

RESOLUTION NO. 2561

A RESOLUTION AMENDING THE CAPITAL IMPROVEMENT PLAN ADOPTED IN RESOLUTION 2331.

THE TROUTDALE CITY COUNCIL FINDS AS FOLLOWS:

1. ORS 223.309 requires local governments that have system development charges to prepare a capital improvement plan that includes a list of the capital improvements that the local government intends to fund, in whole or in part, with revenues from an improvement fee.
2. The capital improvement plan and proposed amendments contained in this resolution are intended to comply with ORS 223.309.
3. Resolution 2331 established the current capital improvement plan project listing.
4. The amendments contained in this resolution provides a listing of, and information regarding, planned capital improvement projects that have been identified through adopted long-range planning efforts of the City of Troutdale and the Urban Renewal Agency of the City of Troutdale that occurred after the adoption of Resolution 2331.
5. This resolution and capital improvement plan does not address projects that are solely for maintenance, repair, or replacement and therefore not classified as improvement projects.

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

Section 1. The Transportation Improvements section of the City of Troutdale Capital Improvement Plan, dated March 2016, is hereby amended to include those amendments as attached hereto as Attachment A and made a part hereof.

Section 2. This Resolution shall be effective immediately upon adoption.

YEAS: 4

NAYS: 3 Councilor Ripma, Councilor White, Councilor Glantz

ABSTAINED: 0



Randy Lauer, Mayor

Date: March 10, 2022



Sarah Skroch, City Recorder

Adopted: March 8, 2022

**Attachment “A” to
Resolution #2561**

Project Name: Improve NW 257th Way

Project Number: TBD

Timeframe: Short-Term

Estimated Cost: \$ 1,800,000

Funding Source: Urban Renewal Agency or associated Development Agreement (100%)

Problem: The existing roadway that connects from 257th Drive to The Confluence site in the Urban Renewal Area does not satisfy expectations for a primary entrance road to a significant development site, nor meets current right-of-way standards, particularly in the alignment that cuts through the Columbia Gorge Outlets.

Proposed Solution: Reconstruct the roadway, particularly along the north-south alignment in the northwest section of the Columbia Gorge Outlets by removing several outlet mall parking drive aisle connections, reconfiguring existing on-street parking, and providing for enhanced pedestrian facilities and streetscape treatments.

Identified By: *2020-2040 Town Center Plan; The Confluence Framework Plan (2022)*

In Previous CIP? No

Related Project(s): ST-084

Project Name: Second Street Bridge

Project Number: TBD

Timeframe: Short-Term

Estimated Cost: \$ 2,800,000

Funding Source: Adjacent Property Development (60%), Metro Parks/Nature Bond (25%), City Share (15%)

Problem: Bicycle and pedestrian crossings of 257th Drive, particularly at Historic Columbia River Highway are unsafe and present an obstacle to mobility and better connections between downtown and the Halsey neighborhood in the Town Center district, which as of 2022 is the fastest-growing area of the city with nearly 250 dwelling units to be added by 2025.

Proposed Solution: Acquire a +/- 0.75 acre site on the west side of 257th Drive to enable for a western access and approach for the trail. Require of any future development the conveyance of a right-of-way or granting of an easement to connect the 2nd Street right-of-way to the 257th Drive right-of-way. Construct a 14-foot wide bicycle and pedestrian bridge that spans over 257th Drive, connecting with 2nd Street to the east and access to Halsey Street on the west, with connections to adjacent properties where appropriate. Establish a public parking facility on remaining property that is not required to construct the bridge.

Identified By: *2020-2040 Town Center Plan*

In Previous CIP? No

Related Project(s): None

Project Name: Central Parking Facility

Project Number: TBD

Timeframe: Short-Term

Estimated Cost: \$ 12,000,000

Funding Source: Urban Renewal Agency or associated Development Agreement (20%)
State of Oregon (80%)

Problem: Future opportunity site development in the Town Center—including prospective development of The Confluence site as envisioned by the 2020-2040 Town Center Plan and Framework Plan—will place strains on existing on-street and off-street parking facilities beyond what parking demand management can solve. In addition, congestion issues in the Columbia River Gorge have led to restrictions on public accessibility and mobility challenges for visitors to popular tourist amenities and activities.

Proposed Solution: Construct a 350 vehicle parking stall parking garage on 1.5 acres of land in the Urban Renewal Area that accommodates for short-term and longer-term (up to 96 hours) public parking and a certain percentage of reserved parking stalls for residents of future residential or mixed-use development of The Confluence site. Locate the facility near the Downtown to potentially allow for a direct connection via the proposed CBD-URA bridge (project ST-085). Incorporate a “transit hub” to allow for future bus, shuttle, and rail service for transit operators. Ensure the facility has adaptive reuse potential to convert into other uses if parking structures become obsolete due to advanced autonomous vehicle technology.

Identified By: *Riverfront Renewal Plan (2006); 2020-2040 Town Center Plan; The Confluence Framework Plan (2022)*

In Previous CIP? No

Related Project(s): ST-085