3 and Appendix A of the Troutdale Development Code. – Dakota Meyer, Associate Planner
- 9. Public Hearing / Ordinance (Introduction):** An ordinance amending Municipal Code Section 15.12 pertaining to updated State Fire Code. – Ray Young, City Manager
- 10. Staff Communications**

11. Council Communications

12. Adjournment



Randy Lauer, Mayor
Dated: May 7, 2024

Meeting Participation

The public may attend the meeting in person or via Zoom. Please email info@troutdaleoregon.gov by **5:00pm on Monday, May 13th** to request Zoom meeting access credentials. You may also submit written public comments via email to info@troutdaleoregon.gov no later than **5:00pm on Monday, May 13th**. City Council Regular Meetings are broadcast live on Comcast Cable Channel 30 (HD Channel 330) and Frontier Communications Channel 38 and replayed on the weekend following the meeting - Friday at 4:00pm and Sunday at 9:00pm.

Further information and copies of agenda packets are available at: Troutdale City Hall, 219 E. Historic Columbia River Hwy. Monday through Friday, 8:00 a.m. - 5:00 p.m.; on our Web Page www.troutdaleoregon.gov/meetings or call Sarah Skroch, City Recorder at 503-674-7258.

The meeting location is wheelchair accessible. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to: Sarah Skroch, City Recorder 503-674-7258.

DRAFT

MINUTES
Troutdale City Council – Regular Meeting
Troutdale Police Community Center – Kellogg Room
234 SW Kendall Court
Troutdale, OR 97060

Tuesday, March 12, 2024 – 7:00PM

1. PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE

Council President Ripma called the meeting to order at 7:00pm.

PRESENT: Council President Ripma, Councilor Caswell, Councilor Wunn, Councilor White, Councilor Wittren and Councilor Glantz.

ABSENT: Mayor Lauer (excused).

STAFF: Ray Young, City Manager; Kenda Rimes, Deputy City Recorder; Ed Trompke, City Attorney and Erich Mueller, Finance Director.

GUESTS: See Attached.

Council President Ripma asked for agenda updates.

Ray Young, City Manager, replied there are no updates.

2. PUBLIC COMMENT: Public comment on non-agenda and consent agenda items is welcome at this time.

Saul Pompeyo, Ristorante Di Pompello, stated he wanted to make Council aware of the new design of Halsey Street for the new apartments. We have big ice storms in Troutdale. Halsey is very important because sometimes you cannot go up 257th Avenue and the freeway can be closed which means Halsey is the only street we can use. A problem with the apartments is that the cars cannot go up to and down from them and the tenants need to park their cars on the streets. If the new design removes parking on Halsey then we have a big problem every winter when cars from the apartments cannot go up. Keep parking in this area for the tenants of these apartments. In the winter it is very important to keep that parking.

Paul Wilcox, Troutdale resident, read a self-prepared statement (attached as Exhibit A).

Twilla Harrington, Troutdale resident, submitted a letter to Mayor Lauer and the City Council (attached as Exhibit B).

3. CONSENT AGENDA:

3.1 RESOLUTION: A resolution approving a 2nd short-term extension of the exclusive franchise agreement with Waste Management of Oregon.

MOTION: Councilor White moved to approve the consent agenda. Seconded by Councilor Wunn.
Motion Passed 6-0.

4. DISCUSSION: Gresham Fire Department Burn Ban and other suggested Municipal Code Updates.

<0:09:30>

Shawn Durham, Gresham Fire Department Fire Marshall, introduced Assistant Chief Jeff Hairston and Lieutenant Brandon Baird.

Lieutenant Baird presented a PowerPoint to Council (attached as Exhibit C).

Fire Marshall Durham explained there are 2 different things, there is backyard burning which includes debris from the property and then there's fireplaces and fire pits. They separate items. BBQs would be included in with fireplaces and fire pits. These are still allowed. The only time they are not allowed is if there is a countywide burn ban or DEQ complaints.

Lieutenant Baird continued the PowerPoint presentation.

Councilor Wunn asked how much the City currently pays.

Fire Marshall Durham replied that the City doesn't pay anything specifically for fire inspections. It's the overall IGA fire service contract.

Ray Young, City Manager, stated that back in 2007 when the fire and life safety code passed there was language that said there would be a fee to be set by Council resolution for certain fire services like inspection services, but the Council never passed a resolution setting the fees. Whatever fees that are collected would go towards the City's quarterly obligation to the City of Gresham for Troutdale's fire service.

Lieutenant Baird stated it makes it extremely difficult to gain compliance when there are no fees in place.

Councilor Wittren asked regarding the burn ban, out of the 130 complaints last year, how many were Troutdale complaint?

Fire Marshall Durham replied that it has not been broken down. A lot of those complaints are from neighbors.

Councilor Wittren stated he's curious from a small town feel of Gresham of 110,000 people versus 17,000 people in a small-town feel. Troutdale is probably a little more spaced out than Gresham. He's trying to figure out what the constituents out there want. Knowing the breakdown would have been good feedback. As far as the permit process for those people on 1 acre or bigger lots or whoever can qualify to get the permit, the permit is still up to Gresham Fire's discretion. He asked what the approval percentage is for those who apply.

Fire Marshall Durham replied that pretty much all of ag and farm get approved. There are DEQ rules they have to follow. As far as the open burn for lots of 1 acre or less, there's only been a handful that have applied in the 20 years he's been with Gresham Fire.

Councilor White stated he's Troutdale's representative for the Fire User Board. He calls the burn line to see if he can burn. Last time this was brought up 9 years ago the public came out in droves against it. He stated that to him it's a property right. He asked Chief Lewis at the last Fire User Board meeting if there were plans to do a burn ban in Troutdale and he said no. He asked if Chief Lewis is aware of the proposed ban.

Fire Marshall Durham stated Chief Lewis is aware of it.

Councilor White stated Gresham Fire has a much greater problem, which is response times. Troutdale's contract is almost up. It really isn't prudent to start cutting services or adding fees when there's only a year left on the current contract. It ruins the negotiation stance. The timing is poor. He likes to get a bonfire going during the smelt run in case someone falls in the river and also people can gather around and have a cup of coffee and warm themselves. The rules to have a fire are that it has to be 25 feet from your neighbor's property line, it can only be 6 feet in diameter and 3 feet tall, you have to have a garden hose and the person has to stand by the entire time. Troutdale has a stellar record for safety. He doesn't think the community is going to be happy with a burn ban, especially when you go to Thousand Acres or the Sandy Delta property and there's a huge homeless community out there that burns year-round. They're burning garbage and tires. He's worried about people cutting trees down if they're not able to burn debris from the trees. For older people, you have to have a truck or trailer to haul debris. It gives Waste Management and Metro a monopoly on yard debris so the price will likely go way up. Troutdale citizens still believe in property rights. Bigger polluters are high rise buildings and cars. There's nothing being done about those. If he's not allowed to burn, he's going to use his woodchipper which is going to add noise and still have the air quality problem. As far as business fees, Troutdale's businesses are struggling. They're trying to make a comeback. He doesn't want to add a fee schedule. There are very few fires in Troutdale. Troutdale has a code enforcement person that can help with calls about garbage burning.

Fire Marshall Durham stated Chief Lewis was aware of and part of the discussion about a burn ban. Maybe there was some confusion when he was asked about it. He stated he appreciates the input.

Councilor Wunn asked if there are any other cities in the State of Oregon that do not have fees associated with their inspections.

Fire Marshall Durham stated he's sure there are others. He doesn't know off the top of his head. As far as fire departments, a lot of them in the metro area have fees associated with inspections. A lot of them are calculated on square footage of the business instead of a flat fee. When he originally reworked the fee schedule years ago, the buildings would've cost a lot more to inspect if they went by square footage.

Council President Ripma asked if something else needs to be changed in Troutdale's code.

Fire Marshall Durham replied that the currently adopted fire code states the 2007 version. There is a 2022 version and the language Gresham Fire recommended changing the language to not include the code year and to include the Oregon Administrative Rule that talks about adopting the most current version, so it doesn't need to be revisited every 3 years.

Council President Ripma opened public comment at 7:44pm.

Bruce Wasson, Troutdale resident, stated this is one of those things that ought to be voted out, resoundingly voted out. This amounts to a tax on business owners because a fee is still something you pay out of your pocket. They're called fees but they're actually taxes. The burn ban is an intrusion of property rights for everybody in Troutdale. He doesn't want someone coming in and telling him he can't do something on his own property. Anytime you pay the government money for anything, it's a tax. Troutdale does not need the fees or bans.

Sheri Winters, Troutdale resident, stated she is on the PSEAC committee and the Parks Advisory Committee. She's speaking as a resident, and she completely agrees with Councilor White. She is a concerned citizen and 30-year homeowner in Troutdale. She's asking the Council to continue to allow burning. In her 30 years of living in Troutdale almost every year she has burned multiple times during the times she's been allowed to burn. It allows her to mitigate fire danger around her house. She explained that she fought wildland forest fires for 3 summers and she's a responsible person. She has never had an issue with a fire. She does recycle some yard debris, but she can't keep up with the volume that ends up in her yard. She stated that 3 sides of her property are lined with arborvitae that all belong to neighbors who do not take care of them. There is a huge amount of debris that falls into her yard and when the wind blows it's even worse. The debris also blows down the street and collects in the gutter strip of the street in front of her house. She could fill a can nearly once a week with what comes into her yard that is not from her yard. It doesn't seem right that she should get more cans and pay more when it's not her yard debris. There is talk about fire awareness and mitigating fire danger around one's house. She believes she can best mitigate the fire danger near her house if she's allowed to burn. It would be a hardship to her if a ban is implemented. She doesn't have a trailer or a truck to take things away in. It seems that the government inserts itself into people's lives more and more and takes away more freedoms. One by one, the freedoms keep being snatched.

Ryan McNaughton, Troutdale resident, stated the property he lives on has been in his family for over 100 years and they have burned every year for 100 years. He has burned every spring and every fall since he was a kid. There are giant trees on the property. If he is not able to burn, he doesn't think he can get through all of the debris that drops. If that debris dries out it would be a huge fire hazard.

Shelby Staffenson, Troutdale resident, stated she agrees with all of the testimony so far. She is not in favor of charging businesses fees for inspections.

Bob Ice, Troutdale resident, stated the wind in Troutdale prunes all the trees and leaves a lot of debris and that debris needs to be burned. He gets debris from the neighboring city park, and he burns it with his yard debris. It's too much debris for a trash can.

Stafford Winters, Troutdale resident, stated he is a 33-year resident of Troutdale, and he thinks everybody should have the right to burn on their own property.

Saul Pompeyo stated he pays insurance on his restaurant business and his insurance does inspections and sends it to Gresham Fire.

Tanney Staffenson, Troutdale resident, asked when the ban would go into effect.

Council President Ripma stated he doesn't know. This is just a discussion item tonight.

Tanney Staffenson asked if there was public outreach and if the Citizens Advisory Committee had a discussion. He stated that citizens should be notified of a possible ban. He isn't able to put all of his yard debris in a small recycling container.

Rich Allen, Troutdale resident, stated it seems like more of a political concern than a fire concern. One might say a political solution looking for a problem.

Council President Ripma closed public comment at 8:13pm.

Council President Ripma stated he has lived in Troutdale for over 30 years, and he's always been against the burn ban.

Fire Marshall Durham stated that the inspections are not for new construction. He is talking about the Oregon Fire Code Annual Fire Safety Inspections which is different from new construction inspections. Troutdale's current code already has the up to one fire inspection per year can be conducted for a commercial business. The fee schedule is what hasn't been adopted. The fire inspection is looking at life safety hazards and looking at exits, lighting, wide enough doors to get out, door hardware, etcetera along occupancy type and the number of people approved. Troutdale falls under DEQ's rules because there is nothing in their current code as far as any requirements for backyard burning.

Ray Young stated all cities are subject to DEQ, regardless. Currently, DEQ gets to decide when Troutdale gets to burn. There is a mapping tool on DEQ's website that tells you when you can burn and when you cannot burn. As far as the fee schedule, any fees paid do not benefit the Gresham Fire Department. The fees paid go to the Troutdale General Fund essentially and pay down the obligation to the Gresham Fire under the current contract. Currently the General Fund subsidizes all the inspections that happen. The General Fund pays for it. All citizens pay for every business to get inspected. The fees represent a cost for the service. Currently there are no fines for false alarms. There are no abatement fines currently. Some fines should be put in place and Troutdale needs to update to current codes.

Councilor White stated that the Public Safety and Equity Advisory Committee should look over the fees for the fee schedule.

Ray Young stated his understanding is that Council would like to think about the burn ban and the fees schedule and have staff come back with an ordinance change for updating the code. He suggested PSEAC look over the fees schedule.

Councilor White asked to get an article in The Champion regarding the burn ban discussion.

<p>5. UPDATE: An update on the Urban Flood Safety and Water Quality District (UFSWQD) Capital Funding.</p>

<1:34:42>

Council President Ripma stated he has been serving as the City's representative on the UFSWQD, as has Erich Mueller. Erich is going to make a report on updating the funding package.

Erich Mueller, Finance Director, gave a brief overview of the staff report and presented a PowerPoint (attached as Exhibit D).

Council President Ripma stated the Council is being invited to endorse and request that people vote for a General Obligation bond for \$150 million that will be spread over the entire urban flood district. There is going to be a cost, a tax. There's at least \$100 million in federal funding that the district needs to match in order to get the federal funding. They will be asking the state to kick in another \$45 million. He stated he is in favor of this bond. It's a capital bond and there is matching federal funds. There is no tax compression that takes place like with the other funding mechanisms.

Councilor Wittren stated as a Council to endorse a bond and then earlier talking about a fee schedule for Gresham Fire and this next year there will be an ask for potentially joining a fire district and another bond. There's a lot of potential for the community. It's tough to say yes right away with other looming bonds. It's about priorities and everything can't be a priority.

Councilor Wunn asked if this covers upkeep.

Ed Trompke, City Attorney, stated this is to endorse a general obligation bond. A general obligation bond can only be used for capital programs. It can't be used for routine maintenance. Every project that gets paid has to have a fairly substantial long life. It's not a year-to-year maintenance sort of thing.

Council President Ripma opened public comment at 9:16pm.

Tanney Staffenson, Troutdale resident, stated he has served on the Sandy Drainage Improvement Company since 2015 and he presently serves as Chairman of that organization. He serves as Co-Vice Chair of the Urban Flood Safety and Water Quality District Board. There is a lot of change in 100 years. There's a whole new set of standards of Hurricane Katrina and climate change, social justice, equity and he doesn't know if all these things were talked about 100 years ago. The levee is a pretty technical piece of equipment. A pump is \$4 million. It costs a lot to do all the work and it costs way more than it used to. He stated he took 23 businesses, including Amazon and Shari's Restaurant and a number of others in the mix. Presently, those businesses are paying today about \$965,000 between the Sandy Drainage fees and the city stormwater fees and what the bond would cost. That's what 23 of the businesses would be paying. To give some context, next year their tax bill to the County will be about \$8.1 million. He stated he will do everything he can to control costs. The work will need to be done. The pump station needs to be rebuilt regardless.

Shelby Staffenson, Troutdale resident, asked when the accreditation happens.

Erich Mueller stated it's his understanding is the accreditation process will occur probably about 5 years out from now.

Sheri Winters, Troutdale resident, stated contrary to what's been said, she does not believe that government actually makes money, they just spend it. When she hears that a general bond is going for Troutdale and that there's a federal match and money from the state, she's opening her pocket for 3 different people. She keeps thinking about one of the last times Troutdale asked for some big bond. It was for the police building and a police department of which evaporated becoming MCSO.

Woodrow Terrell, Troutdale resident, stated it sounds like some of the items like the pump and other mechanical features might have some historical value perhaps. Maybe this is an opportunity to use old, discarded equipment to educate and share the history and remember it and what it takes to keep citizens safe.

Carol Allen, Troutdale resident, stated she thinks a levee is important, but she is really concerned about the taxes that keep being imposed on Troutdale citizens. She's afraid that she's going to be taxed out of her home, and she's been in Troutdale for 20 years.

Council President Ripma closed public comment at 9:31pm.

Council President Ripma stated his opinion is that the taxes that are used for something like this that protects people's property, jobs and infrastructure is good. It's important and a valuable use of tax money.

6. RESOLUTION: A resolution of the Troutdale City Council declaring it's support of the \$150,000,000 Bond Measure to upgrade levees, floodwalls, water pumps and natural floodplain restoration, brought by the Urban Flood Safety and Water Quality District, Measure 26-243.

MOTION: Councilor Wittren moved to approve the resolution of the Troutdale City Council declaring it's support of the \$150,000,000 Bond Measure to upgrade levees, floodwalls, water pumps and natural floodplain restoration, brought by the Urban Flood Safety and Water Quality District, Measure 26-243. Seconded by Councilor Glantz.

VOTE: Councilor Caswell – Yes; Councilor Wunn – No; Councilor White – No; Councilor Wittren – No; Councilor Glantz – Yes and Council President Ripma – Yes.

Motion failed 3-3.

Ed Trompke stated the reconsideration rules, if he remembers correctly, would allow at the next Council meeting anyone could change their vote to the other side and then become part of the prevailing group and ask for reconsideration if they wanted.

7. RESOLUTION: A resolution calling for urgent ambulance staffing model reform in Multnomah County.

<2:36:42>

Ray Young gave a brief overview of the staff report.

Councilor White stated to him, it's just another symptom of the bad decision of HB110, which legalized drugs. He agrees that one paramedic on the road is enough.

Councilor Wunn stated he thinks it's more important for people to have medical care get to them and get them to a medical facility that's appropriate in a more reasonable amount of time than holding to the higher standards that only Multnomah County is trying to achieve.

Councilor Wittren stated that it's bad on AMR for signing such a contract. They entered into the contract. There needs to be some sort of penalty to AMR, but that's up to the County or AMR to figure out. It is affecting community safety at this point. He supports the resolution to show the Council's support to get this changed. The public shouldn't have to suffer.

Council President Ripma opened public comment at 9:45pm.

Woodrow Terrell, Troutdale resident, stated he wants the best outcome for people needing an ambulance. He thinks the two paramedic rule is unnecessary. It's not just AMR, it's the process of schooling and getting the paramedic students into the system.

Council President Ripma closed public comment at 9:49pm.

Ray Young read the resolution calling for urgent ambulance staffing model reform in Multnomah County.

MOTION: Councilor White moved to approve the resolution calling for urgent ambulance staffing model reform in Multnomah County. Seconded by Councilor Glantz.

VOTE: Councilor Caswell – Yes; Councilor Wunn – Yes; Councilor White – Yes; Councilor Wittren – Yes; Councilor Glantz – Yes and Council President Ripma – Yes.

Motion passed 6-0.

8. DISCUSSION: A discussion of County's plans for changes to 257th Avenue.

Ray Young stated this is an agenda topic suggested by Councilor White and there are 2 Multnomah County employees, Emily Miletich, Engineering Services Manager and Stephen McWilliams, Engineer, joining via Zoom.

Councilor White stated he was invited on the road tour of the section of 257th under question and there was a presentation from the County and a lot of the stuff brought up on the tour landed on the cutting room floor. He brought up the changes to Senator Gorsek and Representative Zach Hudson when they visited Council a while back. He was concerned about widening the bike lanes, shrinking the driving lanes and eliminating one freight lane. Senator Gorsek had not heard anything about it, and he asked Council to write him a letter, so he has something to go forward with to the County. He stated that Senator Gorsek is the Co-Chair of the Transportation Board.

Councilor Wittren stated Councilor White has some genuine concerns. The truck traffic that goes from I-84 to 26 is pretty significant and if the lanes are narrowing, it's a concern. He stated he would like a thorough study of what that impact could be.

Council President Ripma stated it is his recollection that Multnomah County came and presented to Council what they're going to do and did not really invite opinions or thoughts from Council. It's Multnomah County's road and they're going to do it and he's speculating that they

really didn't care too much what Council thought, and he's worried about it. He likes the idea of Council sending a letter to Senator Gorsek.

Emily Miletech stated she oversees this project for Multnomah County. She stated that the County is not taking away any lanes in the mentioned section of 257th. It will remain a 2 lane in each direction with a center turn lane. In some sections there are lanes that are about 12 feet wide, and the County will be making those consistent throughout the corridor at 11 feet wide. Currently there are sections of 257th north of Cherry Park that are 11 feet wide. The main driver behind this is they heard from the community through walking tours, public outreach and surveys that speed and safety were major concerns on the 257th corridor. One of the benefits of doing the lane reductions is actually that it helps to slow down traffic.

Stephen McWilliams stated the County isn't changing any lane allocation, it's only south of Cherry Park where the travel lane would go from 12 feet to 11 feet. The change fits within the design criteria of all 3 national standards as well as County standards and ODOT blueprint for the urban design manual. 257th conveys a high number of vehicles per day and they would not be able to take away any lanes and still convey that amount of traffic. This is an effort to lower speeds on 257th.

Emily Miletech stated that the 11-foot lanes will still be adequate room for truck traffic. There will be no sort of restriction in which lane the trucks can use or not use.

Council President Ripma opened public comment at 10:07pm.

Shelby Staffenson, Troutdale resident, speaking on behalf of PSEAC, stated they had a meeting last week and they prepared a statement. The PSEAC had a presentation from the County on February 1, 2024 regarding the upgrade plans for 257th. The committee had many questions and concerns and as a follow-up the County provided documentation for the reasoning behind some of the proposed upgrades. Based on the committee's concerns, they are asking the Council to take action on the subject. Some of the committee's concerns are the documentation contradicting the narrowing of lanes in a freight corridor, narrowing lanes impedes safety vehicles, the crosswalks don't take into account a holistic approach and no data collected on bike usage or a bike traffic study. The County replied with, street sections with lane width of 11, 12 or 13 feet in urban settings with a 20 to 25 or 30 to 35 mile per hour speed limit that do not serve as a transit or freight corridor should be considered first for lane width reductions. She stated, in her opinion, looking at the crosswalk that they're proposing at 17th, it might be convenient for the students but it's between Cherry Park and Hensley. She can see stopping there like crazy. It's not a very far distance. The other crosswalk at 28th, she doesn't know why 25th wasn't considered because 28th is awfully close to Stark.

Sheri Winters, Troutdale resident, stated she lives only a few blocks away from 257th and she drives it daily seeing big trucks in all lanes. She was in the surveys and the walking tours, and she gave her input when she could. The County said they would keep her up to date as things came through and she never heard from them, and they had all her information. On the walking

tour they talked about the problems with the obstruction in the sidewalks, the overgrowth, the debris and how it isn't wide enough. They also talked about the bike lanes that are riddled with debris and the water drains that are in the way for bikers. They talked about signs being blocked from overgrowth. They also talked about potholes, street noise and the crosswalks that were so far apart. The survey asked questions, but the County never mentioned anything about lane narrowing. She mentioned that over the 30 years that she has lived in Troutdale, the volume of traffic on 257th has increased. She has ridden a bike for nearly 20 years and in the early years she rode on 257th, both north and south, and the speed limit was faster and yet she was not bothered by riding it. After some years, the increase in the volume of traffic and the debris riddling the bike lane made riding her bike unsafe on 257th. Debris in a bike lane is especially dangerous for a road bike. Currently, the County doesn't sweep often enough and at the meeting they couldn't provide the schedule for street sweeping. Sweeping would probably be required weekly in a freight corridor to make it be bike friendly. Not every road needs a bicycle lane. She encouraged Council to reject the County's proposed plan.

Woodrow Terrell, Troutdale resident, stated he has a 5th wheel that is 102 inches wide and he's not that great at pulling it yet. Shrinking the lanes on 257th terrifies him. He thinks that shrinking the lanes would have a significant impact on return visitors. He stated the bike lanes are hammered and need maintenance.

Tanney Staffenson, Troutdale resident, stated it seems like this is being done for a very small section of road. He stated he remembers a conversation where the County had said they were going to come out and do improvements to 257th. He asked if this is what they were talking about. He has talked to a lot of people in the trucking industry, and they have said it doesn't matter how wide the lane is, if there's a bicyclist on the right side, they're going to go to the left lane. When he did the walking tour and there were maintenance issues with weeds, blackberries, grass, broken sidewalks and raise sidewalks and it's not really up to a standard that all would appreciate. He asked what the maintenance plan is for the proposed changes. It would have been great if citizens were told on the walking tour that the County was going to shrink lanes. He stated that some of the studies the County did that they referenced in their report were done in California like Santa Monica and Los Angeles.

Rich Allen, Troutdale resident, stated he has his CDL, owns semi-trucks and has driven trucks and trailers up and down 238th and 257th. 257th is the preferred route for many truckers because it's a smoother grate. Narrowing lanes is dangerous and he's not in favor of the changes.

Paul Wilcox, Troutdale resident, stated his major issue with the change is the SW 17 Way enhanced crossing. He's done some measurements using Google Maps with that stretch of 257th. It's a ¼ mile between Cherry Park/16th and Hensley and the 17th Way crossing would be just slightly north of midway so you're looking at only 1/8 of a mile between Cherry Park/16th and SW 17th. When Reynolds High School gets out, southbound traffic will be stopped right after they pass Cherry Park, and you have school traffic turning right off Cherry Park onto south 257th. For that period of time, it's going to be total gridlock as far as he can foresee. Plus, the fact that there will be 2 fully signaled intersections at Cherry Park/16th and Hensley. Why put

another signal in between the two of them? Another thing about the 17th crossing is the eastern terminus doesn't continue to the east, it T's at the crosswalk on 257th. If a student wants to continue east, they're going to have to divert either north to 16th or south to Hensley. Another aspect of the 17th crossing is that 257th northbound takes kind of a slight left sweeping curve there towards the high school and he's seen 2 cars crashed into the field just south of the medical offices there at 16th & 257th. They don't make that curve; they go straight and right over the top of where there's a Troutdale well head. It's not a safe place for pedestrians to be finishing their walk across the crosswalk. He also has problems with bike lanes on 257th. He doesn't think the bike lanes can be made wide enough to make them safe. He stated if he's passing a bicyclist in the bike lane and he's in the right travel lane, he's not going to pass that bicyclist, he's going to move over to the left lane because there are double and triple trailers traveling through there.

Council President Ripma closed public comment at 10:35pm.

Council President Ripma stated he wishes the County would reconsider but he doesn't know how to convince them.

Councilor White stated it's his hope is that it would not hurt to get Senator Gorsek involved since he is the Co-Chair of the Transportation Committee. He would like staff to write a letter from council to Senator Gorsek.

Council President Ripma directed staff to write a letter to Senator Gorsek.

9. UPDATE: Public Safety Services Delivery Working Group.

Ray Young stated the PSWG met on March 4th and the primary topic was fire. A number of action steps came out of that meeting. They wanted to explore the opportunity to find out what it would cost to create a Troutdale/3 cities fire department which was explored a little bit in the 2014 PSU study. He is going to find a consultant to work on that. They wanted more information on how a fire district works so Mike McKeel who is on the Board at Fire District 10 is going to the next PSWG meeting to answer questions about how fire districts work. He is going to reach out to ECON Northwest who did an economic analysis for Gresham in May of 2022 regarding financial impacts of a fire district to ask them if they could do one just for Troutdale. He will be attending a Fire District 10 board meeting to update them on things that the City is thinking of in Troutdale and getting their thoughts about potentially going back to Fire District 10. He is going to see if he can get some information about Gresham's intentions. They have ignored requests to talk about the issues about fire districts and renewing Troutdale's contract with them. He is going to search out a consultant who can help understand what the steps and process would be if Troutdale were to refer a measure to the citizens to join a fire district. The next PSWG is April 8th and hopefully he will have more information before the April 9th Council meeting.

10. MOTION: Mayor's Nomination of Councilor Wunn to replace Mayor Lauer on the Public Safety Services Delivery Working Group (PSWG).

MOTION: Councilor Wittren moved to have Councilor Wunn replace Mayor Lauer on the Public Safety Services Delivery Working Group. Seconded by Councilor Wunn.

VOTE: Councilor Caswell – Yes; Councilor Wunn – Yes; Councilor White – Yes; Councilor Wittren – Yes; Councilor Glantz – Yes and Council President Ripma – Yes.

Motion passed 6-0.

11. STAFF COMMUNICATIONS

Ray Young provided the following staff communications:

- Next Planning Commission meeting is March 13th, and they will be looking into the conditional use permit for the new indoor pickleball court at the Troutdale Marketplace.
- Due to spring break, the 2nd Council meeting of March will be cancelled.
- Next Council meeting is April 9th
- April 15th and 17th Budget Committee meetings

12. COUNCIL COMMUNICATIONS

Councilor White stated the smelt came in the Sandy River and they are still running. It's a huge run and he's disappointed that the State wouldn't open it up because they were concerned about the salmon smolts in the river. There's no by catch. He has never seen a salmon smolt get caught. He would like to meet with someone who could discuss the issue of not letting people fish for smelt.

13. ADJOURNMENT

MOTION: Councilor Wittren moved to adjourn. Seconded by Councilor Wunn. Motion passed unanimously.

Meeting adjourned at 10:43pm.

Randy Lauer, Mayor
Dated:

DRAFT

ATTEST:

Kenda Rimes, Deputy City Recorder

Tuesday, March 12, 2024

PLEASE SIGN IN

[illegible]

March 12, 2024 City Council Regular Meeting - Zoom Guest

Name (Original Name)	User Email	Join Time	Leave Time	Duration (Minutes)
Troutdale Conferencing	troutconf@troutdaleoregon.gov	3/12/2024 18:46	3/12/2024 22:45	239
MetroEast		3/12/2024 18:46	3/12/2024 22:45	239
Troutdale Conferencing	troutconf@troutdaleoregon.gov	3/12/2024 18:47	3/12/2024 22:45	239
Paul Wilcox		3/12/2024 18:49	3/12/2024 22:45	236
speaker table		3/12/2024 18:50	3/12/2024 22:45	235
Mary Howell		3/12/2024 18:52	3/12/2024 19:00	9
Jordan Wittren		3/12/2024 18:54	3/12/2024 22:45	231
E. Mueller		3/12/2024 18:55	3/12/2024 21:36	161
Geoffrey Wunn		3/12/2024 18:56	3/12/2024 22:45	229
Sandy Glantz		3/12/2024 18:58	3/12/2024 22:45	227
Glenn White		3/12/2024 18:59	3/12/2024 22:45	226
Troutdale Conferencing	troutconf@troutdaleoregon.gov	3/12/2024 19:00	3/12/2024 22:45	225
Alison Caswell		3/12/2024 19:01	3/12/2024 22:45	224
Jim K		3/12/2024 19:03	3/12/2024 21:39	156
Allen		3/12/2024 19:06	3/12/2024 22:45	220
Jay Ellis		3/12/2024 19:07	3/12/2024 20:35	88
Carol Reynolds		3/12/2024 19:09	3/12/2024 22:45	217
Stephen McWilliams, Multnomah County		3/12/2024 19:59	3/12/2024 22:37	159
Jacinta		3/12/2024 19:59	3/12/2024 22:37	158
Shelley		3/12/2024 20:01	3/12/2024 21:45	104
Emily Miletich, Multnomah County		3/12/2024 20:04	3/12/2024 22:37	153
Mary Howell		3/12/2024 20:17	3/12/2024 22:45	149
Shelley		3/12/2024 21:47	3/12/2024 22:37	51

Exhibit A

March 12, 2024 Council Meeting Minutes

Mayor and Councilors,

This is an issue I raised with the CAC at their meeting last week not so much for them to address but to be aware of. Their chairperson had resigned entirely from the committee, so there was a vacancy in that position.

The Troutdale Municipal Code does not specifically address how a chairperson vacancy will be filled. That was the third chairperson resignation in the last year, two in PSEAC and one in CAC. During the first PSEAC vacancy the vice-chair called for an election of both chair and vice-chair. In the second PSEAC chairperson vacancy the vice-chair automatically assumed the position of chair and a new vice-chair was elected. This is an indication that the TMC as written provides inadequate guidance as to how to address committee chairperson vacancies.

Another factor to take into consideration is the restriction that no one can be chairperson of more than two committees. On that basis, it might be advisable to not allow that person to be vice-chair on any other committees because they would be ineligible to assume a third chairperson position.

It should also be made clear to anyone accepting a vice-chair position that they could become the full-time chair at any time, and would remain so until the end of the term. There's a difference between filling in occasionally and assuming the responsibilities of chairperson for the balance of a term.

While I'm on the subject of committee-related language in the TMC, I might as well address another aspect that I've been aware of for quite awhile, and have probably mentioned in the past. Under 2.20.020 F. it states: "Unless otherwise specified in the law or action creating the committee, a member's term on the committee shall expire on June 30th of the year the member's term has been designated to expire. If no qualified successor has been appointed as of that date, a member's term shall continue until the member's successor is appointed and qualified." If there are an insufficient number of applicants this could result in someone's name being retained on the committee rolls who had no intention of continuing as a member, and could create a scenario where quorum could not be met to hold a meeting.

By the way, staff and the CAC vice-chair chose the model of having the vice-chair assume the chair's position, and electing a new vice-chair. This is probably the preferable procedure, but I'd still like to see it spelled out more clearly in the code.

Submitted by:

Paul Wilcox

Troutdale

Exhibit B

March 12, 2024 Council Meeting Minutes

March 9th, 2024

Dear Mayor and Council,

I am Twilla Harrington a resident of Troutdale and providing public comment on agenda item 4.
Discussion: Gresham Fire Department Burn Ban and other suggested Municipal Code Updates specifically Exhibit A.

I am in support of following Oregon DEQ burn days guidance. The proposed code updates would not allow for citizens to use a fire pit, or other small contained devices for outdoor recreation on their property. This burn code makes sense for the metropolitan area and the small towns sandwiched between us. Troutdale has many areas that are not high density and small contained fires do not provide the same risk level when burning in accordance with DEQ guidelines.

When considering this code I would offer that language should be included around size of fires, permissible fires, and call outs for use of recreational fire pits, outdoor smokers (which also can produce considerable smoke) and residents whom use fire as a means of preparing food.

Thank you for your consideration.

Twilla

Twilla Harrington
492 se 4th St
Troutdale, OR
Twilla_harrington@yahoo.com



Recommendation to Ban Backyard Burning and adopt the current Oregon Fire Code including Life Safety Inspection Fees

LOOKING FOR CITY COUNCIL TO CONSIDER
CREATING CODE LANGUAGE THAT IS IN LINE
WITH OUR OTHER CONTRACT CITIES

The City of Troutdale currently allows backyard burning on any DEQ approved burn day

Unlawful burn restrictions were placed in local codes in 2007 to improve air quality and support a healthy living environment for our communities. These restrictions were not previously adopted by the City of Troutdale.

The Gresham, Fairview, and Wood Village burn restrictions previously allowed 10 backyard burn days in the spring and 10 days in the fall and was considered temporary, which would allow our citizens to adjust to recycling their yard debris.



What would a ban mean? The backyard burn ban would mean that your citizens would need to resort to recycling their recyclable debris. All local garbage collectors offer debris recycling currently. For larger loads we have a public yard debris recycling business on Marine Drive. Residential properties with more than 1 acre can apply for an Open Burn permit. This will be reviewed prior to approval. Agricultural Burn Permits for farms and nurseries are still an option for those customers.

Why is a ban needed? Our communities have become denser with new subdivisions, infill development, and smaller lot sizes. Smoke tends to “settle” in housing tracts, which causes respiratory and air quality concerns for some citizens. Backyard burning complaints have continued to increase in the last few years. GFD responded to 130+ backyard burning complaints in the last year.

Who would the ban affect? The ban will affect the citizens that still believe burning of debris is the most efficient way to remove yard debris from their property. However, with a variety of recycling options available the burden will be lessened.

Who else has banned backyard burning? The Cities of Gresham and Fairview have both banned backyard burning. Fairview will allow one more burn season in March 2024. The proposed ban is also being taken to the City of Wood Village on February 13, 2024 .

Who would be responsible for enforcement? Gresham Fire and the Department of Environmental Quality would both oversee enforcement.

New Troutdale Municipal Code Language Backyard Burn Ban

The Gresham Fire Department recommends new backyard burn ban language as shown herein.



Proposed Backyard Burn Ban Municipal Code Language to be included in Chapter 15.35.xx– Fire and Life Safety Code

Unlawful Burning

No person may:

- A. No person may burn yard debris or any type of material on any single or multiple family property within the city of Troutdale.
- B. Burn at any time any manmade material; rubber; plastic; garbage; construction materials; petroleum-based materials; or any other product for which burning is prohibited by the Department of Environmental Quality.
- C. Conduct any type of burning during a declared fire season.
- D. Set on fire, or cause to be set on fire, any grass, grain, stubble, or other material being or growing on land within the city.
- E. Intentionally or negligently allow fire to escape from the person’s own land, or land of which the person is in possession or control.
- F. Accidentally set any fire on the person’s own land or the land of another and allow it to escape from control without extinguishing it or using every reasonable effort to do so.
- G. Know of a fire burning on the person’s own land, or land of which the person is in possession or control and fail or neglect to make every reasonable effort to extinguish it, regardless of whether or not the person is responsible for the starting or the existence of the fire.

Troutdale Municipal Code Oregon Fire Code Adoption

The Troutdale Municipal Code has the 2007 Oregon Fire Code listed as the most current adoption in 15.23.010.

GFD recommends changing the language to reflect the most currently adopted Oregon Fire Code as included here.

Current Troutdale Municipal Code Language 15.12.010 (A)

For the purpose of governing conditions hazardous to life and property from fire, panic, or explosion, the city adopts the fire code known as the Oregon Fire Code (OFC), 2007 edition, and the whole thereof, including the Oregon adopted appendices, except as amended in section 15.12.070 of this chapter, and incorporated herein.

Proposed Troutdale Municipal Code Language

The city adopts the Oregon Fire Code, as set forth under OAR 837-040-001 through 837-040-0140 and as amended or revised by the State of Oregon, including adopted appendices, except as otherwise amended in section in 15.12.070 of this chapter, and incorporated herein.

Troutdale Municipal Code Fee Schedule Adoption

Gresham, Fairview, and Wood Village adopted fees for Fire Life Safety Inspections on/around 2006.

The City of Troutdale has not yet adopted a fee schedule, although the code language exists in 15.12.070, section 108.1 as listed below:

The Jurisdiction shall establish the fees, if any, for initial business fire inspections, reinspection s, failure to abate hazards and false alarms. The fees shall be set by resolution.

GFD recommends adopting a fee schedule by resolution. The fees paid by the business owner are “credited” to the City of Troutdale’s fire service contract, thus reducing the cost of the contract.

An example fee schedule is copied on the right and attached for council review.

Permits	Gresham - Fairview- Wood Village
Aircraft Refueling Vehicles	\$158
Special Place of Assembly	\$315
Special Events (i.e. Farmers Market, trade shows, exhibits)	\$315
Carnivals & Fairs	\$315
Seasonal Sales (i.e. Christmas Tree Sales)	\$158
Explosive/Blast Agents	\$315
Fireworks (Wholesale)	\$397
Fireworks (Display)	\$315
Fireworks (Sales - Retail)	\$158
Flammable/Combustible Liquids	\$158
Change Flammable/Combustible Liquid Content	\$158
Fumigation/Thermal Insecticidal Fogging	\$158
Mall-Temporary KIOSK	\$126
Mall- Place of Assembly (> 100 people)	\$126
Mall- Open Flame Device	\$126
Mall-Display Liquid or Gas Fueled Power Equip	\$126
Motor Vehicle Fuel Dispensing Station	\$158
Open Burning - Residential Only	\$158
Pyrotechnical Special Effects Material	\$416
Radioactive Materials	\$416
Tents & Membrane Structure: Includes Tents > 200 sq ft, Canopy > 400 sq ft &, Canopy open on all 4 sides > 700 sq ft	\$158
Life Safety Inspections	Gresham - Fairview- Wood Village
Ultra Low Hazard	\$120
Low Hazard	\$158
Moderate Hazard	\$621
High Hazard	\$1,027
Special Inspections	\$120
Business License (Initial Inspection)	\$158
First Re-Inspection	\$71
Second Re-Inspection	\$158
Fail to Abate	\$825
Excess False Fire Alarms	\$605
Late Fee (if not paid within 30 days of notice)	\$44
Food Cart Plan Review& Inspection (including fire supression system)	\$315

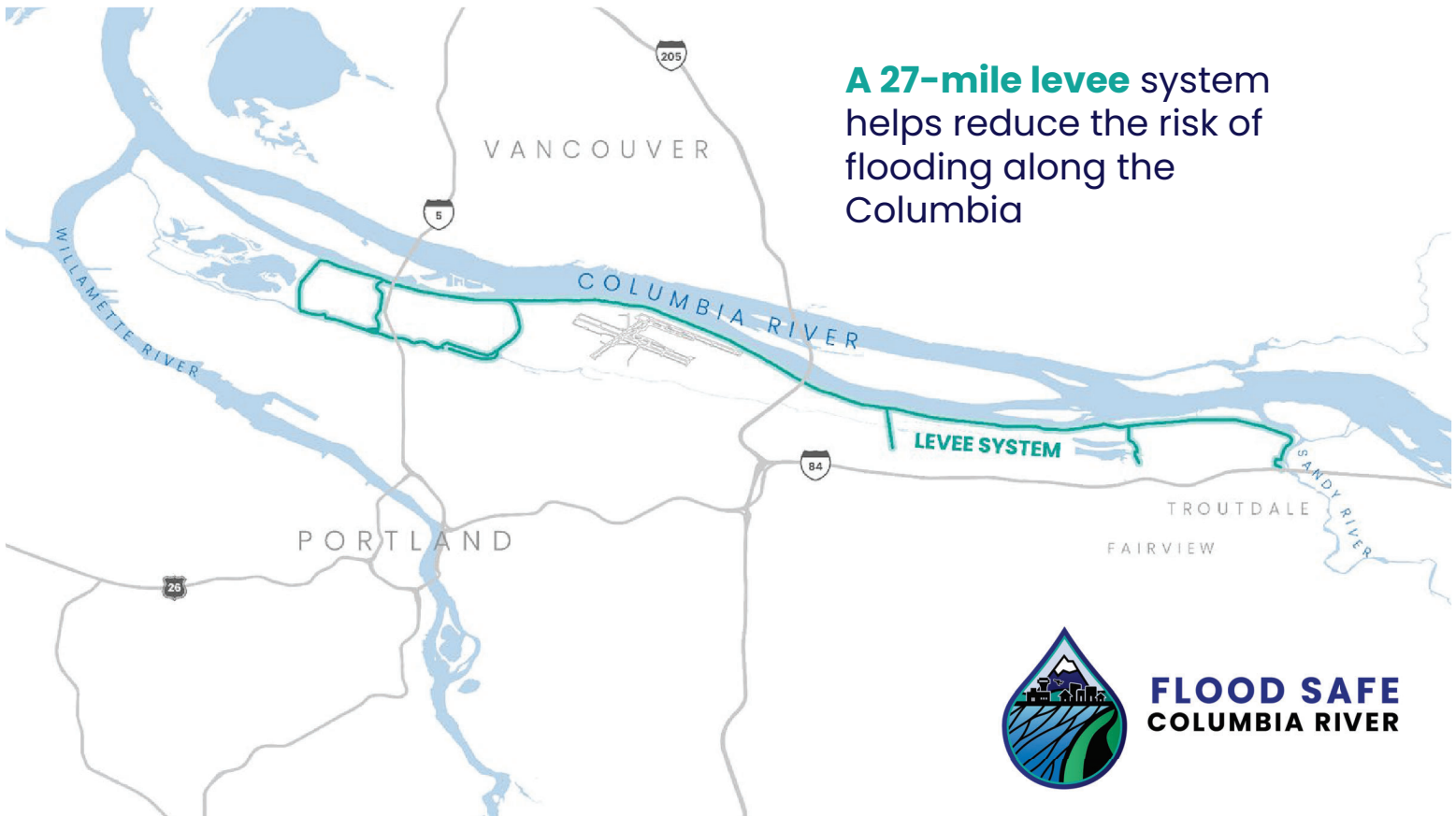
<u>Fire Safety Consultation Fees (GRC 10.25)</u>	<u>Gresham - Fairview- Wood Village</u>
Consultation Fees (onsite) for new construction or design purposes.	\$158 per hr. 1hr Min
Consultation Fees (office) to discuss new construction or design purposes.	\$158 per hr. 1hr Min
<u>Inspection Outside Business Hours</u>	
Special Request Inspection outside office business hours.	\$315 for first two hours or portion thereof; \$158 each addtl hour
<u>State Licensed Facilities Inspections (GRC 10.25.090)</u>	<u>Gresham - Fairview- Wood Village</u>
24-hour Residential Home	\$158
Adult Foster Home	\$158
Assisted Living Facility	\$315
Children's Residential Facility or Day Treatment Facility	\$315
Health Care Facility	\$315
<u>Miscellaneous</u>	<u>Gresham - Fairview- Wood Village</u>
Motor Vehicle Dismantlers	\$1,027
Expedited Plan Review (Max of (2) per week)	\$315
Fire Drill Evaluation/Inspection one hour min.	\$158 per hr
Fire Watch (Min of (2) people) two hour min.	\$158 per hr.
Fire Service Agency Review Forms (Access and Water Supply Review)	\$315
Occupant Load Inspection and/or Occupant Load Sign Request	\$315 per hr. 1hr Min.
Fire Access, Gate Review/Inspection	\$315



Progress Update

Troutdale City Council

March 12, 2024



FLOOD SAFE
COLUMBIA RIVER

WHAT IT PROTECTS



8,000 residents



50% of the region's
manufacturing and
warehouse jobs



2nd largest source of
drinking water in Oregon



22M passengers
use PDX annually



\$16B in annual
economic activity



2,000+ acres of
natural habitat
and open space

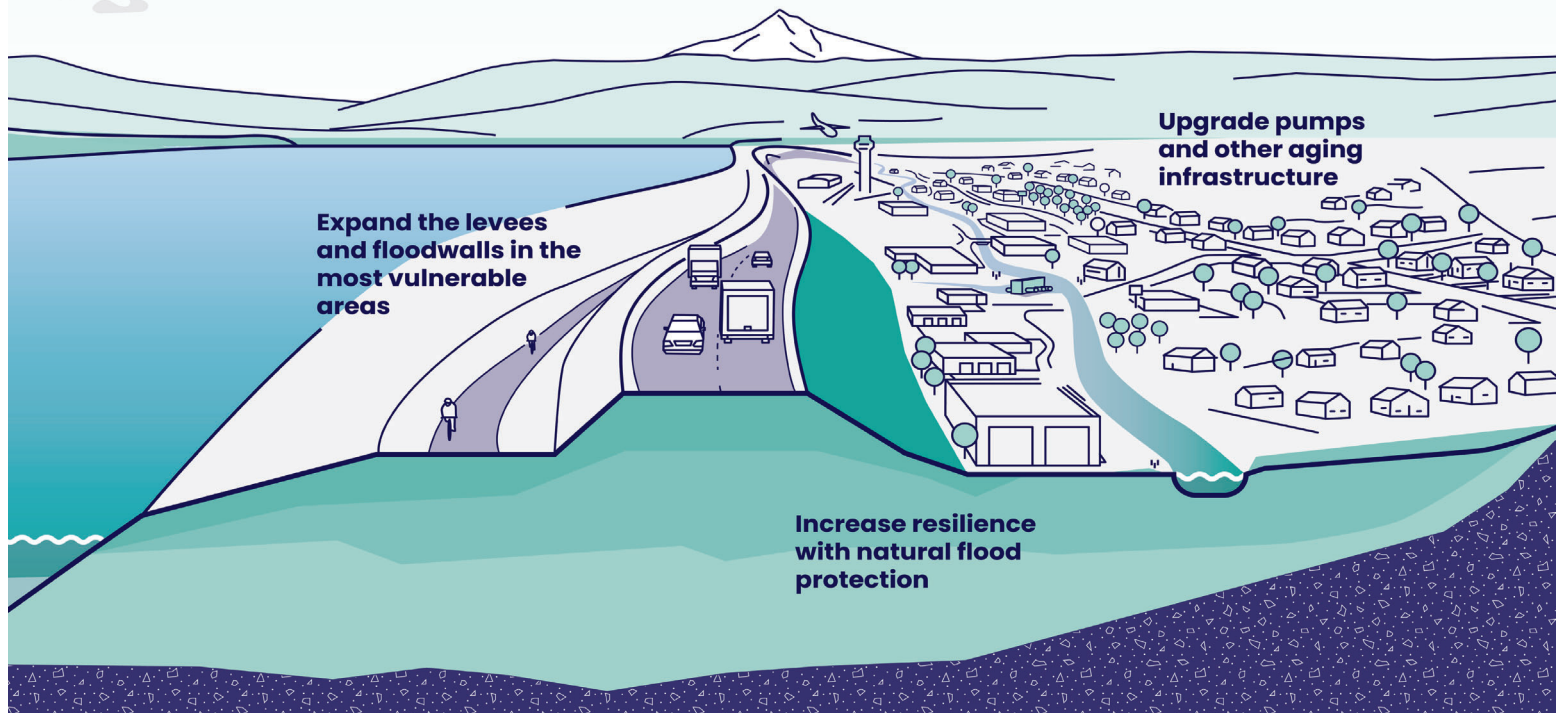
(See Exhibit C)

Our flood-
control infrastructure
no longer meets
federal standards.

In the aftermath of Hurricane Katrina, the Federal Emergency Management Agency (FEMA) and US Army Corps of Engineers (USACE) overhauled their levee safety standards.



THERE ARE SIMPLE, COST-EFFECTIVE SOLUTIONS



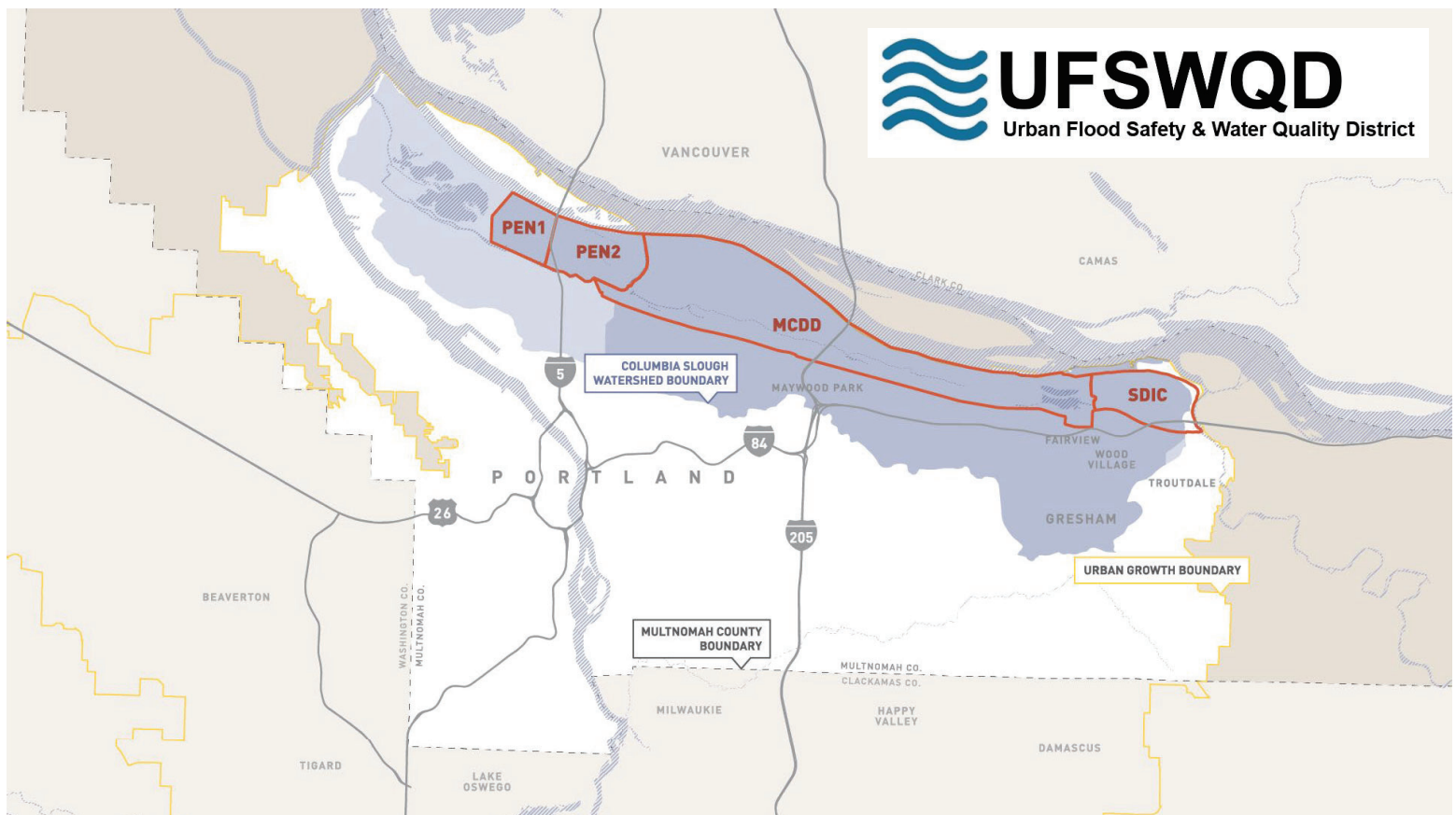
Levee Ready COLUMBIA





At the urging of the LRC the Oregon State Legislature created in 2019 a new special district to consolidate the four legacy drainage districts and implement the necessary PMLS study improvements to obtain the FEMA reaccreditation of the levees.

The result was:  **UFSWQD**
Urban Flood Safety & Water Quality District

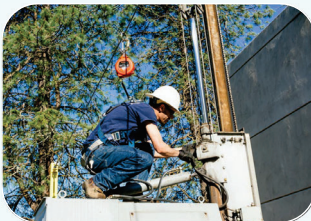


ORS 550.170(1) An urban flood safety and water quality district is **created for the purpose** of acquiring, purchasing, constructing, improving, operating and maintaining works **in order to:**

- (a)** Reduce the risk of flooding;
- (b)** Protect people and property from flood risk;
- (c)** Respond to flood emergencies;
- (d)** Convey water for the purpose of flood safety;
- (e)** Contribute to improved water quality, fish and wildlife habitat, floodplain restoration and landscape resilience;
- (f)** Promote equity and social justice in all aspects of the district's operations;
- (g)** Prepare for and adapt to the impact of climate change in relation to the managed floodplain; and
- (h)** Provide the public with information regarding the cultural history of the territory in the managed floodplain.

Funding Needs

Operations



Flood Safety

- Operations & Maintenance
- Capital Improvement
- Levees & Conveyance Systems



Emergency Management

- Planning & Preparation
- Emergency Response

Equity

Capital



US Army Corps Project



Recertification Projects



Environmental Benefit & Climate Adaptation



Flood Risk & Cultural History Awareness



Other capital needs



New work from ORS Chapter 550

Funding Needed

2 Funding Pathways Needed

Annual
Operations &
Maintenance
“O&M”

Capital:
PMLS Projects &
Asset Replacement



FLOOD SAFE
COLUMBIA RIVER

Exhibit: B
Agenda Item 5
Council Mtg 03-12-2024

Flood Safety & Water Quality Capital Investment Program Summary

February 2024

Upgrade the levees and floodwalls in the most vulnerable areas

- Build a new levee along the railroad embankment that failed in the Vanport Flood.
- Upgrade levees to meet modern standards of flood protection.
- Rehabilitate and replace drainage infrastructure to reduce pressure on the levees.

Flood Safe Columbia River



Increase resilience with natural flood protection solutions

- Open spaces and wetlands:
 - Slow and store floodwaters
 - Reduce pressure on flood control infrastructure
 - Support clean water
 - Provide habitat for fish and wildlife

Flood Safe Columbia River



Upgrade pumps and other aging infrastructure

- Increase capacity to remove water by upgrading failing and underperforming pump stations.
- Add backup power generation to reduce risk.
- Safe and functional facilities for flood preparedness.



Flood Safe Columbia River

Proposed Flood Safety Projects	Estimated Project Sequencing		
	Phase I	Phase II	Phase III
Upgrade Aging infrastructure: Raise levees, improve floodwalls, pumps, pipes, and drains in the most vulnerable areas			\$268,086,000*
USACE PMLS Project **			
PMLS Complementary Projects			
FEMA Sunderland Levee Upgrade			
FEMA Salmon Creek Levee Rebuild			
FEMA Gate Tower Flow Structure			
Broadmoor Pump Station Upgrade i			
NE 181st Pump Station Upgrade i			
PIR Pump Station Replacement ** i			
Schmeer Rd Pump Station Upgrade i			
Levee Slope Resurfacing i			
Flood Safety Operations Center i			
Floodplain Restoration & Resilience Projects			\$27,222,000*
Floodplain Storage			
Levee Enhancements			
TOTAL			\$295,308,000

WINDOW OF OPPORTUNITY

\$100M

Congress has authorized **nearly \$100 million** to improve our flood protection system, provided there is a local funding match. Moving forward in a timely manner is important for receiving federal funds.



Flood Safe Columbia River

The funding for the \$295 million is composed of *3 parts*:

- Subject to voter approval, Bond Ballot Measure 26-243: **\$150,000,000**
- Subject to local match, approved Federal funding through the USACE: **\$100,000,000**
- To be determined funding source(s) from the State: **\$45,000,000**

Measure **26-243** - Bonds to upgrade levees, floodwalls, water pumps, natural floodplain restoration.



Question: Shall Flood Safety District issue bonds to upgrade infrastructure, protect water quality, communities, businesses, environment from flooding; require independent oversight?

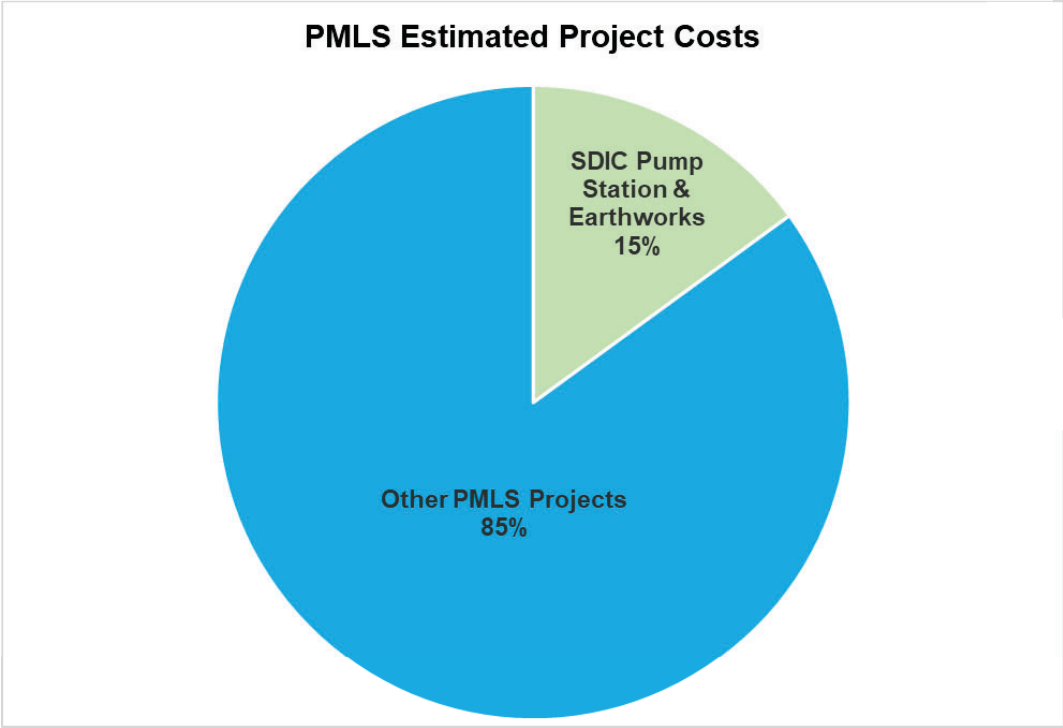
*"Congress authorized nearly \$100,000,000 for flood safety projects, which may be unlocked for a limited period with local match. This measure would authorize issuing up to **\$150,000,000** in principal amount of **general obligation bonds** for Urban Flood Safety and Water Quality District."*

*"Estimated annual tax rate for bonds would be \$0.11 per \$1,000 of assessed value. The owner of a home assessed at \$246,712 would pay approximately **\$2.19 per month, \$26.67 annually.**"*

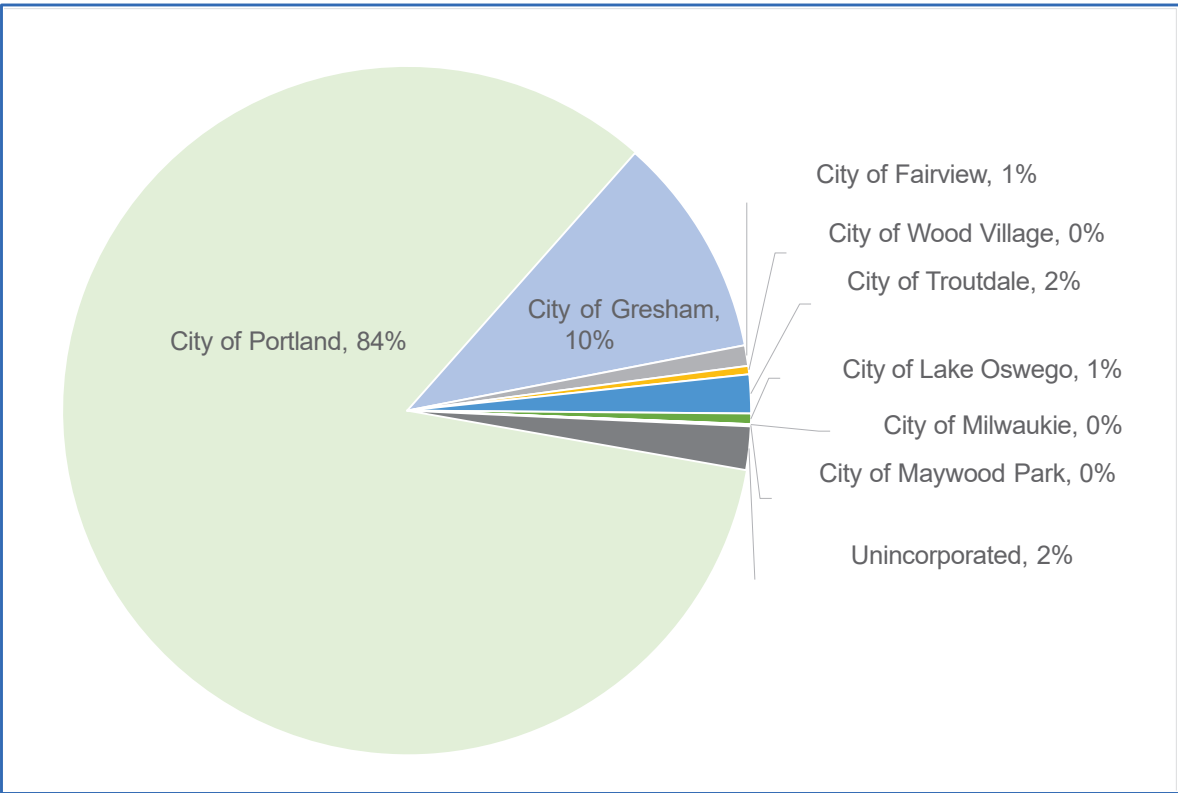
SDIC needs investment

- 1/3 of primary levee in SDIC is doesn't meet fragility standards
- Pump station needs to be replaced, elevated, and properly sized
- Head wall behind pump station needs to be rebuilt
- Levee by pump station needs to be raised

SDIC capital projects estimated at \$25m

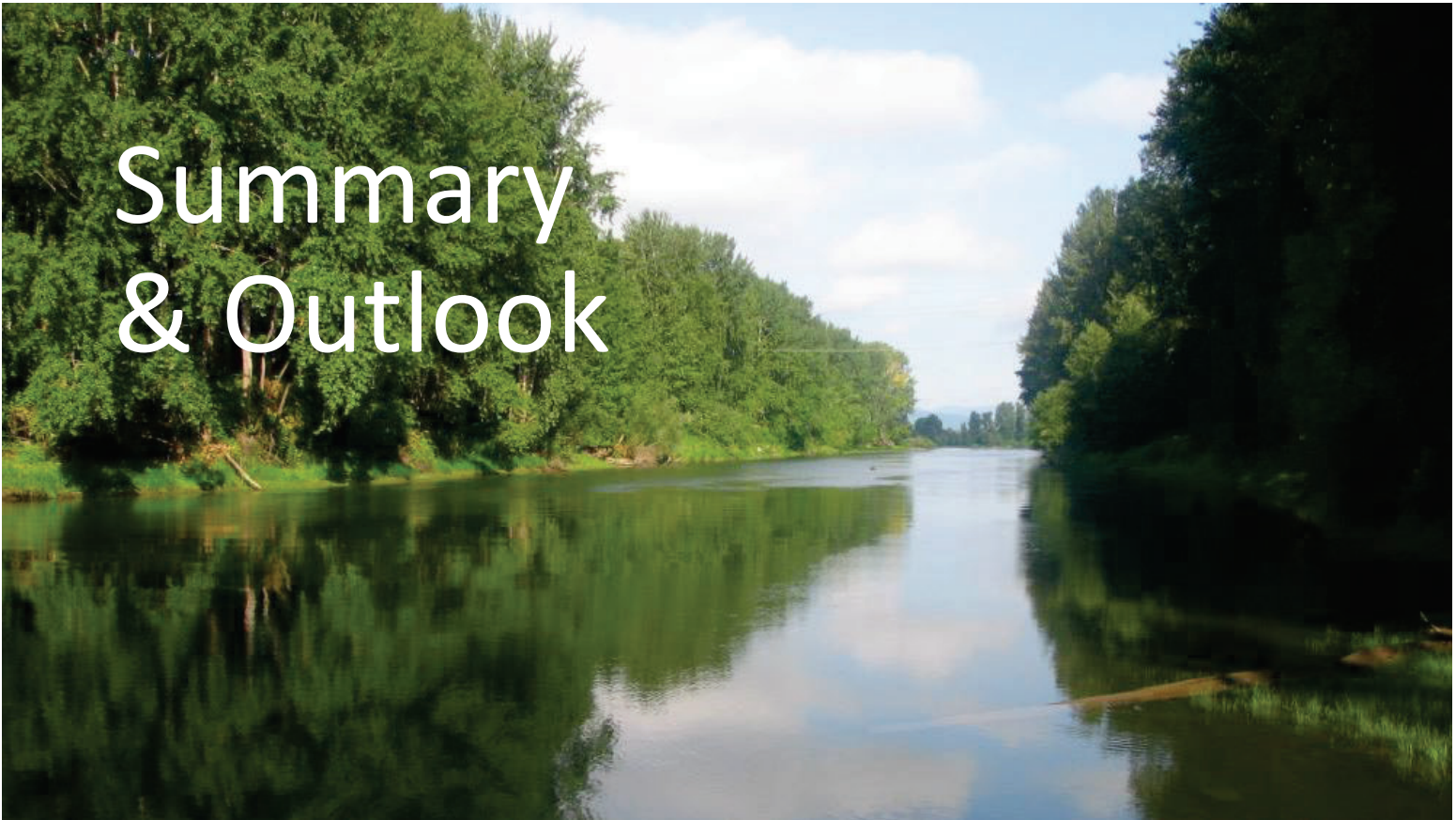


Share of GO Bond by Jurisdiction



Troutdale Share of GO Bond

- Most recent Assessed Value of \$1,820,976,620
- Estimated tax rate for bonds of **11¢** per \$1,000 AV
- Estimated annual debt service of \$200,307 from Troutdale property taxpayers
- Estimated over 20 year bonds period of \$4,006,150
- For the \$25,000,000 in SDIC zone upgrades
- These are *estimates* the actual amounts *will be different!*



Summary
& Outlook

Keep our eyes on the prize...!

- 65% Federal funding for the PMLS projects
- Along with other supplemental fundings
- Total federal funding support could reach \$110 million



FLOOD SAFE COLUMBIA RIVER

*Protecting communities and
improving the natural environment
in a changing climate*

Questions ?



DRAFT

MINUTES
Troutdale City Council – Regular Meeting
Troutdale Police Community Center – Kellogg Room
234 SW Kendall Court
Troutdale, OR 97060

Tuesday, April 9, 2024 – 7:00PM

1. PLEDGE OF ALLEGIANCE, ROLL CALL, AGENDA UPDATE

Mayor Lauer called the meeting to order at 7:00pm.

PRESENT: Mayor Lauer, Councilor Ripma, Councilor Wunn, Councilor White, Councilor Wittren and Councilor Glantz.

ABSENT: Allison Caswell (excused).

STAFF: Ray Young, City Manager; Sarah Skroch, City Recorder; Ed Trompke, City Attorney; Erich Mueller, Finance Director; Travis Hultin, Public Works Director and Jona Jacobsen, Parks & Facilities Superintendent.

GUESTS: See Attached.

Mayor Lauer asked for agenda updates.

Ray Young, City Manager, stated Councilor White has asked to reconsider the resolution that was on the March 12th agenda which was to support the bond levy for the flood district. It has to be brought up by somebody who voted in opposition at the very next meeting. It's up to the Council to decide if they want to reconsider it at the end of tonight's meeting or on the May 14th meeting.

Ed Trompke, City Attorney, stated the Mayor can set it over to the next meeting with the consent of Council.

Council decided to move the discussion to the end of the meeting if time allows and if not, it will be discussed at the May 14th Council meeting.

2. PUBLIC COMMENT: Public comment on non-agenda and consent agenda items is welcome at this time.

Saul Pompeyo, Ristorante Di Pompello, read from a self-prepared statement (attached as Exhibit A).

Sally Wright, Troutdale resident, read from a self-prepared statement (attached as Exhibit B).

3. CONSENT AGENDA:

3.1 MINUTES: February 27, 2024 City Council Regular Meeting.

3.2 RESOLUTION: A resolution approving an intergovernmental agreement with the State of Oregon for the Oregon Community Paths 2nd Street Bridge Project Refinement Grant provided through its Department of Transportation.

**MOTION: Councilor Ripma moved to approve the consent agenda. Seconded by Councilor Wunn.
Motion Passed 6-0.**

4. PROCLAMATIONS:

4.1 Arbor Day

4.2 Volunteer Appreciation Week

4.3 Parkinson's Awareness Month

Mayor Lauer read the proclamations.

Kevin Mansfield, Portland resident, stated he was diagnosed with Parkinsons in 2001. He has been with the Parkinson's Resources of Oregon for 22 years and he's been a public policy ambassador with the Michael J. Fox Foundation for 11 years. (Handout attached as Exhibit C).

5. REPORT: Annual report from Multnomah County Sheriff's Office.

Captain Doug Asboe, Multnomah County Sheriff's Office, stated he is a Captain at MCSO and the MCSO Chief of Police for the City of Troutdale. He stated he is joined by Sheriff Nicole Morrissey O'Donnell. Captain Asboe shared a PowerPoint presentation with Council (attached as Exhibit D).

Councilor Wittren stated one of the slides showed property offenses down considerably, but optics show otherwise.

Chief Asboe stated a significant part of it is a substantial increase in the efforts to reduce stolen vehicles. Even though countywide there's been a significant increase in stolen vehicles, in East Multnomah County there's been a significant reduction in vehicles being stolen. MCSO has started working a lot of retail theft missions as well. He stated that theft related crimes have had the biggest reduction.

Councilor White asked if Council could do anything to help MCSO.

Chief Asboe stated MCSO is fortunate to have the Council, staff and community support them. He stated continued support and communication will help with future success.

Councilor White stated he's concerned about the Jordan Road area and 1000 Acres area.

Chief Asboe stated he meets monthly with all the property owners out there. MCSO, along with the property owners, are trying to manage that area and make it safer for people to recreate.

6. UPDATE: An update on the Zoo Bond.

Heidi Rahn, Oregon Zoo Director, introduced Melanie Billings-Yun, Oregon Zoo Foundation Vice Chair and gave a presentation of what's going on at the zoo (attached as Exhibit E).

Melanie Billings-Yun continued the presentation with what is to come with the zoo and the bond measure.

Councilor Glantz asked why the rate is approximate.

Melanie Billings-Yun stated the rates are fluctuating so they will be locked in at a later time.

7. RESOLUTION: A resolution designating additional on-leash parks.

Ray Young stated this is a topic that has had a lot of discussion in the community and both sides of the issue have very good reasons for why they believe what they do.

Travis Hultin, Public Works Director, gave a brief overview of the staff report. He mentioned feedback from citizens who emailed their thoughts (emails attached as Exhibit F).

Councilor Glantz stated she thought Council had discussed taking Sweetbriar off because it's adjacent to a school playground.

Travis Hultin stated that he recalls some concerns about it but there was no consensus of Council telling staff to remove it. It can be removed tonight if Council would like to do that.

Ray Young stated part of the issue too was that that park is closed to the public during school hours, and it is a very small park. Those were some of the comments made by citizens.

Councilor White asked if there has been any monitoring of the new areas that allow on-leash dogs.

Jona Jacobsen, Parks & Facilities Superintendent, stated there have been no issues and the off-leash dog park has been a huge success. He hasn't had any complaints, and his perspective is that it has been a success.

Mayor Lauer opened public comment at 8:27pm.

Paul Wilcox, Troutdale resident, stated he thinks CP Park and Cannery Park are too small to be mixing people and dogs. Another one he would remove is Woodale. Woodale is completely surrounded by the backyards of a dozen homes and there are no developed paths there. He hasn't heard definitively if Sugarpine is part of Glenn Otto Park or not. It needs to be addressed because they are welcoming of dogs.

Carol Allen, Troutdale resident, stated she is on the Parks Advisory Committee, but she is representing her own opinion. She stated there are responsible and irresponsible dog owners. Her experiences with irresponsible dog owners happen in a lot of the parks she goes to. Her and her grandkids have been greeted with dogs that have run and jumped on them and scared them. Sometimes the dogs are not near their owners. She cautioned Council about making a decision on adding more parks. Rules need to be posted clearly and there needs to be guidance about on-leash parks on the City's website. She asked Council to please think about who will enforce and who will clean up. It's nice to take her grandkids to parks and not deal with messes.

Shelly Reynolds, Troutdale resident, stated she lives on Llewellyn Park behind the tennis courts. There used to be a very clear sign not allowing dogs and people would still be walking their dogs in the park, on and off leash. Then the waste stations were put in and they are confounding the matter. Waste stations make people assume dogs are allowed. She sees a lot of dog walkers, and most are respectful, kind and happy. Most people in the neighborhood are dog owners and should be allowed.

Saul Pompeyo stated he deals with dog rules all the time like service animals. Multnomah County has a rule that a service animal can only be a dog or mini horse. There needs to be very specific rules. Emotional support animals are not allowed by Multnomah County.

Natalie Bowers, Troutdale resident, stated she was lucky enough to move to Troutdale from Portland and she fell in love with the parks. She has been walking to the same park Shelly mentioned. She stated her house was the house that had the cougar in the backyard last year, so her dog is also the protector of her family. It scared her enough to make her take her dog everywhere for protection. Her dog is well trained, and she expects others that take their dogs to the parks to do the same.

Mayor Lauer closed public comment at 8:40pm.

Mayor Lauer stated there should be a webpage dedicated to rules, how to be a good dog walker, add signage to parks, etcetera. Maybe signs at parks like Glenn Otto that dogs are not allowed.

Councilor Ripma and Councilor Wunn are both supportive.

Councilor Glantz stated she still feels strongly about removing Sweetbriar Park because of the adjacency to the school.

Councilor White stated CP Park is so small. He was hoping staff would see how things went and then discuss adding more parks later. He agrees with Councilor Glantz about having Sweetbriar Park removed from the list.

Travis Hultin stated the key is education. The Champion newsletter can be used to educate people further.

Mayor Lauer suggested maybe having a dog tent at First Friday to educate.

Councilor White stated he's sympathetic to neighbors with noise concerns. He would like Sugarpine notified that dogs are not allowed in Glenn Otto Park.

MOTION: Councilor Glantz moved to amend the resolution to delete Sweetbriar Park. Seconded by Councilor White.

VOTE: Councilor Wunn – No; Mayor Lauer – No; Councilor White – Yes; Councilor Wittren – No; Councilor Glantz – Yes and Councilor Ripma - No.

Motion failed 2-4.

MOTION: Councilor Wunn moved to approve the resolution designating additional on-leash parks, as written. Seconded by Councilor Ripma.

VOTE: Councilor Wunn – Yes; Mayor Lauer – Yes; Councilor White – Yes; Councilor Wittren – Yes; Councilor Glantz – No and Councilor Ripma – Yes.

Motion passed 5-1.

8. RESOLUTION: A resolution limiting city liability from claims of personal injury or property damage arising from public use of city property for recreational and other purposes.

Erich Mueller, Finance Director, gave a brief overview of the staff report.

Councilor Ripma stated he is very familiar with this and it's a sensible fix.

Mayor Lauer opened public comment at 9:07pm.

Paul Wilcox stated that in Section 3 of the resolution, the City Manager and Risk Manager are listed by name. He asked why it was listed that way.

Erich Mueller explained this is an insurance and risk management matter so that was the only reason it was referenced.

Mayor Lauer closed public comment at 9:09pm.

MOTION: Councilor Wittren moved to approve the resolution limiting City liability from claims of personal injury or property damage arising from public use of City property for recreational and other purposes. Seconded by Councilor Wunn.

VOTE: Councilor Wunn – Yes; Mayor Lauer – Yes; Councilor White – Yes; Councilor Wittren – Yes; Councilor Glantz – Yes and Councilor Ripma – Yes.

Motion passed 6-0.

9. UPDATE: Public Safety Services Delivery Working Group.

Ray Young gave a brief overview of the previous Public Safety Working Group's meeting. There was a great discussion with a lot of topics covered. He updated the group on law enforcement. He has sent a letter to the Sheriff's Office indicating the changes that the City would like to consider in the next contract. The Sheriff responded and said she would love to sit down and talk about the proposed amendments. He stated he talked with Jensen Strategies, and they are still working on their report as to what the cost would be to establish and operate a Troutdale police department. He also asked Jensen Strategies about possibly doing a fire report to see what it would cost to establish and operate a 3 cities fire department. They said they could get a proposal in a week or two. The group asked to invite Mike McKeel to the meeting last night and he appeared and talked about Fire District 10 and how it operates. The group requested staff to connect with ECONorthwest, a reputable economics analysis firm in Portland, which did the City of Gresham's 2022 economic analysis of their fire department and a fire district and what would be the financial impacts of the City. The next request was to invite a company that does strategies for government agencies to pursue ballot measures and timelines. He has two appointments lined up on that topic. Fire District proposed a work session after Gresham's measure to discuss options, maybe in June. The next Public Safety Working Group is June 3rd.

Mayor Lauer opened public comment at 9:18pm.

None.

Mayor Lauer closed public comment at 9:19pm.

Mayor Lauer addressed bringing back the resolution from the March 12th meeting, agenda item #6, and asked if council could wait until all 7 members of council were present to discuss.

Council agreed. Reconsideration of this resolution will be on the May 14th meeting.

10. STAFF COMMUNICATIONS

Ray Young provided the following staff communications:

- Planning Commission meeting is tomorrow night
- SEI filings due April 15th
- Budget Committee meetings are 4/15 and 4/17 starting at 6pm
- No 4/23 City Council meeting
- Earth Day is 4/20
- UPRR gave engineering approval for path under railroad with summer construction

11. COUNCIL COMMUNICATIONS

Councilor Ripma asked where the skate park planned location is in Columbia Park.

Ray Young stated it is on the north end of the soccer field at Columbia Park, adjacent to Cherry Park Road.

Councilor Wunn stated the Public Safety Working Group needs a lot more information in terms of costs and there is a lot based on what Gresham is willing to offer.

Councilor White stated Chris Gorsek's office reached out to him because he has not received the letter from Council regarding the 257th improvement concerns.

Ray Young stated that the letter is on his desk and ready to be sent out.

Councilor Wittren stated just because the skate park is on the budget, and has been for years, doesn't mean Council has to keep moving forward with it. The Public Safety Working Group is going great, but they feel the pressure of not enough time.

12. ADJOURNMENT

MOTION: Councilor Ripma moved to adjourn. Seconded by Councilor Wittren. Motion passed unanimously.

Meeting adjourned at 9:30pm.

Randy Lauer, Mayor
Dated:

DRAFT

ATTEST:

Kenda Rimes, Deputy City Recorder

Tuesday, April 9, 2024

PLEASE SIGN IN

[illegible]

April 9, 2024 City Council Regular Meeting - Zoom Guests

Name (Original Name)	User Email	Join Time	Leave Time	Duration (Minutes)
Troutdale Conferencing	troutconf@troutdaleoregon.gov	4/9/2024 18:43	4/9/2024 21:30	168
speaker table		4/9/2024 18:43	4/9/2024 21:30	168
Capt. Doug Asboe		4/9/2024 18:45	4/9/2024 20:06	81
MetroEast		4/9/2024 18:47	4/9/2024 21:30	163
Carol Reynolds		4/9/2024 18:49	4/9/2024 21:30	162
Paul Wilcox		4/9/2024 18:51	4/9/2024 21:29	159
Councilor Ripma (Troutdale Court)		4/9/2024 18:52	4/9/2024 21:30	159
3-46 GRIT CrossFit		4/9/2024 18:52	4/9/2024 18:53	1
Spot (Jeff Hutchinson)		4/9/2024 18:53	4/9/2024 21:29	157
Sarah Skroch (Troutdale Cc troutconf@troutdaleoregon.gov		4/9/2024 18:53	4/9/2024 21:29	156
Jordan Wittren		4/9/2024 18:54	4/9/2024 21:29	156
Randy Lauer		4/9/2024 18:54	4/9/2024 21:29	155
jona.jacobsen		4/9/2024 18:54	4/9/2024 21:29	155
Ray Young		4/9/2024 18:55	4/9/2024 21:30	156
Geoffrey Wunn		4/9/2024 18:55	4/9/2024 21:29	155
Sandy Glantz		4/9/2024 18:58	4/9/2024 21:29	152
Mike Cable		4/9/2024 19:06	4/9/2024 20:59	114
Adrian Koester		4/9/2024 19:11	4/9/2024 21:30	139
Tiffany's iPhone		4/9/2024 20:15	4/9/2024 21:29	75

Good evening everyone,

Today I want to talk about two topics because last council meeting was canceled due to Spring Break. Hope you can give me enough time.

Now I am going to talk about a permit that we would like to be granted to use a small part of the sidewalk, without blocking pedestrian and mobility devices, complying with ADA regulations.

Starting with the beginning of the pandemic all cities in the U.S. allowed to use public spaces for private purposes of food and beverages consumption. This changed the way Americans want to consume their meals. Even though the pandemic is over, the public changed their view and likeliness. There is a large section of the population that due to the pandemic became aware of how important it is to be in open spaces where there is free air circulation. There is another section of the population that due to their own health or their loved ones avoid as much as possible close interaction with other individuals to avoid infections. There is also another group of people that due to the pandemic or during the pandemic became aware of their depression and used emotional support animals.

These three groups of people look for open spaces for their meals when the weather allows it. *Our facilities were designed before the pandemic to offer dine-in services in controlled weather with AC or heating.* Now, the new needs of our customers takes us to adapt to new requirements.

Downtown Troutdale is a location with a large amount of visitors from other areas that are not looking for a specific business. They are passing by and if we can not give them the conditions that they are looking for they will go to the next town.

Given the characteristics of Troutdale's weather with a cold, windy winter we depend of the tourist season during summer time. If we can not get the tourist sales, we may not survive the next few years.

Troutdale's Downtown eating facilities were designed before the pandemic and these new requirements. We would like to receive support to adapt to these new requirements and not been force to move our business that offer facilities in different location that will let us provide the service the population is looking for,

In my particular case I only need 17" of the sidewalk public space to place a table outside because half of the space of the table is my property. leaving free 48" or more inches for pedestrians and people using mobility devices.

It also calls to my attention that again the code was enforced for certain businesses only. I was asked to remove my tables when I was using only 17" inches unlike the pizza parlor which is still using 21" of public space.

Tonight, I want to talk about the upcoming Arts Festival scheduled for Saturday, June 8th.

For those of you that are not aware, this event started by Troutdale's Chamber of Commerce as a way to promote and support Troutdale's downtown businesses and was held in the fall when our sales declined.

Later on the artists got together and promoted their products at the park.

Now, the event takes place in downtown Troutdale and the original goal is not fulfilled. Downtown businesses do not participate in the organization of the event and I was not invited. I do not know about the other business owners. The goal of this organization is not to promote downtown business sales. It is to promote the sponsor's sales and cover the organizations expenses and pay for their salaries. Being a resident of Troutdale is not a requirement for the artists participating. Most of them are not residents of Troutdale.

Now, let me explain why this is an event that is not benefiting the local businesses in downtown Troutdale using my own restaurant. I have 147 seats available to dine-in. Especially, on the first weekend in June, when it's graduation season, we are guaranteed full occupancy. This event prevents access for my regular customers.

For my restaurant's operation I require between 12 and 17 employees. This is between \$200 and \$300 per hour. This means that I need to sell around \$1,000 per hour to cover those expenses.

Limiting my customer's access during my premium hours, between 4pm and 7pm makes me predict losses between \$2,000 and \$3,000 per day.

To sum up, since this is an event that is not promoting downtown's sales and is causing losses I am asking for compensation. This compensation should be that we should be allowed to have tables and seats outside at no cost. When there is an event customers are looking for a table outside to enjoy the weather and atmosphere

outside. I am not asking anything for free. I am just asking to have something to alleviate the losses that I am having.

I talked with the organizer and she was clear about using all the available spaces for the sponsors that she is bringing and never thought about compensating the businesses in Troutdale. We, the local businesses in Troutdale, provide the base customers that are coming.

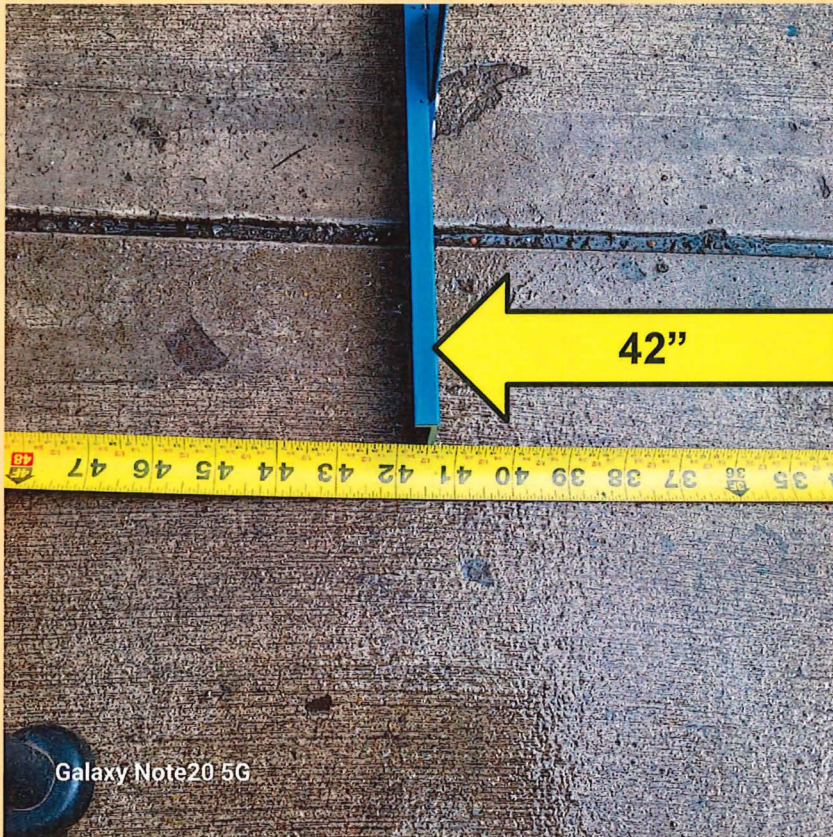
The event is not only about the arts. They bring vendors who sell food and beverages, bringing an unfair competition since they do not have to invest all year long the way established businesses do.

I will present a bill for \$7,500 of an estimate for the losses that this event will cause to my business. I understand that any attorney will find it difficult to make you pay this amount, but I will present it for you to know what is going to happen if you do not take any action on this matter.

I am asking you to support local businesses and regulate this event keeping in mind the local businessmen that work hard for our community all year long. Do not let a one day event dazzle your decisions.

I plead to put in the next agenda to talk about the topic of Art Festival to let us know how you are going to compensate for the losses that we will have due to the public event organized by a private organization which pursues their own private goals.

I also plead to put in the next agenda the possible permit that you may grant to Troutdale's businesses to use no more than 21" of the sidewalk, leaving free the minimum to complain with ADA requirements. This in order to keep Troutdale's downtown competitiveness and is able to offer the new requirements of our customers.



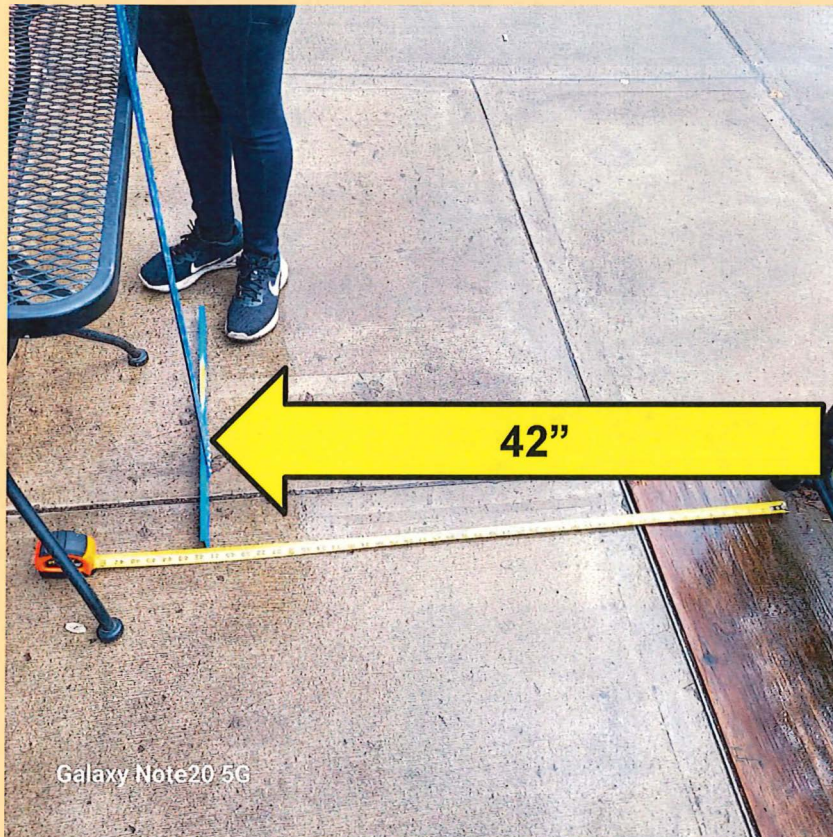
Free space in
narrowest area

42"

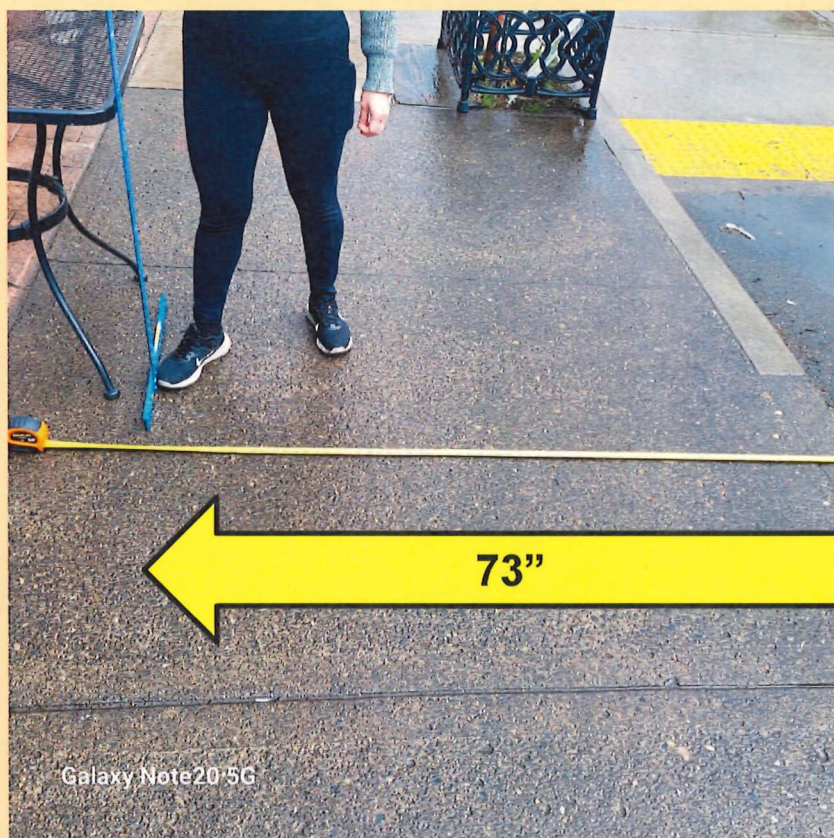
Galaxy Note20 5G



Free space in
most areas



Free space in
narrowest area



Free space in
most areas

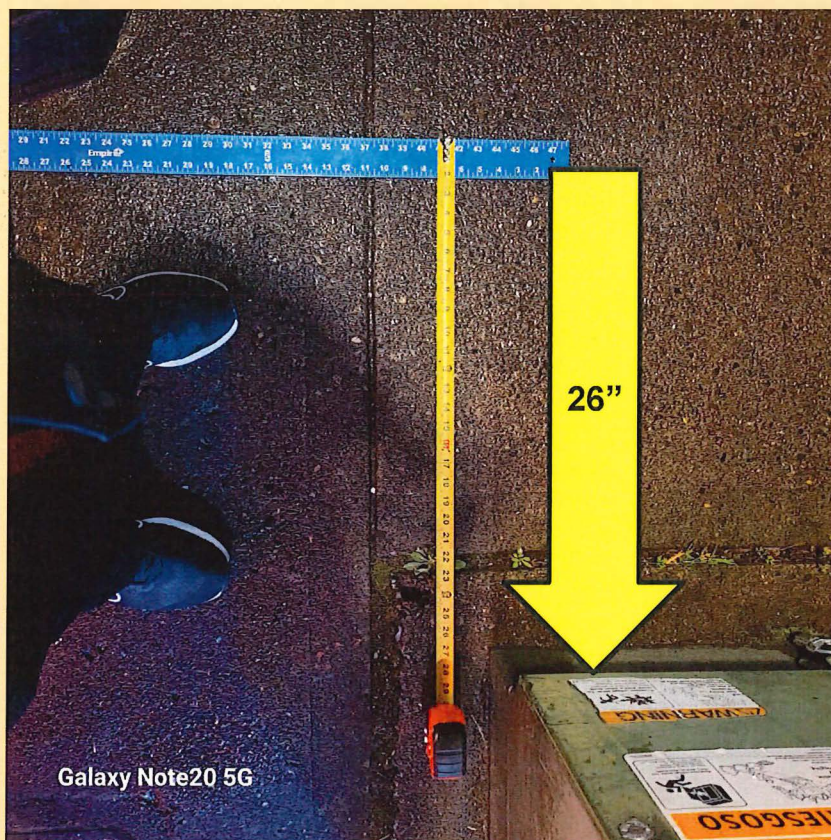


used space



Space used by
LoLo's Pizza

Galaxy Note20 5G



Free space at area blocked by General Electric and the City of Troutdale. Does not comply with ADA regulations.

Exhibit B

April 9, 2024 Council Meeting Minutes

My name is Sally Wright, and I am president of Cherry Ridge Owners' Association. We have 203 houses in the HOA. 46 of those houses are on the south side of Cherry Park Road. Some of those houses share a boundary with Columbia Park and the park is accessible from the streets that make up this part of our HOA. Additionally, the neighborhood continues across Cherry Park Road for the length of Columbia Park.

I attended the March 27th Parks Advisory Committee meeting where I presented the members with a letter titled **Formal Letter of Concerns** regarding the Skate Park. I was asked by one of the Parks Advisory Committee members to present this same information to the City Council. So here I am.

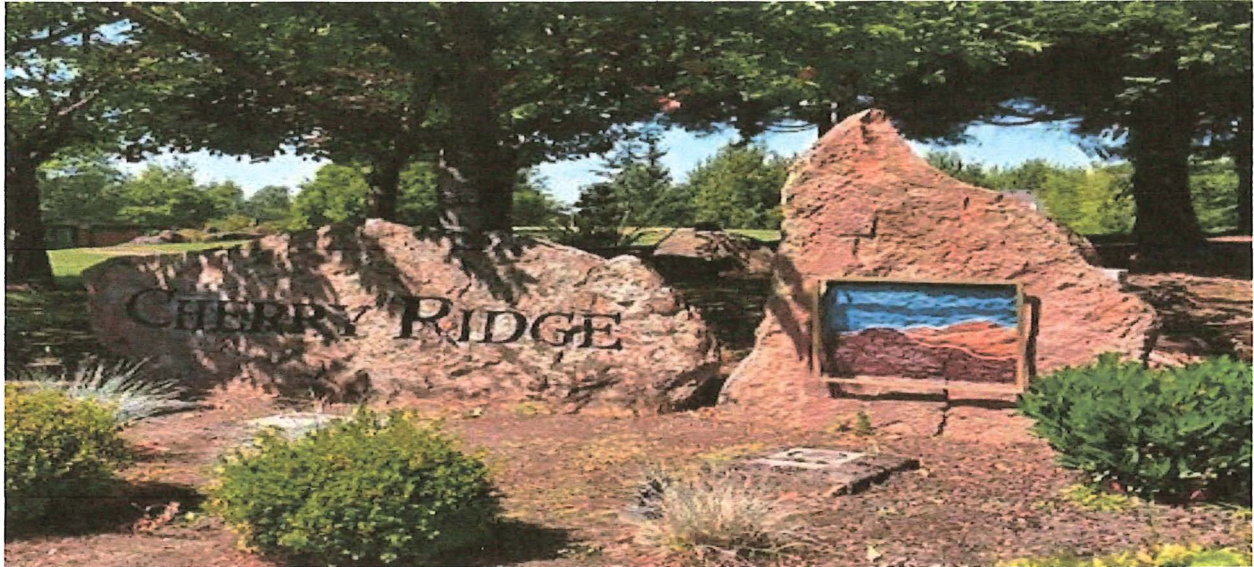
As indicated in my letter to the Parks Advisory Committee, which I will leave for all of you and ask each of you to review, for a variety of reasons the HOA was not aware of the ongoing progress concerning the Skate Park until recently. This is primarily due to how information was communicated. But that is a discussion for another time.

Our major concern is the proximity of the Skate Park to the neighboring houses. Other concerns . . . and there are eight additional listed. . . are outlined in the letter, which I ask each of you to review.

We understand that because Columbia Park is zoned for recreational use, the neighborhood did not NEED to be advised about the location, etc. I find that disappointing as we are an active HOA, with a presence on the internet, and one email to the Board would have linked us into the process. Cherry Ridge has contributed to the tax base of the City since the late '90's and many houses are now valued at \$500,000+. We would like to have been afforded the courtesy of being a partner in this project from the beginning. *Community Values* start from within.

I will end with this question . . . have each of you been to the designated location and seen for yourselves how close the proposed skate park is to the houses that border the park on the west side? If not, I ask you to survey the area in person. And in either case, would you be comfortable with a skate park that close to your home?

Thank you for giving me the opportunity to express the HOA's concerns. We will be involved from here on out.



March 27, 2024

Parks Advisory Committee

Jeff Hutchinson, *Chair*
Carol Allen, *Vice Chair*
Zach Andrews
Brenda Austin
Robbie Cantrell

Michelle Craver
Jim Hill
Shelly Reynolds
Victoria Rizzo
Sherilee Winters

Jona Jacobsen, Parks & Facilities Superintendent

**Re: Skate Park Facility in Columbia Park
Formal Letter of Concerns from Cherry Ridge Owners' Association
(CROA)**

Committee Members, Jona:

My name is Sally Wright (Sarah W Wright), president of Cherry Ridge Owners' Association (CROA.). The Cherry Ridge neighborhood borders Columbia Park on the west and extends north across Cherry Park Road. The location of the proposed Skate Park will directly impact our neighborhood in numerous ways. To that end, in the spirit of partnership and community and mutual outcomes, the Association, as represented by me and homeowner Dave Tibbils, has outlined a list of concerns as this project begins to pick up steam.

For a variety of reasons, the CROA has not been involved with the preliminary planning of the Skate Park at this location. We understand that because Columbia Park is zoned for recreational use, our neighborhood did not need to be *directly advised* of this project, so most likely any opposition to the location would have been summarily dismissed. I think, however, as probable homeowners yourselves,

you can appreciate how much this addition will impact our neighborhood. Our concerns are listed below. We ask they be registered now so they can/will be addressed sooner than later. Please accept this letter as our **Formal Letter of Concerns** as indicated.

Listed below are our concerns as we know them at present. This does not preclude additional concerns as the project progresses.

1. Proximity to Homes

on SW Stella Place and SW Cerise Place. These homes will be directly impacted by the Skate Park presence. Initial location "surveyors" and utility locators appear to have placed flags within 6 to 10 feet of the (Columbia) Park property line and the closet house (1931 SW Stella Way), which directly borders Columbia Park. This proximity is of great concern, re: noise and activity at the Skate Park.

2. Noise Levels

What will be done to mitigate the daily, on-going sounds of Skate Park use? There is the potential for activity from sunrise to sunset as indicated by park hours throughout the parks system. That is 12-14 hours in the summer and approximately 10 hours in the winter months. **What will be done to mitigate the potential noise/activity** so homeowners, particularly along SW Stella Way, can relax and enjoy both inside and outside activities, particularly during the summer months.

- What kind of noise buffers will be installed? Are these proven noise barriers?
- Homeowners across Cherry Park Road to the north will most likely also be affected by the activity and noise although probably not to the extent the houses on the West will be. What provisions will be made to make sure those owners can enjoy their yards, etc., also?

3. Lighting

What kind of lighting is planned? Will it stay on throughout the night? Will it shine into the neighborhood West of the Skate Park? North? Is it too much or not enough lighting (to assure safety, etc.)? What kind of lighting will be used?

4. Hours Park is "Open"

How will the hours of availability be enforced? What prevents a skateboarder from remaining at the park "after hours" either to visit with friends or try their hand at skateboarding in the dark. This area will be accessible day and night. What prevents the homeless population from using it as a shelter if there are areas they could utilize, particularly in the winter months?

5. Parking

Columbia Park users already park along SW Stella and SW Cerise to access the soccer field and Imagination Station. At present there is barely enough parking for residents along these streets. Although theoretically skateboarders would be

"on foot (or on board)," parents may bring children to the Skate Park and find the residential streets to be preferable for parking. Is there enough (Columbia Park) parking now that the Dog Park has been added along with the continued heavy use of Imagination Station, soccer fields and/or baseball fields? Would you provide signage (no parking for park use)? And who would enforce that if signage existed?

6. Upkeep/Maintenance

Will the Parks Department be responsible for removing trash, etc., on a timely on-going basis? I appreciate how often the department monitors and cleans the Imagination Station area. The Skate Park has the potential for discarded beverage cans, food containers, clothing items, etc., like the other areas of Columbia Park. Is/will the Parks Department be staffed to meet the additional activity/litter the Skate Park may present?

7. High School Proximity

Signs are posted around Columbia Park indicating students are not to be in the park during school hours. Will similar signs be posted at the Skate Park? It might be an easy area for students to congregate. Are we setting up potential conflict(s) between students and park users? While we perceive the Skate Park as an opportunity to provide a safe area for skaters, has the proximity of a large high school right next door been factored into the location?

8. Construction Noise

Last but not least, construction noise. How will this be mitigated? There will be heavy equipment at this site throughout the construction. Excavators, pile drivers, concrete trucks, electricians (electricity turned off?) to name a few. How long is this proposed construction to last? However long, it will affect the noise level and the quality of life of the surrounding residents.

The points above represent our concerns at present. With surveying and preliminary talks with a contractor proceeding, (Public Works was entering into the preliminary phases of contract negotiations with Spohn Ranch Skateparks, a well-respected California-based contractor for the proposed Troutdale skate park. More updates would come in 2024.) it feels like a train revving up to full speed before all the tracks have been laid.

We appreciate you taking our concerns seriously and addressing them on a timely basis. Dave and I will be present at the Parks Advisory Committee meetings from here on out to work with the PAC on these and any additional concerns that may arise.

Consider, if you would, if it was your neighborhood the Skate Park was going into. Put it literally in your backyard and assess the impact it would have on you and your neighbors. We think you can understand our concerns with this image in mind. It may present an enhanced view of this project and its impact in our neighborhood.

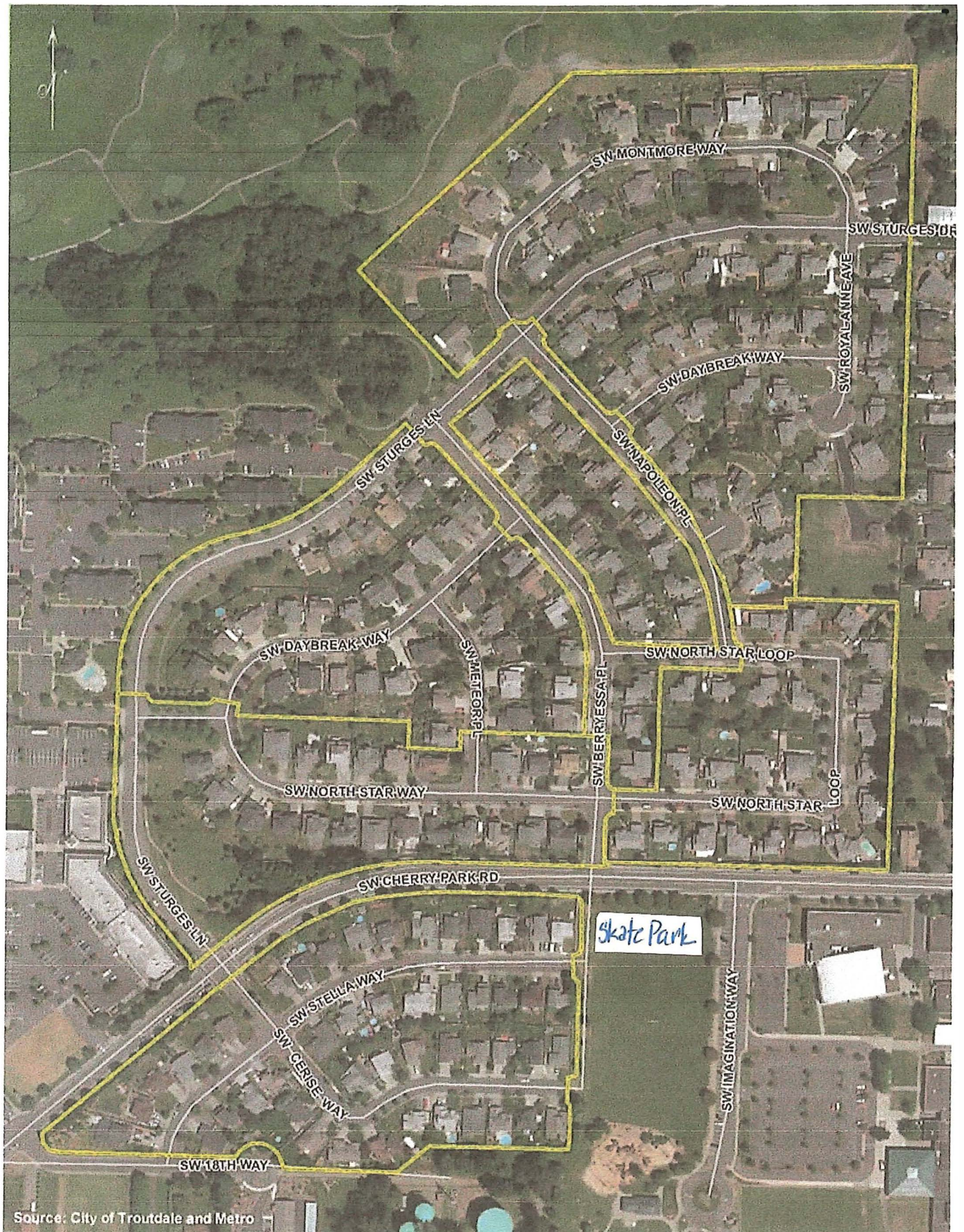
Thank you.

Sincerely,

Cherry Ridge Owners' Association
Sally Wright
(Sarah W Wright)
President
president@cherryridgehoa.org

Dave Tibbils
Homeowner

Cc: Ray Young
Troutdale City Manager



Not to scale
but location is accurate

Exhibit C

April 9, 2024 Council Meeting Minutes



Parkinson's Grassroots Network

THE MICHAEL J. FOX FOUNDATION

PUBLIC POLICY AMBASSADOR

Contact me to learn
more about Parkinson's
Disease advocacy.

Kevin
Mansfield

T 503 278 0516
E grandpakevin@msn.com
MICHAELJFOX.ORG/POLICY



State Government Relations

2024 Policy Priorities

At The Michael J. Fox Foundation (MJFF), we advocate because the government plays a pivotal role in accelerating research toward prevention and a cure, and ensuring quality of life for those already living with Parkinson's disease and their families.

Why We Advocate

Parkinson's disease occurs when brain cells that make dopamine, a chemical that coordinates movement, stop working or die. The experience of living with Parkinson's disease over the course of a lifetime is unique to each person. As symptoms and progression vary from person to person, neither a patient nor their doctor can predict which symptoms they will experience, when they may get them, or how severe they will be.

Currently, there is no cure for Parkinson's disease. There is no one exact cause of Parkinson's, and researchers believe it is likely caused by a combination of genetic and environmental factors. Known primarily as a "movement disorder," the most known traits of Parkinson's are tremor, slowness, walking and balance problems, as well as depression, memory problems, constipation, dementia and more. Parkinson's disease is a lifelong and progressive disease, which means that symptoms slowly worsen over time.

Funding Parkinson's Research

State governments must find new and innovative research to assist in finding treatments and cures for Parkinson's disease.

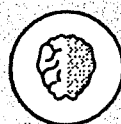
Establishing or increasing state funding for Parkinson's research will lead discoveries that will improve the lives of people living with Parkinson's disease today in partnership with the many clinical studies being done around the world in partnership with MJFF.

Since 2010, MJFF has been dedicated to building, strengthening and expanding the infrastructure for a longitudinal study known as Parkinson's Progression Markers Initiative (PPMI). With nearly \$450 million invested, PPMI has 50 clinical sites in 12 countries and over 2,000 participants. Public sector partnership and investment in PPMI is needed to accelerate research for earlier diagnosis, better treatments and, ultimately, a cure for Parkinson's disease.



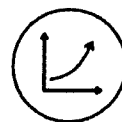
An estimated more than *one million people* in the U.S. live with Parkinson's disease.

The annual economic burden of Parkinson's in the U.S. is an estimated *\$52 billion.*



Parkinson's is the *second-most common* and *fastest-growing* neurological disease.

MJFF has funded nearly *\$2 billion* in research programs to date.



Creating Parkinson's Research Registries

A disease registry is a special database that contains information about people diagnosed with a specific type of disease. Registries can be used to closely monitor the health care process to detect potential problems and to ultimately achieve better results for patients.

Through state-level registries, designated agencies collect de-identified patient information with the goal of sharing the database with the CDC for use in research, planning for health care requirements and education of health care providers.

Passing legislation to create a statewide, population-based registry will be used to measure the incidence and prevalence of Parkinson's disease. The data collected will fuel further research that will discover improved treatments and therapeutics for Parkinson's disease.

Surprisingly, little is known about how Parkinson's disease is distributed among different population groups and whether the patterns of the disease are changing over time.

This legislation will:

- + Identify high-risk groups, support patient contact studies and serve as a valuable data resource to bolster continued research of Parkinson's disease.
- + Determine an accurate rate of incidence and prevalence of Parkinson's disease by state.
- + Help researchers study patterns of Parkinson's disease over time.
- + Improve our understanding of potential links, such as pesticide usage and military service, and the development of Parkinson's disease.

Status of State Legislation

- + To date, there are registries and/or recently enacted legislation to establish a registry in California, Maryland, Missouri, Nebraska, Nevada, Ohio, South Carolina, Utah, Washington and West Virginia.
- + In 2024, legislation has been introduced in Hawaii, Massachusetts, New Jersey and New York.

Increasing Access to Biomarker Testing

Biomarker testing is the analysis of a person's tissue, blood, and other substances, known as biomarkers, that can provide information about cancer. Biomarker testing is a crucial step for accessing precision medicine, including targeted therapies that can lead to improved survivorship and better quality of life for cancer patients. While most current applications of biomarker testing are in oncology and autoimmune diseases, there is research underway to benefit patients in other areas, including neurological conditions such as Parkinson's disease.

Currently, insurance coverage for biomarker testing is failing to keep pace with innovation and advancement in treatment. We urge states to take legislative action to require health plans, including Medicaid, to cover biomarker testing so that more individuals have access to this important health care tool.

Legislative action on biomarker testing access coincided with **the Foundation's groundbreaking news, announced in April 2023, that researchers have discovered a new biomarker tool that can reveal a key pathology of the Parkinson's: abnormal alpha-synuclein — known as the "Parkinson's protein" — in brain and body cells.**

Steady and critical advances in the pursuit of a reliable and accurate biomarker test have been the hallmark of PPMI, which was built for this purpose. The discovery enabled by the new test is the latest, and most significant, finding to date from the study.

You can read more about this extraordinary scientific breakthrough, and the accompanying study posted in *The Lancet Neurology*, [here](#).

Status of State Legislation

- + In 2023, legislation to expand access to biomarker testing, or to study the benefits of doing so, was enacted in Arizona, California, Georgia, Kentucky, Louisiana, Maryland, Nevada, New Hampshire, New Mexico, New York, Oklahoma and Texas.
- + In 2024, legislation has been introduced, or is expected to be introduced imminently, in Connecticut, Florida, Hawaii, Indiana, Iowa, Maine, Massachusetts, Ohio, Pennsylvania, Vermont and West Virginia.



Expanding Genetic Testing Protections

The Genetic Information Nondiscrimination Act (GINA) is a federal law that prohibits health insurers from using information learned through genetic testing, such as a gene mutation linked to neurological disorders, to deny coverage or engage in price discrimination. These protections, however, do not extend to life insurance, long-term care insurance and disability insurance coverage. This needs to change.

No one should have to fear that accessing genetic testing may be weaponized against them in the future. We believe that more people should have access to genetic testing and that no one should face discrimination in pursuit of their health care needs. State legislatures should pass legislation that prohibits discrimination based on genetic predisposition for life insurance, long-term care insurance, and disability insurance coverage. These laws should address the refusal to issue or renew a policy, charging any increased rate, or restricting any length of coverage, and requiring genetic testing before approving coverage.

Environmental Transparency

A small minority of Parkinson's disease can be predominantly linked to genetics, leaving the etiology of the majority of cases including an environmental risk component. A large body of literature suggests that environmental risks (including, but not limited to pollutants, pathogens and diet) could play a role in the development of Parkinson's disease. There is still more research required to understand the magnitude and mechanisms of environmental risks and the development of Parkinson's disease.

To contribute to this work, our state team is focused on increasing environmental transparency, such as requiring states to develop and publicly share on a state website where toxic chemicals have been approved for use. We believe that state governments have a duty to provide public health information and we will continue to push for further transparency on behalf of our patient community.

Access to Care

Prescription Drug Affordability

- + **People with Parkinson's disease need to be able to afford their medications, and they need quick access to those treatments to manage Parkinson's symptoms.** As health care costs increase, we know people with Parkinson's disease feel the financial strain when costs of prescriptions also go up.
- + We urge states to pass legislation that allows people with Parkinson's disease to evenly spread out their medication costs over a whole year, instead of being hit with one big payment.

Social Determinants of Health

- + **Economic and social conditions have a powerful impact on our health and wellness.** Stable housing, reliable transportation and access to healthy foods are all factors that can make a difference in the prevention and management of many health conditions like diabetes, asthma and heart disease. Known as social determinants of health, a focus on these non-medical factors can improve health outcomes and wellbeing.

Mental Health

- + **Access to behavioral health care is essential for people with Parkinson's disease because the disease makes them prone to adverse mental health conditions.** We urge states to pass legislation to expand the behavioral health workforce and remove barriers to accessing behavioral health services via telehealth so that people with Parkinson's disease can access behavioral health care when and where they need it.

The Economic Burden of Parkinson's Disease: Study Finds Annual Cost to Federal Government is \$25 Billion, Double Previous Estimates

National Economic Burden of Parkinson's

**\$52
Billion**

Approximately 1 million people in the U.S. have Parkinson's, which costs the nation **\$52 billion each year**. This includes a **direct medical cost of \$25.4 billion**, with additional indirect and non-medical costs of **\$26.5 billion**. It is estimated that more than **1.6 million** people in the United States will be impacted by Parkinson's disease by 2037, at an estimated economic burden of **\$79 billion**.

The Direct Cost of PD to the Federal Government

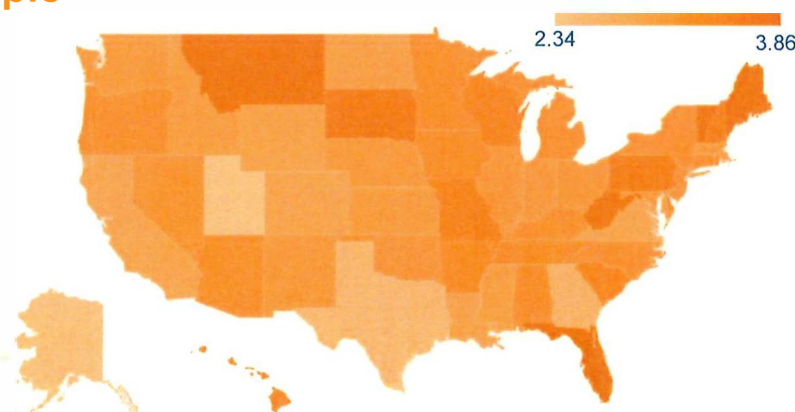
**\$25
Billion**

\$23 billion of the direct cost to the federal government is shouldered by Medicare, with an additional **\$2 billion** attributable to SSI/SSDI.

90%

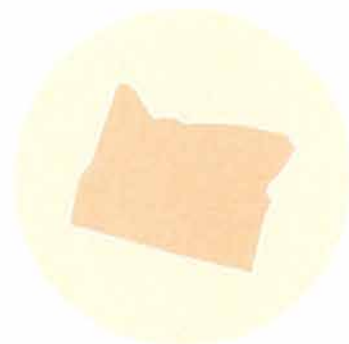
Medicare insures **90% of people with Parkinson's**. In 2017, only 7% of direct medical care costs were attributable to private insurance. The excess medical cost of PD for patients on Medicare is **\$24,811 every year**.

Parkinson's Prevalence by State, per 1,000 People



For more information, contact policy@michaeljfox.org

Cost and Prevalence in Oregon



Oregon's population is
4,189,659 people
13,926 have Parkinson's

The direct and indirect costs to care for people with Parkinson's in Oregon is
\$696 million

PD prevalence in Oregon:

3.32
Per 1,000 people

The federal government spends **\$25 billion** every year to care for people with Parkinson's disease, and only **\$234 million** researching the disease. It's time for the government to invest more to find a cure for Parkinson's.



THE MICHAEL J. FOX FOUNDATION
FOR PARKINSON'S RESEARCH

CITY OF TROUTDALE

ANNUAL PRESENTATION

2023

Prepared by:

Captain Doug Asboe
Troutdale Chief of Police

Exhibit D

April 9, 2024 Council Meeting Minutes



MULTNOMAH COUNTY
SHERIFF'S OFFICE

Reported Crime in Troutdale

	2022	2023	% Change
NIBRS Group A Offenses	896	661	-26.2%
Person Offenses	142	146	2.8%
Property Offenses	729	479	-34.3%
Society Offenses	25	36	44.0%



MULTNOMAH COUNTY
SHERIFF'S OFFICE

Calls for Service in Troutdale

Incident Type	2022	2023	% Change
Assault	113	86	-23.8%
Suicide Attempt/Threat	60	49	-18.3%
Area Check	94	78	-17.0%
Premise Check	414	274	-33.8%
Welfare Check	511	477	-6.6%
Vacation Home Check	34	37	8.8%
Extra, Targeted Patrol	373	943	152.8%
Traffic Accident	310	327	5.4%
Traffic Stop	1,849	2,064	11.6%
Subject Stop	123	119	-3.2%
Suspicious Sub/Veh/Cir	838	640	-23.6%
Burglary	51	54	5.8%
Theft	498	398	-20.0%
Vandalism	89	84	-5.6%
Stolen Vehicle	232	121	-47.8%
Vice	21	32	52.3%
All Other Call Types	3,701	3,595	-2.8%
Total	9,311	9,371	0.6%



MULTNOMAH COUNTY
SHERIFF'S OFFICE

Calls for Service in Troutdale

Dispatched vs. Self-Initiated Calls for Service		
	2022	2023
Dispatched	4,752	4,421
Self-Initiated	4,821	5,091
		% Change
		-6.7%
		5.6%

Dispatched Calls for Service by Call Priority		
	2022	2023
Administrative	60	113
P1-2 (Emergency)	851	803
P3-7 (Non-Emergency)	3,901	3,618
		% Change
		88.3%
		-5.6%
		-7.2%

Average Time Spent per Dispatched Call for Service		
	2022	2023
P1-2 (Emergency)	34:53	46:45
P3-7 (Non-Emergency)	27:32	28:39
		% Change
		35.3%
		3.7%

City of Troutdale

Traffic-related Statistics



	2022	2023
Traffic Stops	1,863	2,064
Warning Issued	1,261	1,479
Citation Issued	365	379
Arrest	80	77
Other	157	129
Traffic Accidents	208	226
Injury	39	53
Non-Injury	117	131
Unknown Injury	52	42



MULTNOMAH COUNTY
SHERIFF'S OFFICE

Investigative Cases in Troutdale

MULTNOMAH COUNTY SHERIFF'S OFFICE DETECTIVE UNIT CASELOAD REPORT

Jan 1, 2023, to Dec 31, 2023

Caseload Summary

Open cases before Jan 1, 2023	New cases between Jan 1, 2023, and Dec 31, 2023	Cases closed between Jan 1, 2023, and Dec 31, 2023	Open cases as of Dec 31, 2023	Change in caseload from Jan 1, 2023, to Dec 31, 2023
99	134	128	105	+6



MULTNOMAH COUNTY
SHERIFF'S OFFICE

Records Unit Highlights - 2023

- 2,210 reports processed.
- 678 electronic citations processed.
- Countless community contacts in person, by phone and by email.
- Processing of protection orders, warrant entries (entry/verification/clearance), background checks, stolen/recovered vehicle, article and missing/located person entries.



MULTNOMAH COUNTY
SHERIFF'S OFFICE

Logistics and Evidence - 2023

- Processed 7,070 pieces of evidence.
- Processed 463 firearms.
- Processed 743 narcotics items.



MULTNOMAH COUNTY
SHERIFF'S OFFICE

Summer Community Resource Deputy (SCRD)

Activity	5/29 - 9/15, 2023
Traffic Stops	23
Cleared by Citation	1
Cleared by Warning	20
Arrests	3
Physical	2
Cite-in-Lieu	1
Responses to P1-2 Calls	13
Vehicle Tow Calls	0
Abandoned Vehicle Calls	0
Unwanted Person Calls	9
Camp Related Calls	1
Other Calls	214
Glenn Otto Park Patrol Hours	528



Community Engagement

- Annual Events – First Friday, Movies in the Park, Edgefield Concert Series, Halloween Night, Tree Lighting.
- City of Troutdale and MCSO Collaborations – Troutdale Public Safety and Equity Advisory Committee, Holiday Toy Drive.



SCHOOL RESOURCE DEPUTIES



Metric	2023
Calls for Service	178
Report Written	25
Arrests Made	6
Citations Issued	4
School Visits Conducted	70
Coordinated w/Outside LE	113
Social Service Referrals	22
School Engagement Events Attended	32
Mentoring Contacts w/Students	175
Classes Taught to Students	20
Requests by RSD Staff	366

HOPE Team Statistics



Metric	County Wide	Troutdale
Client Contacts	1,794	445
Referrals to Services	937	180
Camps Cleaned	93	35
Housing/Shelter Placements	35	11

Troutdale Community Resource Deputy Statistics

Activity	2023
Traffic Stops	455
Cleared by Citation	132
Cleared by Warning	246
Arrests	27
Physical	10
Cite-in-Lieu	17
Responses to P1-2 Calls	75
Vehicle Tow Calls	59
Abandoned Vehicle Calls	19
Unwanted Person Calls	55
Camp Related Calls	11
Other Calls (SI and Dispatched)	899



Nick currently works on livability issues:



- Increasing community safety by addressing traffic safety issues.
- Collaborating with local businesses to reduce retail theft.
- Assisting the HOPE Team with contacts of houseless community members in Troutdale.
- Providing education to community members on city ordinance violations.
- Participating in Enhanced Public Safety Missions.



**MULTNOMAH COUNTY
SHERIFF'S OFFICE**

Enhanced Public Safety Missions

Metric	2023
Missions	48
Stops/Contacts	1,009
Arrests Made	262
Citations Issued	78
Stolen Vehicles Recovered	65
Crime Connected Firearms Seized	14
Total Theft Recovery	\$4,153



MCSO IN 2024

- Addition of a Mental Health Professional to support the HOPE Team and Patrol Unit.
- Addition of new Logistics Manager.
- Expanded community accessibility of the Chief of Police.
- Continued expansion of Enhanced Public Safety Missions.
- Expansion of Modern Digital Image Management System.



MULTNOMAH COUNTY
SHERIFF'S OFFICE

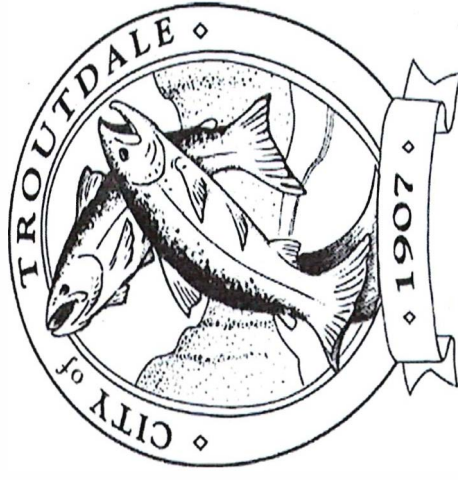


Thank you!

Captain Doug Asboe

Chief of Police

doug.asboe@mcso.us



MULTNOMAH COUNTY
SHERIFF'S OFFICE



Oregon Zoo
Together for Wildlife



Oregon Zoo
Foundation

Troutdale and Wood Village | April 9, 2024

Oregon Zoo Update—Mission, Phases I and II Campus Plan

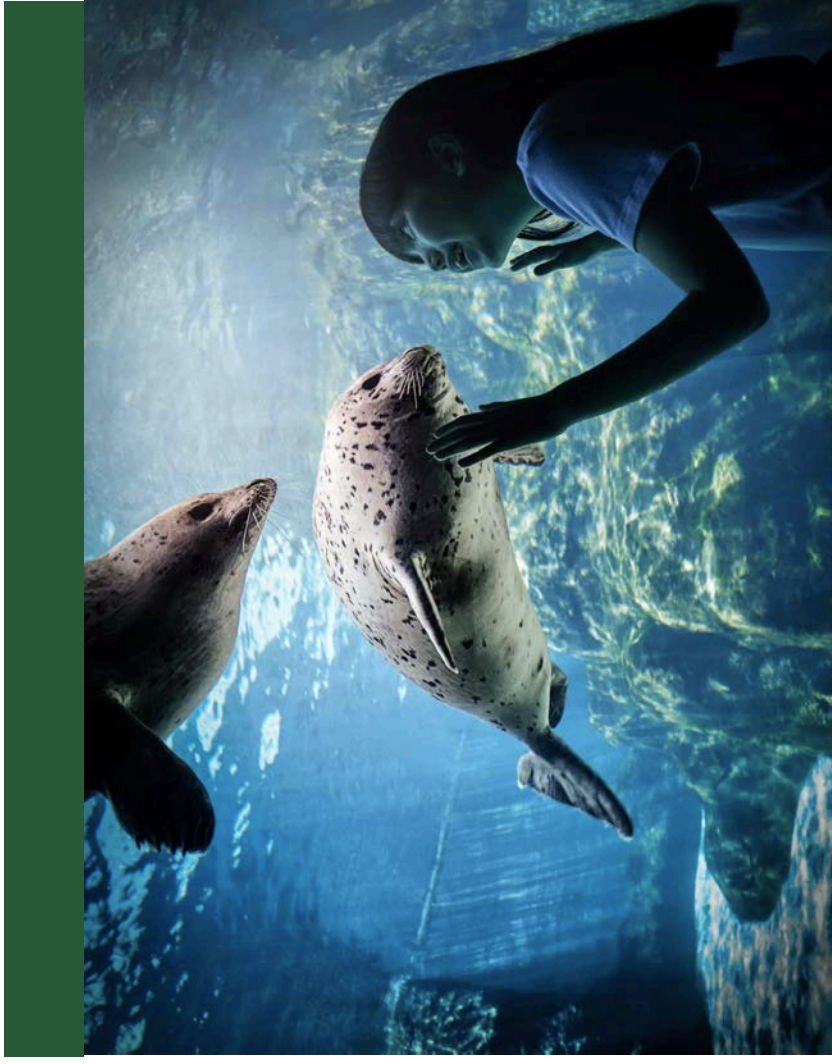
Exhibit E

April 9, 2024 Council Meeting Minutes

Mission

Connecting our
community to the
wonder of wildlife
to create a better
future for all.

Together for
wildlife



Who we are

We are a hub for science, conservation, education and animal well-being, delivering the highest quality of care.

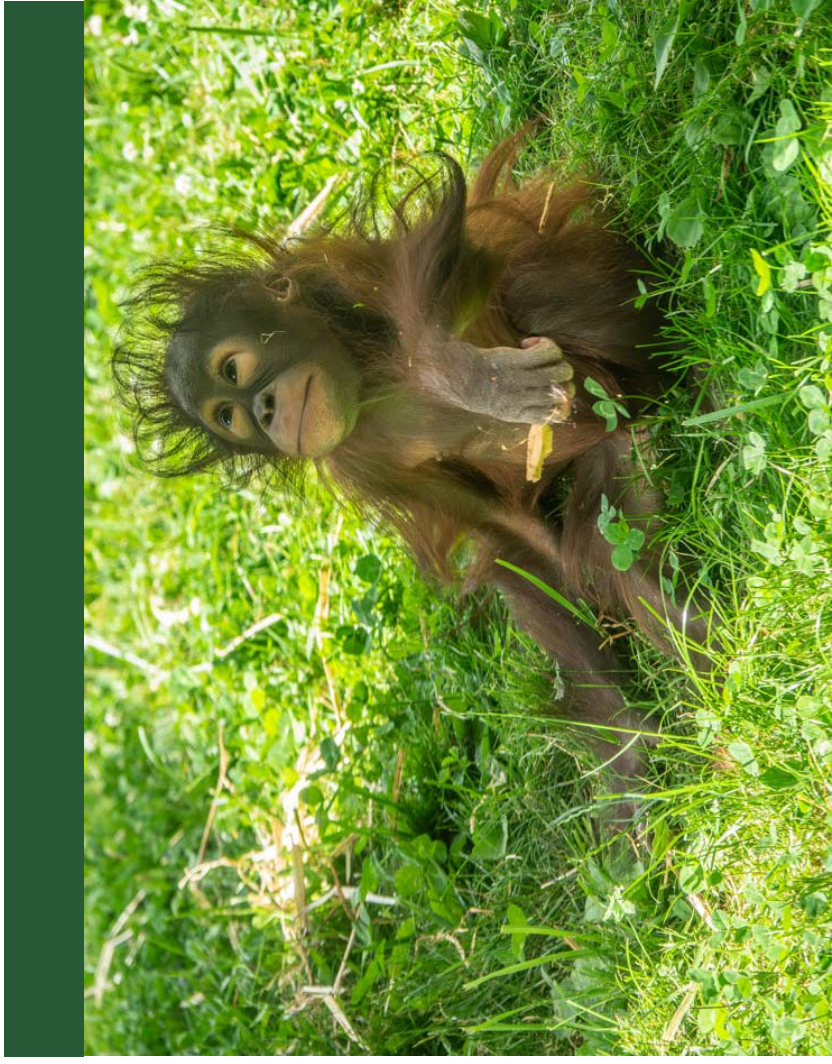


Why our zoo is different

Nearly 150 years of
community support.

50 years of AZA
accreditation.

1.3 million annual
visitors



Our track record

2008 Bond: Nearly 40% of zoo updated.

Focus on animal well-being, sustainability.

All projects completed on time and on budget.



We've come a long way, thanks to you

2008 Bond measure projects

- ✓ Primate Forest
- ✓ Elephant Lands
- ✓ Polar Passage
- ✓ Condors of the Columbia
- ✓ Veterinary Medical Center
- ✓ Education Center

All on time and on budget!



Expanding our Education Mission

- Giving children the opportunity to have firsthand experiences with wildlife
- Empowering students to be active stewards of the earth's wildlife and ecosystems



Oregon Zoo Campus Development

Phase 1: Completed

2008 Bond

40% of zoo upgraded

Future

Oregon Zoo Campus Plan



Developed with community

Portland DART School

Confederated Tribes of
Siletz Indians

Youth Empowerment
Project

Rosewood Initiative

Autism Empowerment

Centro Cultural

Self Enhancement Inc.

CAIRO PDX

Boys & Girls Clubs

Neighborhood House

People of Color Outdoors

Adelante Mujeres

Portland Community
College

ZAP Team

Cascade Forest
Conservancy

Community Advocacy
Council



Oregon Zoo Phase 2 Priorities

Protect animal health and well-being

Provide unparalleled conservation education

Save water and energy

Be welcoming to all

Support species recovery and conservation

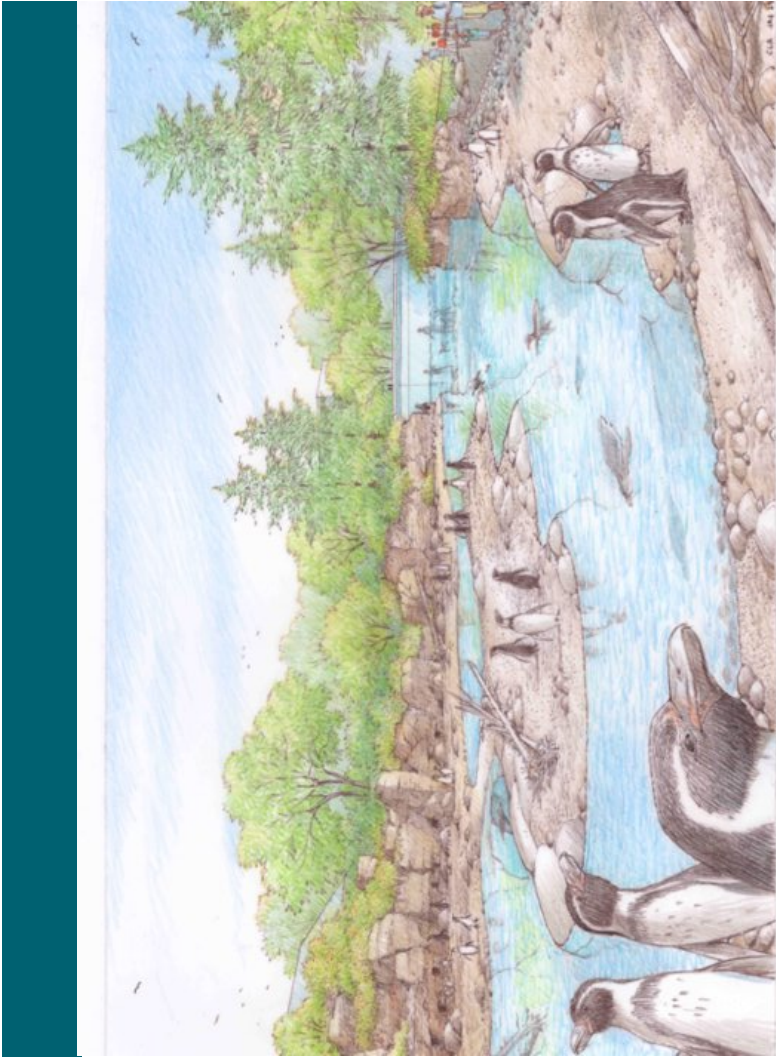


Animal health and well-being

Updated, more natural habitats, including sea otters, penguins, giraffes.

Improved protection from heat, extreme weather.

Continuity of care in case of disaster or emergency.



Unparalleled conservation education

- Engaging and interactive exhibits for youth, families and visitors of all ages
- Inspiring and building support for conservation and science

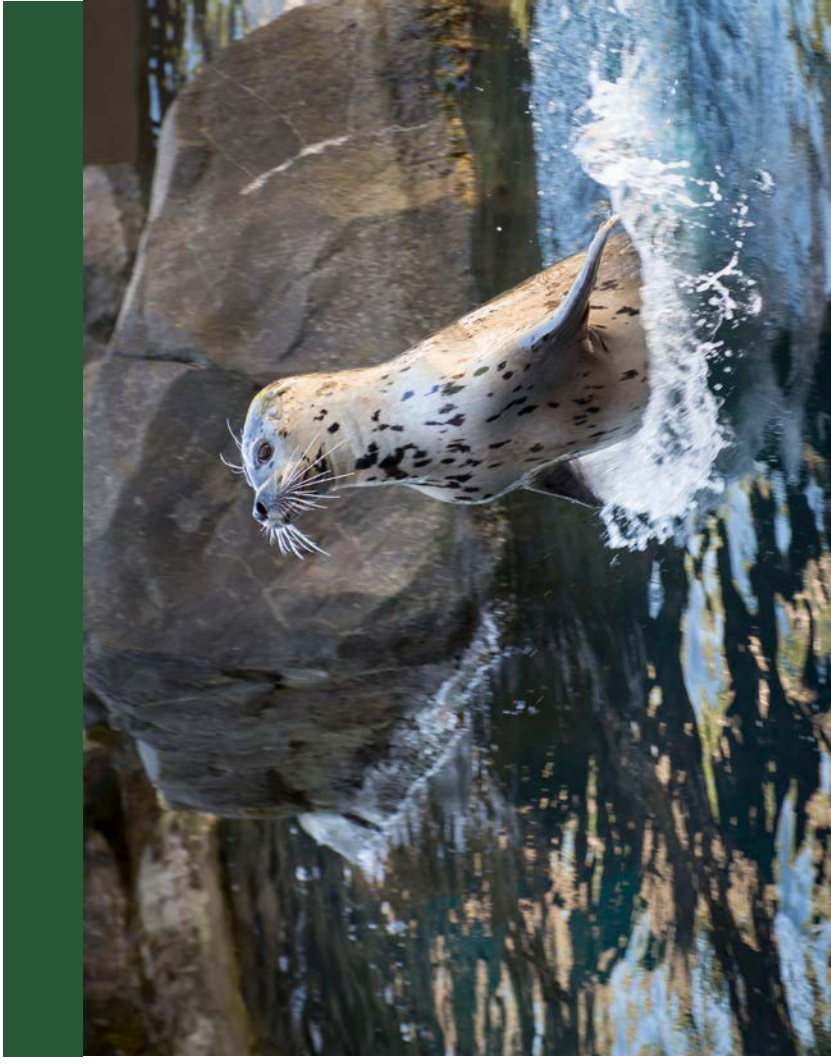


Saving water and energy

Advancing ambitious goals for reducing energy and water use.

Replacing aging infrastructure and aquatic habitats.

Support a fossil fuel-free campus by 2040.



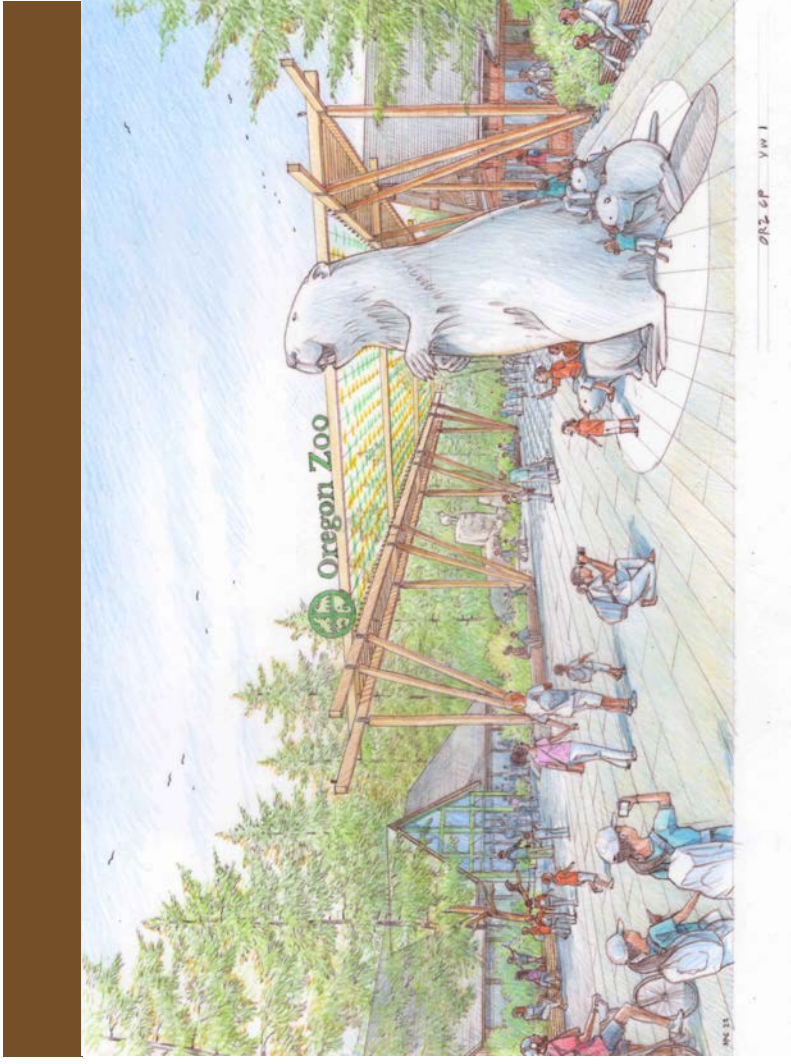
Welcoming to all

An accessible zoo for all abilities and ages

Updated plazas, pathways, rest areas

Easier to get around

Refuge from heat, weather

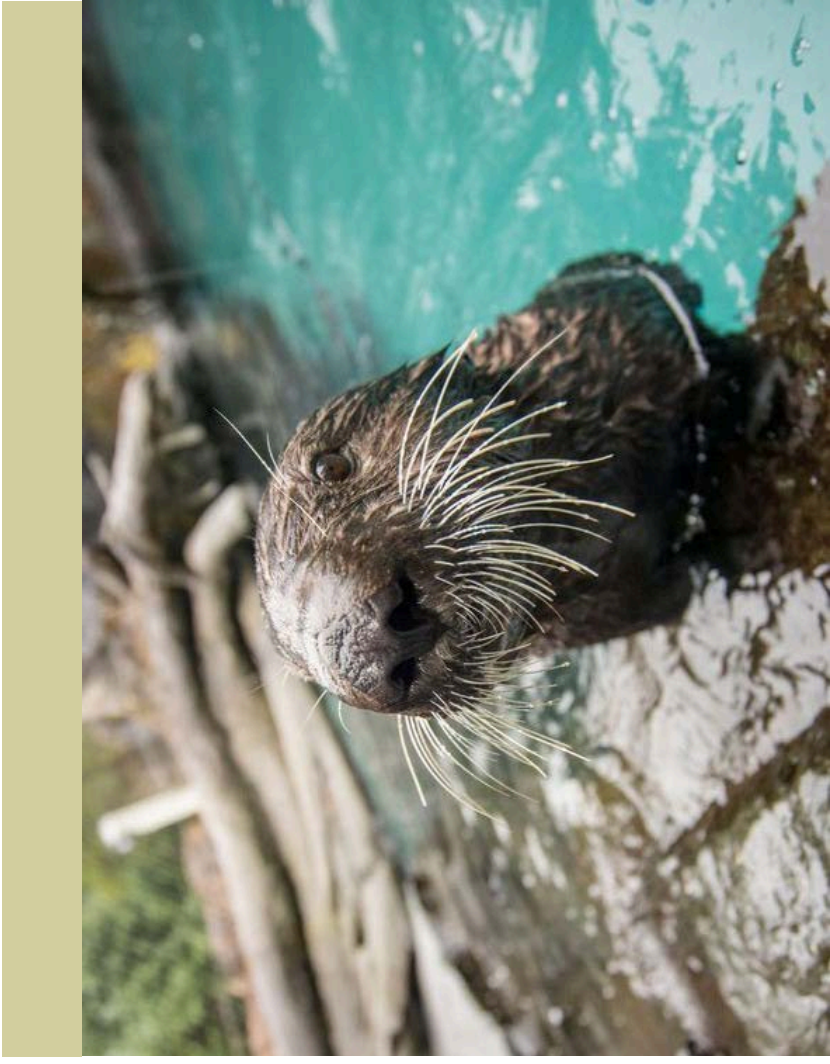


Oregon Zoo Phase 2

Species recovery and conservation

Aligning with recovery
needs in the Northwest
and beyond

Working with partners
to protect and restore
threatened and
endangered species



Zoo Phase 2 bond measure

Protect animal health;
provide conservation, education;
increase sustainability.

Authorize \$380 million in
general obligation bonds.

**No estimated increase
in current bond tax rates.**

Estimated rate: 8.5 cents
per \$1,000 assessed value.





Oregon Zoo
Foundation

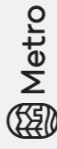
Questions?



Oregon Zoo

Together for Wildlife

The Oregon Zoo is part of Metro.



Metro



THE CITY OF
TROUTDALE
OREGON
EST. 1907

Exhibit F

April 9, 2024 Council Meeting Minutes

MEMORANDUM

DATE: April 9, 2024
FROM: Sarah Skroch, City Recorder
TO: Mayor and City Councilors

SUBJECT: Emails regarding Agenda Item #7 that were received after packets were distributed

Attached please find 8 emails that were received regarding tonight's Agenda Item #7 – A resolution designating additional on-leash parks:

1. Greg Van Sandt – April 4, 2024
2. Desiree Smith – April 4, 2024
3. Emily Windsor – April 4, 2024
4. Tiegen Shaffer – April 5, 2024
5. Tiffany Long – April 5, 2024
6. Kat Liljegren – April 8, 2024
7. Pete – April 8, 2024
8. Molly Peichel – April 8, 2024

Sarah Skroch

From: Greg Van Sandt <gregvs0309@yahoo.com>
Sent: Thursday, April 4, 2024 5:12 PM
To: info
Subject: Leashed dogs in parks comments

Didn't we try this a few years ago? And folks just refused to keep their dogs leashed and clean up after them so the City revoked the idea. What's changed?

I live close to Kiku Park and walk by it almost daily. Not to many day's where someone isn't letting their dogs run loose in the field or in the woods behind the grass area.

True story, since I walk by Kiku Park almost daily I make it a habit to pick up loose trash around the area and drop it in the trash can in Kiku. One time a few years ago I picked up some trash and dropped it in the trash can while someone was letting their three dogs run loose in the park. Two of them charged me and the owner had to run over to get them away. I mentioned to him that dogs weren't allowed in the park and he said "I have lived here for 26 years and paid taxes so I am going to do whatever I want". No arguing with logic like that so I beat a hasty retreat.

My kids have grown up and I/we don't use the parks much any more but it seems like the parks should for be for kids and not loose running dogs creating messes every where.

If you are going to go a head and implement this plan, who is going to monitor it and enforce the rules?

If you do okay this there should be **plain** and **multiple** signage installed in each park stating the rules. There used to be a 'no dogs' sign out front of Kiku but folks just seemed to ignore it or enter from either side and claim ignorance of the rules. Judging from some of the comments I saw on Facebook on this most of the folks didn't even realize that dogs weren't allowed in most parks currently. There seems to be a lack of education on what the current rules are.

Thanks,
Greg..

Sarah Skroch

From: Desiree <elliephante16@gmail.com>
Sent: Thursday, April 4, 2024 5:23 PM
To: info
Subject: Dogs in Parks - City Council Discussion

I would like for leashed dogs to be welcomed at every Troutdale park. They are four-legged family members. My kids and I thoroughly enjoy visiting with a wide variety of dogs when we are at a park.

Desiree Smith
(816) 918-9725
elliephante16@gmail.com

Sent using my tiny iPhone keypad. I type fast and tend to have entertaining fat-finger auto-correct errors. I hope at least you get a good laugh out of it.

Sarah Skroch

From: Emily Windsor <windsorclan8@gmail.com>
Sent: Thursday, April 4, 2024 6:26 PM
To: info
Subject: Dogs in parks

I am against allowing dogs in Troutdale city parks. My home backs to Sandee Palisades Park and I walk through the park nearly every day. There are almost always dogs in the park, frequently unleashed. It is unusual for me to walk by the park and not see an unleashed dog. When my home was built, CCR regulations allowed a maximum fence height of 4' along property lines backing the park. Multiple times, I have had dogs jump the fence into my yard and leave feces.

Many people mistakenly think that dogs are currently allowed in the parks because the city has caused confusion by taking down some of the "No Dogs Allowed" signs and by putting up pet waste disposal stations at the entrances. I think that the city needs to reinstall the "No Dogs Allowed" signs. If dogs are allowed in the city parks, I think that even more people will violate the leash laws and allow their dogs to run loose. I have been bitten by a loose dog while walking in my neighborhood and am aware of some very aggressive dogs in the area. I am already concerned about the safety of those utilizing the park, especially young children.

Sincerely,
Emily Windsor
2738 SE Hicklin Court
Troutdale
503.328.5855

From: [Tiegen Shaffer](#)
To: [info](#)
Subject: Dogs in Troutdale Parks
Date: Friday, April 5, 2024 5:11:15 PM

Hello,

As a new resident of Troutdale (purchased a home in Nov. 2022) I would like to voice my support of expanding the ability to have leashed dogs in more Troutdale Parks.

Dogs are often considered to be a treasured member of the family. The current rule regarding dogs in local parks is outdated and detrimental to the potential of Troutdale. It is widely recognized that more and more young people are adopting dogs before welcoming children into their lives. If Troutdale wants to continue to grow and welcome new residents and visitors it should reconsider how the current rule is not welcoming to a new generation of home buyers, patrons and contributing members of the local economy.

It is in Troutdale's best interest to readdress an outdated rule regarding dogs in local parks.

Thank You,
Tiegen Shaffer

From: [Tiffany Long](#)
To: [info](#)
Subject: Dogs In City Parks
Date: Friday, April 5, 2024 9:31:14 PM

Dear Troutdale City Council Members,

I consider myself a new Troutdale resident even though we've lived here going on 2 years this summer. I'd like to describe my first few experiences visiting the area during our home search and purchase. After finding a house and making an offer, we were very excited at the potential of living in Troutdale. We packed up our family and were planning to spend the day at the Sandy river on a hot July afternoon. When we arrived at the parking lot at Glenn Otto park our family was ready for some fun. We unloaded our 3 kids and all their stuff INCLUDING our family dog and headed down the path to the river. Only to be met with a sign bosting NO dogs allowed in the park. I ended up letting them go play and explore while I waited in the parking lot alone with the dog.

I'm guessing this happens often. Visitors that come to "Explore Troutdale" need to either leave their dogs at home or NOT Explore Troutdale. While I understand why no dogs are allowed at parks like Imagination Station (we don't want dog waste on the mats or play equipment) I don't understand why they are not allowed in neighborhood park green spaces or at the river. I think it's a dangerous issue because people take the time to drive over on a hot day unaware of this "no dog law" and may choose to leave their dog in the car, which on just a warm day can have deadly consequences.

My next experience with ordinance 13.2.160 was right down the street from the home we purchased. I was driving over to meet up with a home inspector. I knew from my research about the neighborhood that there was a park right down the street, not just any park but a green space, with trails! So I brought our dog along thinking: what a great way to get in his walk while exploring the neighborhood. We jumped out of the car on 4th by the lower entry way to Helen Althaus Park only to be greeted ONCE AGAIN with a NO DOGS allowed sign. At that point I thought: am I moving to a town that HATES DOGS?!? I know now that Troutdale does not hate dogs, but as a visitor and new resident, that was unclear.

Since moving I have fallen in love with Troutdale and all it has to offer. We have an awesome new dog park which is an amazing addition to an already beautiful city! I'm so grateful for a safe enclosed space to let our community's dogs run off leash. In the year and a half since we've moved to Troutdale our dog Bob and I have explored much of the area. We walk daily at Sunrise Park, we also frequent the Beaver Creek Greenway and the Strawberry Meadows Greenway all the way down the Robins Way Trail. It's a great walk and the city does a great job making dog waste bags available and keeping the waste bins emptied. I'll admit we've explored Kiku Park (which has a great trail

space in the back area), Weedon Park (which has a tennis court that I've used to play fetch with Bob), Harlow House Park (where I've taken great photos of Bob in the Gazebo and under the kissing tree), Depot Park (we walked the trail down to the river), the Disc Golf Course and lastly Mayors Square (which has a dog water fountain!). These are all parks that dogs are not allowed in. It seems silly and counterintuitive to Exploring Troutdale, also no one has EVER said a word to us while we were in these parks other than to say hello or ask to pet Bob.

Allowing leashed dogs in city parks can offer several benefits to both dog owners and the community:

- **Physical Activity:** Dog owners often walk their pets in parks, providing both the owner and the dog with necessary physical activity. This can contribute to a healthier lifestyle for both parties.
- **Socialization:** City parks provide opportunities for dogs to socialize with other dogs and people, which is crucial for their mental and emotional well-being. Well-socialized dogs are generally happier and less prone to behavioral issues.
- **Community Bonding:** Dog owners often form bonds with each other while walking their pets in parks. This can enhance a sense of community and promote social interaction among residents.
- **Safety and Security:** Leashed dogs can serve as a deterrent to criminal activity in parks, as their presence can make people feel safer. Additionally, dogs with their owners are less likely to cause disturbances or engage in risky behaviors.
- **Environmental Awareness:** Dog owners who frequent parks are more likely to be environmentally conscious and advocate for the maintenance and cleanliness of these spaces. I can personally attest to this as I've forged a friendship with a Troutdale parks maintenance worker who I see frequently at Sunrise park. I have kept them informed about issues such as glass on the path, missing garbage can lids, and flipped picnic tables among other issues I see on my walks with my dog. Other dog owners are doing this as well as we pass one another on the path they have warned me about coyotes in the park and the areas to steer clear of.
-

Mental Health Benefits: Interacting with dogs has been shown to reduce stress, anxiety, and depression in humans. Allowing leashed dogs in parks can provide individuals with a natural and accessible way to improve their mental well-being.

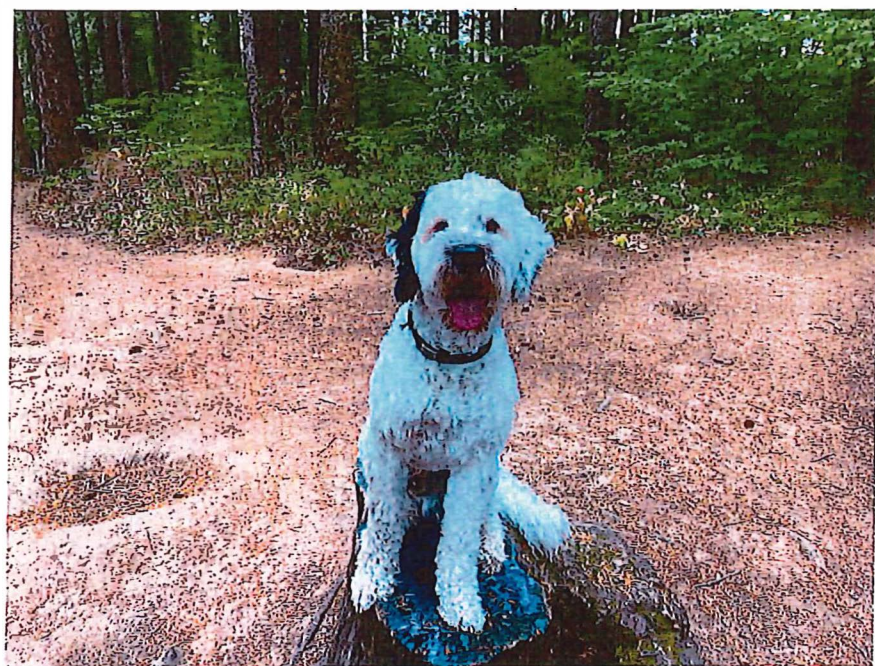
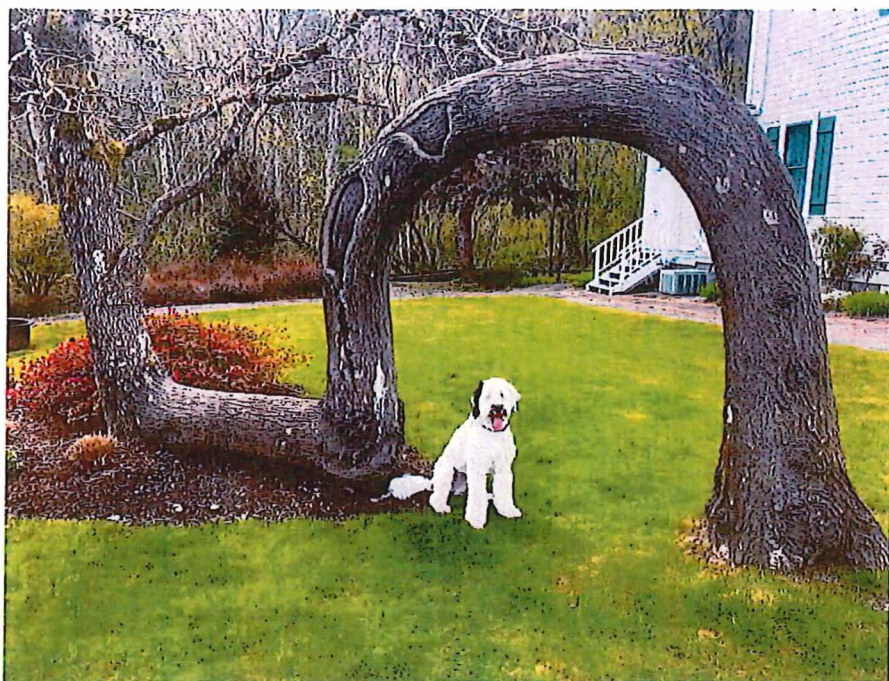
- **Promotion of Responsible Pet Ownership:** Allowing dogs in parks can encourage responsible pet ownership by providing opportunities for training, exercise, and socialization. This can lead to better-behaved dogs and more responsible owners overall.

I do understand that it's important to balance the benefits of allowing dogs in parks with the concerns of other park users, fear of dogs, and potential conflicts with wildlife. Proper enforcement of leash laws and responsible pet ownership practices are essential to ensure that everyone can enjoy the park safely and comfortably. I believe that the majority of pet owners in Troutdale wanting to bring their dogs along with them to a park would be responsible for their animals' waste, keeping it safe, leashed and aware of their pets limitations in relation to other people and animals wild or domestic.

Allowing dogs in all city parks would take away the fear that letting your family pet come along to the park will get you in trouble with the law. It will also eliminate visitors who show up unaware of the current ordinance feeling like their options after a long drive are to leave the parks or leave their dog in the car. I would implore the City to reconsider ordinance 13.3.160 and allow leashed dogs in all the city parks. By doing so you will make Exploring Troutdale even better than it is now.

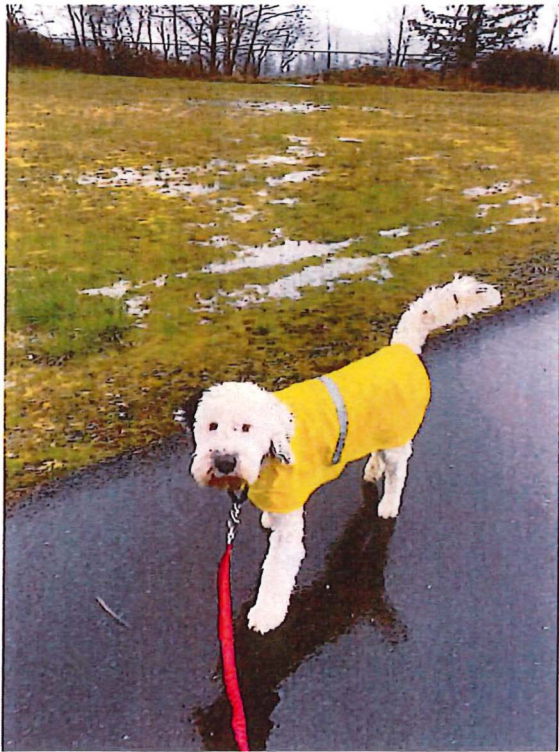
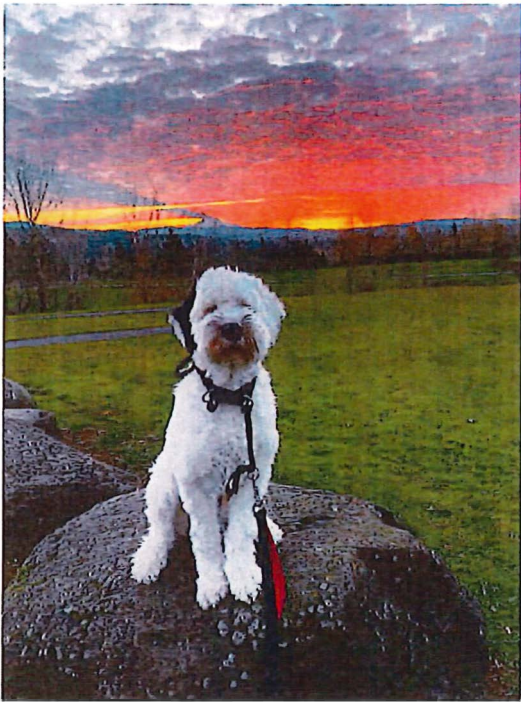
Thank you,

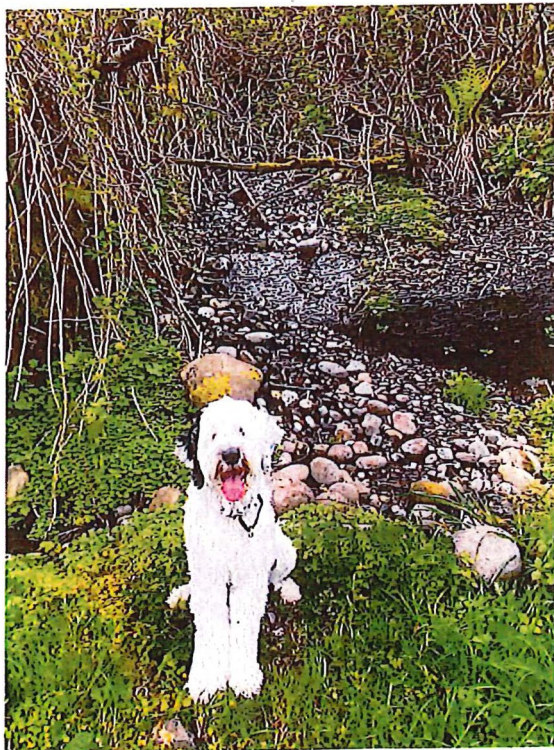
Tiffany Long
Troutdale Resident
405 Buxton Ave
Troutdale, OR 97060
509-720-0156



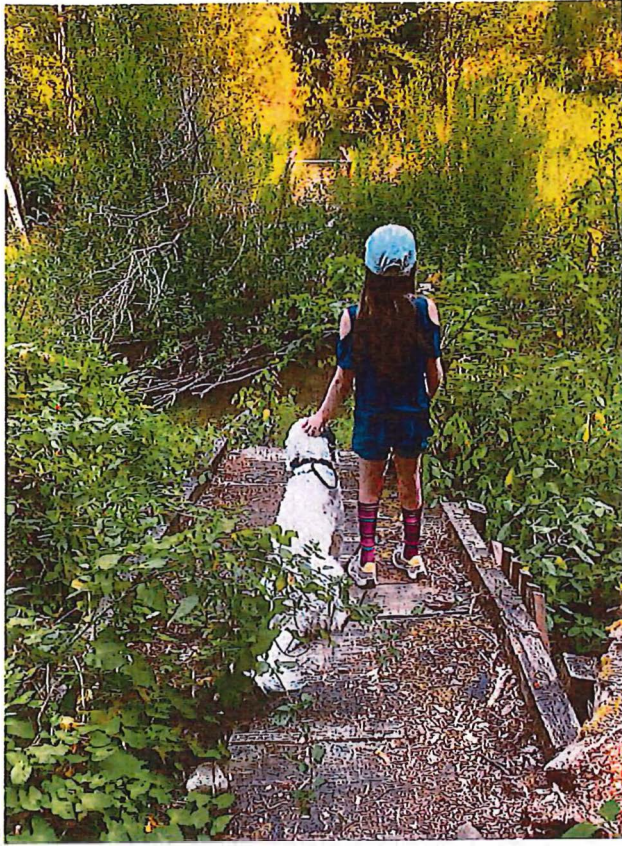












Sarah Skroch

From: Katherine Liljegren <katherine.liljegren@gmail.com>
Sent: Monday, April 8, 2024 3:07 PM
To: info
Subject: On-leash parks

Members of the Troutdale City Council,

I'm writing to provide public comment on the resolution to designate additional on-leash dog parks. While I wish I could join you in person to share these thoughts, I'm currently traveling out of the country in Albania and with the time difference even joining Zoom is untenable. I hope my earnest passion for this topic comes through in the points below!

As a dog mom to a Goldendoodle named Watson, a Troutdale resident, and downtown business owner I fully support any measure to increase park access for well behaved dogs. There are a number of benefits and implications I hope the council will consider:

- **Dogs are part of the family for many citizens** - Nearly 40% of Oregonians currently own a dog, and a recent statewide survey showed that 93% of Oregonian pet owners consider their pet a part of the family. Oregon also ranks in the top 10 states for pet spending. The data is clear: Oregonians love our fur babies.
- **Dog bans divert Troutdale citizens into neighboring towns** - As a dog owner, park visits are a multiple-times-a-week affair. Since Troutdale parks are by and large not dog friendly, I'm often driving to Fairview or Gresham. Which in turn increases the likelihood of visiting Stomping Grounds instead of Good Coffee, Fred Meyer instead of Safeway, or Hope's Cafe instead of Rivertrails (aka Celebrate Me Home). While I love to support our greater East County community too, it's not in the city's best interest to create a dynamic that encourages citizens to leave just to conduct daily life. Not to mention, it's frustrating to pay taxes to maintain resources that don't fit the needs of my household.
- **Blanket dog bans are an unnecessary infringement of freedom** - There's little reason to support the current blanket dog ban. Most dogs are well behaved and most dog owners are responsible. There are already laws and restrictions in place to ensure owners pick up behind pets and to protect victims in the very rare event of an on-leash altercation. A leashed dog (and even the majority of unleashed dogs!) do not present a significant danger to fellow park users. Litter creates far more of an environmental impact than an uncollected dog pile, but the solution is not to ban picnics. Swing sets, slides, and jungle gyms send tens of thousands of children to the ER each year, yet the solution is not to ban playgrounds.
- **Dog bans overburden dog-friendly parks, straining resources and causing overcrowding** - As anyone who's tried to park at Thousand Acres after 9am on a Saturday knows, the demand for dog-friendly parks is high. But the more dogs in any one spot, the more chances for missed poop piles, the more stress induced on both pet and owner, and the more likelihood of an altercation. Spreading this demand for dog friendly park access over a wider range of locations creates a safer, more enjoyable environment for people, pets, and planet.

Thank you for your time and consideration.

Sincerely,

Kat Liljegren

--
Kat Liljegren
letsthinkvisually.com
wildheartsmarket.com

From: [P.K](#)
To: [info](#)
Subject: On leash parks
Date: Monday, April 8, 2024 3:30:44 PM

Members of Troutdale city council,

I am writing to you as a concerned and responsible dog owner and resident of Troutdale. I wish to address the current prohibition on dogs in our local parks, a policy that I believe is not only detrimental to the well-being of our canine companions but also to the community at large.

Dogs are more than pets; they are family members who require regular exercise and socialization, which local parks are perfectly suited to provide. The ban restricts their natural need for outdoor activities and interaction with their environment and other dogs. This can lead to a host of behavioral and health issues for dogs, which ultimately impacts the owners and the wider community.

Moreover, the presence of dogs in parks can have positive effects. They encourage more people to frequent these public spaces, promoting a sense of community and safety. Additionally, walking a dog is a healthy activity that contributes to the physical and mental well-being of our citizens.

I understand that concerns about cleanliness and safety may have led to the implementation of this ban. However, these issues can be addressed through responsible pet ownership, including the enforcement of leash laws and the provision of adequate waste disposal facilities. Educational campaigns on responsible dog ownership could also be part of the solution.

I urge you to reconsider the dog ban and to work with dog owners to create a plan that allows for the coexistence of all park users, ensuring that our public spaces are inclusive, safe, and enjoyable for everyone.

Thank you for your attention to this matter. I am looking forward to your positive response and am open to discussing this further.

Sincerely,

Pete

Sarah Skroch

From: Molly Peichel <mollypeichel@gmail.com>
Sent: Monday, April 8, 2024 5:13 PM
To: info
Subject: Dogs in City parks

Hello,

My name is Molly Peichel & I am a Troutdale resident and future dog owner. I know I am a few minutes late, but just learned of the notice today by a friend & wanted to see if I could contribute.

I am in support of allowing safe dog usage of our city parks for the following reasons:

1. It encourages Troutdale residents to stay local & do their shopping local since they do not have to drive to go to other dog friendly parks
2. It decreases the over burden of resources at parks that do allow dogs
3. Dogs are a part of the family & by opening up dogs to the city parks, will allow more families to utilize the space since the whole family may go.

Thank you for allowing input on this & I hope I am not too late!

Molly Peichel

CITY OF TROUTDALE

Proclamation

National Public Works Week – May 19-25, 2024
“Advancing Quality of Life For All”

Whereas: Public works professionals focus on infrastructure, facilities and services that are of vital importance to sustainable and resilient communities and to the public health, high quality of life, and well-being of the people of Troutdale; and

Whereas: These infrastructure, facilities and services could not be provided without the dedicated efforts of public works professionals, who are engineers, managers, operators, and highly skilled staff at all levels of government and the private sector, who are responsible for rebuilding, improving, and protecting our nation’s transportation, water supply, water treatment and solid waste systems, public buildings, parks, and other structures and facilities essential for our citizens; and,

Whereas: It is in the public interest for the citizens, civic leaders, and children in Troutdale to gain knowledge of and to maintain an ongoing interest and understanding of the importance of public works and public works programs in their community; and

Whereas: The year 2024 marks the 64th annual National Public Works Week sponsored by the American Public Works Association and Canadian Public Works Association.

*Now, Therefore, I, Randy Lauer, Mayor of the City of Troutdale, do hereby proclaim the week of May 19-25, 2024 as **National Public Works Week** in Troutdale, and I urge all citizens to join with representatives of the American Public Works Association and government agencies in activities, events, and ceremonies designed to recognize our public works professionals, engineers, managers, and staff, and the vital contributions they make to protecting our national health, safety, and quality of life.*

Dated this 14th day of May 2024



Randy Lauer, Mayor

Date: May 14, 2024
To: Troutdale City Council
Ray Young, Troutdale City Manager

From: Emily Bower, Senior Manager, Equitable Development
Sheree Temple, Intergovernmental Issues Manager

Subject: 2024 Report on East Multnomah County Strategy and Activities on the Port of
Portland Properties

The 2016 Troutdale Airport Master Plan Public Advisory Committee (PAC) called on the Port of Portland and the City of Troutdale to strengthen our partnership efforts surrounding the success of the Troutdale Airport (TTD) and the Troutdale Reynolds Industrial Park (TRIP). To that end, the PAC recommended the jurisdictions craft an intergovernmental agreement (IGA) memorializing our partnership and provide regular progress reports. Below is a summary of developments from the last year.

Based on our commitment to create jobs and new economic opportunities for those who live and work in East Multnomah County, the Port has spent 2023 engaging with the Troutdale and East County community. In 2024 we are listening to community leaders, traded-sector businesses, and elected officials to better understand their needs and priorities. We'll use what we learn to develop a strategic road map for investment opportunities and plans that will have the greatest impact on the region. This plan will help inform long term decisions surrounding TTD, TRIP, and build on the TTD Master Plan to ensure we are best serving businesses and residents of Troutdale.

In our 2022 report, we shared that the Port has ensured safe operations with the completion of proactive runway maintenance. Moving forward, the Port will continue tenant management and implement remedies that may be required for property management, safety, and operations of TTD.

Development activity and interest at TRIP is on the rise. Construction has begun at Lot 12 on a battery energy storage system (BESS) facility operated by NextEra Energy Resources. The four remaining developable lots at TRIP within the Troutdale city limits are seeing increasing interest from prospective private development.

Construction of the remaining portion of the 40-Mile Loop Trail at TRIP has been a Port of Portland priority in east Multnomah County. Due to escalating project costs, in 2023 the Port applied for and received approximately \$1.2 million through Oregon Community Paths, a competitive State grant program. The project is now substantially complete, and we look forward to a ribbon-cutting ceremony later in 2024 along with all the jurisdictional partners that have made this project possible.

We are thankful for the continued opportunities in Troutdale and look forward to further engagement and investment both here and surrounding East Multnomah County.



STAFF REPORT

SUBJECT:

Reconsideration of a Resolution: A resolution of the Troutdale City Council declaring it's support of the \$150,000,000 Bond Measure to upgrade levees, water pumps, and natural floodplain restoration, brought by the Urban Flood Safety and Water Quality District, Measure 26-243.

MEETING TYPE: City Council - Regular Meeting **MEETING DATE:** May 14, 2024

PRESENTER: Councilor Glenn White
(Staff Report Author: Erich Mueller, Finance Director) **DEPARTMENT / AFFILIATION:** Council

ACTION REQUIRED: Resolution **PUBLIC HEARING:** No

COMMITTEE / COMMISSION RECOMMENDATION: N/A

STAFF RECOMMENDATION: N/A Staff advocacy prohibited per ORS 260.432

- Exhibits:**
- A.** Secretary of State approved educational handout on Ballot Measure 26-243.
 - B.** Staff Report of March 12, 2024 Background Capital Funding UFSWQD

Background:

At the March 12, 2024 City Council Regular Meeting a resolution in support of the upcoming Bond Ballot Measure 26-243 for the UFSWQD was considered by the Council. Adoption of the Resolution failed due to a tie vote pursuant to the Troutdale Municipal Code (TMC) 2.08.190 D.

Pursuant to TMC 2.08.190 K. a request for reconsideration was properly made at the next City Council Regular Meeting of April 9, 2024.

Due to the late hour, the Council consensus was to reconsider the Resolution at the next City Council Meeting, which would allow the item to be noticed on the meeting agenda, and to include the Resolution in the meeting packet.

Current Status:

The Resolution as presented at the March 12, 2024 meeting is included in tonight's meeting packet.

Included as Exhibit B. is the March 12, 2024 UFSWQD Capital Funding Update background Staff Report, but without the 28 pages of previous Exhibits.

(The previously provided Exhibits are available in prior meeting packet at: <https://www.troutdaleoregon.gov/media/23731>)

The Oregon Secretary of State's office (SOS) closely regulates official material for any Ballot Measure to require neutral informational material which does not advocate for or against the matter. Included as Exhibit A. is a SOS approved educational handout on Bond Ballot Measure 26-243.

Staff takes no position on the matter, and seeks to provide facts about the GO Bond Ballot Measure 26-243 in an impartial and neutral manner. Staff can report on what official action has occurred, and what the ballot measure would provide, however, staff cannot urge you to vote for or against the matter.

Summary:

The request for reconsideration of the prior defeated Resolution from March 12, 2024 has properly been requested pursuant to TMC 2.08.190 K. and is available for Council consideration.

Reviewed and Approved by the City Manager: _____





Exhibit: A
Agenda Item 7
Council Mtg 05-14-2024

Columbia River **FLOOD SAFETY INFRASTRUCTURE**



PROPOSED **MEASURE 26-243**

In May 2024, Multnomah County voters in the flood district will have the opportunity to vote on a bond measure which would upgrade flood safety infrastructure, protecting water quality, communities, businesses, and the environment if passed.

The current flood safety system is over 100 years old. In a changing climate, the system does not meet the federal government's current flood control requirements. If passed, the estimated annual tax rate for bonds would be \$0.11 per \$1,000 of assessed property value.



What's in the Columbia River Flood Zone?

Residents within urban Multnomah County currently receive flood protection services along the Columbia River flood zone. This area includes:



Nearly 8,000 residents



50% of the region's manufacturing and warehouse jobs



2nd largest source of drinking water in Oregon



16M+ passengers annually at PDX



\$16B in annual economic activity



2,000+ acres of open space and natural habitat

Frequently Asked Questions

What would Measure 26-243 fund?

If passed, the measure would authorize collection of tax revenue which would fund projects to upgrade aging infrastructure along the Columbia River. The current flood safety system is over 100 years old. Proposed projects include:

- Elevate and repair an estimated 9 miles of selected sections of the levee and floodwall system.
- Upgrade 7 aging pump stations.
- Back-up power capacity to critical pump stations in case of a power failure.
- Upgrade safety and efficiency of infrastructure operations and maintenance.
- Natural flood protection. Restoration of wetlands to store floodwaters and upgrade fish and wildlife habitat.
- Integrated design features for climate resilience, environmental upgrades, equity, and sharing the cultural history of the floodplain.

What would Measure 26-243 cost?

For residents within urban Multnomah County, the measure, if passed, would increase the local property tax rate by \$0.11 per \$1,000 of assessed property value. The owner of a home assessed at \$246,712 would pay \$26.27 per year or \$2.19 per month. If the measure does not pass, the projects would not be completed as proposed and taxes would not be increased.

Why is the District referring this measure to the ballot now?

Our current system does not meet federal flood safety standards. Currently, there is an opportunity to access \$100 million in federal matching funds which would be available if the measure passes.

Where would the funds go?

The funds would go to the Urban Flood Safety & Water Quality District to complete the proposed upgrades. If passed, the District would establish a bond oversight committee and require audits.

**Mail or drop off
your ballot by
May 21!**



STAFF REPORT

SUBJECT: Update on the Urban Flood Safety and Water Quality District (UFSWQD) Capital Funding.

MEETING TYPE: City Council - Regular Meeting **MEETING DATE:** March 12, 2024

PRESENTER: Erich Mueller, Finance Director
Councilor David Ripma **DEPARTMENT / AFFILIATION:** Finance Dept and Council

ACTION REQUIRED: Information / Discussion **PUBLIC HEARING:** No

COMMITTEE / COMMISSION RECOMMENDATION: N/A

STAFF RECOMMENDATION: N/A Advocacy prohibited per ORS 260.432

The only change to Staff Report is the removal of the 28 pages of previously provided Exhibits.

Exhibits: ~~A. Bond Ballot Measure 26-243~~
~~B. Flood Safety & Water Quality Capital Investment Program Summary~~
~~C. LRC Executive Summary Flood Risk Assessment Report Flood District Map~~

Subject Relates to:

☐ Council Goals ☐ Legislative ☐ Land Use / Development ☒ Other

Summary Points:

- The Portland Metro Levee System (PMLS) consists of 4 Legacy Drainage Districts along the Columbia River stretching from the Sandy River to the Willamette River.
- Extensive property, jobs, homes and population are protected by the levees.
- The PMLS no longer meets the Federal Emergency Management Agency (FEMA) levee accreditation requirements.
- The City has been an active participant in the Columbia River Levee recertification governance process for nearly a decade.
- Council President Ripma serves as the City Representative on the Levee Ready Columbia IGA Board (LRC), and City Representative on the Urban Flood Safety and Water Quality District Board (UFSWQD)
- The area is additionally represented by Tanney Staffenson who also serves on both boards as the Sandy Drainage Improvement Company (SDIC) representative.

Background:

The Columbia Corridor Drainage System covers 22,600 acres, stretches 18 miles along the Columbia River from the Sandy River to the Willamette River, and is currently protected from flooding to ensure the continued safety of the people, businesses, and other assets of the region. This area is the managed floodplain (MF) which is a critical regional economic area comprising the largest industrial area in the state, with 2,500 businesses employing 65,000 people, and over \$16 billion in annual economic activity, and the region's backup water supply.

The managed floodplain is protected by a 27-mile levee and pumping system stretching across the jurisdictions of the county, four cities, and four drainage districts. The levee system is operated by a single agency through a cooperative group of four legacy drainage districts. The Federal Emergency Management Agency (FEMA) and US Army Corps of Engineers' (USACE), regulate floodplains. The four legacy drainage districts were advised in 2012 that their FEMA levee accreditation would expire in 2013, and then 2017. Because the region has made steady progress in addressing accreditation challenges, FEMA has provided more time to complete the needed upgrades.



The Levee Ready Columbia (LRC) Partnership, of which the City was an active member, was formed in 2014 to collaborate in finding a solution for the FEMA challenges. The LRC has involved over 30 organizations including local, state, and federal government, and business, environmental, and community-based organizations who have taken a common approach to floodplain management, to ensure that the levee system continues to reduce the risk of flooding the area behind the levees.

At the urging of the LRC the 2019 Oregon State Legislature created new special district to consolidate the four legacy drainage districts and implement the necessary Portland Metro Levee System (PMLS) improvements required to maintain FEMA accreditation of the levees.



In 2019 the Urban Flood Safety And Water Quality District (UFSWQD) was enacted in Oregon Revised Statutes (ORS) Chapter 550. The Legislature created the new UFSWQD with both familiar activities and duties similar to the four legacy drainage districts. In addition, the legislature also directed the new agency to contribute to improved water quality, fish and wildlife habitat, floodplain restoration and landscape resilience; and to promote equity and social justice in all aspects of the district's operations.

ORS 550 charges the initial 17-member, governor-appointed District board with organizing the new District and with developing methods of funding for the FEMA reaccreditation. It was determined by the legislature that considering that the whole metro region benefits from a “dry” floodplain that the capital projects should be a cost shared by a larger area.

For the capital projects the initial board has referred a general obligation capital bond to voters to provide the required local match for about \$100 million in federal investments and to provide for other needed Capital Projects that must be completed to maintain FEMA accreditation.

CURRENT STATUS:

Capital Project Funding (see exhibit B)

The capital project needs include a combination of:

- the required \$60 million 35% local match for more than \$100 million in federal investment in PMLS projects,
- additional FEMA recertification projects,
- projects that will detain water from extreme weather events while also contributing to improved habitat,
- projects that will help businesses and homeowners adapt to climate change-driven weather events, and
- significant deferred capital replacement obligations of the four legacy drainage districts.

The capital projects are anticipated to be completed over a 10-year period with an estimated cost of \$295,000,000.

The funding for the \$295 million is composed of 3 parts:

- Subject to voter approval, Bond Ballot Measure 26-243: **\$150,000,000**
- Subject to local match, approved Federal funding through the USACE: **\$100,000,000**
- To be determined funding source(s) from the State: **\$45,000,000**

ANTICIPATED PROJECT LIST

Specific project activities may be adjusted within the bounds of the voter-approved bond purpose and program areas.

Proposed Flood Safety Projects	Estimated Project Sequencing		
	Phase I	Phase II	Phase III
Upgrade Aging infrastructure: Raise levees, improve floodwalls, pumps, pipes, and drains in the most vulnerable areas			\$268,086,000*
USACE PMLS Project **			
PMLS Complementary Projects			
FEMA Sunderland Levee Upgrade			
FEMA Salmon Creek Levee Rebuild			
FEMA Gate Tower Flow Structure			
Broadmoor Pump Station Upgrade ⁱ			
NE 181st Pump Station Upgrade ⁱ			
PIR Pump Station Replacement ** ⁱ			
Schmeer Rd Pump Station Upgrade ⁱ			
Levee Slope Resurfacing ⁱ			
Flood Safety Operations Center ⁱ			
Floodplain Restoration & Resilience Projects			\$27,222,000*
Floodplain Storage			
Levee Enhancements			
TOTAL			\$295,308,000

*Estimated funding allocation for each program area includes program administration, oversight, and contingency costs. Program administration and oversight is estimated to be between 5–10% of project costs.

**Projects that include federal match.

ⁱ District-led projects will, where possible, integrate design features for climate resilience, environmental improvement, equity, and cultural history.

State law seeks to prevent spending public funds on political activities. Once a ballot measure has been referred to the voters ORS 260.432 prohibits public employees from advocating, for or against, any petition, measure or candidate, if the public employee is considered to be acting in their “official capacity,” such as while providing this update to the Council. Staff seeks to provide facts about bond Measure 26-243 in an impartial and neutral manner. Staff can report on what official action has occurred, and what the ballot measure would provide, however, staff cannot urge you to vote for or against the matter.

On February 7, 2024 the 17-member initial District Board of the UFSWQD voted 14 yeas and 3 abstentions to refer a \$150 million general obligation bond to the voters within the new

District. It is important to note that the board members did not vote in “favor” of the bond, but rather voted to refer the matter to the voters of the District.



Measure 26-243 - Bonds to upgrade levees, floodwalls, water pumps, natural floodplain restoration.

Question: Shall Flood Safety District issue bonds to upgrade infrastructure, protect water quality, communities, businesses, environment from flooding; require independent oversight?

Attached is a copy of the referred ballot measure filed with the Multnomah County Elections Office and the Explanatory Statement (*See Exhibit A*), following are a couple of excerpts:

“Summary”

“If passed, bond proceeds would upgrade aging flood safety infrastructure along the Columbia River. The current system is over 100 years old. In a changing climate, the system does not meet federal requirements.”

“Congress authorized nearly \$100,000,000 for flood safety projects, which may be unlocked for a limited period with local match. This measure would authorize issuing up to \$150,000,000 in principal amount of general obligation bonds for Urban Flood Safety and Water Quality District.”

“Estimated annual tax rate for bonds would be \$0.11 per \$1,000 of assessed value. The owner of a home assessed at \$246,712 would pay approximately \$2.19 per month, \$26.67 annually. This is the average assessed home value in the District, according to County Assessor.”

<https://www.multco.us/elections/measure-26-243-bonds-upgrade-levees-floodwalls-water-pumps-natural-floodplain-restoration>

The Portland Metropolitan Chamber staff reports that the Chamber’s board will vote on a position on the referral in early March. Earlier, the Chamber’s Government Relations meeting voted 19 to 4 to endorse the referral.

The Legislature created the new UFSWQD in 2019 with a much larger property tax base for GO Bonds than that of the 4 legacy drainage districts. The entire UFSWQD encompasses all of Multnomah County within the Urban Growth Boundary. This area has an estimated \$85 billion tax base from which to fund the GO Bond, and hundreds of thousands of households and businesses who benefit.

Based on estimated assessed property values, Troutdale property taxpayers are estimated to be responsible for approximately 2% of the estimated annual debt service costs, with Portland property taxpayers at 84% and Gresham property taxpayers 10%.

Without the required local match, the approximately \$100 million of federal funding through the USACE for the PMLS projects will be unavailable. Without the local match the levees would either lose the FEMA accreditation, or we would have to pay for the PMLS projects ourselves.

With the loss of levee accreditation property values would likely fall in the managed floodplain, along with widespread job losses as businesses relocate or just close. The LRC and UFSWQD Boards and the region must **“keep our eyes on the prize”** of federal funding and reaccreditation, for the benefits both to our individual jurisdictions and the region.

Summary:

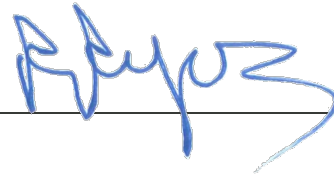
The immediate issue is the pursuit of funding for long overdue capital projects. The issue of ongoing operation funds for levee district is a separate topic. As previously reported to Council, there is no “perfect” operation funding solution, each option explored has deficiencies and a certain degree of unfairness. The message has been, and remains the same, unhappy message; the new District is going to cost more, and everybody in the District will be paying more than they are today. This is inevitable if we are to remain safe, and accredited. The pursuit of funding for capital projects is part of that equation.

If Bond Ballot Measure 26-243 passes all Troutdale property taxpayers would pay an estimated be \$0.11 per \$1,000 of assessed value.

For what is at risk see the attached Levee Ready Columbia Executive Summary of the Oregon Department of Geology & Mineral Industries *Flood Risk Assessment for the Columbia Corridor Drainage Districts in Multnomah County*. (Exhibit C)

There were many reasons that the East County Cities joined with Portland, Multnomah County, the Port of Portland, Metro, and the four legacy drainage districts to work collaboratively through the LRC partnership to improve the local flood safety system and how it is managed. Those reasons remain equally important today.

Reviewed and Approved by the City Manager: _____

A handwritten signature in blue ink, appearing to be "R. Lopez", written over a horizontal line.

RESOLUTION NO.

A RESOLUTION OF THE TROUTDALE CITY COUNCIL DECLARING ITS SUPPORT OF THE \$150,000,000 BOND MEASURE TO UPGRADE LEVEES, FLOODWALLS, WATER PUMPS, AND NATURAL FLOODPLAIN RESTORATION, BROUGHT BY THE URBAN FLOOD SAFETY AND WATER QUALITY DISTRICT, MEASURE 26-243.

THE TROUTDALE CITY COUNCIL FINDS AS FOLLOWS:

1. That the Columbia Corridor Drainage System covers 22,600 acres, stretches 18 miles along the Columbia River, and the managed floodplain is currently protected from flooding by levees to ensure the continued safety of the people, businesses, and other assets of the region.
2. That the levee system protects valuable businesses and critical regional infrastructure in Troutdale stretching southward from the Columbia River across the managed floodplain.
3. That the levee system protecting the managed floodplain dates back 100 years and can no longer meet the Federal Emergency Management Agency (FEMA) and US Army Corps of Engineers' (USACE) Federal levee accreditation standards without substantial capital upgrades.
4. That in addition to increased risk of loss of life, the loss of federal accreditation and being re-mapped as a high-risk flood zone would impact Troutdale with substantial decline in property values and new restrictive zoning and building codes to elevate buildings above the base flood elevation effectively preventing future development.
5. That the City has been an active member since 2014 of the Levee Ready Columbia (LRC) Partnership, to collaborate in finding a solution for the FEMA reaccreditation challenges.
6. That in 2019 the LRC was successful in persuading the Oregon Legislature to create the new the Urban Flood Safety and Water Quality District (UFSWQD) to consolidate the four legacy drainage districts and develop the required funding for both daily operations and the almost \$300 million of capital improvements necessary to maintain FEMA levee accreditation.

7. That the Legislature recognized that the of hundreds of thousands of households and businesses who in metro region benefit from a “dry” floodplain, and that the capital project costs should be shared by those who benefit, created the new UFSWQD with a much larger estimated \$85 billion tax base, from which to fund any voter approved General Obligation (GO) Bonds for the necessary capital improvements.

8. That if the required local match funding is raised, about \$100 million in federal investments through USACE has been authorized for the required capital projects that must be completed to maintain FEMA accreditation.

9. That time is of the essence in order to make the of capital improvements necessary to maintain FEMA accreditation, and obtain the \$100 million of authorized federal funding assistance, the UFSWQD has referred to the voters of the District a Ballot Measure requesting authorization for \$150 million of GO Bonds.

10. That it is hereby found that the capital projects necessary to maintain FEMA accreditation of the levees are in the vital public interest for the protection of the lives and property in Troutdale.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TROUTDALE:

Section 1. That it be spread upon the record and publicly know that in consideration of the above findings the Mayor and City Council of the City of Troutdale hereby declare their support and urge the voters of the UFSWQD to approve the Ballot Measure 26-243 authorizing \$150,000,000 of General Obligation Bonds.

Section 2. Upon adoption this Resolution shall take effect.

YEAS:
NAYS:
ABSTAINED:

Randy Lauer, Mayor
Date:

Sarah Skroch, City Recorder
Adopted:



STAFF REPORT

SUBJECT: An Ordinance Adopting Text Amendments to Chapter 3 and Appendix A of the Troutdale Development Code (TDC)

MEETING TYPE: City Council - Regular Meeting

MEETING DATE: May 14, 2024

PRESENTER: Dakota Meyer, Associate Planner

DEPARTMENT / AFFILIATION: Community Development

ACTION REQUIRED: Ordinance - Introduction

PUBLIC HEARING: Yes

COMMITTEE / COMMISSION RECOMMENDATION: Denial

Planning Commission recommended denial with a 6-1 vote on April 10, 2024

STAFF RECOMMENDATION: Denial

Exhibits:

- A. Proposed Text Amendments to Chapter 3 & Appendix A of the Development Code
- B. Planning Commission Staff Report from April 10th, 2024, with attachments
- C. Staff Findings

Subject Relates to:

☐ Council Goals ☒ Legislative ☒ Land Use / Development ☐ Other

Discussion Points:

- Should maximum height limitations, dimensional and design standards be amended in the Downtown Mixed-Use (MU-1) and General Mixed-Use (MU-2) zones.
- Should Appendix A be incorporated into Chapter 3.200.

Discussion:

The City has adopted several Text Amendments between 2021 and 2023 that coincided with the scope and vision of the Main Streets on Halsey project. However, a full text amendment package including those recommended by the consultant team, Cascadia Partners, has not been brought to Council for review and consideration of approval. As part of the final deliverables to close out the Metro 2040 Planning and Development Grant that was awarded to the three cities of Fairview, Wood Village, and Troutdale in 2017, the city is required to hold a public hearing to review and consider adoption of the proposed text amendment package.

The purpose of the Main Streets on Halsey project was to analyze and remove barriers to development on key opportunity sites then prepare a set of development code changes that encourage development and achieve higher quality urban design. The City partnered with a consultant team led by Cascadia Partners to engage with property owners of key opportunity sites to identify barriers to existing development codes and to develop context sensitive design standards to establish a more coherent form along the Halsey Corridor. Cascadia Partners recommended code amendments (Attached as Ex. A) utilizing a combination of relaxed development standards, elevated design standards, and focused regulatory incentives. There are two specific proposed amendments:

- 1) To increase maximum height limitations and set specific development and design standards within mixed-use zones along the Halsey Street Corridor; and
- 2) Incorporate the Appendix A of the Troutdale Development Code (TDC) into Chapter 3.200.

At the March 2021, Planning Commission meeting, the Commission discussed the future text amendments provided by Cascadia Partners that pertained specifically to Troutdale. Discussion items included: 1) re-naming two of Troutdale's existing zoning districts, Central Business District and Mixed Office/ Housing, to better reflect the mixed-use intent, 2) determine the preferred land uses for a new zoning district, Urban Mixed Use (MU-3), and 3) review land uses, building heights, and potential zoning map changes.

In June 2021, Planning Commission recommended approval of Case File No. 75-06 Urban Mixed Use Zoning District to City Council. The code amendment involved renaming the Central Business District (CBD) to Downtown Mixed-Use (MU-1), Mixed Office/ Housing (MO/H) to General Mixed-Use (MU-2) and creating a new MU-3 Urban Mixed Use Zoning District. At the July 13, 2021, public hearing, City Council adopted Ordinance 869 establishing a new Urban Mixed-Use (MU-3) zone.

On October 11th, 2023, the Planning Commission held a work session which the project consultant, Cascadia Partners, presented a summary of the vision for the Main Streets on Halsey project and the previous recommendation for updating the Troutdale Development Code to support this vision. The Planning Commission discussed the proposed edits and provided feedback that additional work was needed to meet the City's needs.

At the April 10th, 2024, Public Hearing, the Planning Commission considered the recommended amendments for Case File No. 75-15 and voted 6-1 to forward a recommendation of denial to City Council. During deliberations and after the vote on the proposed amendments staff heard from the Commission that the amendment package

presented some good ideas but needed additional work to meet the desired values of the Troutdale community.

If the Council after review and consideration the amendment package denies the Ordinance, it is the intent of staff to work with the Planning Commission on a code amendment package for the Halsey Corridor that achieves the community vision.

Attached hereto is the Staff Report to the Planning Commission (Ex. B.), and the Staff Findings (Ex. C) for that meeting.

Pros & Cons:

Pros:

- Increasing height limitations allows for taller buildings, which can maximize land use efficiency and increase opportunities for new businesses and housing options.
- Consolidating Appendix A into Chapter 3.200 may streamline the development code and improve accessibility with all relevant information located in one place.

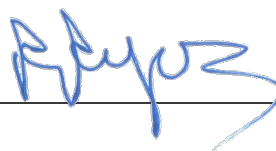
Cons:

- An increase in height standards along the Halsey Street Corridor may lead to a loss of community character as the height increase is not consistent with Troutdale's "small town feel" characteristics outlined in the 2020-2040 Town Center Plan.
- Consolidating Appendix A it into Chapter 3.200 may overload the chapter with too much information, making it lengthy and potentially overwhelming for users.

Oversight:

- *Budget Impact:* ☐ Yes, current year (describe) ☐ Yes, future (describe) ☒ N/A
- *Community Involvement Process:* ☒ Yes (describe) ☐ N/A
A public hearing was held at a regular Planning Commission meeting on April 10th, 2024, and two hearings are scheduled for City Council.
- *Approval by City Attorney:* ☒ Yes ☐ N/A

Reviewed and Approved by the City Manager: _____



Chapter 1 – Introductory Provisions

[...]

- 1.020 General Definitions. As used in this Code, words used in the present tense include the future tense, while words in the plural include the singular, and all words used in the singular include the plural unless the context clearly indicates to the contrary. All words used in the masculine gender include the feminine gender. The word "shall" is mandatory and the word "may" is permissive. The word "structure" includes the word "building". The words "land", "property", "site", "lot", "parcel" and "premise" are used interchangeably unless the context clearly indicates to the contrary. The words "proposal", "application", and "request" are used interchangeably unless the context clearly indicates to the contrary. The word "lot" includes the word "parcel" unless the context clearly indicates to the contrary. Where words are not defined in this Code, the following sources shall be consulted: State statute, and any dictionary of common usage, all of which shall be interpreted by context. Interpretations of the Code are the responsibility of the Director.

[...]

- .57 Food Vendor (Mobile). Any trailer, vehicle, wagon, cart, stand, or other similar mobile or temporary device or structure which is used for the purpose of preparing, processing, or converting food for immediate consumption as a drive-in, drive-through, curbside, or walk-up service. A valid City business license is required. Food vendors (mobile) also means the site occupied by a mobile food vendor if a mobile food vendor occupies the site daily for more than three (3) consecutive days even if the mobile device or structure does not occupy the site twenty four (24) hours per day. Specific types of mobile food vendors are defined as follows:
- a. Food Carts – in a location and operating for a limited duration. Includes both mobile carts, and also temporary stands with a maximum size of one hundred (100) square feet. Examples include a food stand erected for an event, such as a food stand put up and operated for the duration of an authorized community event. Customer access is walk up only.
 - b. Food Kiosks – located on a site in a long-term or permanent manner such as a drive-up coffee stand. These may be structures on trailers. There is no kitchen or indoor seating. Customer access can be walk-up or drive-up window.
 - c. Food Stands – in a location and operating for a limited duration. Examples include a hot dog stand that operates on a street corner during the lunch hour or a lemonade stand in a neighborhood. Maximum size is forty eight (48) square feet. Customer access is walk up only.
 - d. Food Trucks/Trailers – in which food is prepared and from which food is served. Food Trucks and Trailers park generally in parking lots and may move from the business site daily, or may locate in the same site for several weeks at a time. Maximum size is two hundred (200) square feet. There is no indoor seating.

Customer access can be walk-up or drive-up window.

- e. Food Truck Pod - a site containing four (4) or more Food Trucks/Trailers and associated site amenities.

[...]

.93 Micro Retail Building. Any structure no greater than 600 square feet in area intended to be used for a small retail shop or service. The structure may be pre-fabricated, site built, modular, or mobile.

.94 Micro Retail Pod. A site that includes a minimum of three (3) Micro Retail buildings and associated site amenities such as outdoor seating, landscaping, restrooms, and lighting.

[...]

[renumber remaining sections]

~~Appendix A – Design Standards for Central Business District~~

~~A.101 – Purpose:~~

- ~~A. The purpose of these design standards is to guide the design of buildings constructed in the CBD zoning district to ensure that, through appropriate use of facades, windows, building orientation, and architectural details, new structures and alterations of existing structures are physically and visually compatible with other buildings within the downtown business district. Existing buildings in the downtown area reflect architectural styles that were popular during the early to mid-twentieth century. It is the desire of the City to have buildings conform to architectural styles of this era. The design standards are intended to further define those characteristics that cause buildings to look like they were constructed during this period.~~
- ~~B. These standards are intended to encourage good quality design in new building construction, enhance street safety, and provide a comfortable street environment by providing features of interest to pedestrians. Good design results in buildings that are in visual harmony with nearby buildings, leading to a central downtown district that is attractive, interesting, active, and safe. These qualities, in turn, contribute to the creation of a downtown core which facilitates easy pedestrian movement and establishment of a rich mixture of uses.~~

~~A.102 – Dimensional Standards:~~

- ~~A. Lot Area, Lot Width, and Lot Depth: As specified in the CBD zoning district.~~
- ~~B. Setbacks: As specified in the CBD zoning district.~~

- ~~C. — Landscaping: Minimum five percent of site area, except that no minimum landscaping is required for the area between Historic Columbia River Highway and 2nd Street extended west to its intersection with 257th Avenue from 257th Avenue to the SE Sandy Street right of way.~~
- ~~D. — Building Height: The maximum height of a structure fronting on Historic Columbia River Highway shall be measured above the grade of Historic Columbia River Highway as it occurs adjacent to the lot.~~

~~A.103 — Pedestrian Accessibility.~~

- ~~A. — Buildings shall maintain and enhance the pedestrian scale and orientation of the downtown core.~~
- ~~B. — Building entries must comply with the accessibility requirements of the Oregon State Structural Specialty Code.~~
- ~~C. — Special attention shall be given to designing a primary building entrance which is both attractive and functional.~~
- ~~D. — Buildings located at the intersection of two (2) streets shall consider the use of a corner entrance to the building.~~
- ~~E. — Pedestrian environment may be enhanced by street furniture, landscaping, awnings, and movable planters of seasonal flowers.~~

~~A.104 — Compatibility with Existing Downtown Businesses. The size and shape of proposed construction shall be comparable with the size and shape of nearby traditional storefront buildings. Where building sizes will not be equivalent or comparable, larger building facades shall be broken down into units that resemble the size of existing storefront facades. Likewise, the form of new construction shall complement the general shape of existing, nearby storefront buildings and their features.~~

~~A.105 — Building Materials and Colors.~~

- ~~A. — Facades shall be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in facades, floor levels, architectural features, and exterior finishes shall create the appearance of several smaller buildings.~~
- ~~B. — Exterior building materials shall convey an impression of durability. Materials such as masonry, stone, stucco, and wood are encouraged. Metal is not allowed as the primary exterior building material, but it may be used for accents including awnings.~~
- ~~C. — Where masonry is used for exterior finish, decorative patterns must be incorporated. Examples of these decorative patterns include multicolored masonry units such as brick,~~

~~stone, or cast stone, in layered or geometric patterns, or split-faced concrete block to simulate a rusticated stone-type construction.~~

- ~~D. Wood siding must be bevel, shingle siding, or channel siding and must not be applied in a diagonal or herringbone pattern. T1-11 style siding is not permitted.~~
- ~~E. Preferred colors for exterior building finishes are earth tones, creams, and pastels of earth tones. High-intensity primary colors, metallic colors, and black may be utilized as trim and detail colors but shall not be used as primary wall colors.~~

A.106 — Roof Materials, Parapets, and Roof Pitch.

- ~~A. Pitched roof structures shall have a minimum roof pitch of 6:12.~~
- ~~B. Flat roofs are permitted with detailed stepped parapets or detailed brick coursing.~~
- ~~C. Parapet corners must be stepped or the parapet must be designed to emphasize the center or primary entrance(s), unless the primary entrance is at the corner of the building.~~
- ~~D. Visible sloped roofs must be a “non-color”: gray, black, or dark brown.~~
- ~~E. Visible roof materials must be wood or architectural grade composition shingle, or sheet metal with standing or batten seam.~~
- ~~F. All roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes and vent pipes, must be screened from public view by parapets, walls, or by other approved means.~~

A.107 — Building Orientation and Entrance Standards.

- ~~A. Buildings must have an entrance connecting directly between Historic Columbia River Highway and the building interior. The entrance must be open to the public during all business hours.~~
- ~~B. Building entrances must be architecturally emphasized and visible from the street.~~
- ~~C. Due to the elevation difference between the Historic Columbia River Highway and the public parking lot, daylight basement type of construction is preferred. This method of construction has the benefit of causing all materials stored below Historic Columbia River Highway to be screened and secured behind sight-obscuring walls, adding to the attractiveness of the downtown area.~~

A.108 — Building Facades.

- ~~A. Ornamental devices, such as molding, entablature, and friezes, are encouraged at the roofline. Where such ornamentation is present in the form of a linear molding or board, the band must be at least eight (8) inches wide.~~

- ~~B. Alcoves, Porches, Arcades, etc. Buildings must incorporate features such as arcades, roofs, porches, alcoves, porticoes, and awnings to protect pedestrians from the rain and sun. Awnings and entrances may be designed to be shared between two structures.~~
- ~~C. Traditional Storefront Elements. For buildings designed to house retail, service, or office businesses, traditional storefront elements are required. These elements include:~~
- ~~1. Front and side building walls placed within ten (10) feet of abutting street right-of-way boundaries.~~
 - ~~2. Clearly delineated upper and lower facades.~~
 - ~~3. A lower facade dominated by large display windows and a recessed entry or entries.~~
 - ~~4. Smaller, regularly spaced windows in the upper floor.~~
 - ~~5. Decorative trims, such as window hoods, surrounding upper floor windows.~~
 - ~~6. A decorative cornice near the top of the facade.~~
- ~~D. Change in Relief of Building. Buildings must include changes in relief on ten (10%) percent of their Historic Columbia River Highway facades. Relief changes include cornices, bases, fenestration, fluted masonry, or other treatments for pedestrian interest and scale.~~

~~A.109 Windows.~~

- ~~A. Windows which allow views to the interior activity or display areas are encouraged. Windows shall include sills at the bottom and pediments at the top. Glass curtain walls, reflective glass, and painted or darkly tinted glass shall not be used.~~
- ~~B. Ground Floor Windows. All new buildings must provide ground floor windows along Historic Columbia River Highway.~~
- ~~1. Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows.~~
 - ~~2. Required windows must have a sill no more than four (4) feet above grade. Where interior floor levels prohibit such placement, the sill must be raised to allow it to be no more than two (2) feet above the finished floor level, up to a maximum sill height of six (6) feet above grade.~~
 - ~~3. Glass curtain windows are not permitted fronting Historic Columbia River Highway.~~
 - ~~4. Darkly tinted windows and mirrored windows that block two-way visibility are prohibited as ground floor windows along street facades.~~

- ~~5. Any wall that faces Historic Columbia River Highway must contain at least twenty percent (20%) of the ground floor wall area in display areas, windows, or doorways. Blank walls are prohibited.~~
 - ~~6. Ground floor windows are also required on facades facing any public parking lot. The minimum requirement is sixteen (16) square feet per story or six percent (6%) of the facade, whichever is greater.~~
- ~~C. Upper Floor Window Standards.~~
- ~~1. Glass area dimensions shall not exceed 5'x7'. (The longest dimension may be taken either horizontally or vertically.)~~
 - ~~2. Windows must have trim or molding at least two (2) inches wide around their perimeters.~~
 - ~~3. At least half of all the window area in upper floors must be made up of glass panes with dimensions no greater than 2'x3'. Windows that have 1'x1' grid inside double-pane glass are appropriate and are encouraged.~~

~~A.110 Landscaping/Streetscape.~~

- ~~A. Benches, outdoor seating, and trash receptacles must complement the existing ornamental street lighting and be in keeping with the overall architectural character of the downtown.~~
- ~~B. Benches and other streetscape items may be placed within the public right-of-way, but must not block free movement of pedestrians. A minimum pedestrian walkway width of five (5) feet must be maintained at all times.~~

~~A.111 Lighting.~~

- ~~A. All building entrances and exits must be well lighted.~~
- ~~B. Exterior lighting must be an integral part of the architectural design, complement the existing ornamental street lighting, and be in keeping with the overall architectural character of the downtown.~~
- ~~C. The minimum lighting level for building entries is four (4) foot-candles. Lighting must be a pedestrian scale and the source light must be shielded to reduce glare.~~

~~A.112 External Storage. The external storage of merchandise and/or materials directly or indirectly related to a business is prohibited.~~

~~A.113 Outdoor Seasonal Displays of Merchandise. Outdoor seasonal displays of merchandise are permitted during business hours only. A minimum pedestrian walkway width of five (5) feet must be maintained at all times.~~

~~A.114 Trash and Recycling Storage.~~

~~A. Each structure shall provide for collection of its trash and recyclable materials within the boundaries of each parcel.~~

~~B. All trash collection areas must be located within the structure, or behind the building in an enclosure, in accordance with the provisions of Chapter 11.015, Garbage and Recycling Container Enclosures, of this Code.~~

~~A.115 Signage.~~

~~A.116 Additional Requirements. The provisions of this appendix to the Troutdale Development Code shall be applicable to any construction or change in use subject to site and design review. The Site and Design Review Committee will evaluate construction for compliance with these provisions and guidelines in the Downtown Concept Plan.~~

Chapter 3 – Zoning Districts

All areas within the city limits of Troutdale are divided into the following zoning districts. The use of each tract of land within the corporate limits of the City of Troutdale shall be limited to those uses permitted within the applicable zoning district.

3.000 Zoning District Outline.

<i>SYMBOL</i>	<i>DISTRICT NAME</i>	<i>MINIMUM LOT SIZE</i>
<i>LOW-DENSITY RESIDENTIAL</i>		
R-20	Single-Family Residential	20,000 sq. ft. per dwelling
R-10	Single-Family Residential	10,000 sq. ft. per dwelling
R-7	Single-Family Residential	7,000 sq. ft. per dwelling
<i>MEDIUM-DENSITY RESIDENTIAL</i>		
R-5	Single-Family Residential	5,000 sq. ft. per dwelling
R-4	Attached Residential	4,000 sq. ft. per detached dwelling 3,500 sq. ft. per attached dwelling
<i>HIGH-DENSITY RESIDENTIAL</i>		
A-2	Apartment Residential	2,000 sq. ft. per dwelling unit
<i>COMMERCIAL/INDUSTRIAL</i>		
NC	Neighborhood Commercial	

CC	Community Commercial
GC	General Commercial
CBD	Central Business District
MO/H	Mixed Office/Housing
IP	Industrial Park
LI	Light Industrial
GI	General Industrial
<i>ZONING DISTRICT OVERLAYS</i>	
AR	Aggregate Resource
ALF	Airport Landing Field
CR	Historic Landmark Protection
VECO	Vegetation Corridor and Slope District
PD	Planned Development
FLMA	Flood Management Area
TC	Town Center

3.130 CENTRAL BUSINESS DISTRICT CBD

- 3.131 **Purpose.** This district is intended to provide for retail, personal, professional, business and industrial services within the Town Center (TC).
- 3.132 **Permitted Uses.** The following uses are permitted in the CBD:
- A. Dwelling units, including mixed use commercial and residential development, subject to the Storefront District Requirements. See Section 3.134.
 - B. Museums, theaters, galleries, or studios for art, dance, and photography.
 - C. Parking garages or parking lots.
 - D. Service uses.
 - E. Eating and drinking establishments.
 - F. Retail establishments with fifteen thousand (15,000) square feet or less of gross floor area.
 - G. Office uses.
 - H. Water-oriented recreational facilities.
 - I. Utility facilities, minor.

- J. Bed and breakfast inns (but not subject to the provisions of Section 5.500 of this Code).
- K. Hotels and motels
- L. Mobile Food Vendor operating a Food Stand, Food Cart, Food Trailer, or Food Kiosk in accordance with Section 5.200 of this Code.
- M. Food Truck Pod meeting the standards of Section 3.134.E of this Code.
- NM. Other uses similar in nature to those listed above, but not marijuana facilities or processors.

3.133 Conditional Uses. The following uses are permitted as conditional uses in the CBD:

- A. Assembly or limited manufacturing uses.
- B. Community service uses, except that a government building that serves exclusively as an office building shall be considered the same as professional offices and general business offices.
- C. Nursing homes, day care facilities, assisted living facilities and similar uses.
- D. Grocery stores and convenience stores without fueling stations.
- E. Retail stores with more than fifteen thousand (15,000) square feet of gross floor area.
- F. Utility facilities, major.
- G. Other uses similar in nature to those listed above, but not marijuana facilities or processors.

3.134 Storefront District Requirements

- A. Purpose. A subarea of the CBD zone is designated as a Halsey Corridor Storefront District. The purpose of the Storefront District is to promote a concentration of retail and commercial destinations within a pedestrian-friendly environment. The Storefront District concept is applied to multiple areas on Halsey Street across Fairview, Wood Village, and Troutdale. Developments within Storefront Districts are required to include a nonresidential use and meet additional or enhanced design standards.
- B. Applicability. A map of the boundaries of the Storefront District is provided in Figure 1. New developments and alterations to existing developments are subject to the applicable use regulations and design standards as identified in this section.

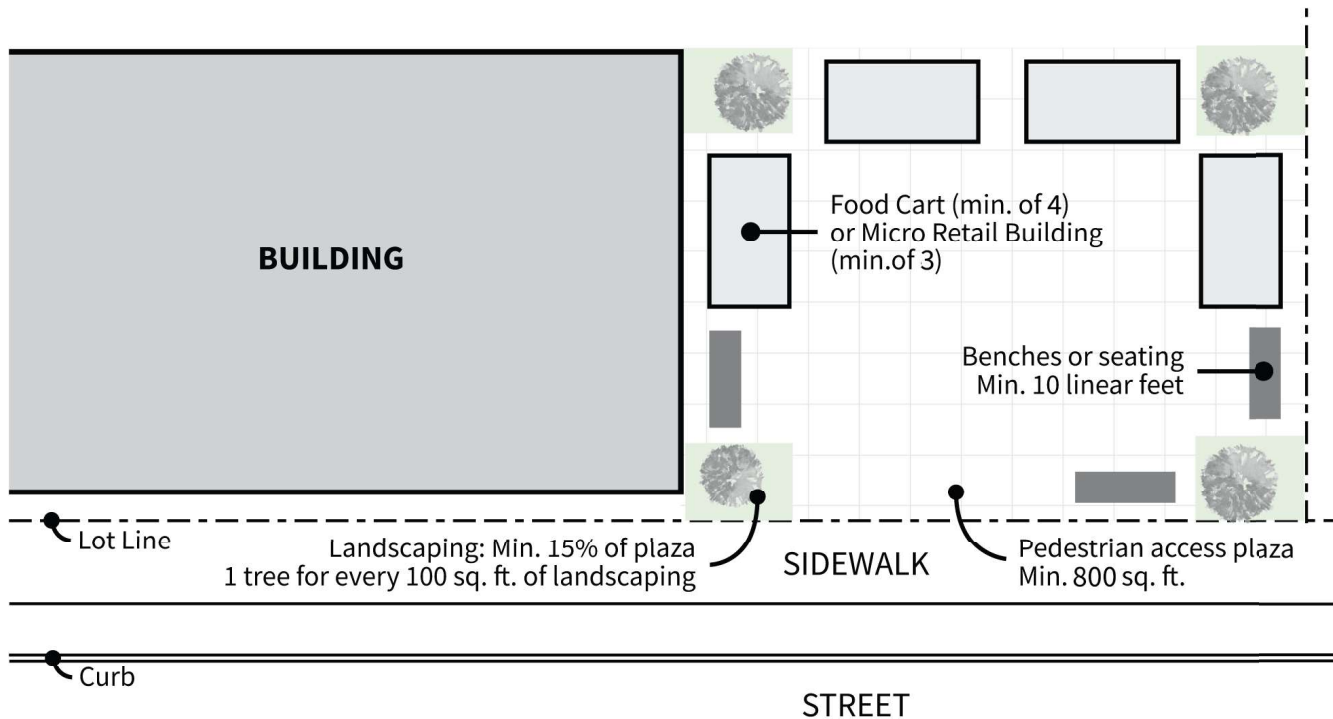
Figure 1 – Storefront District Map



- C. Design Standards. Design standards for sites within a Storefront District differ from sites outside a Storefront District. See Section 3.136.
- D. Limitations on Residential Uses. Residential uses are limited in the Storefront District. All developments that include a residential use must meet the following two standards.
1. Mixed Use Development Requirement. Residential uses shall be permitted only when part of a mixed use development. Both “vertical” mixed use (housing above the ground floor), and “horizontal” mixed use (housing on the ground floor) developments are allowed, subject to subsection (2) below.
 2. Limitation on Street-Level Housing. No more than 50 percent of the frontage on SW Halsey Street or Historic Columbia River Highway in the Storefront District may be occupied by ground floor/street-level residential uses.
- E. Options for Nonresidential Uses in Mixed Use Developments. The following options are available to satisfy the requirement for a nonresidential use in a mixed use development.
1. Conventional Commercial Space. Provide a minimum of 1,000 square feet of conventional, enclosed commercial space meeting all applicable standards of the building code.
 2. Food Truck or Micro Retail Pod. Provide an improved site area for a minimum of four (4) Food Trucks/Trailers or three (3) Micro Retail Buildings, as defined in Section 1.020. A Food Truck Pod or Micro Retail Pod must meet the following minimum standards:

- a. Site Improvements and Amenities (see Figure 2).
 - i. All Food Trucks/Trailers and Micro Retail Buildings and site amenities must be located on a paved surface including but not limited to concrete, asphalt, or pavers.
 - ii. The site must include a pedestrian access plaza which meets standard P1 of the Design Standards (Section 3.136).
 - iii. All Food Trucks/Trailers or Micro Retail Buildings must orient their main entry or service window to the pedestrian access plaza or to a public street.
 - iv. On-site restrooms must be provided for employees and customers and be screened from view.
 - v. Waste and recycling receptacles must be provided for customer and business waste and be screened from view.
 - vi. Lighting must be provided to illuminate the area when retailers operate during hours of darkness. No direct light source shall be visible from the property line. Lighting fixtures shall be oriented and/or shielded to prevent glare on abutting properties.
 - vii. Any accessory structures must be less than 120 square feet in size and 10 feet in height. The structures shall be constructed with high-quality building material that is compatible with other development on the site and within the surrounding neighborhood. Alternatively, the storage structures can be screened from view.
- b. Standards for Individual Food Trucks/Trailers and Micro Retail Buildings
 - i. Each Food Truck/Trailer must meet the development standards that apply to Food Trucks/Trailers identified in Section 5.200 (Mobile Food Vendors).
 - ii. Food Trucks/Trailers sited in a Food Truck Pod that meets the standards of this section are exempt from the limitation on number of days any one Food Truck/Trailer may operate in a given time period.
 - i. Each Food Truck/Trailer or Micro Retail Building must meet the following additional standards:
 - (a) No structure may exceed 600 square feet in floor area.

- (b) No structures may be constructed of standard form concrete block (not including split-faced, colored or other block designs that mimic stone, brick or other similar masonry), corrugated metal or fiberglass, and plastic or vinyl siding.
- (c) Awnings shall have a minimum height clearance of seven (7) feet.
- (d) If the structure is mobile and has wheels, the wheels must remain inflated, and skirting shall be placed around the perimeter of the structure.
- (e) Accessory items not used by consumers, including but not limited to tanks and barrels, shall be fully screened from view from customer areas.
- (f) All structures must meet any applicable building code requirements associated with their intended use and occupancy.

Figure 2 – Food Truck Pod or Micro Retail Pod Standards

3.1345 Dimensional Standards.

A. Lot Area, Lot Width, and Lot Depth.

1. Non-residential and mixed use: No minimum requirement.
2. Residential uses:
 - a. Minimum lot area shall be based on the minimum lot width and minimum lot depth standards. Where there is no minimum lot width or minimum lot depth required, there shall be no minimum lot area requirement.
 - b. Residential uses shall have the following dimensional standards:
 - i. Minimum lot width: Sixteen (16) feet.
 - ii. Minimum lot depth:
 - (a) Seventy (70) feet for residential units with a driveway from the public street or with access from an alley within a separate tract from the lot.
 - (b) Ninety (90) feet for residential units with access from an alley within an easement that is part of the lot.

- (c) There is no minimum lot depth for lots within the area between Historic Columbia River Highway and 2nd Street extended west to its intersection with 257th Avenue from 257th Avenue to the SE Sandy Street right-of-way.
- B. Street Frontage: Minimum of sixteen (16) feet.
- C. Setbacks:
 - 1. Non-residential and mixed uses:
 - a. Minimum Setbacks. No setbacks are required from a public street right-of-way or if abutting another commercial or industrial zoning district. If abutting a residential zoning district, the minimum setback along the abutting property line shall be twenty (20) feet.
 - b. Maximum Setback. A maximum setback applies to sites that abut SW Halsey Street or Historic Columbia River Highway. See Section 3.135.G.
 - 2. Residential uses:
 - a. Front yard setback:
 - i. Without alley access:
 - (a) Minimum of twenty (20) feet to the garage door of residential units with a driveway from the public street.
 - (b) Minimum of fifteen (15) feet to the front façade of a residential unit.
 - (c) Minimum of ten (10) feet to the front porch of a residential unit.
 - ii. With alley access:
 - (a) Minimum of ten (10) feet to the front façade of the residential unit.
 - (b) Minimum of five (5) feet to the front porch of the residential unit.
 - b. Side yard setback:
 - i. Adjoining a non-residential or A-2 zoning district: Minimum of five (5) feet.

- ii. Adjoining a residential zoning district other than A-2:
 - (a) Single-story construction: Minimum of five (5) feet from an adjoining side yard and a minimum of fifteen (15) feet from an adjoining rear yard.
 - (b) Two-story or greater construction: Minimum of seven and one half (7-1/2) feet from an adjoining side yard and a minimum of fifteen (15) feet from an adjoining rear yard.
 - (c) The minimum side yard setback from an adjoining rear yard may be reduced as provided in Section 3.137 of this Chapter.
- iii. No side yard setback for interior side property lines of duplexes, triplexes, and attached dwellings on individual lots.
- c. Street side yard setback: None required unless the street side yard is used for a driveway, in which case the minimum setback shall be eighteen (18) feet to the garage.
- d. Rear yard setback:
 - i. Adjoining a non-residential zoning district:
 - (a) Without an alley: Minimum of ten (10) feet.
 - (b) With an alley that is platted either as an easement or as a separate tract that is at least twenty (20) feet in width: Minimum of five (5) feet from the nearest edge of the alley.
 - ii. Adjoining a residential district:
 - (a) Without an alley:
 - (i) Single-story construction: Minimum of fifteen (15) feet.
 - (ii) Two-story and greater construction: Minimum of twenty (20) feet.
 - (iii) The minimum rear yard setback may be reduced as provided in Section 3.137 of this Chapter.
 - (b) With an alley that is platted either as an easement or a separate tract that is at least twenty (20) feet in width: Minimum of five (5) feet to the nearest edge of the alley, regardless of the number

of stories.

3. Reduced Setback Allowed. The minimum side yard setback for residential uses adjoining a rear yard in a residential zoning district other than A-2, and the minimum rear yard setback (without an alley) adjoining a residential district, may be reduced by as much as five (5) feet based on the following:
 - a. A maximum building height ceiling shall first be determined for the subject property. The maximum building height ceiling is the plane established at the maximum building height as measured at the highest point along the shared property line of the adjoining parcel from which the setback is being measured.
 - b. For each one-foot reduction in the minimum setback, the building height ceiling shall be reduced by two (2) feet. Thus, a building that is set back the maximum five (5) feet closer to the common property line has a building height ceiling that is ten (10) feet lower than the maximum.
 - c. The height of the building may not exceed the maximum building height, nor may it project above the reduced ceiling height.

[Example: A three-story building may be set back as close as fifteen (15) feet to the rear property line if the building does not exceed the maximum thirty-five (35) foot building height and it does not project above the reduced (ten-foot lower) maximum building height ceiling.]

D. Residential Density.

1. Maximum residential density when the dwellings are all on one (1) lot shall be one (1) dwelling unit per one thousand five hundred (1,500) square feet of net land area, otherwise the maximum density shall be determined on the basis of the minimum lot area standards as established in Subsection (A)(2) of this Section.
2. For the area between Historic Columbia River Highway and 2nd Street extended west to its intersection with 257th Avenue from 257th Avenue to the SE Sandy Street right-of-way, the maximum residential density when the dwellings are all on one (1) lot shall be one (1) dwelling unit per 1,000 square feet of net land area. There is no maximum residential density for units on individual lots within this area.
3. For exclusively residential developments, residential development is required to be built at eighty percent (80%) or more of the maximum number of dwelling units per net acre. For purposes of this standard, in computing the maximum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number. For computing the minimum number of dwelling units, if the total contains a fraction, then the number shall be

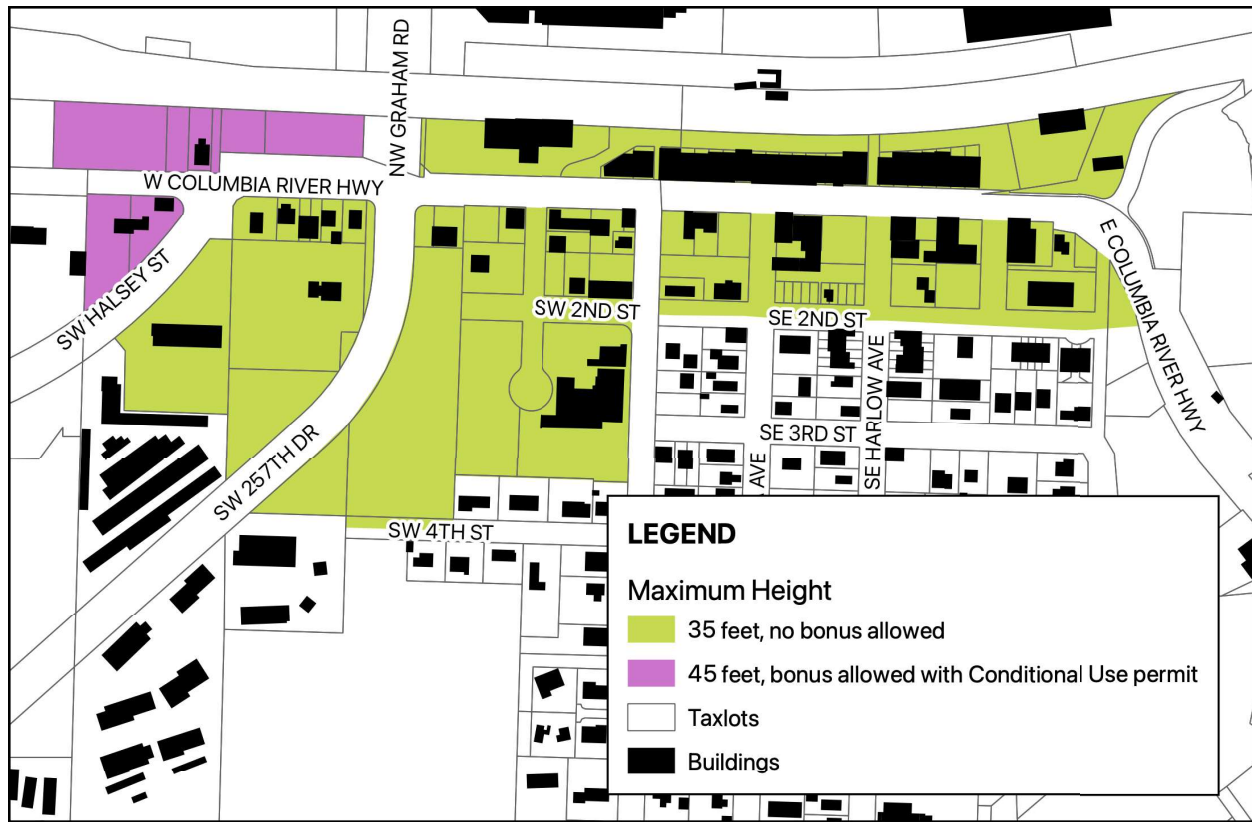
rounded down to the next lower whole number.

[Example: Computing maximum and minimum dwelling units for a 5,000 sq. ft. parcel:

- Allowed density is 1 dwelling per 1,500 square feet.
- A 5,000 square foot parcel yields 3.3 dwelling units; round down to 3 dwelling units for maximum number of units.
- Eighty percent minimum density is 0.8×3 which yields 2.4 dwelling units; rounded down to 2 dwelling unit for minimum number of units.]

4. Apartment units built in conjunction with a commercial use are not subject to the above maximum and minimum density standards.
- E. Height Limitation. ~~The maximum height of a structure shall be thirty-five (35) feet.~~ The base height limit standards for all structures are identified in Figure 3. In areas where the base height limit is 35 feet, no height bonus is allowed. In areas where the base height limit is 45 feet, the height limit may be increased to 55 feet if the development meets the following two conditions:
1. The development satisfies one of the bonus options described in Section 3.138.
 2. The development is approved for a Conditional Use permit through a Type III Review Procedure (see Section 6.300).

Figure 3 – Maximum Building Height Map



G. Building Orientation and Massing

1. Maximum Setback

- a. Purpose. The intent of the maximum setback standard is to promote a comfortable and interesting pedestrian environment by creating visually interesting street frontages and a sense of enclosure on a street when experienced as a pedestrian.
- b. Applicability. The maximum setback standard applies to all development on sites that abut SW Halsey Street or Historic Columbia River Highway as follows:
 - i. Expansions or additions to buildings must not increase the length of street-facing facade that does not conform to the maximum setback standard and must, to the extent feasible, reduce the area dedicated to parking and vehicular circulation between the building and the street.
 - ii. Food Trucks/Trailers, Food Truck Pods, Micro Retail Buildings, and Micro Retail Pods are not subject to the maximum setback standard.

- iii. On corner lots, the maximum setback only applies to the street property line that abuts SW Halsey Street or Historic Columbia River Highway.

c. Standards

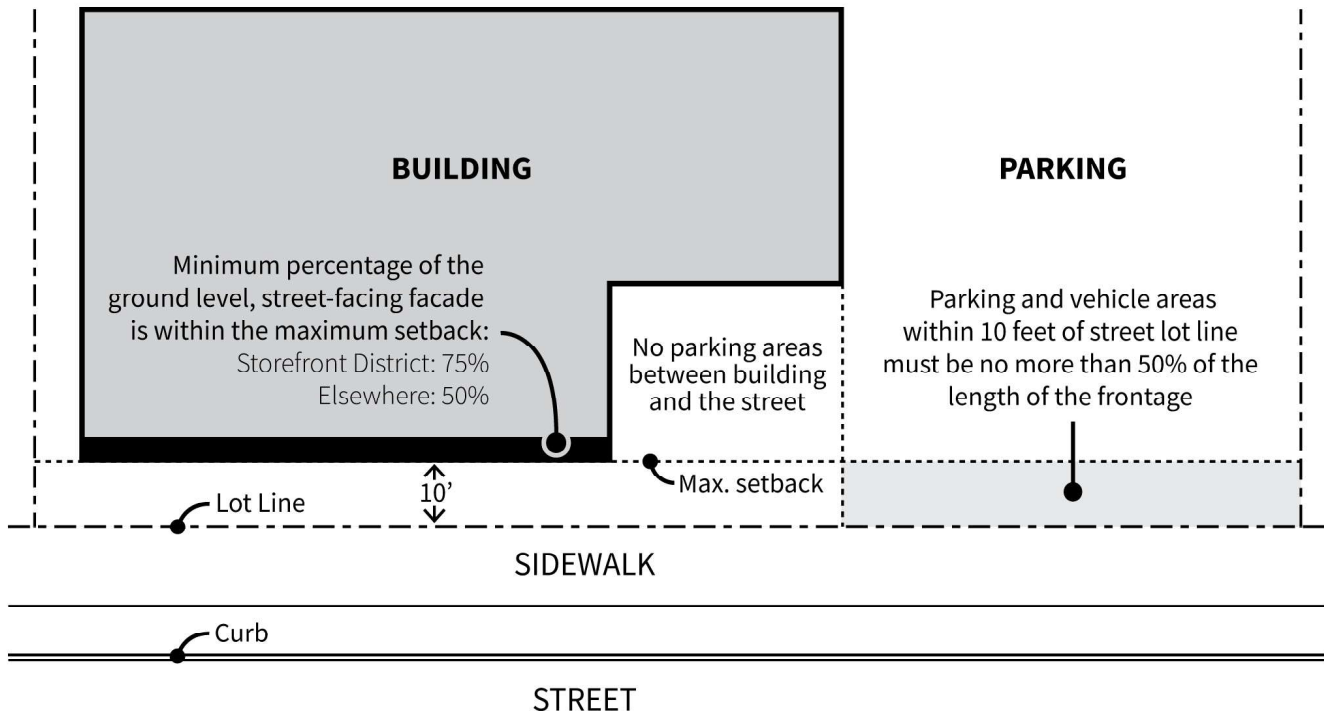
- i. Maximum Setback. The maximum a building can be set back from a street lot line is 10 feet. At least 75 percent of the length of the ground level street-facing facade of the building must meet the maximum setback standard. Eaves, chimneys, bay windows, overhangs, cornices, awnings, canopies, porches, decks, pergolas, and similar architectural features on the façade do not count towards meeting the maximum setback standard. The standard applies to the façade wall.
- ii. Improvements in the Setback Between a Building and a Street Lot Line. The land between any building and a street lot line must be landscaped and/or hard-surfaced for use by pedestrians. This standard does not exempt developments from meeting overall site landscaping or street frontage requirements.
- iii. Location of Parking Areas. Parking and vehicle circulation areas are prohibited in the setback area between the building and the street lot line. Parking and vehicle circulation areas must not be located within 10 feet of the street lot line on more than 50 percent of the length of the street frontage to which the maximum setback standard applies to. Bicycle parking may be located in the area between a building and a street lot line when the area is hard surfaced.

2. Main Entrance

- a. Purpose. These requirements ensure that main entrances are visible and connected to the sidewalk by a pedestrian walkway.
- b. Applicability.
 - i. The main entrance standard applies to all sites with at least one frontage on a street, and where any of the floor area on the site is in nonresidential uses, must meet the following standards. If the site has frontage on more than one street the standards must be met on at least one street.
 - ii. These standards apply to the primary building(s) on a site (e.g., not to accessory structures). The standards do not apply to Food Trucks/Trailers, Food Truck Pods, Micro Retail Buildings, and

Micro Retail Pods.

- c. Standards. For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor must meet the standards of this section.
 - i. Location. The main entrance must be within 25 feet of the street and must face the street or be at an angle of up to 45 degrees from the street, measured from the street property line.
 - ii. Entrance Design. The primary building entrances must be architecturally emphasized through the use of two or more of the following features: recessed doorway(s) at least 2 feet deep; overhangs or canopies at least 3 feet deep; transom windows; ornamental light fixtures; larger, transparent or more prominent doors; or pilasters or columns that frame the principal doorway.
 - iii. Public Access. The primary entrance must remain open to the public during operating hours of the business.
 - iv. Walkway Connection. All primary entrances to a building (e.g., tenant entrance, lobby entrance, breezeway entrance, or courtyard entrance) must be connected to the sidewalk by a direct and continuous walkway.

Figure 4. Building Orientation Standards

3. Maximum Building Length

- a. Purpose. The maximum building length and façade articulation standards, along with the height and setback standards, limit the bulk of buildings close to the street. These standards help ensure that large buildings will be divided into smaller components that add visual interest and variety to the street environment.
- b. Maximum Building Length. The maximum building length for the portion of a building located within 20 feet of a street lot line is 150 feet. The portions of buildings subject to this standard must be separated by a minimum of 20 feet when located on the same site. This standard is met if two buildings are entirely separated, or when one building includes a recess that is at least 20 feet in length and 20 feet in depth (See Figure 5),

4. Façade Articulation.

- a. Applicability. The façade articulation standard applies as follows:
 - a. The standard applies to buildings more than 35 feet high that have facade areas of more than 3,500 square feet that face a street lot line or a lot line that abuts a residential zone.

- b. Portions of building facades that are vertically separated by a gap of at least 10 feet in width extending at least 20 feet in depth from the street property line are considered to be separate facade areas for the purposes of the facade area measurements.
- b. Standard. At least 25 percent of the area of a facade that faces a street lot line or a lot line that abuts a residential zone must be divided into facade planes that either recess by at least 2 feet or project by at least 2 feet from the rest of the facade. Facade area used to meet the facade articulation standard may be recessed behind or project out from the primary facade plane, but projections into street right-of-way do not count toward meeting this standard (See Figure 6).

Figure 5. Maximum Building Length Standard

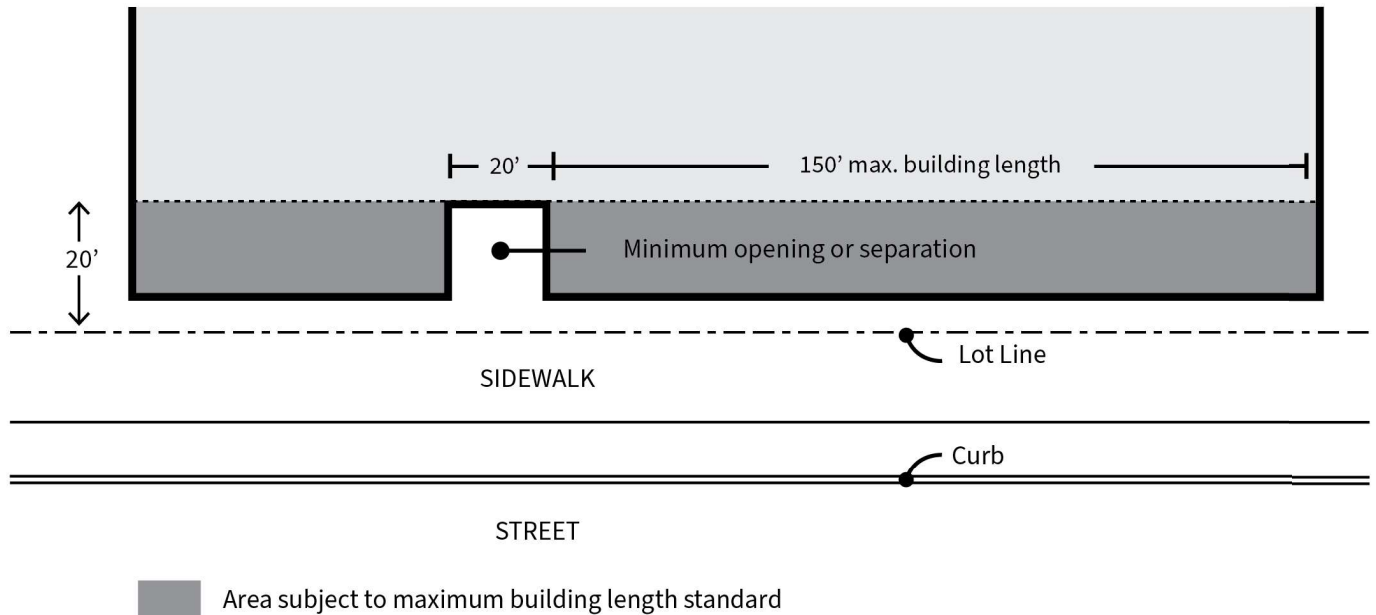
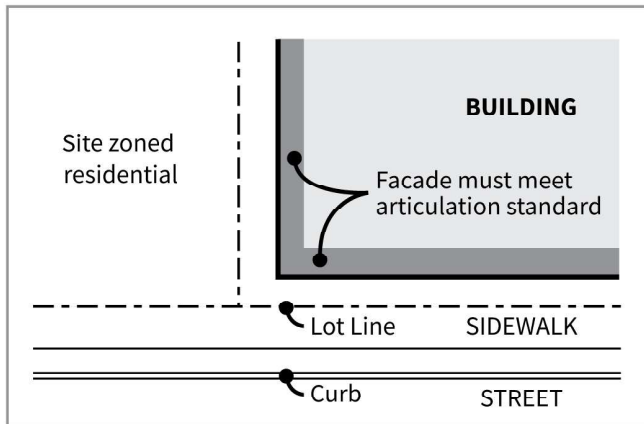
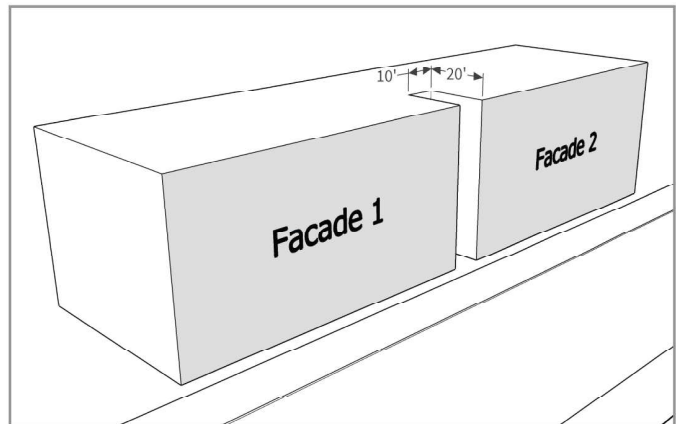
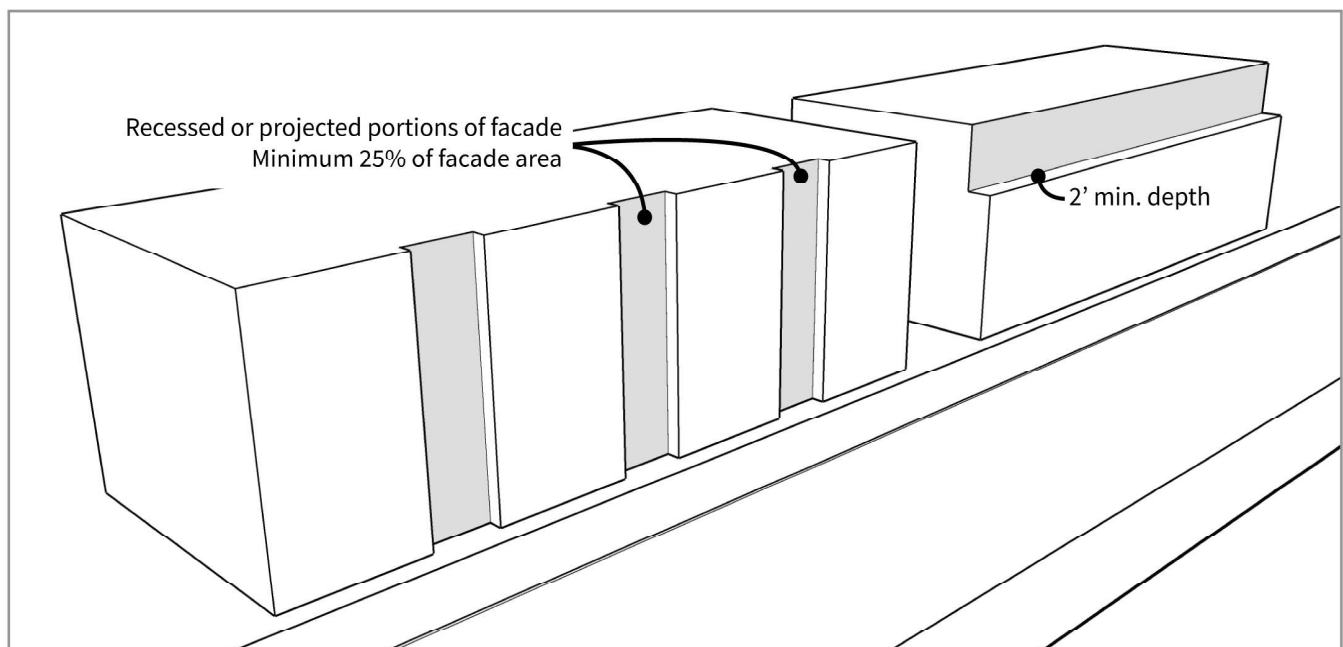


Figure 6. Façade Articulation Standard

Applicability: Standard applies to facades that face a street lot line or lot line that abuts a residential zone



Applicability: Portions of facade separated by a gap at least 10' wide and 20' deep are considered separate facades

**Examples of Facades that Meet the Standard**

3.136 Design Standards.

- A. Purpose. The purpose of these design standards is to guide the design of buildings constructed in the CBD zoning district to ensure that, through appropriate use of facades, windows, building orientation, and architectural details, new structures and alterations of existing structures are physically and visually compatible with other buildings within the downtown business district. Existing buildings in the downtown area reflect architectural styles that were popular during the early to mid-twentieth century. It is the desire of the City to have buildings conform to architectural styles of this era. The design standards are

intended to further define those characteristics that cause buildings to look like they were constructed during this period.

These standards are intended to encourage good quality design in new building construction, enhance street safety, and provide a comfortable street environment by providing features of interest to pedestrians. Good design results in buildings that are in visual harmony with nearby buildings, leading to a central downtown district that is attractive, interesting, active, and safe. These qualities, in turn, contribute to the creation of a downtown core which facilitates easy pedestrian movement and establishment of a rich mixture of uses.

- B. Applicability. The design standards are applicable to any construction or change in use subject to site and design review. Developments must comply with both the design standards (Section 3.136) and the design guidelines (3.137). The Site and Design Review Committee will evaluate construction for compliance with these provisions.
1. Base Requirements. New development must meet all the standards identified in Table 3.136-A as required. Only the standards applicable to the development apply. Alterations to existing development must meet all the standards identified in Table 3.136-A as required. Only the standards applicable to the alteration apply. The standards only apply to the altered portion of the site or structure.
 2. Menu of Options for Additional Requirements. In addition, new development must meet enough of the standards identified in Table 3.136-B to total 10 points for sites in the Storefront District and 7 points in sites elsewhere in the CBD zone, or one point for every 1,000 square feet of site area, whichever is less.

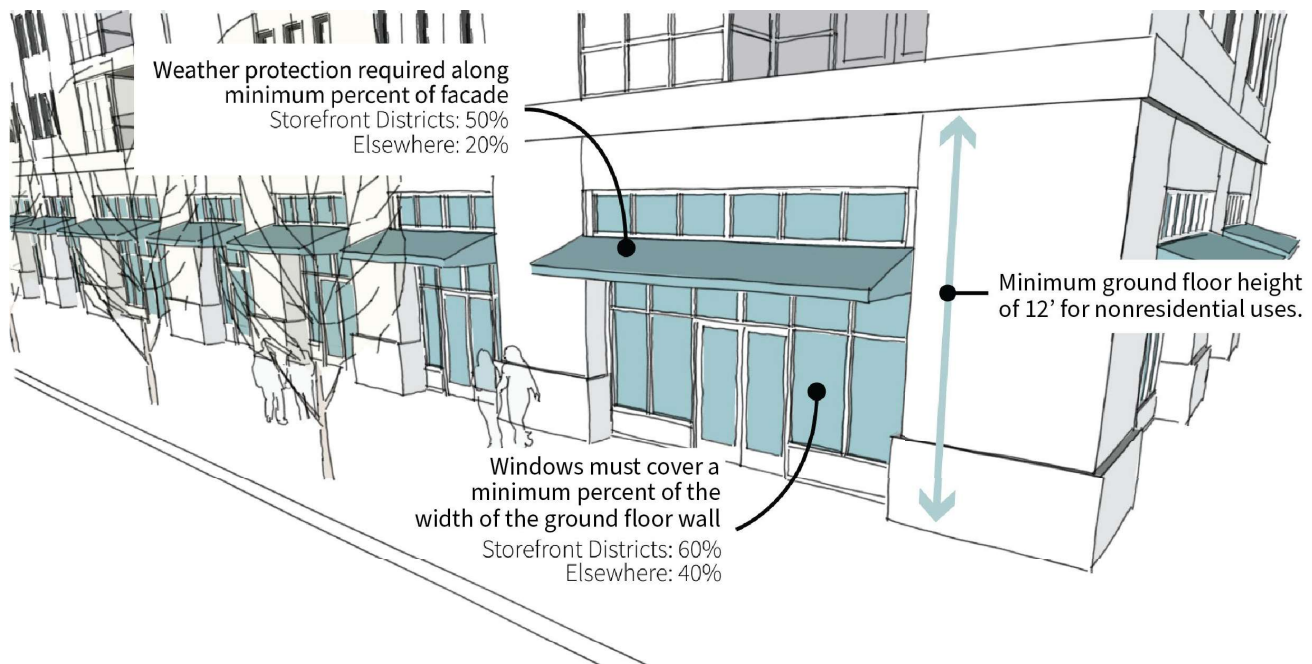
Table 3.136-A. Base Design Requirements

<u>No.</u>	<u>Design Requirement</u>	<u>Required</u>	
		<u>Storefront District</u>	<u>Elsewhere</u>
<u>R1</u>	<u>Ground Floor Height. For ground floor commercial space in new buildings, the distance from the finished floor to the bottom of the ceiling structure above must be at least 12 feet. For ground floor area associated with a residential use, the height is 10 feet. The bottom of the structure includes supporting beams.</u>	<u>X</u>	<u>X</u>
<u>R2</u>	<u>Ground Floor Windows – Nonresidential Uses. The following standards apply to the portions of a ground floor wall of a street-facing facade that are 20 feet or closer to a street lot line or a publicly-accessible plaza and that is not the wall of a dwelling unit:</u> <ul style="list-style-type: none"> <u>Windows must cover at least the minimum percent of the width of the ground floor wall as listed in the required column of this table. To count towards meeting this standard, the bottom sill of a window must</u> 	<u>X – 60%</u>	<u>X – 40%</u>

<u>No.</u>	<u>Design Requirement</u>	<u>Required</u>	
		<u>Storefront District</u>	<u>Elsewhere</u>
	<p><u>be no lower than 2 feet and no higher than 5 feet above sidewalk grade.</u></p> <ul style="list-style-type: none"> <u>Windows into storage areas, vehicle parking areas, mechanical and utility areas, garbage and recycling areas, and display cases attached to outside walls do not qualify.</u> <u>Ground floor street-facing walls of dwelling units must meet standard R3 and R4.</u> 		
<u>R3</u>	<p><u>Ground Floor Residential Facades.</u> <u>The ground floor wall area of street-facing facades of dwelling units that are 20 feet or closer to a street lot line must meet at least one of the following standards:</u></p> <ul style="list-style-type: none"> <u>Flexible ground floor design.</u> <u>The ground floor window standards of R2 must be met, and the ground level of the building must be designed and constructed as follows:</u> <ul style="list-style-type: none"> <u>The distance from the finished floor to the bottom of the ceiling structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;</u> <u>The area meeting this standard must be at least 25 feet deep, measured from the street-facing facade; and</u> <u>Each unit must include a front entrance that is located at the level of the finished grade and can be accessed without steps.</u> <u>Front setback.</u> <ul style="list-style-type: none"> <u>The portions of the building with residential dwelling units on the ground floor must be set back at least 5 feet from the street lot line. The setback must be landscaped to and/or hard-surfaced for use by pedestrians; and</u> <u>Windows must cover at least 25 percent of the ground level wall area of the portion of the building with residential dwelling units on the ground-floor.</u> <u>Raised ground floor.</u> <ul style="list-style-type: none"> <u>The portion of the building with residential dwelling units on the ground floor must have the finished floor of each residential unit at least 2 feet above the grade of the closest adjoining sidewalk.</u> <u>Window must cover at least 25 percent of the ground level wall area of the portion of the building with residential dwelling units on the ground-floor.</u> 	<u>X</u>	<u>X</u>
<u>R3</u>	<p><u>Ground Floor Residential Entrances:</u> <u>At least 50 percent of the dwelling units on the street-facing ground floor of a building must provide a pedestrian access between the main entrance of the dwelling and the street. The entrance must be set back at least 8 feet from the street lot line and have at least two of the following within the setback:</u></p>	<u>X</u>	<u>X</u>

<u>No.</u>	<u>Design Requirement</u>	<u>Required</u>	
		<u>Storefront District</u>	<u>Elsewhere</u>
	<ul style="list-style-type: none"> • <u>A wall or fence that is 18 to 36 inches high. Permitted materials include weather-treated wood; untreated cedar and redwood; metal (except not chain link); bricks, stone, masonry block, formed-in-place concrete, or similar masonry; vinyl and composite (e.g., recycled) materials designed for use as fencing;</u> • <u>Landscaping that meets the standards of Section 11.010.</u> • <u>Private open space of at least 48 square feet and a minimum length or depth of 6 feet, where the floor of the open space is 18 to 36 inches above the grade of the right of way; or</u> • <u>A change of grade where the door to the dwelling unit is 18 to 36 inches above the grade of the right of way.</u> 		
<u>R4</u>	<p><u>Weather Protection.</u> For buildings with at least 30 feet of a street-facing facade within 20 feet of SW Halsey Street or Historic Columbia River Highway, weather protection must be provided along the minimum percent of the facade as listed in the required column of this table. All canopies, awnings and other weather protection elements that are provided must meet the following requirements:</p> <ul style="list-style-type: none"> • <u>The weather protection structure must project at least four (4) feet from the adjoining building wall facade.</u> • <u>The bottom of the weather protection structure must be at least nine (9) feet above grade.</u> • <u>Alterations to existing weather protection that does not meet the standard must either meet this standard or come closer to conformance with this standard.</u> 	<u>X – 50%</u>	<u>X – 20%</u>
<u>R5</u>	<p><u>Screening of Utilities and Equipment.</u> New electric meters, gas meters and HVAC equipment must be screened from the street by meeting one of the following standards:</p> <ul style="list-style-type: none"> • <u>The utilities or equipment are enclosed by a building;</u> • <u>The utilities are screened from the street by a wall that is as tall as the tallest part of the utility;</u> • <u>The utilities are mounted to a wall that does not face a street and are set back at least 5-feet from a street lot line; or</u> • <u>The utilities are set back at least 20-feet from all street lot lines.</u> 	<u>X</u>	<u>X</u>
<u>R6</u>	<p><u>Corner Features.</u> The following applies to a new building on a site that has frontage on more than one intersecting street. One of the following features must be provided.</p> <ul style="list-style-type: none"> • <u>The highest point of the building’s street-facing elevations must be within 20 feet of the corner of both intersecting street lot lines. This wall must project 3 feet above an adjacent wall elevation.</u> 	<u>X</u>	<u>X</u>

<u>No.</u>	<u>Design Requirement</u>	<u>Required</u>	
		<u>Storefront District</u>	<u>Elsewhere</u>
	<ul style="list-style-type: none"> The building must include a plaza at the corner of the two intersecting street lot lines. The plaza has a minimum area of 500 square feet, minimum dimensions of 15 feet by 15 feet, and must be hard-surfaced for use by pedestrians or an extension of the sidewalk. The plaza must include benches or seating that provides at least 10 linear feet of seating surface. The seating surface must be at least 15 inches deep, and between 16 and 24 inches above the grade upon which the seating or bench sits. At least one main entrance to a commercial tenant space or a residential lobby must face the plaza. 		
<u>R7</u>	<p><u>Pedestrian Access Plaza.</u> Provide an outdoor plaza that abuts a sidewalk on a public right-of-way. The plaza must be a minimum of 500 square feet with minimum dimensions of 20-feet. 15 percent of the plaza must be landscaped with a tree for each 100 square feet of landscaping. The plaza must include benches or seating that provides at least 10 linear feet of seats. The seating surface should be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits. A plaza provided to meet R6 may count toward meeting this standard.</p>	<u>X</u>	
<u>R8</u>	<p><u>Exterior Lighting.</u> Exterior light fixtures must be provided on street-facing facades within 20 feet of the street as follows:</p> <ul style="list-style-type: none"> The fixtures must be spaced a maximum of 30-feet apart; The bottom of each fixture is a maximum of 15 feet above the adjoining grade or sidewalk; and Lights must not project light upward or to the side of the fixture. 	<u>X</u>	

Figure 7. Ground Floor Design – Nonresidential Uses**Figure 8. Ground Floor Design – Residential Uses**

Ground floor residential entrance must be set back at least 8 feet from the street lot line and have at least two of the following elements within the setback

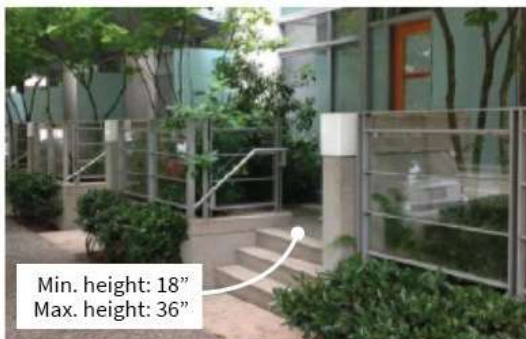
Raised entry**Raised private open space****Low wall or fence****Landscaping**

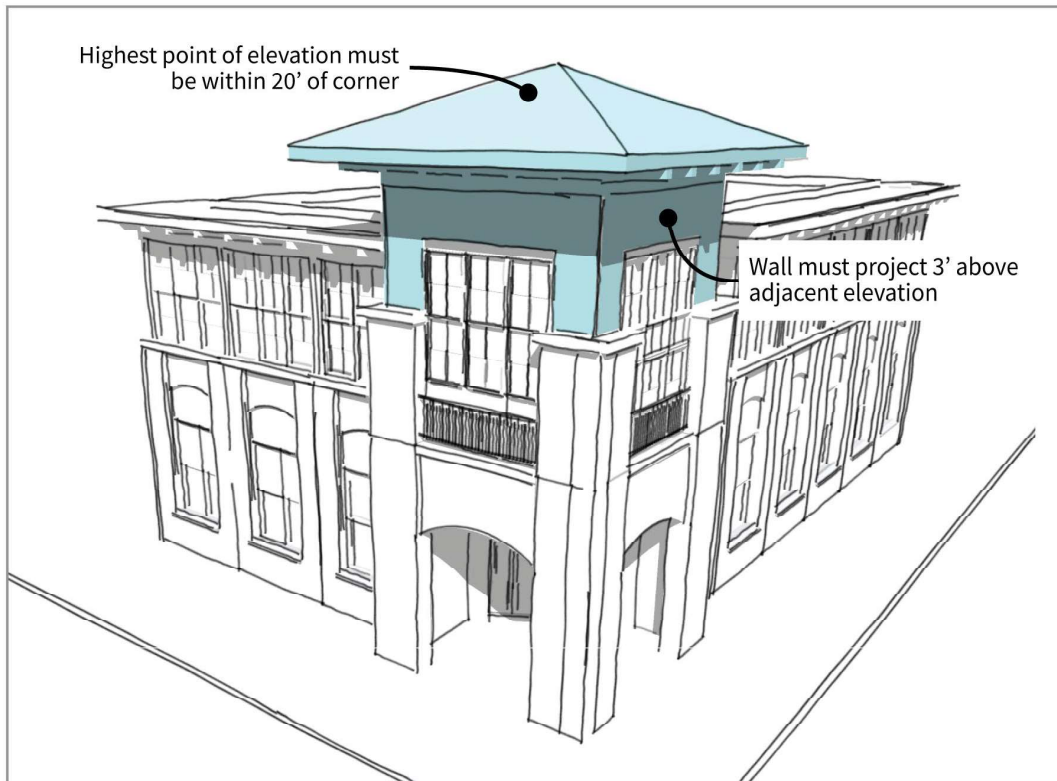
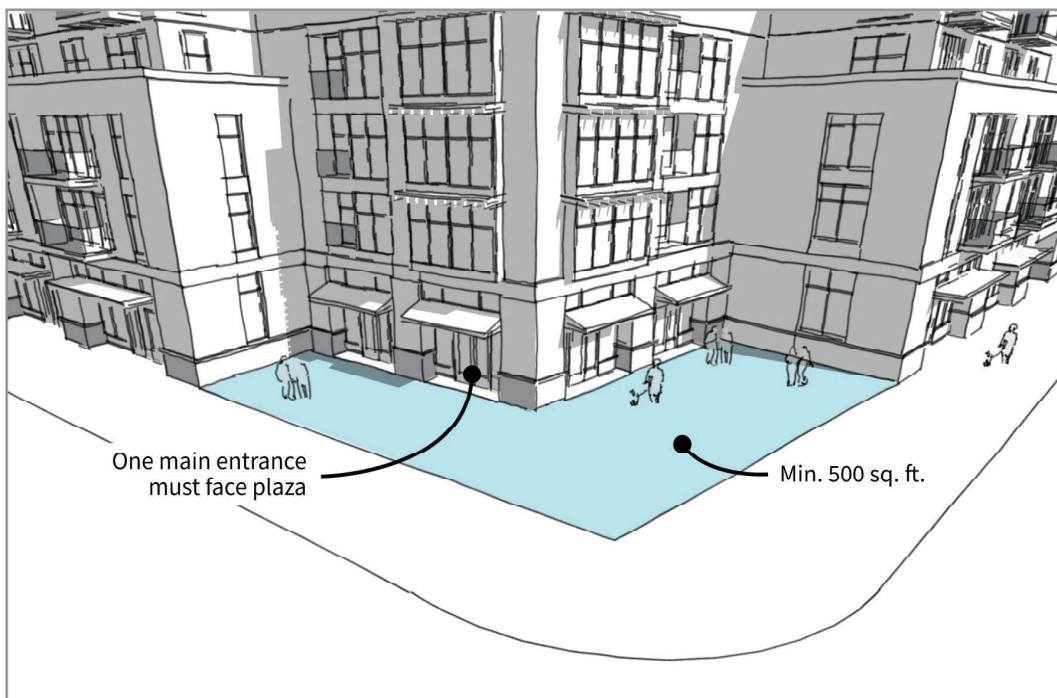
Figure 9. Corner Features Standards**Option 1: Building Height Emphasizes the Corner****Option 2: Corner Plaza**

Table 3.136-B. Menu of Options for Additional Requirements

<u>No.</u>	<u>Design Option</u>	<u>Points</u>
<u>P1</u>	<p><u>Additional Plaza Area.</u> Provide an outdoor plaza that abuts a sidewalk on a public right-of-way. The plaza must be a minimum of 800 square feet with minimum dimensions of 20-feet. 15 percent of the plaza must be landscaped with a tree for each 100 square feet of landscaping. The plaza must include benches or seating that provides at least 15 linear feet of seats. The seating surface should be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits. The plaza may also count toward meeting standard R7. A plaza provided to meet R6 does not count toward meeting this standard.</p>	<u>3 pts</u>
<u>P2</u>	<p><u>Outdoor Recreation Area.</u> Provide at least 800 square feet of outdoor common area with a minimum dimension of 20 feet by 20 feet. The outdoor area must meet one of the following:</p> <ul style="list-style-type: none"> • <u>The outdoor area is hard-surfaced, or surfaced with lawn, decking, or sport court paving which allows the area to be used for active or passive recreational use. The outdoor area includes at least 4 linear feet of seating per 100 square feet of area;</u> • <u>The entire outdoor area is a community garden with the area divided into individual raised garden beds. The beds are raised at least 12 inches above grade and can each be between 12 and 50 square feet in area. Individual beds are separated by pathways at least 3 feet in width; or</u> • <u>The entire outdoor area is a children’s play area that includes a play structure at least 100 square feet in area and manufactured to the American Society for Testing and Materials (ASTM) standards for public playground equipment. At least 4 linear feet of seating per 100 square feet of area must be located adjacent to the play structure.</u> <p><u>Up to 20 percent of the outdoor area may be landscaped.</u></p>	<u>3 pts</u>
<u>P3</u>	<p><u>Additional Ground Floor Height.</u> For ground floor commercial space in new buildings, the distance from the finished floor to the bottom of the ceiling structure above must be at least 15 feet. For ground floor area associated with a residential use, the height is 12 feet. The bottom of the structure includes supporting beams.</p>	<u>2 pts</u>
<u>P4</u>	<p><u>Small Commercial Spaces.</u> Provide at least three (3) separate tenant spaces on the ground floor for commercial use that are a minimum of 300 and a maximum of 800 square feet. Each space must include at least one main entrance that faces the street and is within 5-feet of the street lot line.</p>	<u>2 pts</u>
<u>P5</u>	<p><u>Original Art Mural.</u> Provide an original art mural that meets the following requirements:</p> <ul style="list-style-type: none"> • <u>The mural is on a wall or structure that is visible from Halsey Street; and</u> • <u>The mural is at least 32 square feet in area.</u> 	<u>1 pts</u>

<u>No.</u>	<u>Design Option</u>	<u>Points</u>
<u>P6</u>	<p><u>Public Art Installation.</u> Provide an art feature on the site that has been approved by the Town Center Advisory Board and is not a mural. The feature must be set back a maximum of 15 feet Halsey Street. To meet this option, the applicant must provide the following prior to the issuance of the building permit:</p> <ul style="list-style-type: none"> • <u>A letter from the RACC indicating the approval of the art.</u> • <u>A covenant that states the steps to be taken by the property owner and RACC to install and maintain the art installation.</u> 	<u>2 pts</u>
<u>P7</u>	<p><u>Water Feature:</u> Provide a water feature, such as a fountain, waterfall, or reflecting pool. The feature must be setback a maximum of 20 feet from the Halsey Street. The water feature must have the following:</p> <ul style="list-style-type: none"> • <u>A feature area of at least 6 square feet that contains water year-round; and</u> • <u>A bench or seat with 6 linear feet of seating adjacent to it.</u> <p><u>The feature can be part of a stormwater facility.</u></p>	<u>1 pts</u>
<u>P8</u>	<p><u>Transit Amenities.</u> Any development within four hundred feet (400) feet of an existing transit route and meets the following standards:</p> <ul style="list-style-type: none"> • <u>The development provides a transit stop and related amenities including a public plaza, pedestrian sitting areas, or additional landscaping.</u> • <u>Landscaping must not exceed twenty-five percent (25%) of the total area dedicated for transit amenities.</u> <p><u>Additionally, required parking spaces may be reduced at a ratio of one (1) parking space for each one hundred (100) square feet of transit amenity space provided above and beyond the minimum required by this Code.</u></p> <p><u>This option may not be used if the transit amenities are provided to receive a parking credit under Section 3.138.</u></p>	<u>2 pts</u>
<u>P9</u>	<p><u>Additional Ground Floor Windows.</u> Provide ground floor windows as required by standard R4, except the windows cover at least 70 percent of the applicable ground floor wall area(s).</p>	<u>1 pts</u>
<u>P10</u>	<p><u>Additional Weather Protection.</u> Provide weather protection structures as required by standard R4, except the weather protection is provided along at least 70 percent of the length of the applicable façade(s).</p>	<u>1 pts</u>
<u>P11</u>	<p><u>Additional Corner Feature.</u> Provide a corner feature meeting one of the two options allowed to satisfy standard R8, except the option for the type of corner feature must not be the same option used to satisfy standard R8.</p>	<u>1 pts</u>
<u>P13</u>	<p><u>Oversized Opening.</u> Provide an oversized operable door, such as a roll-up door or movable storefront, for at least one ground floor tenant space that faces the street lot line. Buildings with more than one ground floor tenant space that faces the street must provide the door opening for at least 50 percent of the tenant</p>	<u>1 pts</u>

<u>No.</u>	<u>Design Option</u>	<u>Points</u>
	<u>spaces that face the street. The oversized operable door opening must be at least 8 feet wide and cannot open up into utility, garbage , or parking areas.</u>	
<u>P14</u>	<u>Public Seating.</u> <u>Provide at least 10 linear feet of seating or bench within 25 feet of a main entrance. The seating or bench must be accessible to the sidewalk or trail and the access must be open to the public. The seating surface must be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits.</u>	<u>1 pts</u>
<u>P15</u>	<u>Pervious Paving.</u> <u>At least 50 percent of all new vehicle area must be surfaced with pervious pavement approved by the Public Works Department.</u>	<u>1 pts</u>
<u>P16</u>	<u>Additional Landscaping with Native Plants.</u> <u>Provide landscaping on 10 percent of the site. At least 30 percent of the total landscaped area must be planted with native species listed on the Metro Native Plant List, and 80 percent of all trees planted on site must be native trees listed on the Metro Native Plant List.</u>	<u>1 pts</u>

3.137 Design Guidelines.

- A. Purpose. The purpose of the design guidelines are to regulate additional design elements not fully addressed by the design standards. The design guidelines address additional issues not addressed by the design standards, such as compatibility, materials, colors, and architectural detailing.
- B. Applicability. The design guidelines are applicable to any construction or change in use subject to site and design review. Developments must comply with both the design standards (Section 3.136) and the design guidelines (3.137). The Site and Design Review Committee will evaluate construction for compliance with these provisions
- C. Compatibility with Existing Downtown Businesses. The size and shape of proposed construction shall be comparable with the size and shape of nearby traditional storefront buildings. Where building sizes will not be equivalent or comparable, larger building facades shall be broken down into units that resemble the size of existing storefront facades. Likewise, the form of new construction shall complement the general shape of existing, nearby storefront buildings and their features.
- D. Building Materials and Colors.
- A. ~~Facades shall be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in facades, floor levels, architectural features, and exterior finishes shall create the appearance of several smaller buildings.~~
1. Exterior building materials shall convey an impression of durability. Materials such as masonry, stone, stucco, and wood are encouraged. Metal is not allowed as the primary exterior building material, but it may be used for accents including

awnings.

2. Where masonry is used for exterior finish, decorative patterns must be incorporated. Examples of these decorative patterns include multicolored masonry units such as brick, stone, or cast stone, in layered or geometric patterns, or split-faced concrete block to simulate a rusticated stone-type construction.
3. Wood siding must be bevel, shingle siding, or channel siding and must not be applied in a diagonal or herringbone pattern. T1-11 style siding is not permitted.
4. Preferred colors for exterior building finishes are earth tones, creams, and pastels of earth tones. High-intensity primary colors, metallic colors, and black may be utilized as trim and detail colors but shall not be used as primary wall colors

E. Roof Materials, Parapets, and Roof Pitch

1. Pitched roof structures shall have a minimum roof pitch of 6:12.
2. Flat roofs are permitted with detailed stepped parapets or detailed brick coursing.
- ~~C. Parapet corners must be stepped or the parapet must be designed to emphasize the center or primary entrance(s), unless the primary entrance is at the corner of the building.~~
3. Visible sloped roofs must be a “non-color”: gray, black, or dark brown.
4. Visible roof materials must be wood or architectural grade composition shingle, or sheet metal with standing or batten seam.
- ~~F. All roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes and vent pipes, must be screened from public view by parapets, walls, or by other approved means.~~

F. Building Orientation and Entrance Standards

1. Buildings must have an entrance connecting directly between Historic Columbia River Highway and the building interior. The entrance must be open to the public during all business hours
- ~~B. Building entrances must be architecturally emphasized and visible from the street.~~
3. Due to the elevation difference between the Historic Columbia River Highway and the public parking lot, daylight basement type of construction is preferred. This method of construction has the benefit of causing all materials stored below Historic Columbia River Highway to be screened and secured behind sight-obscuring walls, adding to the attractiveness of the downtown area.

G. Building Facades.

1. Ornamental devices, such as molding, entablature, and friezes, are encouraged at the roofline. Where such ornamentation is present in the form of a linear molding or board, the band must be at least eight (8) inches wide.
- ~~B. Alcoves, Porches, Arcades, etc. Buildings must incorporate features such as arcades, roofs, porches, alcoves, porticoes, and awnings to protect pedestrians from the rain and sun. Awnings and entrances may be designed to be shared between two structures.~~
2. Traditional Storefront Elements. For buildings designed to house retail, service, or office businesses, traditional storefront elements are required. These elements include:
 - ~~1. Front and side building walls placed within ten (10) feet of abutting street right-of-way boundaries.~~
 - a. Clearly delineated upper and lower facades.
 - ~~3. A lower facade dominated by large display windows and a recessed entry or entries.~~
 - b. Smaller, regularly spaced windows in the upper floor.
 - c. Decorative trims, such as window hoods, surrounding upper floor windows.
 - d. A decorative cornice near the top of the facade.
- ~~D. Change in Relief of Building. Buildings must include changes in relief on ten (10%) percent of their Historic Columbia River Highway facades. Relief changes include cornices, bases, fenestration, fluted masonry, or other treatments for pedestrian interest and scale.~~

H. Ground Floor Windows. All new buildings must provide ground floor windows along Historic Columbia River Highway

1. Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows.
2. Required windows must have a sill no more than four (4) feet above grade. Where interior floor levels prohibit such placement, the sill must be raised to allow it to be no more than two (2) feet above the finished floor level, up to a maximum sill height of six (6) feet above grade.

3. Glass curtain windows are not permitted fronting Historic Columbia River Highway.
4. Darkly tinted windows and mirrored windows that block two-way visibility are prohibited as ground floor windows along street facades.
5. Any wall that faces Historic Columbia River Highway must contain at least twenty percent (20%) of the ground floor wall area in display areas, windows, or doorways. Blank walls are prohibited.
6. Ground floor windows are also required on facades facing any public parking lot. The minimum requirement is sixteen (16) square feet per story or six percent (6%) of the facade, whichever is greater.

I. Upper Floor Window Standards.

1. Glass area dimensions shall not exceed 5'x7'. (The longest dimension may be taken either horizontally or vertically.)
2. Windows must have trim or molding at least two (2) inches wide around their perimeters.
3. At least half of all the window area in upper floors must be made up of glass panes with dimensions no greater than 2'x3'. Windows that have 1'x1' grid inside double-pane glass are appropriate and are encouraged.

J. Lighting.

- A. All building entrances and exits must be well lighted.
- B. Exterior lighting must be an integral part of the architectural design, complement the existing ornamental street lighting, and be in keeping with the overall architectural character of the downtown.
- C. The minimum lighting level for building entries is four (4) foot-candles. Lighting must be a pedestrian scale and the source light must be shielded to reduce glare.

3.138 Bonuses and Credits.

- A. Purpose. The height bonus and parking credit options allow an increase in building height or a reduction in off-street parking requirements as an incentive for development that provides a public or community benefit.
- B. Applicability. The bonus height or off-street parking credit options are available to any development meeting the criteria of this section. An option may be used to secure both a

height bonus and parking credit(s) as identified in Table 3.138-A.

- C. Height Bonus Options. Height bonuses are only permitted on certain properties as identified in Section 3.144 (Figure 3). A height bonus of 10 feet in addition to the base height identified in Section 3.144 is allowed as identified in Table 3.138-A. Only one height bonus option may be used.
- D. Parking Credit Options. A percentage reduction in off-street parking requirements for a residential use, including dwelling units in a mixed use development, is allowed as identified in Table 3.138-A. More than one credit may be used; however, in no case shall the credits result in an off-street parking requirement that is less than 0.75 spaces per dwelling unit.

Table 3.138-A. Height Bonus and Off-Street Parking Credit Options

<u>Option</u>	<u>Height Bonus</u>	<u>Parking Credit for Residential Uses</u>
<u>Street Level Commercial Space.</u> A vertical mixed use development that provides housing units above a ground floor commercial space and the ground floor commercial space must occupy a minimum of 50 percent of the width of the total street frontage of the site.	<u>10 ft</u>	<u>20%</u>
<u>Small Scale Commercial Spaces.</u> A vertical mixed use development that provides housing units above a ground floor commercial space and the ground floor commercial space must include a minimum of three (3) tenant spaces that are each no greater than 800 square feet in floor area.	<u>10 ft</u>	<u>20%</u>
<u>Affordable Housing.</u> A development that includes affordable housing units meeting the following standards: <ul style="list-style-type: none"> • <u>10 percent of the total number of dwelling units must be affordable to those earning no more than 60 percent of the area median family income; or</u> • <u>20 percent of the total number of dwelling units in the new building or the alteration must be affordable to those earning no more than 80 percent of the area median family income; and</u> • <u>The property owner must execute a covenant or development agreement with the City that must ensure that the affordable dwelling units will remain affordable to households meeting the income restriction for a minimum of 30 years. The covenant or agreement must be provided prior to issuance of the building permit.</u> 	<u>10 ft</u>	<u>None</u>
<u>High Quality Design.</u> A development that incorporates design elements identified in Table 3.136-B which total five (5) points in addition to the points needed to meet the minimum requirement.	<u>10 ft</u>	<u>20%</u>

<u>Option</u>	<u>Height Bonus</u>	<u>Parking Credit for Residential Uses</u>
<p><u>Transit Amenities.</u> Any development within four hundred feet (400) feet of an existing transit route and meets the following standards:</p> <ul style="list-style-type: none"> • <u>The development provides a transit stop and related amenities including a public plaza, pedestrian sitting areas, or additional landscaping.</u> • <u>Landscaping must not exceed twenty-five percent (25%) of the total area dedicated for transit amenities.</u> • <u>Additionally, required parking spaces may be reduced at a ratio of one (1) parking space for each one hundred (100) square feet of transit amenity space provided above and beyond the minimum required by this Code.</u> 	<u>None</u>	<u>10%</u>

3.1369 Additional Requirements.

- A. Access and Circulation. Adequate provisions for access and internal circulation of vehicles shall be provided for all uses allowed in the CBD in accordance with the requirements of this Code.
- B. External Storage of Merchandise. The external storage of merchandise and/or materials, directly or indirectly related to a business, is hereby prohibited within the CBD.
- C. Outdoor Displays of Merchandise. Outdoor displays of merchandise are permitted during business hours only and shall not exceed ten percent (10%) of the total retail sales area. A minimum pedestrian walkway width of five (5) feet must be maintained at all times.
- D. Off-Street Parking and Loading.
 1. No off-street parking and loading shall be required for non-residential uses. A minimum of two (2) parking spaces per unit is required for residential uses, except that dwelling units in conjunction with commercial uses are required to have a minimum of one (1) parking space per dwelling unit.
 2. The parking credit options allow a reduction in off-street parking requirements as an incentive for developments that provide a public or community benefit. See Section 3.138.
 3. When parking is provided, the parking shall conform to the standards of Chapter 9, Off-Street Parking and Loading, of this Code. When conflicts exist between this Section and Chapter 9, Off-Street Parking and Loading, of this Code, this Section shall apply.
- E. Trash and Recycling Storage.

1. Each structure shall provide for collection of its trash and recyclable materials within the boundaries of each parcel.

2. All trash collection areas must be located within the structure, or behind the building in an enclosure, in accordance with the provisions of Chapter 11.015, Garbage and Recycling Container Enclosures, of this Code.

FE. Unless otherwise provided in this Code, compliance with Chapters 8 and 11 relating to design review and landscaping is required. The Design Standards for Central Business District, listed in Appendix A of this Code, shall also apply to the CBD.

GF. Town Center Overlay District. The applicable provisions of Chapter 4.600, Town Center, of this Code shall apply to the CBD.

~~3.137 Reduced Setback Allowed. The minimum side yard setback for residential uses adjoining a rear yard in a residential zoning district other than A-2, and the minimum rear yard setback (without an alley) adjoining a residential district, may be reduced by as much as five (5) feet based on the following:~~

~~A. A maximum building height ceiling shall first be determined for the subject property. The maximum building height ceiling is the plane established at the maximum building height as measured at the highest point along the shared property line of the adjoining parcel from which the setback is being measured.~~

~~B. For each one-foot reduction in the minimum setback, the building height ceiling shall be reduced by two (2) feet. Thus, a building that is set back the maximum five (5) feet closer to the common property line has a building height ceiling that is ten (10) feet lower than the maximum.~~

~~C. The height of the building may not exceed the maximum building height, nor may it project above the reduced ceiling height.~~

~~[Example: A three-story building may be set back as close as fifteen (15) feet to the rear property line if the building does not exceed the maximum thirty-five (35) foot building height and it does not project above the reduced (ten-foot lower) maximum building height ceiling.~~

3.140 MIXED OFFICE/HOUSING DISTRICT MO/H

- 3.141 Purpose. This district is intended to provide a compatible mix of office, employment, and housing opportunities in close proximity to the Troutdale Central Business District. The MO/H district is intended to promote a compact development form consistent with the Troutdale Town Center Plan.
- 3.142 Permitted Uses. The following uses and their accessory uses are permitted in the MO/H district provided they are conducted wholly within a completely enclosed building, except off-street parking and loading:
- A. Professional offices.
 - B. Medical or dental clinics or laboratories.
 - C. Personal service uses with a maximum gross floor area of two thousand (2,000) square feet and provided in conjunction with residential development. The maximum square footage shall be considered a use limitation.
 - D. Galleries or studios for art, dance, etc.
 - E. Day care facilities.
 - F. Dwelling Units
 - G. Mixed use commercial and residential development.
 - H. Nursing homes day care facilities, assisted living facilities and similar uses.
 - I. Shared dwellings, in accordance with Section 5.090 of this Code.
 - J. Parks and playgrounds.
 - K. Utility facilities, minor.
 - L. Mobile Food Vendor operating a Food Stand, Food Cart, Food Trailer, or Food Kiosk in accordance with Section 5.200.
 - M. Other uses similar in nature to those listed above, but not marijuana facilities or processors.
- 3.143 Conditional Uses. The following uses and their accessory uses are permitted as conditional uses in the MO/H district:
- A. Personal service uses with a gross floor area greater than two thousand (2,000) square feet or not provided in conjunction with residential development.

- B. Retail uses and restaurants with a maximum gross floor area of fifteen thousand (15,000) square feet, except that retail uses and restaurants located within a building that existed prior to March 10, 1950 shall be subject to a maximum gross floor area of forty thousand (40,000) square feet. The maximum square footage shall be considered a use limitation.
- C. Community service uses.
- D. Utility facilities, major.
- E. Other uses similar in nature to those listed above, but not marijuana facilities or processors.

3.144 Dimensional and Density Standards.

- A. Lot Area, Lot Width, and Lot Depth.
 - 1. Non-residential uses and apartment units in conjunction with a commercial use: No minimum requirement.
 - 2. Exclusively residential uses: Same as the CBD zoning district.
- B. Street Frontage: Minimum of twenty (20) feet, except that for lots specifically created for the construction of individual duplex, triplex, or attached dwelling units, the minimum street frontage shall be sixteen (16) feet.
- C. Setbacks. Same as the CBD zoning district.
- D. Height Limitation. The maximum height of a structure shall be thirty-five (35) feet. Base maximum building heights in the town center commercial district are identified in Figure 1. The base height limits can be increased through options described in Section 3.145.
- E. Height Step Down. In the following situations, the height limit is reduced to 35 feet to create a transition to areas with lower building heights or to preserve views (See Figure 2).
 - a. On the portion of the site within 25 feet of the A-2 zone.
 - b. On the portion of the site within 15 feet of a lot line that is across a local street or alley from the A-2 zone.
 - c. For sites north of SW Halsey Street and south of W Columbia River Highway, the portion of the site within 75 feet of the lot line that abuts SW Halsey Street. See Figure 1. The purpose of this step down is to preserve views of Broughton Bluff from SW Halsey Street.
 - c. Sites with property lines that abut residential zones for less than a 5-foot length

are exempt from standard (a) and (b) of this section.

- FE. Building Size. No building shall have a footprint greater than twenty thousand (20,000) square feet, unless the building was in existence prior to March 10, 1950.
- GF. Maximum and Minimum Density. Maximum and minimum residential density for exclusively residential uses shall be the same as the CBD density standard.
- HG. Attached dwellings approved in a mixed use with commercial use are not subject to the maximum and minimum density standards.

Figure 1– Base Maximum Building Height Map

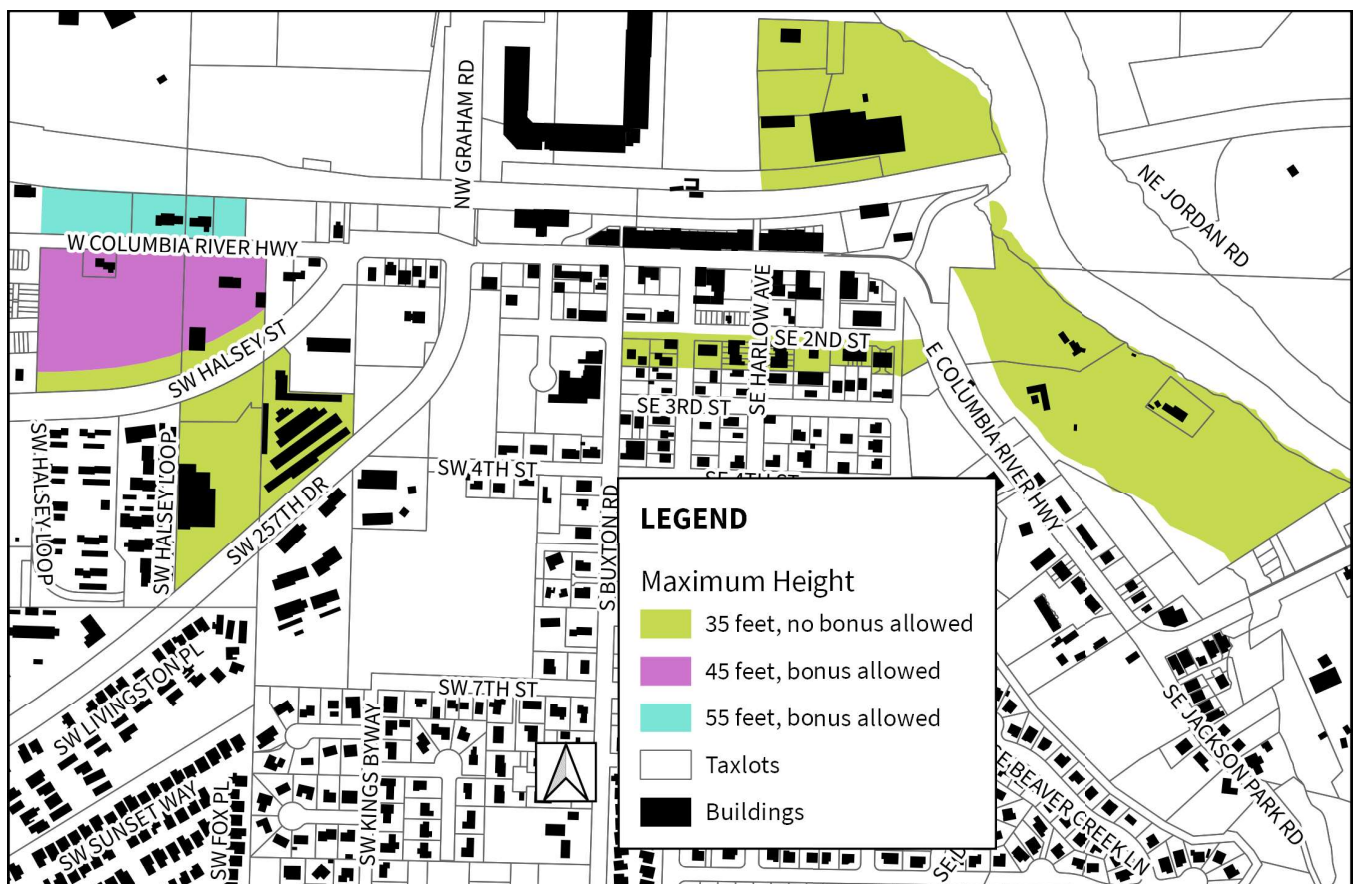
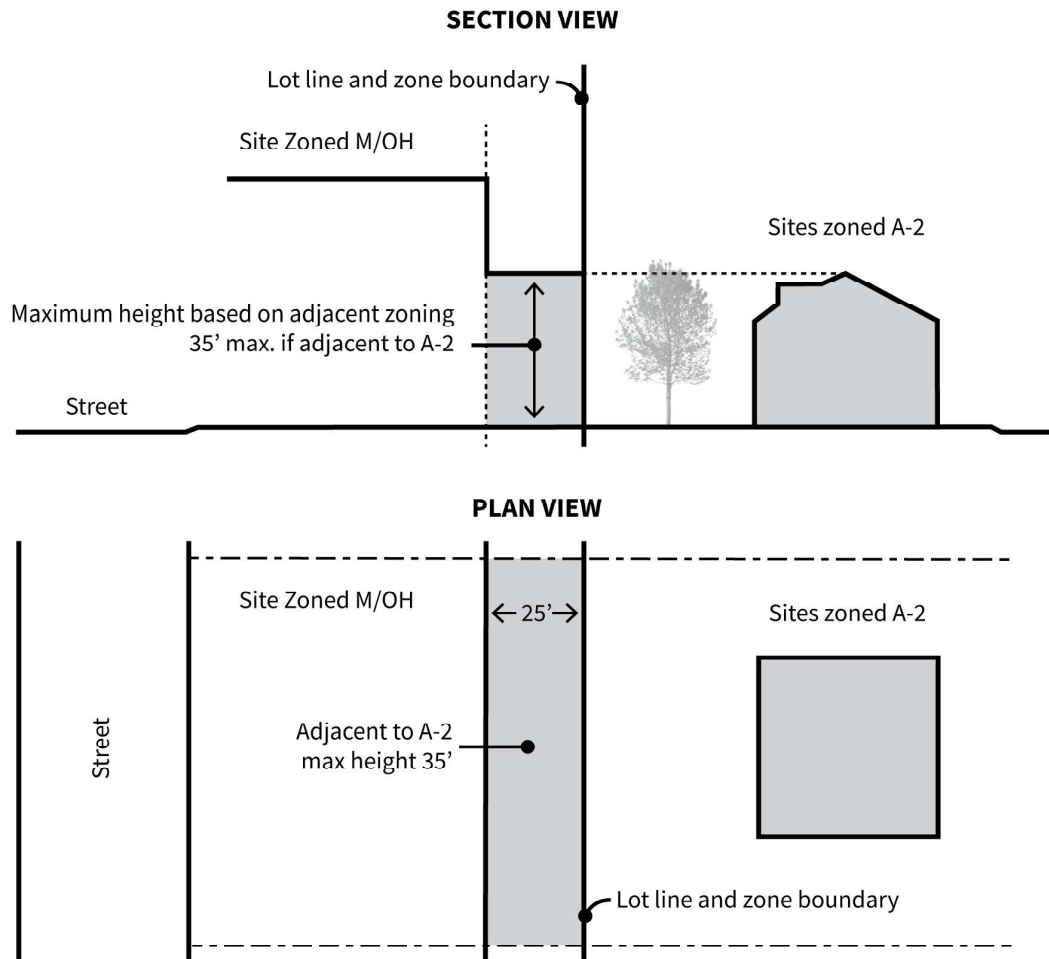


Figure 2 – Height Step Down**3.145 Bonuses and Credits**

- A. Purpose. The height bonus and parking credit options allow an increase in building height or a reduction in off-street parking requirements as an incentive for development that provides a public or community benefit.
- B. Applicability. The bonus height or off-street parking credit options are available to any development meeting the criteria of this section. An option may be used to secure both a height bonus and parking credit(s) as identified in Table 3.145-A.
- C. Height Bonus Options. A height bonus of 10 feet in addition to the base height identified in Section 3.144 is allowed as identified in Table 3.145-A. Only one height bonus option may be used.
- D. Parking Credit Options. A percentage reduction in off-street parking requirements is allowed as identified in Table 3.145-A. More than one credit may be used; however, in no case shall the credits result in an off-street parking requirement that is less than 0.75

spaces per dwelling unit or 2 spaces per 1,000 square feet of nonresidential floor area.

Table 3.145-A. Height Bonus and Off-Street Parking Credit Options

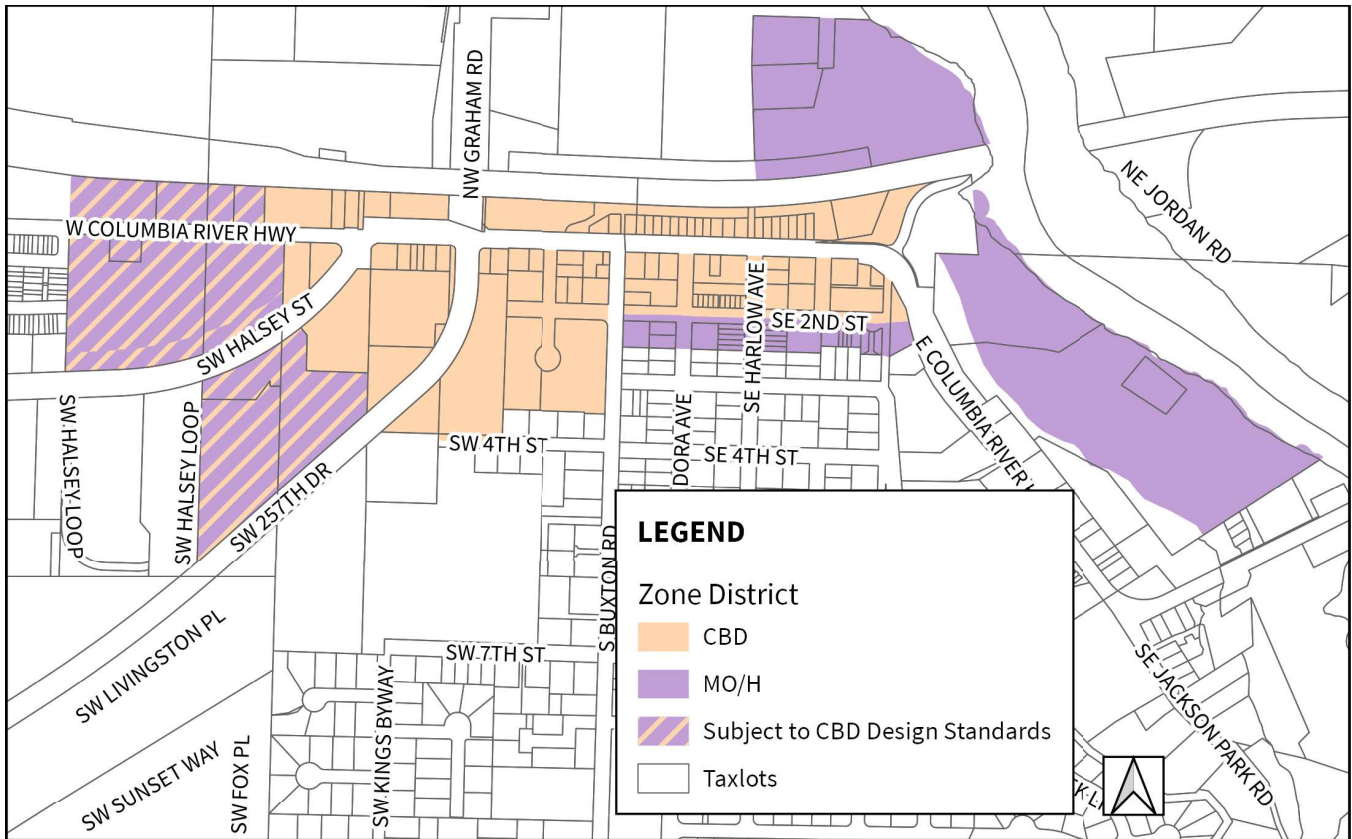
<u>Option</u>	<u>Height Bonus</u>	<u>Parking Credit</u>	
		<u>Residential</u>	<u>Nonresidential</u>
<u>Street Level Commercial Space.</u> A vertical mixed use development that provides housing units above a ground floor commercial space and the ground floor commercial space must occupy a minimum of 50 percent of the width of the total street frontage of the site.	<u>10 ft</u>	<u>10%</u>	<u>20%</u>
<u>Small Scale Commercial Spaces.</u> A vertical mixed use development that provides housing units above a ground floor commercial space and the ground floor commercial space must include a minimum of three (3) tenant spaces that are each no greater than 800 square feet in floor area.	<u>10 ft</u>	<u>None</u>	<u>20%</u>
<u>Affordable Housing.</u> A development that includes affordable housing units meeting the following standards: <ul style="list-style-type: none"> • <u>10 percent of the total number of dwelling units must be affordable to those earning no more than 60 percent of the area median family income; or</u> • <u>20 percent of the total number of dwelling units in the new building or the alteration must be affordable to those earning no more than 80 percent of the area median family income; and</u> • <u>The property owner must execute a covenant or development agreement with the City that must ensure that the affordable dwelling units will remain affordable to households meeting the income restriction for a minimum of 30 years. The covenant or agreement must be provided prior to issuance of the building permit.</u> 	<u>10 ft</u>	<u>20%</u>	<u>None</u>
<u>High Quality Design.</u> A development that incorporates design elements identified in Table 3.136-B which total five (5) points in addition to the points needed to meet the minimum requirement.	<u>10 ft</u>	<u>10%</u>	<u>20%</u>
<u>Transit Amenities.</u> Any development within four hundred feet (400) feet of an existing transit route and meets the following standards: <ul style="list-style-type: none"> • <u>The development provides a transit stop and related amenities including a public plaza, pedestrian sitting areas, or additional landscaping.</u> 	<u>None</u>	<u>10%</u>	<u>10%</u>

<u>Option</u>	<u>Height Bonus</u>	<u>Parking Credit</u>	
		<u>Residential</u>	<u>Nonresidential</u>
<ul style="list-style-type: none"> • <u>Landscaping must not exceed twenty-five percent (25%) of the total area dedicated for transit amenities.</u> • <u>Additionally, required parking spaces may be reduced at a ratio of one (1) parking space for each one hundred (100) square feet of transit amenity space provided above and beyond the minimum required by this Code.</u> 			

3.1456 Additional Requirements.

- A. Unless otherwise provided in this Code, compliance with Chapters 8 and 11 relating to design review and landscaping is required.
- B. Landscaping Requirements. In addition to the standards of Chapter 11,
 1. If residential use is provided: Minimum of fifteen percent (15%) of the site area.
 2. If no residential use is provided: Minimum of five percent (5%) of the site area.
- C. Off-Street Parking and Loading.
 1. No off-street parking spaces are required except for residential development. A minimum of two (2) spaces are required for each residential unit, except that attached dwellings in conjunction with commercial uses are required to have a minimum of one (1) parking space per apartment unit.
 2. The parking credit options allow a reduction in off-street parking requirements as an incentive for developments that provide a public or community benefit. See Section 3.145.
 3. Off-street parking shall conform to the off-street parking standards of Chapter 9, Off-Street Parking and Loading, of this Code. When conflicts exist between this Section and Chapter 9, Off-Street Parking and Loading, of this Code, this Section shall apply.
- D. Development shall conform to the TC district design standards. Where a conflict occurs between the standards of the TC district and this district or Chapter 8, the more restrictive shall apply.
- E. Development on certain properties with the MO/H district are subject to the Design Standards for the Central Business District in addition to the standards of the TC district. These properties are identified in Figure 3. See Section 3.136.

Figure 3 – Properties Subject to CBD Design Standards





Staff Report

Case File:	75-15 Main Streets on Halsey Development Code Update
Staff Report Date:	Wednesday, April 3, 2024
Initial Hearing Date:	Wednesday, April 10, 2024
Staff / Applicant:	Dakota Meyer, Associate Planner / City of Troutdale
Subject:	Proposed Text Amendment to the Troutdale Development Code
Requests:	Update to Chapter 3.200 and Appendix A of the Troutdale Development Code to change maximum building height requirements and incorporate design standards for the Halsey Street corridor.
Applicable Criteria:	Troutdale Development Code (TDC) Sections 2.065 (Type IV Procedures) and 6.1100 (Text Amendment)
Staff Recommendation:	Denial (a recommendation to City Council for denial)

The following chapters and sections of the TDC are proposed to be amended:

- TDC Chapter 3 (Zoning Districts)
- TDC 3.200 (Mixed-Use Zoning Districts)
- TDC Appendix A – Design Standards for Central Business District.

Text amendment applications are required to have public hearings and undergo a Type IV legislative procedure, in which the Troutdale Planning Commission may recommend approval, approval with conditions, or denial of the application to the Troutdale City Council, which is the decision-making entity. [TDC 2.065]

BACKGROUND

This is a proposed Development Code Text Amendment initiated by the City of Troutdale.

In 2017, Metro awarded a 2040 Planning and Development Grant to the cities of Fairview, Wood Village, and Troutdale to engage with property owners of key opportunity sites to identify barriers to existing development codes and to develop context sensitive design standards to establish a more coherent form along the Halsey Corridor. As part of the scope of work and deliverable package to Metro for the grant award each city is required to review and consider the recommended code updates that were produced as part of this project.

Project Timeline

In July 2020, after working with a consultant team led by Cascadia Partners, the first joint work session was held by the Troutdale Planning Commission to review and provide feedback on code concepts for the Main Streets on Halsey (MSOH) project. In February 2021, another joint work session was held between Planning Commissions for the three cities. At this work session, the Planning Commissions reviewed and provided feedback on recommended text amendments to each city's respective development codes.

At the March 2021, Planning Commission meeting, the Commission discussed the future text amendments provided by Cascadia Partners that pertained specifically to Troutdale. Discussion items included: 1) re-naming two of Troutdale's existing zoning districts, Central Business District and Mixed Office/ Housing, to better reflect the mixed-use intent, 2) determine the preferred land uses for a new zoning district, Urban Mixed Use (MU-3), and 3) review land uses, building heights, and potential zoning map changes.

In June 2021, city staff initiated a Type IV application proposing Text Amendments to the Troutdale Development Code for Urban Mixed Use Zoning District (75-06). The proposed code edits involved renaming the Central Business District (CBD) to Downtown Mixed-Use (MU-1), Mixed Office/ Housing (MO/H) to General Mixed-Use (MU-2) and creating a new MU-3 Urban Mixed Use Zoning District. The Planning Commission held the initial public hearing on June 9, 2021, and recommended approval of the text amendments to the City Council. The City Council held public hearings and deliberations on June 15, 2021, June 22, 2021, and July 13, 2021. At the July 13th public hearing, City Council adopted Ordinance 869 establishing a new Urban Mixed-Use (MU-3) zone.

On October 11th, 2023, Planning Commission held a work session which the project consultant, Cascadia Partners, presented a summary of the vision for the Main Streets on Halsey project and the previous recommendation for updating the Troutdale Development Code to support this vision. Planning Commission discussed the proposed edits and provided feedback that more work needs to be done to meet the City's needs.

While the City has adopted several Text Amendments that coincide with the scope and vision of the Main Streets on Halsey project, a full text amendment package including those recommended by Cascadia Partners has not been brought to Planning Commission or Council for review and consideration of approval. As part of the final grant deliverables, and to close out the grant, the City is required to hold a public hearing to review and consider adoption of the code edits. If the City does not hold a public hearing to review and consider the adoption of the code amendments, Metro will not award the final monies to close out the grant. At the public hearing on April 10th, Planning Commission is to consider the following: 1) whether or not to continue to develop and refine the recommended code updates and 2) vote to approve or deny the proposed code amendments as written in 2021 (Attachment A).

REVIEW TIMELINE

The current Troutdale Development Code was adopted in 2017 [Ordinance No. 842]. The most current version of the TDC came into effect on December 17, 2023 [Ordinance No. 887].

On October 11, 2023, Planning Commission held a work session with City consultant Cascadia Partners to discuss the proposed text amendments.

A Post-Acknowledgment Plan Application (PAPA) was submitted to the Oregon Department of Land Conservation and Development on March 13, 2024, to alert the agency of the City's intentions. The initial public hearing was scheduled for Wednesday, April 10, 2024.

Public Notice of the initial public hearing was provided in accordance with the Type IV Procedures in the TDC 2.090. Note this is a legislative Type IV hearing, not a quasi-judicial land use hearing so no mailed notice to property owners was provided.

The Troutdale City Council is scheduled to hold two hearings on this matter on dates to be determined. The hearings will be scheduled when the Planning Commission forwards their recommendation to City Council.

TESTIMONY RECEIVED

No public testimony was received.

PROPOSED TEXT AMENDMENTS

Code sections that are to be affected by the proposed amendments are included in Attachment A of this report. The following text is a summary of the proposed amendments.

- Within "Chapter 3.200 – Mixed-Use Zoning District," edits are proposed to incorporate Appendix A into the MU-1 (formerly CBD) zone and amend height limitations, dimensional and design standards in the MU-1 and MU-2 (formerly MO/H) zones. The intent of the proposed amendments is to simplify the development code, enhance project design, and encourage development.

Consultants recommend the following edits.

3.200 Mixed-Use Zoning Districts

Consultants Notes:

- Amend height limitations, dimensional and design standards in the MU-1 and MU-2 zones.

Appendix A - Design Standards for Central Business District

Consultants Notes:

- Consolidate Appendix A of the Development Code into Chapter 3.200 Mixed-Use Zoning Districts.

PROPOSED FINDINGS

TDC Section 2.065 specifies that the City Council is the decision-making body for text amendment applications after the Planning Commission forwards a recommendation for their consideration. Planning Commission is charged with making a finding for each applicable

criterion point as listed in TDC Section 6.1120. Listed below are draft findings prepared by Staff for Planning Commission to review and amend as needed upon the conclusion of the public hearing portion of the meeting and prior to a vote for recommendation.

TDC SECTION 6.1120.A-E

A. The proposed change to the Development Code does not conflict with applicable Comprehensive Land Use Plan goals or policies.

The amendments proposed seek to simplify the development code, enhance project design, and expand the potential for development along the Halsey corridor. These amendments would promote vertical-based mix opportunities due to an increased height allowance and a uniform look and feel to the downtown by extending design standards to the west across SW 257th Avenue.

The Comprehensive Land Use Plan has several goals and policies that this text amendment would be in general conformance. Under “general goals and objectives”, the Plan seeks to:

- “To provide a sound basis for urbanization by establishing proper relationships between residential, commercial, industrial and open space land uses.”
- “Bring about a general increase in population density throughout the community in order to facilitate the use of [...] public facilities and services.”
- “To significantly improve the appearance of the community, particularly along I-84 and in the downtown area [...]”
- “To encourage and promote innovation in development techniques in order to obtain maximum livability and excellence in planning and design for all new developments [...]”

Under “Goal 10 Housing”, the Plan policies include the following which are consistent with the amendment:

- Residential developments shall be located in close proximity to employment and shopping facilities to allow Troutdale residents easy, convenient access to job sites and shopping needs.
- Allow a mix of multiple-family dwellings and professional offices, or limited commercial in [...] town center planning area outlined in the Comprehensive Plan.

Furthermore, the amendments as proposed are consistent with the adopted recommendations of the 2020-2040 Town Center Plan.

The proposed text amendments satisfy the goals and objectives outlined and further continues the spirit and intent of the comprehensive plan.

The criterion is met.

B. The proposed change is consistent with the applicable Statewide Planning Goals.

The amendments proposed in this application are not substantive in a way that would alter or jeopardize conformance to Statewide Planning Goals. Goal 9 (Economic Development) speaks to the need for cities to have enough land available to realize economic growth and development opportunities.

Goal 9 speaks of the need for cities to provide “an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses consistent with plan policies.” By increasing height maximums within mixed-use zones, the proposed amendments would allow for additional residential opportunities without impacting the need for commercial space. Amending the development code could benefit both local residence and local economic development and tourism.

Goal 10 speaks of the need for cities to maintain an adequate supply of sites for housing opportunities. Increasing allowable height maximums would encourage residential density and further the City’s available supply of property to accommodate needed housing.

The proposed text amendment is therefore consistent with applicable Statewide Planning Goals.

The criterion is met.

C. The proposed change is consistent with the applicable provisions of Metro Code.

The Metro 2040 Growth Concept established the classifications of town centers and main streets as a preferred development pattern to fulfill regional growth objectives. Metro Code 3.07 covers the Urban Growth Management Functional Plan, which outlines the expectations of “centers, corridors, station communities and main streets” in Title 6. These centers are to be the “principal centers of urban life in the region”. In Section 3.07.640, the Code outlines that Town Centers are recommended to average 40 persons per acre and Main Streets should average 39 persons per acre.

The proposed edits, through an increase in height allowances provide the ability for the City to accommodate additional residents or workers in a denser environment and more efficient development pattern. The Main Streets on Halsey project is focused within Troutdale’s Town Center District (previously known as the Storefront District) and along the Halsey Street Corridor. Density suggestions provided in the Metro Code are not currently met. This zoning district can help advance these geographies towards the recommended figures, which will also support surrounding commercial areas.

The criterion is met.

D. Public need is best satisfied by this particular change.

The adopted 2020-2040 Town Center Plan established a vision that was carefully crafted from public input and desired needs. This vision calls for the maintenance of a small-town feel while improving the business climate and improving residential quality of life. However, economic analysis has suggested that this desire needs to be balanced with an expectation to increase the number of residents in the surrounding areas. After several work sessions with the Planning Commission, Commissioners expressed that an increase in maximum height would take away from the small-town feel rather than support the vision of the Town Center Plan. Approving an amendment as written would not best satisfy a public need as it would change the very nature of the code that gives Troutdale its small-town characteristics.

The criterion is not met.

E. The change will not adversely affect the health, safety, and welfare of the community.

The health, safety and welfare of the community were considered when drafting the proposed amendments. It is not anticipated that there are health or safety concerns that stem from the increase in maximum height requirements. Furthermore, providing expanded design standards and streetscapes along the Halsey Street corridor ensures that the aesthetic vision of the 2020-2040 Town Center Plan will be met as development continues in the area.

The welfare of the community will also be expected to be upheld or improved, as the proposed amendments would allow for greater residential and commercial opportunities.

The criterion is met.

STAFF RECOMMENDATIONS

Through several work sessions with the Planning Commission, staff finds that the proposed amendments do not meet the needs of the City of Troutdale as written. Specifically, the proposed code amendments do not comply with TDC 6.1120.D. Therefore, staff recommends denial of Case File 75-15 Main Streets on Halsey Development Code and adopt the findings of non-compliance for TDC 6.11.20.D. The denial will also close out the Main Streets on Halsey grant at this time. If directed, staff will continue to work with the Planning Commission at future work sessions to come up with an alternative approach to implementing similar code amendments while preserving Troutdale's small-town characteristics and vision.

Staff offers the following recommendations for the conduct of the April 10, 2024, public hearing regarding the proposed amendments to the Troutdale Development Code.

1. Recommend denial of Case File 75-15 and adoption of findings of non-compliance for TDC 6.1120.D. for City Council consideration tentatively scheduled for public hearings on May 7th and 21st, 2024.
2. Modify findings and recommend approval of Case File 75-15 Main Streets on Halsey Development Code for City Council consideration tentatively scheduled for public hearings on May 7th and 21st, 2024.
3. To continue to the public hearing to a date certain if more information is needed.

Attachments

- A. Proposed Development Code Revisions – Redline



CASE FILE: **75-15 Text Amendments to Chapter 3 and Appendix A of the Troutdale Development Code (TDC)**

PREPARED BY: Dakota Meyer, Associate Planner

SUBJECT: **Findings of Fact - Proposed Text Amendment to the Troutdale Development Code**

REQUESTS: Update to Chapter 3.200 and Appendix A of the Troutdale Development Code to change maximum building height requirements and incorporate design standards for the Halsey Street corridor.

Applicable Criteria: Troutdale Development Code (TDC) Sections 2.065 (Type IV Procedures) and 6.1100 (Text Amendment)

PROPOSED FINDINGS

TDC Section 2.065 specifies that the City Council is the decision-making body for text amendment applications after the Planning Commission forwards a recommendation for their consideration. City Council is charged with making a finding for each applicable criterion point as listed in TDC Section 6.1120. Listed below are draft findings prepared by Staff for City Council to review and amend as needed upon the conclusion of the public hearing portion of the meeting and prior to a vote on the adoption of the proposed amendments.

A. The proposed change to the Development Code does not conflict with applicable Comprehensive Land Use Plan goals or policies.

The amendments proposed seek to simplify the development code, enhance project design, and expand the potential for development along the Halsey corridor. These amendments would promote vertical-based mix opportunities due to an increased height allowance and a uniform look and feel to the downtown by extending design standards to the west across SW 257th Avenue.

The Comprehensive Land Use Plan has several goals and policies that this text amendment would be in general conformance. Under “general goals and objectives”, the Plan seeks to:

- “To provide a sound basis for urbanization by establishing proper relationships between residential, commercial, industrial and open space land uses.”
- “Bring about a general increase in population density throughout the community in order to facilitate the use of [...] public facilities and services.”
- “To significantly improve the appearance of the community, particularly along I-84 and in the downtown area [...].”

- “To encourage and promote innovation in development techniques in order to obtain maximum livability and excellence in planning and design for all new developments [...]”

Under “Goal 10 Housing”, the Plan policies include the following which are consistent with the amendment:

- Residential developments shall be located in close proximity to employment and shopping facilities to allow Troutdale residents easy, convenient access to job sites and shopping needs.
- Allow a mix of multiple-family dwellings and professional offices, or limited commercial in [...] town center planning area outlined in the Comprehensive Plan.

Furthermore, the amendments as proposed are consistent with the adopted recommendations of the 2020-2040 Town Center Plan.

The proposed text amendments satisfy the goals and objectives outlined and further continues the spirit and intent of the comprehensive plan.

The criterion is met.

B. The proposed change is consistent with the applicable Statewide Planning Goals.

The amendments proposed seek to simplify the development code, enhance project design, and expand the potential for development along the Halsey corridor. These amendments would promote vertical-based mix opportunities due to an increased height allowance and a uniform look and feel to the downtown by extending design standards to the west across SW 257th Avenue.

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Furthermore, the amendments as proposed are consistent with the adopted recommendations of the 2020-2040 Town Center Plan.

The proposed text amendments satisfy the goals and objectives outlined and further continues the spirit and intent of the comprehensive plan.

The criterion is met.

C. The proposed change is consistent with the applicable provisions of Metro Code.

The Metro 2040 Growth Concept established the classifications of town centers and main streets as a preferred development pattern to fulfill regional growth objectives. Metro Code 3.07 covers the Urban Growth Management Functional Plan, which outlines the expectations of “centers, corridors, station communities and main streets” in Title 6. These centers are to be the “principal centers of urban life in the region”. In Section 3.07.640, the Code outlines that Town Centers are recommended to average 40 persons per acre and Main Streets should average 39 persons per acre.

The proposed edits, through an increase in height allowances provide the ability for the City to accommodate additional residents or workers in a denser environment and more efficient development pattern. The Main Streets on Halsey project is focused within Troutdale’s Town Center District (previously known as the Storefront District) and along the Halsey Street Corridor. Density suggestions provided in the Metro Code are not currently met. This zoning district can help advance these geographies towards the recommended figures, which will also support surrounding commercial areas.

The criterion is met.

D. Public need is best satisfied by this particular change.

The Metro 2040 Growth Concept established the classifications of town centers and main streets as a preferred development pattern to fulfill regional growth objectives. Metro Code 3.07 covers the Urban Growth Management Functional Plan, which outlines the expectations of “centers, corridors, station communities and main streets” in Title 6. These centers are to be the “principal centers of urban life in the region”. In Section 3.07.640, the Code outlines that Town Centers are recommended to average 40 persons per acre and Main Streets should average 39 persons per acre.

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The criterion is not met.

E. The change will not adversely affect the health, safety, and welfare of the community.

The health, safety and welfare of the community were considered when drafting the proposed amendments. It is not anticipated that there are health or safety concerns that stem from the increase in maximum height requirements. Furthermore, providing expanded design standards

and streetscapes along the Halsey Street corridor ensures that the aesthetic vision of the 2020-2040 Town Center Plan will be met as development continues in the area.

The welfare of the community will also be expected to be upheld or improved, as the proposed amendments would allow for greater residential and commercial opportunities.

The criterion is met.

To the extent the aforementioned criteria apply to TDC 3.200, staff finds that the proposed amendments do not meet the needs of the City of Troutdale as written. Specifically, the proposed code amendments do not comply with TDC 6.1120.D.

ORDINANCE NO.

AN ORDINANCE ADOPTING TEXT AMENDMENTS TO CHAPTER 3 AND APPENDIX A OF THE TROUTDALE DEVELOPMENT CODE.

THE TROUTDALE CITY COUNCIL FINDS AS FOLLOWS:

1. The Troutdale City Council held a public hearing on May 14, 2024, to take public testimony and to review and consider text amendments to Chapter 3 and Appendix A of the Troutdale Development Code concerning the Downtown Mixed-Use and General Mixed-Use zoning districts.
2. The Troutdale Planning Commission held a public hearing on April 10, 2024, to take public testimony and to make a recommendation to the City Council concerning text amendments to Chapter 3 and Appendix A of the Troutdale Development Code.
3. Amending maximum height limitations, dimensional and design standards in the Downtown Mixed-Use and General Mixed-Use zones help encourage development and achieve higher quality urban design along the Halsey Street Corridor.
4. The amendments to Chapter 3 Zoning Districts incorporates Appendix A - Design Standards for Central Business District into Subchapter 3.200 Mixed-Use Zoning Districts therefore removing Appendix A from the Troutdale Development Code.
5. Notice of the public hearing has been provided in accordance with applicable law.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF TROUTDALE

Section 1. Chapter 3 and Appendix A shall be amended as set forth in Attachment A.

Section 2. This ordinance shall be effective 30 days after approval.

YEAS:
NAYS:
ABSTAINED:

Randy Lauer, Mayor
Date:

Sarah Skroch, City Recorder
Adopted:

Chapter 1 – Introductory Provisions

[...]

- 1.020 General Definitions. As used in this Code, words used in the present tense include the future tense, while words in the plural include the singular, and all words used in the singular include the plural unless the context clearly indicates to the contrary. All words used in the masculine gender include the feminine gender. The word "shall" is mandatory and the word "may" is permissive. The word "structure" includes the word "building". The words "land", "property", "site", "lot", "parcel" and "premise" are used interchangeably unless the context clearly indicates to the contrary. The words "proposal", "application", and "request" are used interchangeably unless the context clearly indicates to the contrary. The word "lot" includes the word "parcel" unless the context clearly indicates to the contrary. Where words are not defined in this Code, the following sources shall be consulted: State statute, and any dictionary of common usage, all of which shall be interpreted by context. Interpretations of the Code are the responsibility of the Director.

[...]

- .57 Food Vendor (Mobile). Any trailer, vehicle, wagon, cart, stand, or other similar mobile or temporary device or structure which is used for the purpose of preparing, processing, or converting food for immediate consumption as a drive-in, drive-through, curbside, or walk-up service. A valid City business license is required. Food vendors (mobile) also means the site occupied by a mobile food vendor if a mobile food vendor occupies the site daily for more than three (3) consecutive days even if the mobile device or structure does not occupy the site twenty four (24) hours per day. Specific types of mobile food vendors are defined as follows:
- a. Food Carts – in a location and operating for a limited duration. Includes both mobile carts, and also temporary stands with a maximum size of one hundred (100) square feet. Examples include a food stand erected for an event, such as a food stand put up and operated for the duration of an authorized community event. Customer access is walk up only.
 - b. Food Kiosks – located on a site in a long-term or permanent manner such as a drive-up coffee stand. These may be structures on trailers. There is no kitchen or indoor seating. Customer access can be walk-up or drive-up window.
 - c. Food Stands – in a location and operating for a limited duration. Examples include a hot dog stand that operates on a street corner during the lunch hour or a lemonade stand in a neighborhood. Maximum size is forty eight (48) square feet. Customer access is walk up only.
 - d. Food Trucks/Trailers – in which food is prepared and from which food is served. Food Trucks and Trailers park generally in parking lots and may move from the business site daily, or may locate in the same site for several weeks at a time. Maximum size is two hundred (200) square feet. There is no indoor seating.

Customer access can be walk-up or drive-up window.

- e. Food Truck Pod - a site containing four (4) or more Food Trucks/Trailers and associated site amenities.

[...]

- .93 Micro Retail Building. Any structure no greater than 600 square feet in area intended to be used for a small retail shop or service. The structure may be pre-fabricated, site built, modular, or mobile.
- .94 Micro Retail Pod. A site that includes a minimum of three (3) Micro Retail buildings and associated site amenities such as outdoor seating, landscaping, restrooms, and lighting.

[...]

[renumber remaining sections]

Chapter 3 – Zoning Districts

All areas within the city limits of Troutdale are divided into the following zoning districts. The use of each tract of land within the corporate limits of the City of Troutdale shall be limited to those uses permitted within the applicable zoning district.

3.000 Zoning District Outline.

<i>SYMBOL</i>	<i>DISTRICT NAME</i>	<i>MINIMUM LOT SIZE</i>
<i>LOW-DENSITY RESIDENTIAL</i>		
R-20	Single-Family Residential	20,000 sq. ft. per dwelling
R-10	Single-Family Residential	10,000 sq. ft. per dwelling
R-7	Single-Family Residential	7,000 sq. ft. per dwelling
<i>MEDIUM-DENSITY RESIDENTIAL</i>		
R-5	Single-Family Residential	5,000 sq. ft. per dwelling
R-4	Attached Residential	4,000 sq. ft. per detached dwelling 3,500 sq. ft. per attached dwelling
<i>HIGH-DENSITY RESIDENTIAL</i>		
A-2	Apartment Residential	2,000 sq. ft. per dwelling unit
<i>COMMERCIAL/INDUSTRIAL</i>		
NC	Neighborhood Commercial	
CC	Community Commercial	

GC	General Commercial
CBD	Central Business District
MO/H	Mixed Office/Housing
IP	Industrial Park
LI	Light Industrial
GI	General Industrial
<i>ZONING DISTRICT OVERLAYS</i>	
AR	Aggregate Resource
ALF	Airport Landing Field
CR	Historic Landmark Protection
VECO	Vegetation Corridor and Slope District
PD	Planned Development
FLMA	Flood Management Area
TC	Town Center

3.130 CENTRAL BUSINESS DISTRICT CBD

- 3.131 Purpose. This district is intended to provide for retail, personal, professional, business and industrial services within the Town Center (TC).
- 3.132 Permitted Uses. The following uses are permitted in the CBD:
- A. Dwelling units, including mixed use commercial and residential development, subject to the Storefront District Requirements. See Section 3.134.
 - B. Museums, theaters, galleries, or studios for art, dance, and photography.
 - C. Parking garages or parking lots.
 - D. Service uses.
 - E. Eating and drinking establishments.
 - F. Retail establishments with fifteen thousand (15,000) square feet or less of gross floor area.
 - G. Office uses.
 - H. Water-oriented recreational facilities.
 - I. Utility facilities, minor.

- J. Bed and breakfast inns (but not subject to the provisions of Section 5.500 of this Code).
- K. Hotels and motels
- L. Mobile Food Vendor operating a Food Stand, Food Cart, Food Trailer, or Food Kiosk in accordance with Section 5.200 of this Code.
- M. Food Truck Pod meeting the standards of Section 3.134.E of this Code.
- ~~NM.~~ Other uses similar in nature to those listed above, but not marijuana facilities or processors.

3.133 Conditional Uses. The following uses are permitted as conditional uses in the CBD:

- A. Assembly or limited manufacturing uses.
- B. Community service uses, except that a government building that serves exclusively as an office building shall be considered the same as professional offices and general business offices.
- C. Nursing homes, day care facilities, assisted living facilities and similar uses.
- D. Grocery stores and convenience stores without fueling stations.
- E. Retail stores with more than fifteen thousand (15,000) square feet of gross floor area.
- F. Utility facilities, major.
- G. Other uses similar in nature to those listed above, but not marijuana facilities or processors.

3.134 Storefront District Requirements

- A. Purpose. A subarea of the CBD zone is designated as a Halsey Corridor Storefront District. The purpose of the Storefront District is to promote a concentration of retail and commercial destinations within a pedestrian-friendly environment. The Storefront District concept is applied to multiple areas on Halsey Street across Fairview, Wood Village, and Troutdale. Developments within Storefront Districts are required to include a nonresidential use and meet additional or enhanced design standards.
- B. Applicability. A map of the boundaries of the Storefront District is provided in Figure 1. New developments and alterations to existing developments are subject to the applicable use regulations and design standards as identified in this section.

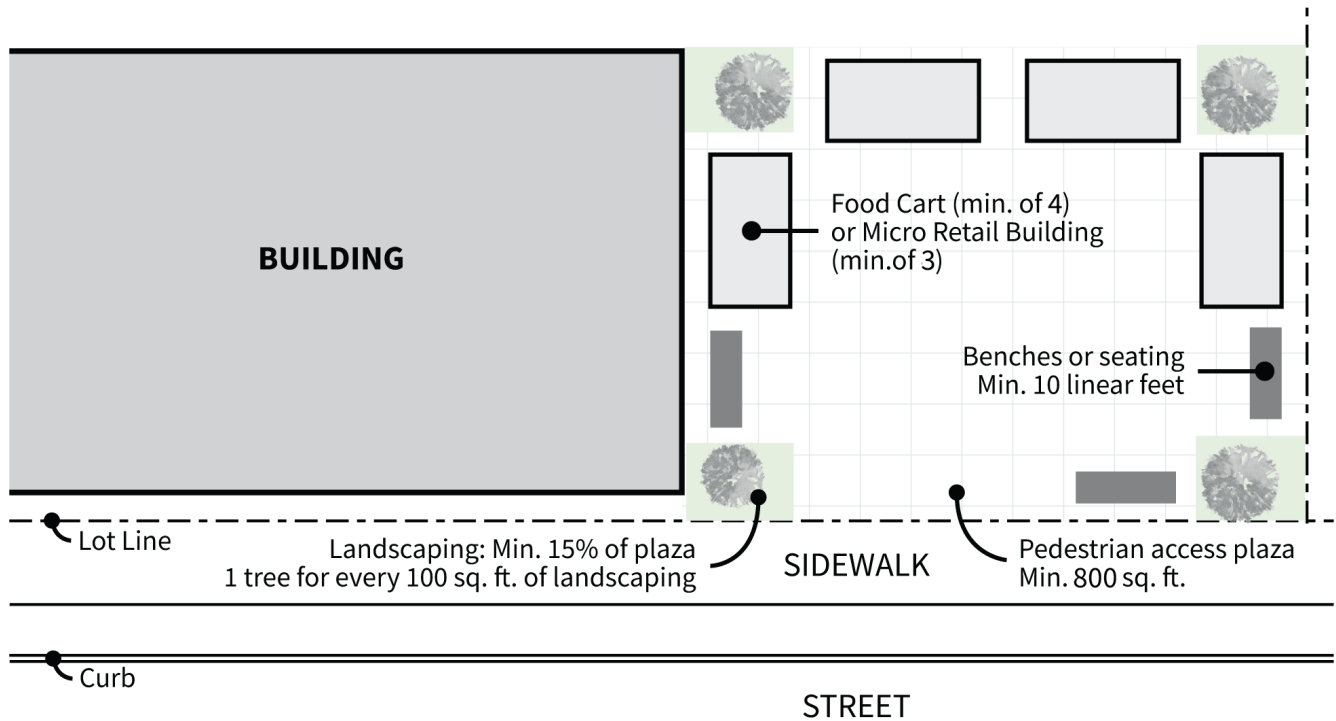
Figure 1 – Storefront District Map



- C. **Design Standards.** Design standards for sites within a Storefront District differ from sites outside a Storefront District. See Section 3.136.
- D. **Limitations on Residential Uses.** Residential uses are limited in the Storefront District. All developments that include a residential use must meet the following two standards.
1. **Mixed Use Development Requirement.** Residential uses shall be permitted only when part of a mixed-use development. Both “vertical” mixed use (housing above the ground floor), and “horizontal” mixed use (housing on the ground floor) developments are allowed, subject to subsection (2) below.
 2. **Limitation on Street-Level Housing.** No more than 50 percent of the frontage on SW Halsey Street or Historic Columbia River Highway in the Storefront District may be occupied by ground floor/street-level residential uses.
- E. **Options for Nonresidential Uses in Mixed Use Developments.** The following options are available to satisfy the requirement for a nonresidential use in a mixed-use development.
1. **Conventional Commercial Space.** Provide a minimum of 1,000 square feet of conventional, enclosed commercial space meeting all applicable standards of the building code.
 2. **Food Truck or Micro Retail Pod.** Provide an improved site area for a minimum of four (4) Food Trucks/Trailers or three (3) Micro Retail Buildings, as defined in Section 1.020. A Food Truck Pod or Micro Retail Pod must meet the following minimum standards:

- a. Site Improvements and Amenities (see Figure 2).
 - i. All Food Trucks/Trailers and Micro Retail Buildings and site amenities must be located on a paved surface including but not limited to concrete, asphalt, or pavers.
 - ii. The site must include a pedestrian access plaza which meets standard P1 of the Design Standards (Section 3.136).
 - iii. All Food Trucks/Trailers or Micro Retail Buildings must orient their main entry or service window to the pedestrian access plaza or to a public street.
 - iv. On-site restrooms must be provided for employees and customers and be screened from view.
 - v. Waste and recycling receptacles must be provided for customer and business waste and be screened from view.
 - vi. Lighting must be provided to illuminate the area when retailers operate during hours of darkness. No direct light source shall be visible from the property line. Lighting fixtures shall be oriented and/or shielded to prevent glare on abutting properties.
 - vii. Any accessory structures must be less than 120 square feet in size and 10 feet in height. The structures shall be constructed with high-quality building material that is compatible with other development on the site and within the surrounding neighborhood. Alternatively, the storage structures can be screened from view.
- b. Standards for Individual Food Trucks/Trailers and Micro Retail Buildings
 - i. Each Food Truck/Trailer must meet the development standards that apply to Food Trucks/Trailers identified in Section 5.200 (Mobile Food Vendors).
 - ii. Food Trucks/Trailers sited in a Food Truck Pod that meets the standards of this section are exempt from the limitation on number of days any one Food Truck/Trailer may operate in a given time period.
 - i. Each Food Truck/Trailer or Micro Retail Building must meet the following additional standards:
 - (a) No structure may exceed 600 square feet in floor area.

- (b) No structures may be constructed of standard form concrete block (not including split-faced, colored or other block designs that mimic stone, brick or other similar masonry), corrugated metal or fiberglass, and plastic or vinyl siding.
- (c) Awnings shall have a minimum height clearance of seven (7) feet.
- (d) If the structure is mobile and has wheels, the wheels must remain inflated, and skirting shall be placed around the perimeter of the structure.
- (e) Accessory items not used by consumers, including but not limited to tanks and barrels, shall be fully screened from view from customer areas.
- (f) All structures must meet any applicable building code requirements associated with their intended use and occupancy.

Figure 2 – Food Truck Pod or Micro Retail Pod Standards

3.1345 Dimensional Standards.

A. Lot Area, Lot Width, and Lot Depth.

1. Non-residential and mixed use: No minimum requirement.
2. Residential uses:
 - a. Minimum lot area shall be based on the minimum lot width and minimum lot depth standards. Where there is no minimum lot width or minimum lot depth required, there shall be no minimum lot area requirement.
 - b. Residential uses shall have the following dimensional standards:
 - i. Minimum lot width: Sixteen (16) feet.
 - ii. Minimum lot depth:
 - (a) Seventy (70) feet for residential units with a driveway from the public street or with access from an alley within a separate tract from the lot.
 - (b) Ninety (90) feet for residential units with access from an alley within an easement that is part of the lot.

- (c) There is no minimum lot depth for lots within the area between Historic Columbia River Highway and 2nd Street extended west to its intersection with 257th Avenue from 257th Avenue to the SE Sandy Street right-of-way.
- B. Street Frontage: Minimum of sixteen (16) feet.
- C. Setbacks:
 - 1. Non-residential and mixed uses:
 - a. Minimum Setbacks. No setbacks are required from a public street right-of-way or if abutting another commercial or industrial zoning district. If abutting a residential zoning district, the minimum setback along the abutting property line shall be twenty (20) feet.
 - b. Maximum Setback. A maximum setback applies to sites that abut SW Halsey Street or Historic Columbia River Highway. See Section 3.135.G.
 - 2. Residential uses:
 - a. Front yard setback:
 - i. Without alley access:
 - (a) Minimum of twenty (20) feet to the garage door of residential units with a driveway from the public street.
 - (b) Minimum of fifteen (15) feet to the front façade of a residential unit.
 - (c) Minimum of ten (10) feet to the front porch of a residential unit.
 - ii. With alley access:
 - (a) Minimum of ten (10) feet to the front façade of the residential unit.
 - (b) Minimum of five (5) feet to the front porch of the residential unit.
 - b. Side yard setback:
 - i. Adjoining a non-residential or A-2 zoning district: Minimum of five (5) feet.

- ii. Adjoining a residential zoning district other than A-2:
 - (a) Single-story construction: Minimum of five (5) feet from an adjoining side yard and a minimum of fifteen (15) feet from an adjoining rear yard.
 - (b) Two-story or greater construction: Minimum of seven and one half (7-1/2) feet from an adjoining side yard and a minimum of fifteen (15) feet from an adjoining rear yard.
 - (c) The minimum side yard setback from an adjoining rear yard may be reduced as provided in Section 3.137 of this Chapter.
- iii. No side yard setback for interior side property lines of duplexes, triplexes, and attached dwellings on individual lots.
- c. Street side yard setback: None required unless the street side yard is used for a driveway, in which case the minimum setback shall be eighteen (18) feet to the garage.
- d. Rear yard setback:
 - i. Adjoining a non-residential zoning district:
 - (a) Without an alley: Minimum of ten (10) feet.
 - (b) With an alley that is platted either as an easement or as a separate tract that is at least twenty (20) feet in width: Minimum of five (5) feet from the nearest edge of the alley.
 - ii. Adjoining a residential district:
 - (a) Without an alley:
 - (i) Single-story construction: Minimum of fifteen (15) feet.
 - (ii) Two-story and greater construction: Minimum of twenty (20) feet.
 - (iii) The minimum rear yard setback may be reduced as provided in Section 3.137 of this Chapter.
 - (b) With an alley that is platted either as an easement or a separate tract that is at least twenty (20) feet in width: Minimum of five (5) feet to the nearest edge of the alley, regardless of the number

of stories.

3. Reduced Setback Allowed. The minimum side yard setback for residential uses adjoining a rear yard in a residential zoning district other than A-2, and the minimum rear yard setback (without an alley) adjoining a residential district, may be reduced by as much as five (5) feet based on the following:
 - a. A maximum building height ceiling shall first be determined for the subject property. The maximum building height ceiling is the plane established at the maximum building height as measured at the highest point along the shared property line of the adjoining parcel from which the setback is being measured.
 - b. For each one-foot reduction in the minimum setback, the building height ceiling shall be reduced by two (2) feet. Thus, a building that is set back the maximum five (5) feet closer to the common property line has a building height ceiling that is ten (10) feet lower than the maximum.
 - c. The height of the building may not exceed the maximum building height, nor may it project above the reduced ceiling height.

[Example: A three-story building may be set back as close as fifteen (15) feet to the rear property line if the building does not exceed the maximum thirty-five (35) foot building height and it does not project above the reduced (ten-foot lower) maximum building height ceiling.

D. Residential Density.

1. Maximum residential density when the dwellings are all on one (1) lot shall be one (1) dwelling unit per one thousand five hundred (1,500) square feet of net land area, otherwise the maximum density shall be determined on the basis of the minimum lot area standards as established in Subsection (A)(2) of this Section.
2. For the area between Historic Columbia River Highway and 2nd Street extended west to its intersection with 257th Avenue from 257th Avenue to the SE Sandy Street right-of-way, the maximum residential density when the dwellings are all on one (1) lot shall be one (1) dwelling unit per 1,000 square feet of net land area. There is no maximum residential density for units on individual lots within this area.
3. For exclusively residential developments, residential development is required to be built at eighty percent (80%) or more of the maximum number of dwelling units per net acre. For purposes of this standard, in computing the maximum number of dwelling units, if the total contains a fraction, then the number shall be rounded down to the next lower whole number. For computing the minimum number of dwelling units, if the total contains a fraction, then the number shall be

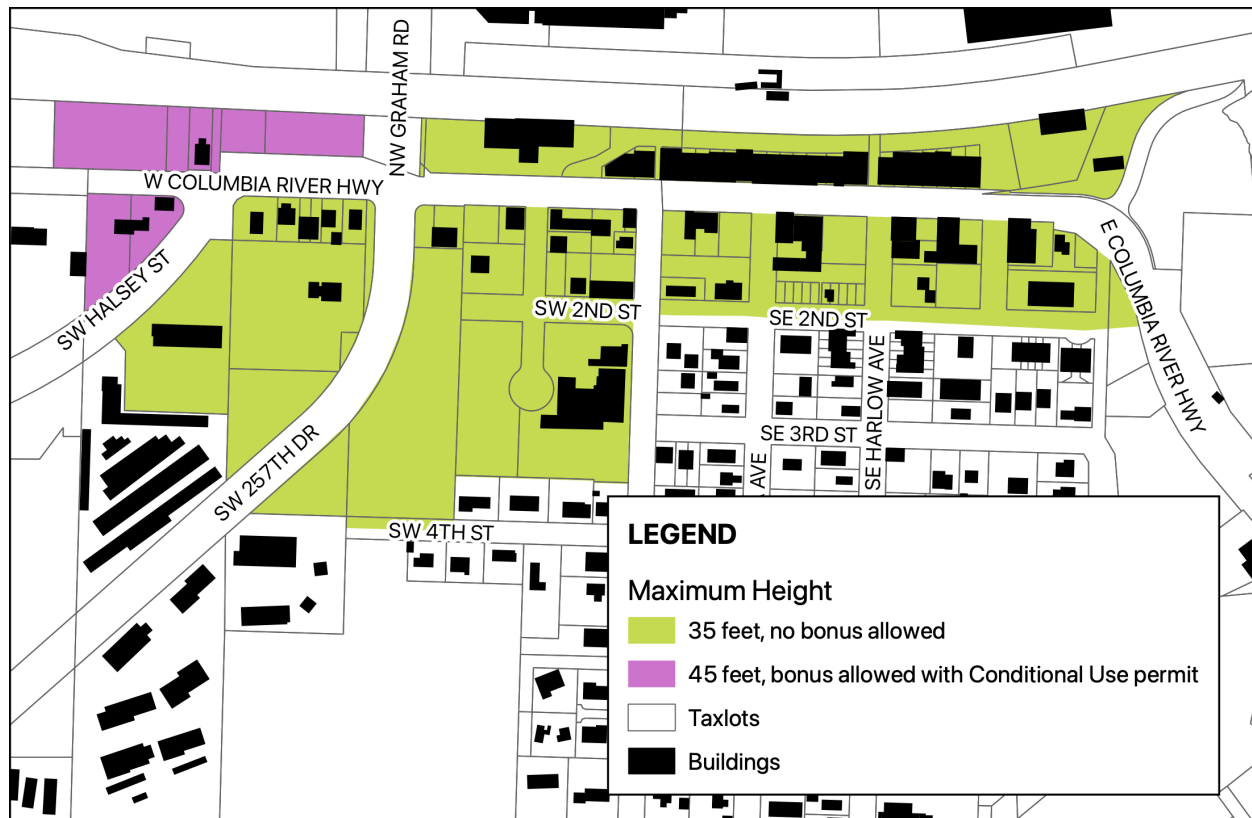
rounded down to the next lower whole number.

[Example: Computing maximum and minimum dwelling units for a 5,000 sq. ft. parcel:

- Allowed density is 1 dwelling per 1,500 square feet.
- A 5,000 square foot parcel yields 3.3 dwelling units; round down to 3 dwelling units for maximum number of units.
- Eighty percent minimum density is 0.8×3 which yields 2.4 dwelling units; rounded down to 2 dwelling unit for minimum number of units.]

4. Apartment units built in conjunction with a commercial use are not subject to the above maximum and minimum density standards.
- E. Height Limitation. The base height limit standards for all structures are identified in Figure 3. In areas where the base height limit is 35 feet, no height bonus is allowed. In areas where the base height limit is 45 feet, the height limit may be increased to 55 feet if the development meets the following two conditions:
1. The development satisfies one of the bonus options described in Section 3.138.
 2. The development is approved for a Conditional Use permit through a Type III Review Procedure (see Section 6.300).

Figure 3 – Maximum Building Height Map



G. Building Orientation and Massing

1. Maximum Setback

- a. **Purpose.** The intent of the maximum setback standard is to promote a comfortable and interesting pedestrian environment by creating visually interesting street frontages and a sense of enclosure on a street when experienced as a pedestrian.
- b. **Applicability.** The maximum setback standard applies to all development on sites that abut SW Halsey Street or Historic Columbia River Highway as follows:
 - i. Expansions or additions to buildings must not increase the length of street-facing facade that does not conform to the maximum setback standard and must, to the extent feasible, reduce the area dedicated to parking and vehicular circulation between the building and the street.
 - ii. Food Trucks/Trailers, Food Truck Pods, Micro Retail Buildings, and Micro Retail Pods are not subject to the maximum setback standard.
 - iii. On corner lots, the maximum setback only applies to the street property line that abuts SW Halsey Street or Historic Columbia River Highway.
- c. **Standards**
 - i. **Maximum Setback.** The maximum a building can be set back from a street lot line is 10 feet. At least 75 percent of the length of the ground level street-facing facade of the building must meet the maximum setback standard. Eaves, chimneys, bay windows, overhangs, cornices, awnings, canopies, porches, decks, pergolas, and similar architectural features on the façade do not count towards meeting the maximum setback standard. The standard applies to the façade wall.
 - ii. **Improvements in the Setback Between a Building and a Street Lot Line.** The land between any building and a street lot line must be landscaped and/or hard-surfaced for use by pedestrians. This standard does not exempt developments from meeting overall site landscaping or street frontage requirements.
 - iii. **Location of Parking Areas.** Parking and vehicle circulation areas

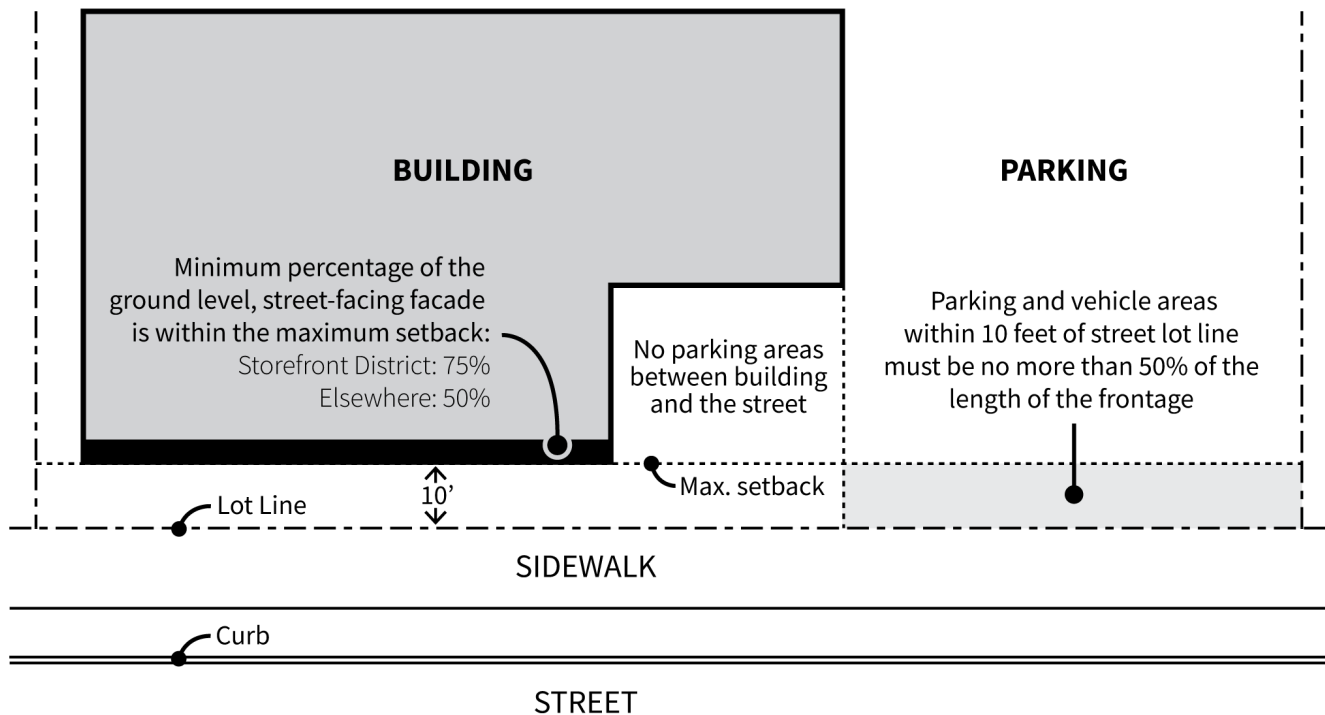
are prohibited in the setback area between the building and the street lot line. Parking and vehicle circulation areas must not be located within 10 feet of the street lot line on more than 50 percent of the length of the street frontage to which the maximum setback standard applies to. Bicycle parking may be located in the area between a building and a street lot line when the area is hard surfaced.

2. Main Entrance

- a. Purpose. These requirements ensure that main entrances are visible and connected to the sidewalk by a pedestrian walkway.
- b. Applicability.
 - i. The main entrance standard applies to all sites with at least one frontage on a street, and where any of the floor area on the site is in nonresidential uses, must meet the following standards. If the site has frontage on more than one street the standards must be met on at least one street.
 - ii. These standards apply to the primary building(s) on a site (e.g., not to accessory structures). The standards do not apply to Food Trucks/Trailers, Food Truck Pods, Micro Retail Buildings, and Micro Retail Pods.
- c. Standards. For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor must meet the standards of this section.
 - i. Location. The main entrance must be within 25 feet of the street and must face the street or be at an angle of up to 45 degrees from the street, measured from the street property line.
 - ii. Entrance Design. The primary building entrances must be architecturally emphasized through the use of two or more of the following features: recessed doorway(s) at least 2 feet deep; overhangs or canopies at least 3 feet deep; transom windows; ornamental light fixtures; larger, transparent or more prominent doors; or pilasters or columns that frame the principal doorway.
 - iii. Public Access. The primary entrance must remain open to the public during operating hours of the business.
 - iv. Walkway Connection. All primary entrances to a building (e.g., tenant entrance, lobby entrance, breezeway entrance, or courtyard

entrance) must be connected to the sidewalk by a direct and continuous walkway.

Figure 4. Building Orientation Standards



3. Maximum Building Length

- a. Purpose. The maximum building length and façade articulation standards, along with the height and setback standards, limit the bulk of buildings close to the street. These standards help ensure that large buildings will be divided into smaller components that add visual interest and variety to the street environment.
- b. Maximum Building Length. The maximum building length for the portion of a building located within 20 feet of a street lot line is 150 feet. The portions of buildings subject to this standard must be separated by a minimum of 20 feet when located on the same site. This standard is met if two buildings are entirely separated, or when one building includes a recess that is at least 20 feet in length and 20 feet in depth (See Figure 5),

4. Façade Articulation.

- a. Applicability. The façade articulation standard applies as follows:
 - a. The standard applies to buildings more than 35 feet high that have

facade areas of more than 3,500 square feet that face a street lot line or a lot line that abuts a residential zone.

- b. Portions of building facades that are vertically separated by a gap of at least 10 feet in width extending at least 20 feet in depth from the street property line are considered to be separate facades areas for the purposes of the facade area measurements.
- b. Standard. At least 25 percent of the area of a facade that faces a street lot line or a lot line that abuts a residential zone must be divided into facade planes that either recess by at least 2 feet or project by at least 2 feet from the rest of the facade. Facade area used to meet the facade articulation standard may be recessed behind or project out from the primary facade plane, but projections into street right-of-way do not count toward meeting this standard (See Figure 6).

Figure 5. Maximum Building Length Standard

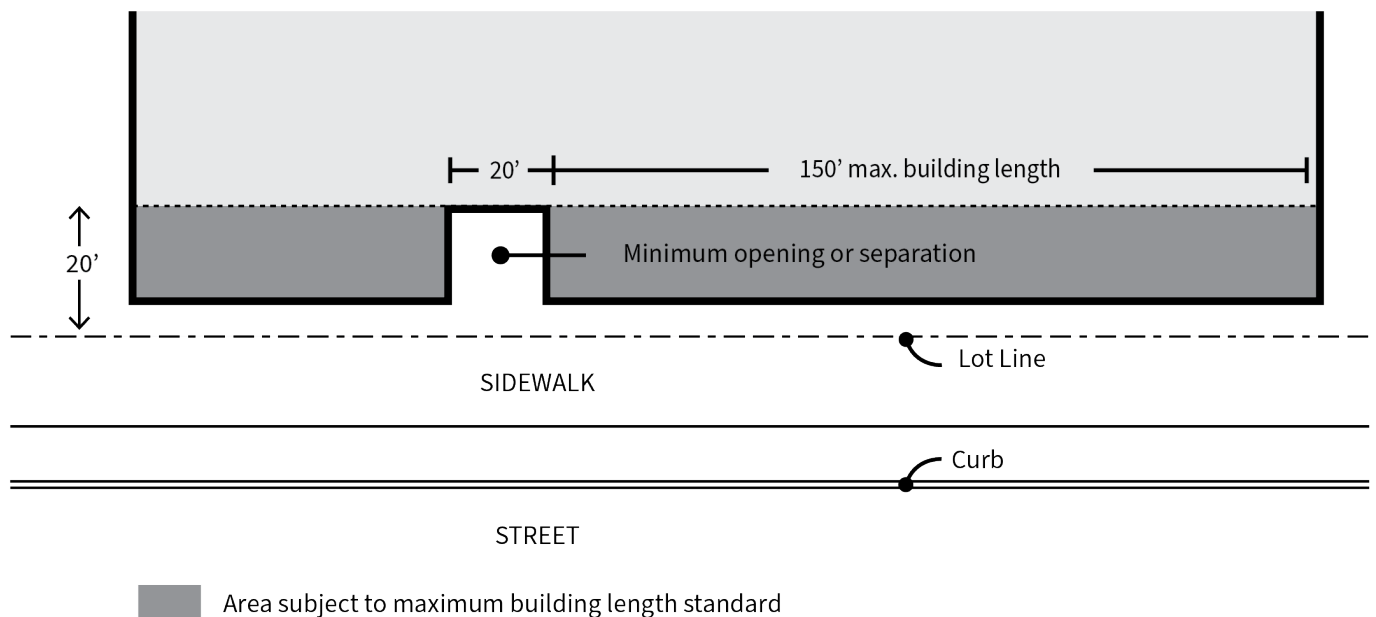
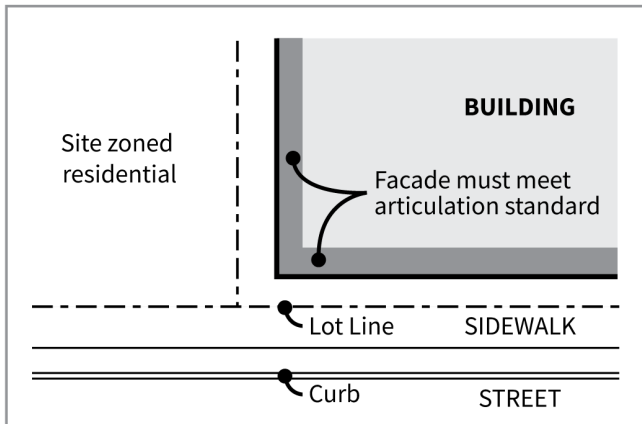
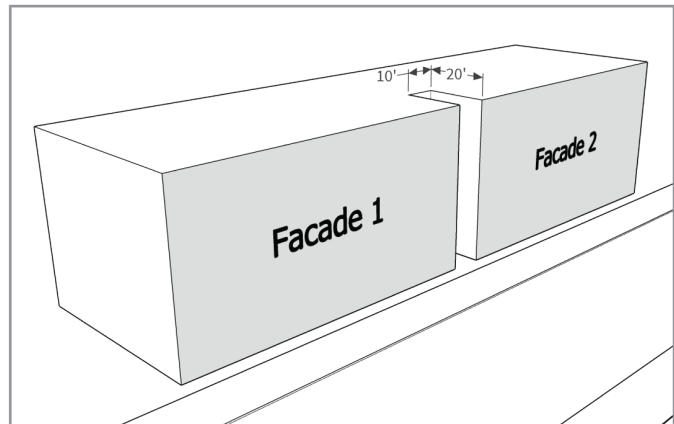
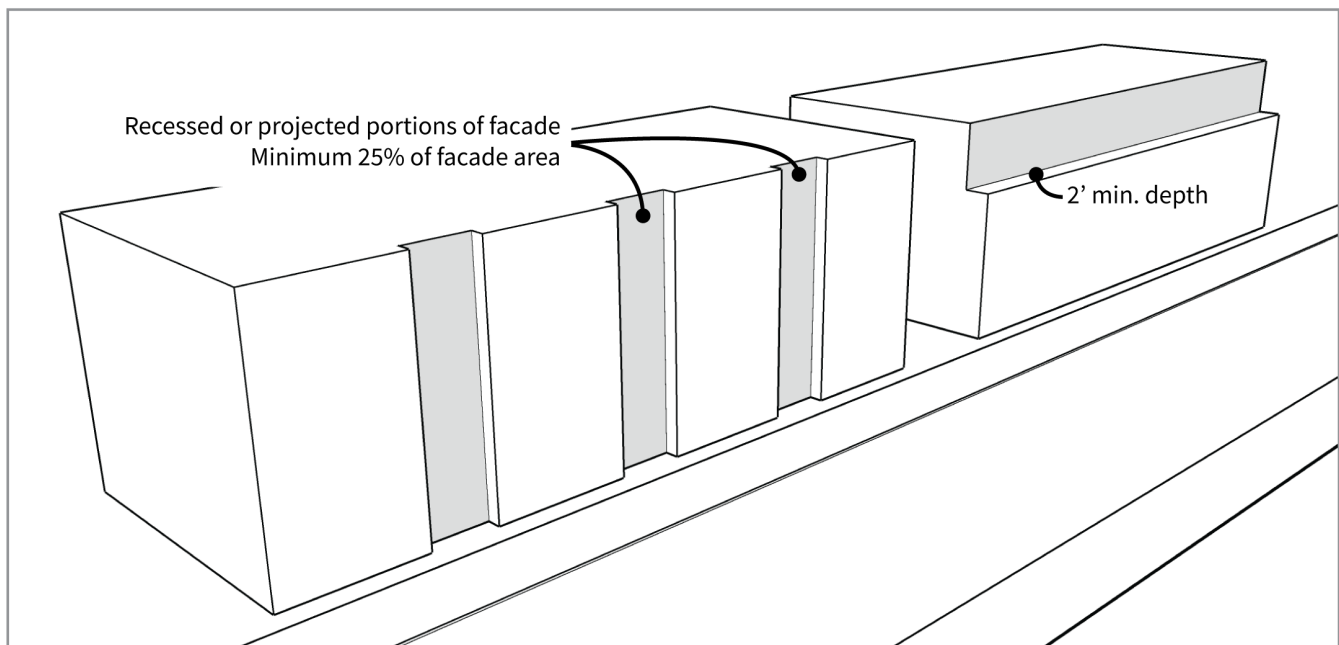


Figure 6. Façade Articulation Standard

Applicability: Standard applies to façades that face a street lot line or lot line that abuts a residential zone



Applicability: Portions of facade separated by a gap at least 10' wide and 20' deep are considered separate façades

**Examples of Façades that Meet the Standard**

3.136 Design Standards.

- A. Purpose. The purpose of these design standards is to guide the design of buildings constructed in the CBD zoning district to ensure that, through appropriate use of façades, windows, building orientation, and architectural details, new structures and alterations of existing structures are physically and visually compatible with other buildings within the downtown business district. Existing buildings in the downtown area reflect architectural styles that were popular during the early to mid-twentieth century. It is the desire of the City to have buildings conform to architectural styles of this era. The design standards are

intended to further define those characteristics that cause buildings to look like they were constructed during this period.

These standards are intended to encourage good quality design in new building construction, enhance street safety, and provide a comfortable street environment by providing features of interest to pedestrians. Good design results in buildings that are in visual harmony with nearby buildings, leading to a central downtown district that is attractive, interesting, active, and safe. These qualities, in turn, contribute to the creation of a downtown core which facilitates easy pedestrian movement and establishment of a rich mixture of uses.

- B. **Applicability.** The design standards are applicable to any construction or change in use subject to site and design review. Developments must comply with both the design standards (Section 3.136) and the design guidelines (3.137). The Site and Design Review Committee will evaluate construction for compliance with these provisions.
1. **Base Requirements.** New development must meet all the standards identified in Table 3.136-A as required. Only the standards applicable to the development apply. Alterations to existing development must meet all the standards identified in Table 3.136-A as required. Only the standards applicable to the alteration apply. The standards only apply to the altered portion of the site or structure.
 2. **Menu of Options for Additional Requirements.** In addition, new development must meet enough of the standards identified in Table 3.136-B to total 10 points for sites in the Storefront District and 7 points in sites elsewhere in the CBD zone, or one point for every 1,000 square feet of site area, whichever is less.

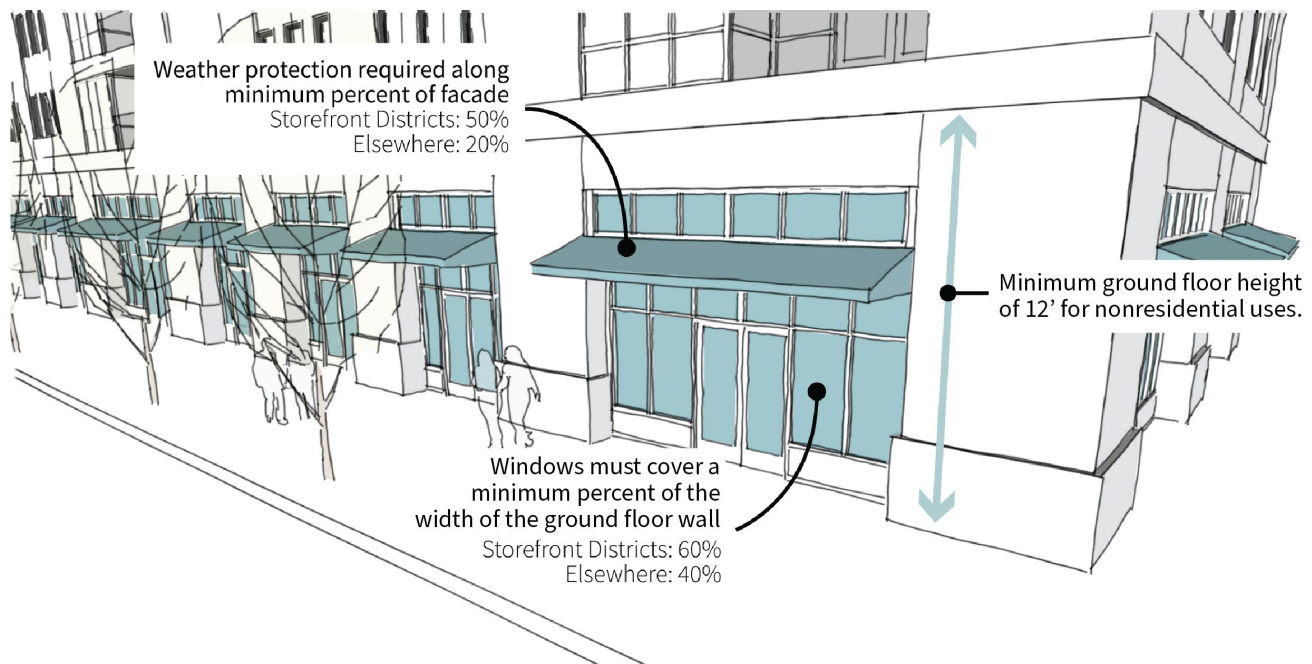
Table 3.136-A. Base Design Requirements

No.	Design Requirement	Required	
		Storefront District	Elsewhere
R1	Ground Floor Height. For ground floor commercial space in new buildings, the distance from the finished floor to the bottom of the ceiling structure above must be at least 12 feet. For ground floor area associated with a residential use, the height is 10 feet. The bottom of the structure includes supporting beams.	<u>X</u>	<u>X</u>
R2	Ground Floor Windows – Nonresidential Uses. The following standards apply to the portions of a ground floor wall of a street-facing facade that are 20 feet or closer to a street lot line or a publicly-accessible plaza and that is not the wall of a dwelling unit: <ul style="list-style-type: none"> • Windows must cover at least the minimum percent of the width of the ground floor wall as listed in the required column of this table. To count towards meeting this standard, the bottom sill of a window must 	X – 60%	X – 40%

No.	Design Requirement	Required	
		Storefront District	Elsewhere
	<p>be no lower than 2 feet and no higher than 5 feet above sidewalk grade.</p> <ul style="list-style-type: none"> Windows into storage areas, vehicle parking areas, mechanical and utility areas, garbage and recycling areas, and display cases attached to outside walls do not qualify. Ground floor street-facing walls of dwelling units must meet standard R3 and R4. 		
R3	<p>Ground Floor Residential Facades. The ground floor wall area of street-facing facades of dwelling units that are 20 feet or closer to a street lot line must meet at least one of the following standards:</p> <ul style="list-style-type: none"> Flexible ground floor design. The ground floor window standards of R2 must be met, and the ground level of the building must be designed and constructed as follows: <ul style="list-style-type: none"> The distance from the finished floor to the bottom of the ceiling structure above must be at least 12 feet. The bottom of the structure above includes supporting beams; The area meeting this standard must be at least 25 feet deep, measured from the street-facing facade; and Each unit must include a front entrance that is located at the level of the finished grade and can be accessed without steps. Front setback. <ul style="list-style-type: none"> The portions of the building with residential dwelling units on the ground floor must be set back at least 5 feet from the street lot line. The setback must be landscaped to and/or hard-surfaced for use by pedestrians; and Windows must cover at least 25 percent of the ground level wall area of the portion of the building with residential dwelling units on the ground-floor. Raised ground floor. <ul style="list-style-type: none"> The portion of the building with residential dwelling units on the ground floor must have the finished floor of each residential unit at least 2 feet above the grade of the closest adjoining sidewalk. Window must cover at least 25 percent of the ground level wall area of the portion of the building with residential dwelling units on the ground-floor. 	X	X
R3	<p>Ground Floor Residential Entrances: At least 50 percent of the dwelling units on the street-facing ground floor of a building must provide a pedestrian access between the main entrance of the dwelling and the street. The entrance must be set back at least 8 feet from the street lot line and have at least two of the following within the setback:</p>	X	X

No.	Design Requirement	Required	
		Storefront District	Elsewhere
	<ul style="list-style-type: none"> A wall or fence that is 18 to 36 inches high. Permitted materials include weather-treated wood; untreated cedar and redwood; metal (except not chain link); bricks, stone, masonry block, formed-in-place concrete, or similar masonry; vinyl and composite (e.g., recycled) materials designed for use as fencing; Landscaping that meets the standards of Section 11.010. Private open space of at least 48 square feet and a minimum length or depth of 6 feet, where the floor of the open space is 18 to 36 inches above the grade of the right of way; or A change of grade where the door to the dwelling unit is 18 to 36 inches above the grade of the right of way. 		
R4	<p>Weather Protection. For buildings with at least 30 feet of a street-facing facade within 20 feet of SW Halsey Street or Historic Columbia River Highway, weather protection must be provided along the minimum percent of the façade as listed in the required column of this table. All canopies, awnings and other weather protection elements that are provided must meet the following requirements:</p> <ul style="list-style-type: none"> The weather protection structure must project at least four (4) feet from the adjoining building wall façade. The bottom of the weather protection structure must be at least nine (9) feet above grade. Alterations to existing weather protection that does not meet the standard must either meet this standard or come closer to conformance with this standard. 	X – 50%	X – 20%
R5	<p>Screening of Utilities and Equipment. New electric meters, gas meters and HVAC equipment must be screened from the street by meeting one of the following standards:</p> <ul style="list-style-type: none"> The utilities or equipment are enclosed by a building; The utilities are screened from the street by a wall that is as tall as the tallest part of the utility; The utilities are mounted to a wall that does not face a street and are set back at least 5-feet from a street lot line; or The utilities are set back at least 20-feet from all street lot lines. 	X	X
R6	<p>Corner Features. The following applies to a new building on a site that has frontage on more than one intersecting street. One of the following features must be provided.</p> <ul style="list-style-type: none"> The highest point of the building's street-facing elevations must be within 20 feet of the corner of both intersecting street lot lines. This wall must project 3 feet above an adjacent wall elevation. 	X	X

No.	Design Requirement	Required	
		Storefront District	Elsewhere
	<ul style="list-style-type: none"> The building must include a plaza at the corner of the two intersecting street lot lines. The plaza has a minimum area of 500 square feet, minimum dimensions of 15 feet by 15 feet, and must be hard-surfaced for use by pedestrians or an extension of the sidewalk. The plaza must include benches or seating that provides at least 10 linear feet of seating surface. The seating surface must be at least 15 inches deep, and between 16 and 24 inches above the grade upon which the seating or bench sits. At least one main entrance to a commercial tenant space or a residential lobby must face the plaza. 		
R7	Pedestrian Access Plaza. Provide an outdoor plaza that abuts a sidewalk on a public right-of-way. The plaza must be a minimum of 500 square feet with minimum dimensions of 20-feet. 15 percent of the plaza must be landscaped with a tree for each 100 square feet of landscaping. The plaza must include benches or seating that provides at least 10 linear feet of seats. The seating surface should be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits. A plaza provided to meet R6 may count toward meeting this standard.	X	
R8	Exterior Lighting. Exterior light fixtures must be provided on street-facing facades within 20 feet of the street as follows: <ul style="list-style-type: none"> The fixtures must be spaced a maximum of 30-feet apart; The bottom of each fixture is a maximum of 15 feet above the adjoining grade or sidewalk; and Lights must not project light upward or to the side of the fixture. 	X	

Figure 7. Ground Floor Design – Nonresidential Uses**Figure 8. Ground Floor Design – Residential Uses**

Ground floor residential entrance must be set back at least 8 feet from the street lot line and have at least two of the following elements within the setback

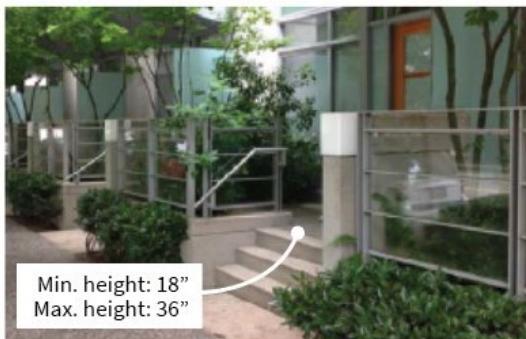
Raised entry**Raised private open space****Low wall or fence****Landscaping**

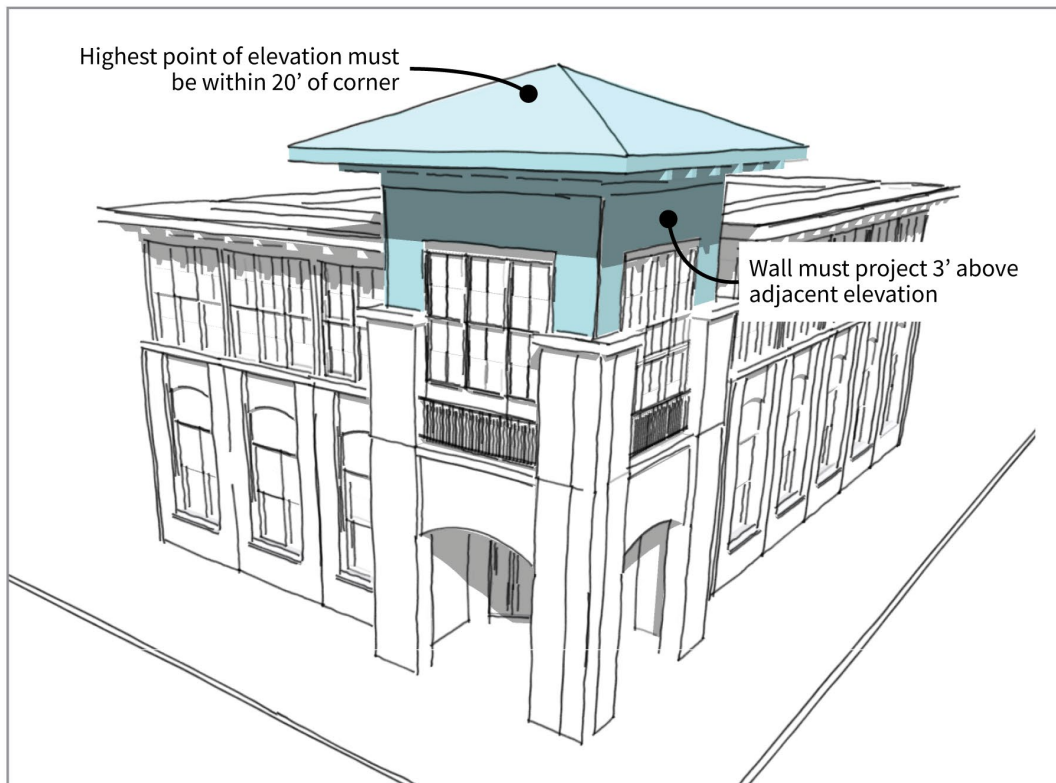
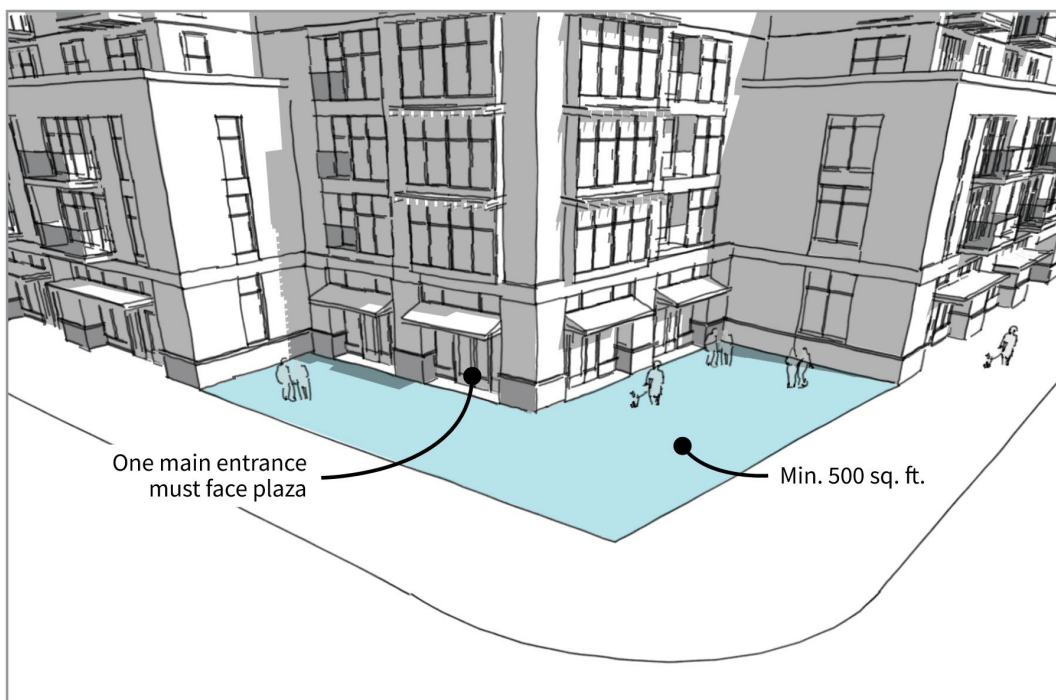
Figure 9. Corner Features Standards**Option 1: Building Height Emphasizes the Corner****Option 2: Corner Plaza**

Table 3.136-B. Menu of Options for Additional Requirements

No.	Design Option	Points
P1	<p>Additional Plaza Area. Provide an outdoor plaza that abuts a sidewalk on a public right-of-way. The plaza must be a minimum of 800 square feet with minimum dimensions of 20-feet. 15 percent of the plaza must be landscaped with a tree for each 100 square feet of landscaping. The plaza must include benches or seating that provides at least 15 linear feet of seats. The seating surface should be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits. The plaza may also count toward meeting standard R7. A plaza provided to meet R6 does not count toward meeting this standard.</p>	3 pts
P2	<p>Outdoor Recreation Area. Provide at least 800 square feet of outdoor common area with a minimum dimension of 20 feet by 20 feet. The outdoor area must meet one of the following:</p> <ul style="list-style-type: none"> • The outdoor area is hard-surfaced, or surfaced with lawn, decking, or sport court paving which allows the area to be used for active or passive recreational use. The outdoor area includes at least 4 linear feet of seating per 100 square feet of area; • The entire outdoor area is a community garden with the area divided into individual raised garden beds. The beds are raised at least 12 inches above grade and can each be between 12 and 50 square feet in area. Individual beds are separated by pathways at least 3 feet in width; or • The entire outdoor area is a children’s play area that includes a play structure at least 100 square feet in area and manufactured to the American Society for Testing and Materials (ASTM) standards for public playground equipment. At least 4 linear feet of seating per 100 square feet of area must be located adjacent to the play structure. <p>Up to 20 percent of the outdoor area may be landscaped.</p>	3 pts
P3	<p>Additional Ground Floor Height. For ground floor commercial space in new buildings, the distance from the finished floor to the bottom of the ceiling structure above must be at least 15 feet. For ground floor area associated with a residential use, the height is 12 feet. The bottom of the structure includes supporting beams.</p>	2 pts
P4	<p>Small Commercial Spaces. Provide at least three (3) separate tenant spaces on the ground floor for commercial use that are a minimum of 300 and a maximum of 800 square feet. Each space must include at least one main entrance that faces the street and is within 5-feet of the street lot line.</p>	2 pts
P5	<p>Original Art Mural. Provide an original art mural that meets the following requirements:</p> <ul style="list-style-type: none"> • The mural is on a wall or structure that is visible from Halsey Street; and • The mural is at least 32 square feet in area. 	1 pts

No.	Design Option	Points
P6	<p>Public Art Installation. Provide an art feature on the site that has been approved by the Town Center Advisory Board and is not a mural. The feature must be set back a maximum of 15 feet Halsey Street. To meet this option, the applicant must provide the following prior to the issuance of the building permit:</p> <ul style="list-style-type: none"> • A letter from the RACC indicating the approval of the art. • A covenant that states the steps to be taken by the property owner and RACC to install and maintain the art installation. 	2 pts
P7	<p>Water Feature: Provide a water feature, such as a fountain, waterfall, or reflecting pool. The feature must be setback a maximum of 20 feet from the Halsey Street. The water feature must have the following:</p> <ul style="list-style-type: none"> • A feature area of at least 6 square feet that contains water year-round; and • A bench or seat with 6 linear feet of seating adjacent to it. <p>The feature can be part of a stormwater facility.</p>	1 pts
P8	<p>Transit Amenities. Any development within four hundred feet (400) feet of an existing transit route and meets the following standards:</p> <ul style="list-style-type: none"> • The development provides a transit stop and related amenities including a public plaza, pedestrian sitting areas, or additional landscaping. • Landscaping must not exceed twenty-five percent (25%) of the total area dedicated for transit amenities. <p>Additionally, required parking spaces may be reduced at a ratio of one (1) parking space for each one hundred (100) square feet of transit amenity space provided above and beyond the minimum required by this Code.</p> <p>This option may not be used if the transit amenities are provided to receive a parking credit under Section 3.138.</p>	2 pts
P9	<p>Additional Ground Floor Windows. Provide ground floor windows as required by standard R4, except the windows cover at least 70 percent of the applicable ground floor wall area(s).</p>	1 pts
P10	<p>Additional Weather Protection. Provide weather protection structures as required by standard R4, except the weather protection is provided along at least 70 percent of the length of the applicable façade(s).</p>	1 pts
P11	<p>Additional Corner Feature. Provide a corner feature meeting one of the two options allowed to satisfy standard R8, except the option for the type of corner feature must not be the same option used to satisfy standard R8.</p>	1 pts
P13	<p>Oversized Opening. Provide an oversized operable door, such as a roll-up door or movable storefront, for at least one ground floor tenant space that faces the street lot line. Buildings with more than one ground floor tenant space that faces the street must provide the door opening for at least 50 percent of the tenant</p>	1 pts

No.	Design Option	Points
	spaces that face the street. The oversized operable door opening must be at least 8 feet wide and cannot open up into utility, garbage , or parking areas.	
P14	Public Seating. Provide at least 10 linear feet of seating or bench within 25 feet of a main entrance. The seating or bench must be accessible to the sidewalk or trail and the access must be open to the public. The seating surface must be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits.	1 pts
P15	Pervious Paving. At least 50 percent of all new vehicle area must be surfaced with pervious pavement approved by the Public Works Department.	1 pts
P16	Additional Landscaping with Native Plants. Provide landscaping on 10 percent of the site. At least 30 percent of the total landscaped area must be planted with native species listed on the Metro Native Plant List, and 80 percent of all trees planted on site must be native trees listed on the Metro Native Plant List.	1 pts

3.137 Design Guidelines.

- A. **Purpose.** The purpose of the design guidelines are to regulate additional design elements not fully addressed by the design standards. The design guidelines address additional issues not addressed by the design standards, such as compatibility, materials, colors, and architectural detailing.
- B. **Applicability.** The design guidelines are applicable to any construction or change in use subject to site and design review. Developments must comply with both the design standards (Section 3.136) and the design guidelines (3.137). The Site and Design Review Committee will evaluate construction for compliance with these provisions
- C. **Compatibility with Existing Downtown Businesses.** The size and shape of proposed construction shall be comparable with the size and shape of nearby traditional storefront buildings. Where building sizes will not be equivalent or comparable, larger building facades shall be broken down into units that resemble the size of existing storefront facades. Likewise, the form of new construction shall complement the general shape of existing, nearby storefront buildings and their features.
- D. **Building Materials and Colors.**
 1. Exterior building materials shall convey an impression of durability. Materials such as masonry, stone, stucco, and wood are encouraged. Metal is not allowed as the primary exterior building material, but it may be used for accents including awnings.
 2. Where masonry is used for exterior finish, decorative patterns must be incorporated. Examples of these decorative patterns include multicolored masonry

units such as brick, stone, or cast stone, in layered or geometric patterns, or split-faced concrete block to simulate a rusticated stone-type construction.

3. Wood siding must be bevel, shingle siding, or channel siding and must not be applied in a diagonal or herringbone pattern. T1-11 style siding is not permitted.
 4. Preferred colors for exterior building finishes are earth tones, creams, and pastels of earth tones. High-intensity primary colors, metallic colors, and black may be utilized as trim and detail colors but shall not be used as primary wall colors
- E. Roof Materials, Parapets, and Roof Pitch
1. Pitched roof structures shall have a minimum roof pitch of 6:12.
 2. Flat roofs are permitted with detailed stepped parapets or detailed brick coursing.
 3. Visible sloped roofs must be a “non-color”: gray, black, or dark brown.
 4. Visible roof materials must be wood or architectural grade composition shingle, or sheet metal with standing or batten seam.
- F. Building Orientation and Entrance Standards
1. Buildings must have an entrance connecting directly between Historic Columbia River Highway and the building interior. The entrance must be open to the public during all business hours
 3. Due to the elevation difference between the Historic Columbia River Highway and the public parking lot, daylight basement type of construction is preferred. This method of construction has the benefit of causing all materials stored below Historic Columbia River Highway to be screened and secured behind sight-obscuring walls, adding to the attractiveness of the downtown area.
- G. Building Facades.
1. Ornamental devices, such as molding, entablature, and friezes, are encouraged at the roofline. Where such ornamentation is present in the form of a linear molding or board, the band must be at least eight (8) inches wide.
 2. Traditional Storefront Elements. For buildings designed to house retail, service, or office businesses, traditional storefront elements are required. These elements include:
 - a. Clearly delineated upper and lower facades.
 - b. Smaller, regularly spaced windows in the upper floor.

- c. Decorative trims, such as window hoods, surrounding upper floor windows.
 - d. A decorative cornice near the top of the facade.
- H. Ground Floor Windows. All new buildings must provide ground floor windows along Historic Columbia River Highway
 - 1. Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows.
 - 2. Required windows must have a sill no more than four (4) feet above grade. Where interior floor levels prohibit such placement, the sill must be raised to allow it to be no more than two (2) feet above the finished floor level, up to a maximum sill height of six (6) feet above grade.
 - 3. Glass curtain windows are not permitted fronting Historic Columbia River Highway.
 - 4. Darkly tinted windows and mirrored windows that block two-way visibility are prohibited as ground floor windows along street facades.
- I. Upper Floor Window Standards.
 - 1. Glass area dimensions shall not exceed 5'x7'. (The longest dimension may be taken either horizontally or vertically.)
 - 2. Windows must have trim or molding at least two (2) inches wide around their perimeters.
 - 3. At least half of all the window area in upper floors must be made up of glass panes with dimensions no greater than 2'x3'. Windows that have 1'x1' grid inside double-pane glass are appropriate and are encouraged.
- J. Lighting.
 - A. All building entrances and exits must be well lighted.
 - B. Exterior lighting must be an integral part of the architectural design, complement the existing ornamental street lighting, and be in keeping with the overall architectural character of the downtown.
 - C. The minimum lighting level for building entries is four (4) foot-candles. Lighting must be a pedestrian scale and the source light must be shielded to reduce glare.

3.138 Bonuses and Credits.

- A. **Purpose.** The height bonus and parking credit options allow an increase in building height or a reduction in off-street parking requirements as an incentive for development that provides a public or community benefit.
- B. **Applicability.** The bonus height or off-street parking credit options are available to any development meeting the criteria of this section. An option may be used to secure both a height bonus and parking credit(s) as identified in Table 3.138-A.
- C. **Height Bonus Options.** Height bonuses are only permitted on certain properties as identified in Section 3.144 (Figure 3). A height bonus of 10 feet in addition to the base height identified in Section 3.144 is allowed as identified in Table 3.138-A. Only one height bonus option may be used.
- D. **Parking Credit Options.** A percentage reduction in off-street parking requirements for a residential use, including dwelling units in a mixed use development, is allowed as identified in Table 3.138-A. More than one credit may be used; however, in no case shall the credits result in an off-street parking requirement that is less than 0.75 spaces per dwelling unit.

Table 3.138-A. Height Bonus and Off-Street Parking Credit Options

Option	Height Bonus	Parking Credit for Residential Uses
Street Level Commercial Space. A vertical mixed use development that provides housing units above a ground floor commercial space and the ground floor commercial space must occupy a minimum of 50 percent of the width of the total street frontage of the site.	10 ft	20%
Small Scale Commercial Spaces. A vertical mixed use development that provides housing units above a ground floor commercial space and the ground floor commercial space must include a minimum of three (3) tenant spaces that are each no greater than 800 square feet in floor area.	10 ft	20%
Affordable Housing. A development that includes affordable housing units meeting the following standards: <ul style="list-style-type: none"> 10 percent of the total number of dwelling units must be affordable to those earning no more than 60 percent of the area median family income; or 20 percent of the total number of dwelling units in the new building or the alteration must be affordable to those earning no more than 80 percent of the area median family income; and The property owner must execute a covenant or development agreement with the City that must ensure that the affordable dwelling units will remain affordable to households meeting the 	10 ft	None

Option	Height Bonus	Parking Credit for Residential Uses
income restriction for a minimum of 30 years. The covenant or agreement must be provided prior to issuance of the building permit.		
High Quality Design. A development that incorporates design elements identified in Table 3.136-B which total five (5) points in addition to the points needed to meet the minimum requirement.	10 ft	20%
Transit Amenities. Any development within four hundred feet (400) feet of an existing transit route and meets the following standards: <ul style="list-style-type: none"> • The development provides a transit stop and related amenities including a public plaza, pedestrian sitting areas, or additional landscaping. • Landscaping must not exceed twenty-five percent (25%) of the total area dedicated for transit amenities. • Additionally, required parking spaces may be reduced at a ratio of one (1) parking space for each one hundred (100) square feet of transit amenity space provided above and beyond the minimum required by this Code. 	None	10%

3.139 Additional Requirements.

- A. **Access and Circulation.** Adequate provisions for access and internal circulation of vehicles shall be provided for all uses allowed in the CBD in accordance with the requirements of this Code.
- B. **External Storage of Merchandise.** The external storage of merchandise and/or materials, directly or indirectly related to a business, is hereby prohibited within the CBD.
- C. **Outdoor Displays of Merchandise.** Outdoor displays of merchandise are permitted during business hours only and shall not exceed ten percent (10%) of the total retail sales area. A minimum pedestrian walkway width of five (5) feet must be maintained at all times.
- D. **Off-Street Parking and Loading.**
 1. No off-street parking and loading shall be required for non-residential uses. A minimum of two (2) parking spaces per unit is required for residential uses, except that dwelling units in conjunction with commercial uses are required to have a minimum of one (1) parking space per dwelling unit.
 2. The parking credit options allow a reduction in off-street parking requirements as an incentive for developments that provide a public or community benefit. See

Section 3.138.

3. When parking is provided, the parking shall conform to the standards of Chapter 9, Off-Street Parking and Loading, of this Code. When conflicts exist between this Section and Chapter 9, Off-Street Parking and Loading, of this Code, this Section shall apply.
- E. Trash and Recycling Storage.
1. Each structure shall provide for collection of its trash and recyclable materials within the boundaries of each parcel.
 2. All trash collection areas must be located within the structure, or behind the building in an enclosure, in accordance with the provisions of Chapter 11.015, Garbage and Recycling Container Enclosures, of this Code.
- F. Unless otherwise provided in this Code, compliance with Chapters 8 and 11 relating to design review and landscaping is required. The Design Standards for Central Business District, listed in Appendix A of this Code, shall also apply to the CBD.
- G. Town Center Overlay District. The applicable provisions of Chapter 4.600, Town Center, of this Code shall apply to the CBD.

3.140 MIXED OFFICE/HOUSING DISTRICT MO/H

- 3.141 Purpose. This district is intended to provide a compatible mix of office, employment, and housing opportunities in close proximity to the Troutdale Central Business District. The MO/H district is intended to promote a compact development form consistent with the Troutdale Town Center Plan.
- 3.142 Permitted Uses. The following uses and their accessory uses are permitted in the MO/H district provided they are conducted wholly within a completely enclosed building, except off-street parking and loading:
- A. Professional offices.
 - B. Medical or dental clinics or laboratories.
 - C. Personal service uses with a maximum gross floor area of two thousand (2,000) square feet and provided in conjunction with residential development. The maximum square footage shall be considered a use limitation.
 - D. Galleries or studios for art, dance, etc.
 - E. Day care facilities.
 - F. Dwelling Units
 - G. Mixed use commercial and residential development.
 - H. Nursing homes day care facilities, assisted living facilities and similar uses.
 - I. Shared dwellings, in accordance with Section 5.090 of this Code.
 - J. Parks and playgrounds.
 - K. Utility facilities, minor.
 - L. Mobile Food Vendor operating a Food Stand, Food Cart, Food Trailer, or Food Kiosk in accordance with Section 5.200.
 - M. Other uses similar in nature to those listed above, but not marijuana facilities or processors.
- 3.143 Conditional Uses. The following uses and their accessory uses are permitted as conditional uses in the MO/H district:
- A. Personal service uses with a gross floor area greater than two thousand (2,000) square feet or not provided in conjunction with residential development.

- B. Retail uses and restaurants with a maximum gross floor area of fifteen thousand (15,000) square feet, except that retail uses and restaurants located within a building that existed prior to March 10, 1950 shall be subject to a maximum gross floor area of forty thousand (40,000) square feet. The maximum square footage shall be considered a use limitation.
- C. Community service uses.
- D. Utility facilities, major.
- E. Other uses similar in nature to those listed above, but not marijuana facilities or processors.

3.144 Dimensional and Density Standards.

- A. Lot Area, Lot Width, and Lot Depth.
 - 1. Non-residential uses and apartment units in conjunction with a commercial use: No minimum requirement.
 - 2. Exclusively residential uses: Same as the CBD zoning district.
- B. Street Frontage: Minimum of twenty (20) feet, except that for lots specifically created for the construction of individual duplex, triplex, or attached dwelling units, the minimum street frontage shall be sixteen (16) feet.
- C. Setbacks. Same as the CBD zoning district.
- D. Height Limitation. Base maximum building heights in the town center commercial district are identified in Figure 1. The base height limits can be increased through options described in Section 3.145.
- E. Height Step Down. In the following situations, the height limit is reduced to 35 feet to create a transition to areas with lower building heights or to preserve views (See Figure 2).
 - a. On the portion of the site within 25 feet of the A-2 zone.
 - b. On the portion of the site within 15 feet of a lot line that is across a local street or alley from the A-2 zone.
 - c. For sites north of SW Halsey Street and south of W Columbia River Highway, the portion of the site within 75 feet of the lot line that abuts SW Halsey Street. See Figure 1. The purpose of this step down is to preserve views of Broughton Bluff from SW Halsey Street.
 - c. Sites with property lines that abut residential zones for less than a 5-foot length

are exempt from standard (a) and (b) of this section.

- F. **Building Size.** No building shall have a footprint greater than twenty thousand (20,000) square feet, unless the building was in existence prior to March 10, 1950.
- G. **Maximum and Minimum Density.** Maximum and minimum residential density for exclusively residential uses shall be the same as the CBD density standard.
- H. **Attached dwellings approved in a mixed use with commercial use** are not subject to the maximum and minimum density standards.

Figure 1– Base Maximum Building Height Map

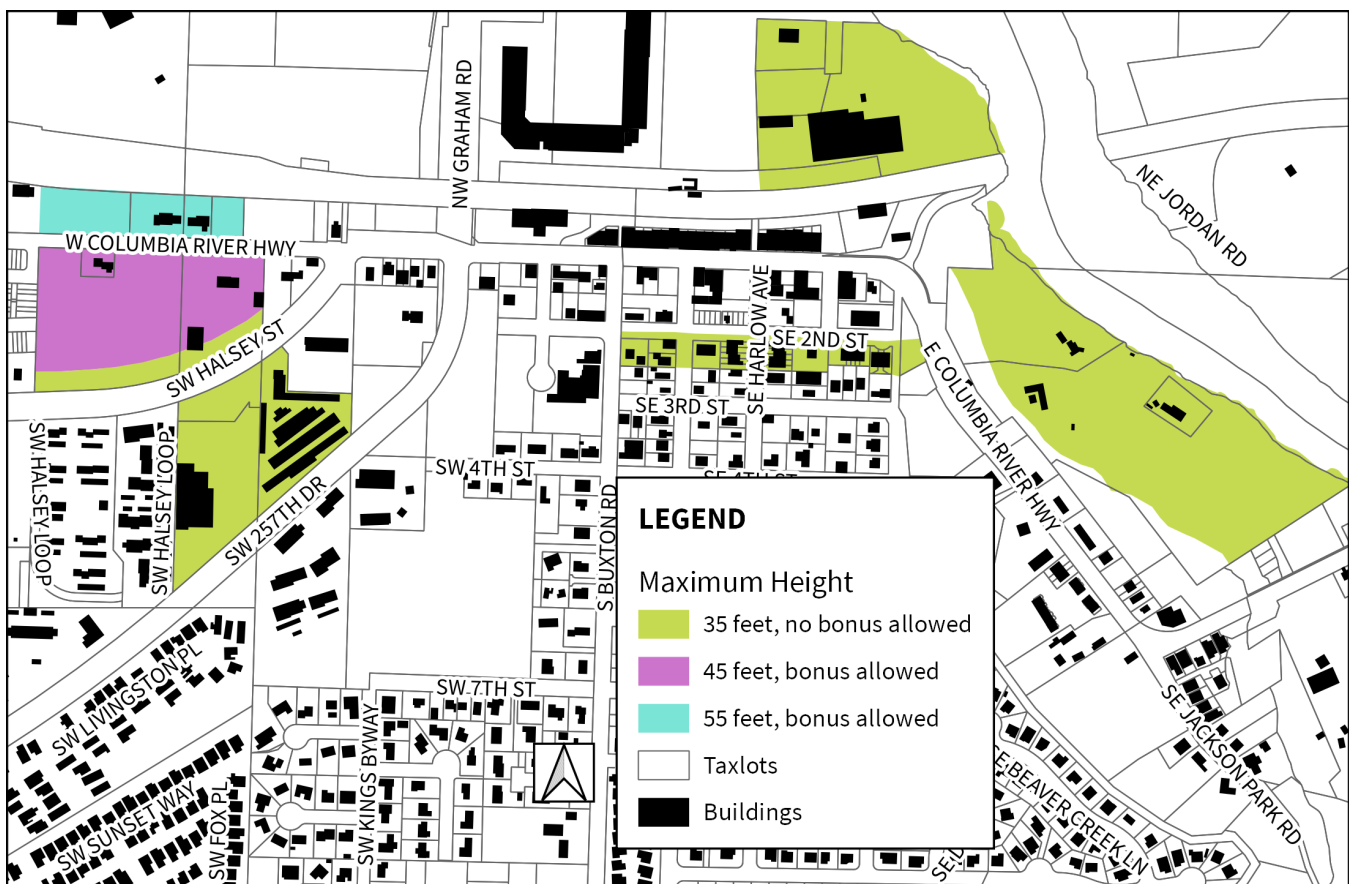
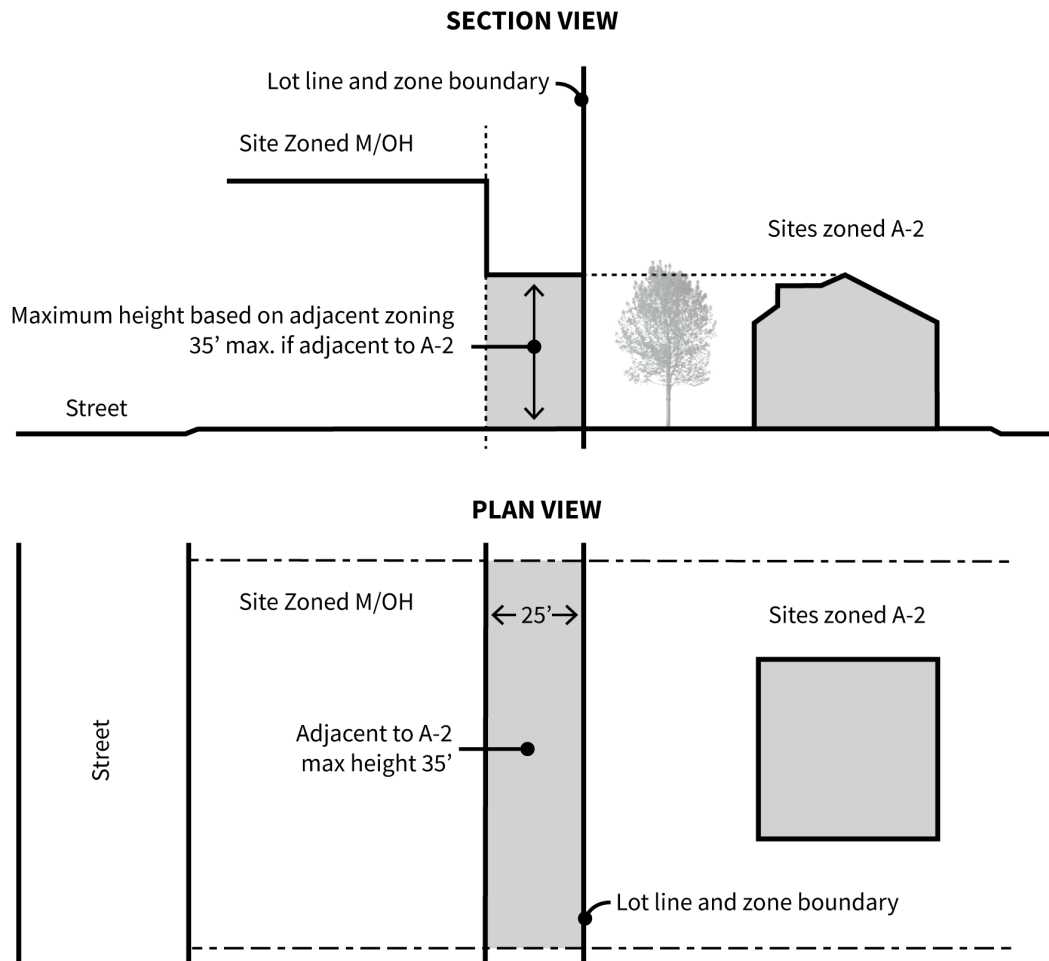


Figure 2 – Height Step Down

3.145 Bonuses and Credits

- A. **Purpose.** The height bonus and parking credit options allow an increase in building height or a reduction in off-street parking requirements as an incentive for development that provides a public or community benefit.
- B. **Applicability.** The bonus height or off-street parking credit options are available to any development meeting the criteria of this section. An option may be used to secure both a height bonus and parking credit(s) as identified in Table 3.145-A.
- C. **Height Bonus Options.** A height bonus of 10 feet in addition to the base height identified in Section 3.144 is allowed as identified in Table 3.145-A. Only one height bonus option may be used.
- D. **Parking Credit Options.** A percentage reduction in off-street parking requirements is allowed as identified in Table 3.145-A. More than one credit may be used; however, in no case shall the credits result in an off-street parking requirement that is less than 0.75

spaces per dwelling unit or 2 spaces per 1,000 square feet of nonresidential floor area.

Table 3.145-A. Height Bonus and Off-Street Parking Credit Options

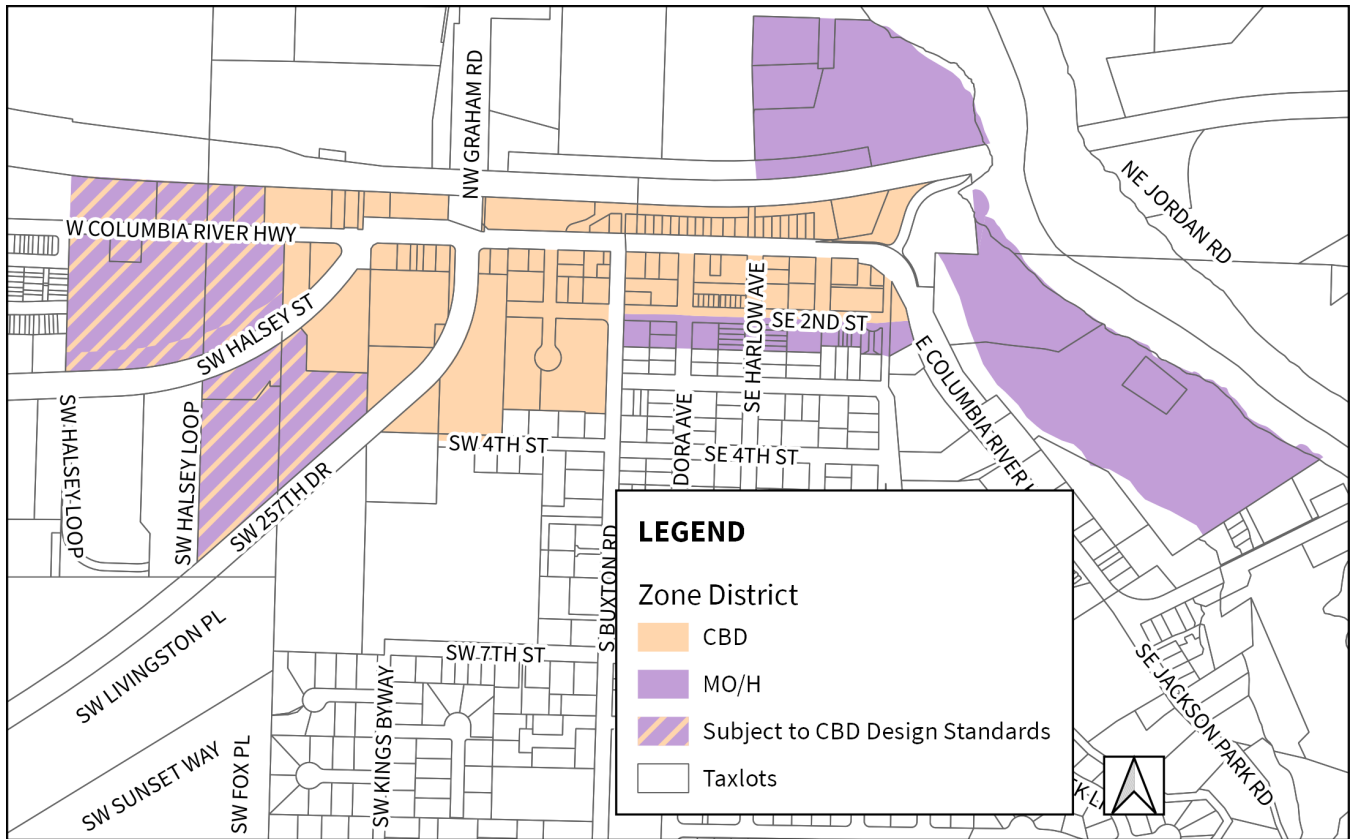
Option	Height Bonus	Parking Credit	
		Residential	Nonresidential
Street Level Commercial Space. A vertical mixed use development that provides housing units above a ground floor commercial space and the ground floor commercial space must occupy a minimum of 50 percent of the width of the total street frontage of the site.	10 ft	10%	20%
Small Scale Commercial Spaces. A vertical mixed use development that provides housing units above a ground floor commercial space and the ground floor commercial space must include a minimum of three (3) tenant spaces that are each no greater than 800 square feet in floor area.	10 ft	None	20%
Affordable Housing. A development that includes affordable housing units meeting the following standards: <ul style="list-style-type: none"> • 10 percent of the total number of dwelling units must be affordable to those earning no more than 60 percent of the area median family income; or • 20 percent of the total number of dwelling units in the new building or the alteration must be affordable to those earning no more than 80 percent of the area median family income; and • The property owner must execute a covenant or development agreement with the City that must ensure that the affordable dwelling units will remain affordable to households meeting the income restriction for a minimum of 30 years. The covenant or agreement must be provided prior to issuance of the building permit. 	10 ft	20%	None
High Quality Design. A development that incorporates design elements identified in Table 3.136-B which total five (5) points in addition to the points needed to meet the minimum requirement.	10 ft	10%	20%
Transit Amenities. Any development within four hundred feet (400) feet of an existing transit route and meets the following standards: <ul style="list-style-type: none"> • The development provides a transit stop and related amenities including a public plaza, pedestrian sitting areas, or additional landscaping. 	None	10%	10%

Option	Height Bonus	Parking Credit	
		Residential	Nonresidential
<ul style="list-style-type: none"> Landscaping must not exceed twenty-five percent (25%) of the total area dedicated for transit amenities. Additionally, required parking spaces may be reduced at a ratio of one (1) parking space for each one hundred (100) square feet of transit amenity space provided above and beyond the minimum required by this Code. 			

3.146 Additional Requirements.

- A. Unless otherwise provided in this Code, compliance with Chapters 8 and 11 relating to design review and landscaping is required.
- B. Landscaping Requirements. In addition to the standards of Chapter 11,
 1. If residential use is provided: Minimum of fifteen percent (15%) of the site area.
 2. If no residential use is provided: Minimum of five percent (5%) of the site area.
- C. Off-Street Parking and Loading.
 1. No off-street parking spaces are required except for residential development. A minimum of two (2) spaces are required for each residential unit, except that attached dwellings in conjunction with commercial uses are required to have a minimum of one (1) parking space per apartment unit.
 2. The parking credit options allow a reduction in off-street parking requirements as an incentive for developments that provide a public or community benefit. See Section 3.145.
 3. Off-street parking shall conform to the off-street parking standards of Chapter 9, Off-Street Parking and Loading, of this Code. When conflicts exist between this Section and Chapter 9, Off-Street Parking and Loading, of this Code, this Section shall apply.
- D. Development shall conform to the TC district design standards. Where a conflict occurs between the standards of the TC district and this district or Chapter 8, the more restrictive shall apply.
- E. Development on certain properties with the MO/H district are subject to the Design Standards for the Central Business District in addition to the standards of the TC district. These properties are identified in Figure 3. See Section 3.136.

Figure 3 – Properties Subject to CBD Design Standards





STAFF REPORT

SUBJECT: AN ORDINANCE AMENDING MUNICIPAL CODE SECTION 15.12
PERTAINING TO UPDATED STATE FIRE CODE

MEETING TYPE: City Council - Regular Meeting

MEETING DATE: May 14, 2024

PRESENTER: Ray Young

**DEPARTMENT /
AFFILIATION:** Gresham Fire Department

**ACTION
REQUIRED:** Ordinance - Introduction

**PUBLIC
HEARING:** Yes

**COMMITTEE / COMMISSION
RECOMMENDATION:** N/A

STAFF RECOMMENDATION: Approval

Click or tap here to enter text.

Exhibits:

- A. Lined and highlighted updates to Troutdale Municipal Code Chapter 15.12

Subject Relates

- ☐ Council Goals ☒ Legislative ☐ Land Use / Development ☐ Other

Discussion Points:

- Should the City update its ordinance reference to the Oregon Fire Code to the most recent iteration of the State Fire Code
- Should the City update our ordinances to reflect the new name of the Gresham Fire Department

Discussion:

The City is currently being provided fire protection services under an Intergovernmental agreement (IGA) with the City of Gresham. The fire IGA was a "joint" contract which included services to Wood Village and Fairview also. In addition to fire and emergency services, the Gresham Fire Department (GFD) also provides fire code enforcement, fire related plan review and fire inspection services. The GFD desires consistent codes across all 4 cities, and with the State of Oregon. To that end, the GFD is requesting that the City update its code regarding the reference to the Oregon Fire Code.

The City's Municipal Code includes chapter 15.12 regarding "Fire and Life Safety", which mostly refers to the State's Fire Code. The state Fire Marshal tends to update the state code every three to five years. The City last updated its Fire and Life Safety Code in 2007, and specifically references as our code authority the "Oregon Fire Code (OFC), 2007 edition". We locked our code into the 2007 version, and we have not updated it since. The new language proposed stops our code from being locked into what is, and would continue to be, an older version of the code. . The intent, with the new language, is to make our code adaptable to the state's code, which would remove the need to revise the City's code every time there was an update to the State's Fire Code.

Additionally, GFD recently reviewed the City's code and found other areas to update to keep it consistent with the State's code. Most of the revisions were around affirmative statements about following the state's code as amended and code reference updates. The revisions do not alter how the City performs this work, but rather updates the code to follow how the City and its partners currently to enforce the code.

Finally, our ordinance references the "Gresham Fire and Emergency Services Department". Gresham has renamed that department and so our code should reflect its current name, the "Gresham Fire Department".

The Council discussed these changes with GFD's Chief Durham at the March 12th, 2024, Council meeting and directed staff to bring back the suggested changes in the form of an ordinance to institute these suggested changes. A tracked change version of these code amendments is attached as Ex. A.

Pros & Cons

Pros:

- Keeps our code consistent with the state fire code, and other local cities code.
- Ordinance reflects the correct name of our service provider.

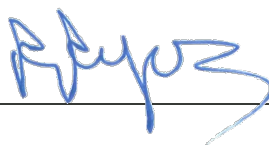
Cons

- Continues the enforcement of a fire code that no jurisdiction in Oregon follows.

Oversight:

- *Approval by City Attorney:* ☐ Yes ☒ N/A

Reviewed and Approved by the City Manager: _____



Chapter 15.12 FIRE AND LIFE SAFETY CODE*

Sections:

15.12.010 Adoption of fire code and fire and life safety regulations.

- A. For the purpose of prescribing minimum regulations governing conditions hazardous to life and property from fire, panic, or explosion, the city adopts the fire code known as the Oregon Fire Code (OFC), ~~2007 edition, and~~ the whole thereof, as adopted or amended by OAR 837-040-001, including Oregon adopted appendices, except as otherwise amended in Section 15.12.070 of this chapter, and incorporated herein.
- B. This code section, including the codes hereby adopted, shall be filed and maintained in the record of Gresham Fire ~~Department (GFD) and Emergency Services (FES)~~, in the State Fire Marshal's Office, and the Troutdale Community Development Department. This chapter shall be known as the Fire and Life Safety Code of the city of Troutdale (hereafter known as "Oregon Fire Code").
- C. In addition to any fines, penalties, remedies or other enforcement powers authorized by the Oregon Fire Code, any violation of the fire code shall also constitute a public nuisance under Chapter 8.28 of this code, and shall be subject to the general penalty provisions in Chapter 1.04 of this code.

(Ord. 787 § 1 Att. 1 (part), 2007)

15.12.020 Definitions.

For purposes of this chapter, the following mean:

"Business" means any activity, trade, occupation, profession, or pursuit conducted for the purpose of generating revenue, whether for profit or nonprofit, regardless of occupancy type assigned by code language, excluding home occupations.

Fire Code Official. Wherever the Oregon Fire Code uses the term "Fire Code Official," it means the city of Gresham fire chief or fire marshal.

"Illegal occupancy" means any business occupying a building or premises without a city business license or the changing of an occupancy without proper building and planning department permits or certificate of occupancy.

Jurisdiction. Wherever the Oregon Fire Code uses the term "jurisdiction," it means the city of Troutdale.

Occupancy. The lawfully permitted purpose for which a building or part thereof is used or intended to be used.

(Ord. 787 § 1 Att. 1 (part), 2007)

15.12.030 Establishment and duties of the Fire and Life Safety Division.

The ~~2007~~ Oregon Fire Code shall be enforced by the Fire and Life Safety Division of Gresham Fire ~~Department and Emergency Services~~, which shall be operated under the supervision of the fire marshal under the direction of the fire chief.

(Ord. 787 § 1 Att. 1 (part), 2007)

15.12.070 Amendments to the Oregon Fire Code.

The ~~2007~~ Oregon Fire Code is amended and changed as follows:

Section 104.~~12~~ is amended to add:

The Jurisdiction shall establish the fees, if any, for special use permits. The fees shall be set by resolution.

Section 108.~~16-2~~ is amended to add:

The Jurisdiction shall establish the fees, if any, for initial business fire inspections, reinspections, failure to abate hazards and false alarms. The fees shall be set by resolution.

Section 308.~~1.43-1~~ is amended to read:

Open-flame cooking devices. Charcoal burners and other open-flame cooking devices shall not be operated on combustible balconies or within ten feet of combustible construction.

Exceptions:

1. One and two family dwellings.
2. Where buildings, balconies and decks are protected by an automatic sprinkler system.

Section 308.~~1.6.23-1-1~~ is amended to read:

Liquefied-petroleum-gas-fueled cooking devices. LP-gas burners having an LP-gas container with a water capacity greater than 2.5 pounds (nominal 1 pound LP-gas capacity) shall not be operated on combustible balconies or within ten feet of combustible construction.

Exception: One and two family dwellings.

Section 505.1 is amended to read:

Address Numbers. New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet letters. Numbers shall be a minimum of six inches high with a minimum stroke width of 0.5 inch and larger when required by Gresham Fire and Emergency Services Standard Operating Guideline 3.1.5.

Section 806.~~1.14-1-1~~ is amended to read:

Restricted occupancies. Natural cut trees shall be prohibited in Group A, E, I-1, I-2, I-3, I-4, M, R-1, R-2, R-4 and SR occupancies.

Exceptions:

1. Trees located in areas protected by an approved automatic sprinkler system installed in accordance with Section 903.1.1 or 903.1.2 shall not be prohibited.
2. Within dwelling units of R-2 occupancies.

Section ~~5701.43401-4~~ is amended to read:

Permits. Permits for the installation of all flammable or combustible liquid tanks and/or storage of all flammable or combustible liquids within or outside of buildings are required within all areas of the city.

Section ~~5701.63401-4-1~~ is amended to read:

Plans. Construction documents shall be submitted with each permit application for flammable or combustible liquid tanks and/or the storage of the same.

Section ~~6101.23801.2~~ is amended to read:

Permits. Permits for the installation of all liquefied petroleum gas (LPG) tanks and/or storage of all LPG are required within all areas of the city. Distributors shall not fill an LP-gas container for which a permit is required unless a permit for installation has been issued for that location by the fire code official.

Section ~~6101.33801.3~~ is amended to read:

Plans. Plans shall be submitted with each permit application for liquefied petroleum gas (LPG) tanks and/or storage of the same.

(Ord. 787 § 1 Att. 1 (part), 2007)

15.12.080 Appeals.

The appeals board specified in Section ~~111.1 08.1~~ of the Oregon Fire Code shall consist of the Troutdale building official, with the addition of a fire protection professional as designated by the fire code official.

(Ord. 787 § 1 Att. 1 (part), 2007)

15.12.090 Fire safety inspection program.

- A. Purpose and Scope. The purpose of this section is to set forth the requirements of a fire safety inspection program within the city of Troutdale for violations of the Oregon Fire Code. The provisions of this section shall apply to each business location of every business within the city of Troutdale.
- B. Hazard Level Designations. A hazard level designation for each individual business will be determined by the fire marshal based on occupancy classification and existing hazards. The fire marshal will utilize the hazard ratings issued for occupancy designations by the National Fire Protection Association (NFPA), 13, "Installation of Sprinkler System," and as designated by OFC Chapter 2. In cases of multiple occupancy classifications, hazard level placement will normally correspond to the occupancy classification with the highest rated hazard level.
- C. Fire Safety Inspections. Each business location of every business located within the city of Troutdale is subject to a fire safety inspection by Gresham ~~FDES~~ each calendar year. Inspection fees, if any, shall be established by council resolution and correspond to the hazard level designation for each business location as determined by the fire marshal.
- D. Fire Safety Reinspections. When violations of the OFC are found in the course of an annual inspection, Gresham ~~FDES~~ shall conduct a reinspection, after allowing the appropriate time for voluntary abatement of the violation. Fees for reinspection, if any, shall be established by council resolution.
- E. Failure to Abate OFC Violations. Failure to abate OFC violations shall constitute a public nuisance, and subject the violator to the nuisance abatement remedies established in Chapter 8.28 of this code including the imposition of an administrative enforcement fee for each month the violation continues. The administrative enforcement fee for inspection violations shall be established by Troutdale city council resolution. In addition to the imposition of an administrative enforcement fee, the city manager or the city manager's designee, may enforce abatement proceedings or civil action as provided in Chapter 8.28 of this code, or as otherwise authorized by law, including any enforcement remedies, orders, or powers under the OFC.
- E. Warrants. When an inspection is done pursuant to this chapter to enforce compliance with the Oregon Fire Code, as adopted herein, the person doing the inspection shall obtain consent or a warrant authorizing the entry into a building or structure, except in circumstances where a warrant or consent is not legally required.

F. Business License Inspections. Any person or business entity that applies for a license to conduct business in a physical location within the city of Troutdale must obtain a business license inspection by Gresham FDES, and pay a fee for that inspection, if established by council resolution. Any person or business entity that applies for a renewal of any license to conduct business in a physical location within the city of Troutdale may be subject to a business license inspection by Gresham FDES, and pay a fee for that inspection, if established by council resolution, if a history of OFC code violations has been found within said business location and a general fire safety inspection has not been completed there within the previous twelve months.

(Ord. 787 § 1 Att. 1 (part), 2007)

(Ord. No. 801, § 1, 1-11-2011)

ORDINANCE NO.

AN ORDINANCE AMENDING MUNICIPAL CODE SECTION 15.12 PERTAINING TO UPDATED STATE FIRE CODE

THE TROUTDALE CITY COUNCIL FINDS AS FOLLOWS:

1. Current Municipal Code Chapter 15.12 refers to the 2007 State Fire Code and the Gresham Fire and Emergency Services Department.
2. The 2007 State Fire Code has been modified numerous time since 2007 and should be updated to the current code version. The Gresham Fire and Emergency Services Department has changed its name to the Gresham Fire Department.
3. Our Municipal Code should reflect and enforce the current Fire Code, and the correct name of the fire service serving our community.
4. The new references in our ordinance to the State Fire Code should also reflect that it is amended from time to time. We should eliminate the need to update our ordinance when the State modifies the Fire Code. The previous code language locked our ordinance into the 2007 version.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF TROUTDALE

Section 1. Chapter 15.12 is amended as set forth in Attachment A.

Section 2. This ordinance will be effective 30 days after approval.

YEAS:

NAYS:

ABSTAINED:

Randy Lauer, Mayor

Date:

Sarah Skroch, City Recorder

Adopted:

Chapter 15.12 FIRE AND LIFE SAFETY CODE*

Sections:

15.12.010 Adoption of fire code and fire and life safety regulations.

- A. For the purpose of prescribing minimum regulations governing conditions hazardous to life and property from fire, panic, or explosion, the city adopts the fire code known as the Oregon Fire Code (OFC), the whole thereof, as adopted or amended by OAR 837-040-001, including Oregon adopted appendices, except as otherwise amended in Section 15.12.070 of this chapter, and incorporated herein.
- B. This code section, including the codes hereby adopted, shall be filed and maintained in the record of Gresham Fire Department (GFD), in the State Fire Marshal's Office, and the Troutdale Community Development Department. This chapter shall be known as the Fire and Life Safety Code of the city of Troutdale (hereafter known as "Oregon Fire Code").
- C. In addition to any fines, penalties, remedies or other enforcement powers authorized by the Oregon Fire Code, any violation of the fire code shall also constitute a public nuisance under Chapter 8.28 of this code, and shall be subject to the general penalty provisions in Chapter 1.04 of this code.

(Ord. 787 § 1 Att. 1 (part), 2007)

15.12.020 Definitions.

For purposes of this chapter, the following mean:

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"Illegal occupancy" means any business occupying a building or premises without a city business license or the changing of an occupancy without proper building and planning department permits or certificate of occupancy.

Jurisdiction. Wherever the Oregon Fire Code uses the term "jurisdiction," it means the city of Troutdale.

Occupancy. The lawfully permitted purpose for which a building or part thereof is used or intended to be used.

(Ord. 787 § 1 Att. 1 (part), 2007)

15.12.030 Establishment and duties of the Fire and Life Safety Division.

The Oregon Fire Code shall be enforced by the Fire and Life Safety Division of Gresham Fire Department , which shall be operated under the supervision of the fire marshal under the direction of the fire chief.

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15.12.070 Amendments to the Oregon Fire Code.

The Oregon Fire Code is amended and changed as follows:

Section 104.1 is amended to add:

The Jurisdiction shall establish the fees, if any, for special use permits. The fees shall be set by resolution.

Section 108.1 is amended to add:

The Jurisdiction shall establish the fees, if any, for initial business fire inspections, reinspections, failure to abate hazards and false alarms. The fees shall be set by resolution.

Section 308.1.4 is amended to read:

Open-flame cooking devices. Charcoal burners and other open-flame cooking devices shall not be operated on combustible balconies or within ten feet of combustible construction.

Exceptions:

1. One and two family dwellings.
2. Where buildings, balconies and decks are protected by an automatic sprinkler system.

Section 308.1.6.2 is amended to read:

Liquefied-petroleum-gas-fueled cooking devices. LP-gas burners having an LP-gas container with a water capacity greater than 2.5 pounds (nominal 1 pound LP-gas capacity) shall not be operated on combustible balconies or within ten feet of combustible construction.

Exception: One and two family dwellings.

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Section 806.1.1 is amended to read:

Restricted occupancies. Natural cut trees shall be prohibited in Group A, E, I-1, I-2, I-3, I-4, M, R-1, R-2, R-4 and SR occupancies.

Exceptions:

1. Trees located in areas protected by an approved automatic sprinkler system installed in accordance with Section 903.1.1 or 903.1.2 shall not be prohibited.
2. Within dwelling units of R-2 occupancies.

Section 5701.4 is amended to read:

Permits. Permits for the installation of all flammable or combustible liquid tanks and/or storage of all flammable or combustible liquids within or outside of buildings are required within all areas of the city.

Section 5701.6 is amended to read:

Plans. Construction documents shall be submitted with each permit application for flammable or combustible liquid tanks and/or the storage of the same.

Section 6101.2 is amended to read:

Permits. Permits for the installation of all liquefied petroleum gas (LPG) tanks and/or storage of all LPG are required within all areas of the city. Distributors shall not fill an LP-gas container for which a permit is required unless a permit for installation has been issued for that location by the fire code official.

Section 6101.3 is amended to read:

Plans. Plans shall be submitted with each permit application for liquefied petroleum gas (LPG) tanks and/or storage of the same.

(Ord. 787 § 1 Att. 1 (part), 2007)

15.12.080 Appeals.

The appeals board specified in Section 111.1 of the Oregon Fire Code shall consist of the Troutdale building official, with the addition of a fire protection professional as designated by the fire code official.

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- C. Fire Safety Inspections. Each business location of every business located within the city of Troutdale is subject to a fire safety inspection by Gresham FD each calendar year. Inspection fees, if any, shall be established by council resolution and correspond to the hazard level designation for each business location as determined by the fire marshal.
- D. Fire Safety Reinspections. When violations of the OFC are found in the course of an annual inspection, Gresham FD shall conduct a reinspection, after allowing the appropriate time for voluntary abatement of the violation. Fees for reinspection, if any, shall be established by council resolution.
- E. Failure to Abate OFC Violations. Failure to abate OFC violations shall constitute a public nuisance, and subject the violator to the nuisance abatement remedies established in Chapter 8.28 of this code including the imposition of an administrative enforcement fee for each month the violation continues. The administrative enforcement fee for inspection violations shall be established by Troutdale city council resolution. In addition to the imposition of an administrative enforcement fee, the city manager or the city manager's designee, may enforce abatement proceedings or civil action as provided in Chapter 8.28 of this code, or as otherwise authorized by law, including any enforcement remedies, orders, or powers under the OFC.
- E. Warrants. When an inspection is done pursuant to this chapter to enforce compliance with the Oregon Fire Code, as adopted herein, the person doing the inspection shall obtain consent or a warrant authorizing the entry into a building or structure, except in circumstances where a warrant or consent is not legally required.

-
- F. Business License Inspections. Any person or business entity that applies for a license to conduct business in a physical location within the city of Troutdale must obtain a business license inspection by Gresham FD, and pay a fee for that inspection, if established by council resolution. Any person or business entity that applies for a renewal of any license to conduct business in a physical location within the city of Troutdale may be subject to a business license inspection by Gresham FD, and pay a fee for that inspection, if established by council resolution, if a history of OFC code violations has been found within said business location and a general fire safety inspection has not been completed there within the previous twelve months.

(Ord. 787 § 1 Att. 1 (part), 2007)

(Ord. No. 801, § 1, 1-11-2011)