

ORDINANCE NO. 334-0

AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN TEXT AND MAP, AND AMENDING ORDINANCE NUMBER 252.

WHEREAS, Ordinance No. 252 adopted the Comprehensive Plan for the City of Troutdale in August of 1977; and

WHEREAS, several changes to the Comprehensive Plan Map and Text have been reviewed by the City Council, and in many cases already adopted by Resolution; and

WHEREAS, said changes include the addition of policies on hazards; intergovernmental co-operation, noise, historic preservation and housing, as well as miscellaneous minor changes in text; and

WHEREAS, said changes include minor amendments to the Plan Map, to reflect the current Urban Growth Boundary and City Limits; and

WHEREAS, all of these changes are clearly marked in the attachment marked Exhibit "A" (text) and Exhibit "B" (map); now

THEREFORE BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THAT:

the Comprehensive Plan is hereby amended and changed as shown on the Exhibits marked "A" and "B" and attached hereto.

PASSED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS 10TH DAY OF JUNE, 1980.

YEAS: 5

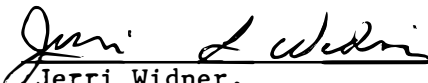
NAYS: 1 (CHUCK BLANCHARD)



R. M. Sturges, Mayor

ATTEST:

DATE SIGNED: JUNE 11, 1980



Jerri Widner,
Finance Director/City Recorder

HOUSING POLICIES

A. ATTITUDES

1. The City recognizes that builders and developers are providing a necessary and desirable service and will cooperate with builders and developers in carrying out the Comprehensive Plan Housing Policies. The City will commit to a workable partnership with developers and together, in a spirit of cooperation, develop adequate housing in a timely and efficient manner.
2. The City will attempt to work with builders and developers in creating a positive image of the City of Troutdale in terms of it being a desirable place to live and work, as well as a desirable place to do business.

B. FEES AND CHARGES

1. The City recognizes that its fees and charges are part of the cost of a new home, and will take protective measures to ensure that its fees and charges are not arbitrary, unnecessary, or inefficient. The City's fees and charges should be reviewed regularly to determine their impact on housing costs, and to determine whether or not they are as reasonable and efficient as possible.
2. Fees and charges directly attributable to growth shall reflect the true cost of servicing such growth. Services and facilities that benefit the general public should be shared by that part of the general public that benefits.

C. STANDARDS AND ORDINANCES

1. The City recognizes that the Zoning Ordinance should set the minimum standards and not go beyond things which are essential for the public health, safety and welfare.
2. The City's standards for zone changes and subdivision plat reviews will be clear, non-arbitrary, and objective.
3. The City will periodically review its standards to determine whether they are vague, discretionary or subjective. If so, steps will be taken to make these standards clear and objective.

D. TIME

1. The City recognizes the increasing cost of time delays. The City will attempt to streamline the land development process and the permit issuance process to reduce unnecessary time delays.

2. The Planning Commission will be encouraged to meet twice a month, when necessary, if the developer can provide answers within that two-week period, in order to prevent an unnecessary one-month delay.
3. The City staff will make its reviews clear and in a timely fashion to prevent delay.

E. ALTERNATIVE HOUSING TYPES

1. Manufactured homes are recognized as a legitimate and affordable alternative housing type.
2. Manufactured home parks or subdivisions will not be required to go through any review process beyond that required for conventional stick-framed housing.
3. Manufactured home parks will be reviewed by the Design Review Board, as well as by the Planning Commission. Manufactured home subdivisions will meet the same criteria and procedures as any other type of subdivision.
4. Manufactured home parks or subdivisions may be allowed in R-4 zones as well as in multi-family zones. Individual manufactured homes may be allowed in any residential zone as a conditional use subject to clear and objective standards.
5. Condominium ownership is recognized as a legitimate and affordable housing alternative. Condominium developments will be encouraged, provided the density meets the requirements in the Comprehensive Plan.
6. The City recognizes the need for housing for senior citizens, and will encourage senior center complexes, manufactured home parks, or other developments that serve primarily senior citizens.
7. Single-family, attached homes are recognized as a legitimate and desirable alternative to single-family detached homes, and will be considered in all zones. The City will make necessary changes to the Zoning Ordinance in order to allow single-family attached homes.
8. The use of "zero lot line" siting is recognized as a method of increasing the usable outdoor area of a lot.
9. The City recognizes the need for additional multi-family homes in Troutdale, and will encourage multi-family development in areas designated for such in the Comprehensive Plan. ~~The City should not allow, or allow only as a conditional use, single-family dwellings in the Transitional Area of the Comprehensive Plan.~~

2. The City recognizes the need for rental units and will continually monitor vacancy rates in order to accommodate the rental market.
3. The City recognizes the increasing importance of solar orientation, and will consider solar orientation in the subdivision review and Design Review processes.
4. The City will change the Zoning Ordinance to offer incentives for the use of more energy efficient techniques.
5. Mixtures of single-family, duplexes, tri-plexes and four-plexes all within one subdivision will be encouraged as part of a Planned Development as an attractive and desirable alternative to providing just one type of housing in a subdivision.
6. Mixes of multi-family dwellings and professional offices or limited commercial will be encouraged in the higher intensity areas outlined in the Comprehensive Plan.

F. NEIGHBORHOOD CHARACTER

1. Building neighborhood identity will be emphasized during the subdivision review process in terms of the street pattern and lot arrangement, access to major streets, and relationship to surrounding land uses.
2. The establishment of neighborhood groups will be encouraged in order to give citizens within a neighborhood more identity with that particular neighborhood.

G. HOUSING REHABILITATION

1. Methods of improving the quality of deteriorated housing stock, particularly in the downtown area, will be pursued in order to upgrade the total housing stock. The Model Housing Code will be reviewed for its applicability to the City, and if found to be applicable, may be adopted in whole or in part.
2. The City will attempt to offer incentives to homeowners to repair and upgrade poor quality housing stock.

H. PROVISION OF PUBLIC SERVICE

1. The City will make all efforts to make necessary public services including sewer, water, storm drainage, police, fire, parks and schools available to property which is urbanizable in a timely and efficient manner.

I. HOUSING QUALITY

- The City will continue to strictly enforce the Uniform Building Code, as mandated by the State of Oregon, recognizing that the Code is a minimum Code. The City will continue to encourage the construction of high quality homes appropriate to the local climate. "Quality" shall be in relationship to the structural aspects of the home, and not the size, design or type of home.

J. GOVERNMENT REGULATION

- The City will attempt to balance the benefits of its regulatory actions with the cost of such regulations as related to the price of housing, as well as the City cost of regulating.

K. PUBLIC INFORMATION

1. The City will keep the public informed of land development proposals occurring in their neighborhood.
2. The City will attempt to balance the costs of providing public information with the public's right to know.

12

1.05.05 resubdivisions of existing developments shall be permitted in greenway and floodplain areas, subject to City review and availability of urban services.
(Cont.)

In considering uses or developments in designated greenway or floodplain areas, the City shall use the following guidelines:

- 1) Residential uses may be permitted on those lands which have already received preliminary plat approval for such uses prior to the adoption of this plan, providing sewer and water services are available. The development of these lots shall meet the design standards of Sec. 1.05.00 through 1.05.06.
- 2) No new subdivisions or parcelling of land should be approved by the City in areas designated greenway or floodway unless -
 - A) The slope of the ground (topography) is 30% or less.
 - B) The property is served by municipal sewer.
 - C) The property fronts on a publicly dedicated street or roadway with a right of way width and street improvement standard acceptable to the City.
 - D) The grading and site preparation can be accomplished without encroaching on ground slope of 30% or more and without creating a cut or fill in excess of three (3) feet except for basement construction unless specifically approved by the City.

.06 Areas designated as "transitional areas", greenway or floodplain areas on the Plan map shall be subject to design review prior to issuing building permits in order to preserve the history and character of the area. The City may elect to condition zone changes to preserve historical sites or objects. The City may attach such design approval conditions concerning building character, color, material, signing, and landscaping as deemed necessary to accomplish this objective.

.07 Areas designated as "historical" or "design review" areas on the Plan map shall be subject to design review prior to issuing building permits in order to preserve the history and character of the area. The City may attach such design approval conditions concerning building character, color, materials, signing and landscaping as deemed necessary to accomplish this objective.

1.04.020 Transitional Use Areas within Policy Area #1

.021 In addition to single family residential, the following transitional uses may be permitted in areas designated on the plan map, subject to a determination by the City that the proposed use conforms to the guidelines and standards in this Plan:

- Apartments, through R-4, and A-2 /and. A-1-B zoning.
- Duplexes, through R-4 zoning.
- Offices, through C.U. permits.
- Limited Retail uses and convenience markets, through C.U. permits.
- Community Services and (through C.U. permits) other similar uses as deemed appropriate by the City.

.022 Such transitional uses may be permitted in transitional areas designated on the Plan map provided that:

- A) The proposed use does not conflict with the existing neighborhood character;
- B) The use is located on or close to an arterial or the use attracts negligible additional disruptive traffic through existing or contemplated single family areas;
- C) The character of the proposed development is consistent with the essential single family character of the area;
- D) The use is primarily local in character and does not attract significant traffic from outside the immediate neighborhood;
- E) Citizen input is solicited and considered as part of the City review of any specific use proposal;
- F) In cases where the uses are to buffer commercial or other relatively intense uses from residential uses, they will only be permitted when that commercial or more intense use actually exists and is developed on the adjoining site, or when the more intense use has been approved as part of the applicant's over-all site plan, as in a Planned Development. That is, transitional uses will not be permitted or approved in anticipation of commercial or relatively intense uses but rather be subject to acting as a buffer or transition from existing intense uses.

- 1.04.022 G) In cases where there are no commercial or relatively intense uses forecasted on the Plan, the transitional area uses may be permitted in areas so designated on the Plan provided that:
- 1) the traffic facility adjoining the transitional area is developed and functioning as an arterial;
 - 2) the transitional use does not conflict with established uses on the opposite side of the arterial street;
 - 3) the transitional use site development plan meets all of general design standards outlined in Section 1.05.00, following.
- H) No retail commercial uses shall be permitted in the transitional area ~~around the high school,~~ ^{any} adjacent to a public school.

1.05.00 GENERAL DESIGN STANDARDS:

The following design standards shall apply to all use proposals in this policy area (except single family dwellings):

- .01 Commercial, office, and apartment uses in the transitional areas shall meet the setback standards of the most restrictive existing or planned "R" Zone adjoining.
- .02 Commercial, office, and apartment parking uses in the transitional areas shall meet the building setback standards of the most restrictive "R" Zone adjoining.
- .03 All setback yard areas shall be landscaped; a minimum of 15% of the gross site for commercial, office, and apartment uses shall be landscaped with major trees, shrubs and ground covers.
- .04 During the development process, no more than 40% of the existing trees, 6" caliper or larger, shall be removed from any site without specific approval by the City. Removal of existing trees shall require replacement trees - of a specie, number and location approved by the City - to be installed at time of development.
- .05 Greenway and floodway areas diagrammed on the Plan map are intended to represent the abrupt and noticeable changes in slope that mark the edge of Beaver Creek Canyon, the Sandy River, etc. Specific determination of these lines or boundaries shall be made at the time of development proposal for the respective properties based on topographic maps, field survey, and actual site investigation. Development, expansions, or

1.03.00

- R-4 Zone - "Spot" zone to be used only at appropriate and/or collector intersections and not to accommodate more than two duplexes (4 units) per proposal, unless an exception is granted by the City.

In areas designated on the Plan map as transitional areas, the following zoning may also be permitted once all criteria of approvability and appropriate design standards are met:

- R-4, ~~and~~ A2 and basic multiple family zones to be employed in transitional areas.
- "C.U. Permit" - conditional use "permit" to allow some limited service commercial and minor office use on a conditional use basis in an R or A Zone.

1.04.00 GENERAL CRITERIA FOR APPROVABILITY:

The City shall use the following criteria for evaluating a specific use proposal's conformance to the Comprehensive Plan.

Any proposal for a zone change in Policy Area No. 1 for strictly single family development shall be guided by Section 1.04.01, following. Any proposal for a zone change to anything other than single family or for a conditional use permit shall be for a specific use and shall meet all the criteria identified in Section 1.04.020.

.010 Single Family Residential

.011 Variations from the standard R-10 Zone may be granted, at City discretion, depending on:

- A) the ratio of developable to undevelopable land on a given site due to trees, topography, water courses, etc. (This is intended to encourage clustering to preserve these resources).
- B) The established character of the area, particularly with regards to the intensity and type of land uses surrounding the site.

1.04.012 Greenway, stream, and steep topography areas will be counted as contributing to the density only to the extent that it can be shown, through a City review of a sponsor prepared preliminary subdivision plan, that an ordinance standard development could be accommodated on the site with realistic street configuration, grades, and standard lot sizes. The number of dwellings yielded from such a preliminary subdivision review process shall be used as a base in determining over-all density for the site (i.e. a 10 acre site zoned R-10 with 3 acres of excessively steep topography would net the R-10 density for the 7 acres).

IV THE POLICY AREAS

POLICY AREA 1

1.01.00 TITLE: SINGLE FAMILY RESIDENTIAL

1.02.00 DESCRIPTION AND USES PERMITTED:

This is the basic urban residential area of Troutdale. The over-all gross density in single family projects within this area is projected at 10 - 12 persons per acre, i.e. an R-10 density. Provisions shall be made to permit, under certain circumstances, smaller individual lot sizes to 7,000 sq. ft., and scattered duplexes on 8,000 sq. ft. lots or in Planned Developments. Some limited service commercial and minor office uses may be permitted as conditional uses in the transitional "R" zones. (See conditions prescribed under Section 1.04.022.)

- Community Service uses (churches, fire stations, etc.) may be permitted as "CS" (Community Service) uses in the R zones.
- Planned Developments may be permitted throughout the policy area No. 1, which would allow a mixture of dwelling types and clustering of dwelling units.
- Duplex or multifamily uses may be permitted on land which has already received preliminary plat approval for such uses prior to the adoption of this plan.
- Light commercial uses may be permitted on land which has already received zoning approval for such uses prior to the adoption of this plan.

1.03.00 ANTICIPATED ZONING:

Zoning anticipated in this policy area to permit the uses cited are:

- R-10 Zone - the basic single family subdivision zone of one dwelling unit on a 10,000 square foot lot.
- R-7 Zone - An additional single family subdivision zone to be used to obtain a higher density than an R-10 would allow - may be used in or adjacent to transitional areas, in the downtown area, around higher intensity uses, or at other locations deemed appropriate by the City. This R-7 Zone may be used to encourage a Planned Development, or in lieu of a Planned Development when open space is dedicated to the City.

15. Community appearance shall continue to be a major concern and the subject of a major effort in the area. Street-tree planting and landscaping, sign regulations, and building improvements will all contribute to an improved environment, particularly along Hwy. I-80N. Major natural features, such as rock outcrops or stands of trees, shall be preserved as a community asset as the area develops. This can be accomplished in subdivisions through careful siting of houses and streets.
16. The County Farm property shall be called a "study area" until Multnomah County, working with the City, finishes its Comprehensive Plan on this property. This study is expected to take one year. In the meantime, any use proposed on the County Farm Property will be in conformance with the policies outlined in this Plan.
17. The citizens of Troutdale shall be continually informed of land use changes affecting their neighborhood. The City shall continue to make efforts to involve citizens in all phases of the planning process via the Citizens' Advisory Committee, special task forces, and other appropriate means.
18. Historic preservation. Identified historic buildings or sites will be preserved or protected through design review standards, public acquisition and fostering of private restoration and maintenance. Newly created streets will be given historically significant names to perpetuate those names.
19. Noise. The level, quality and timing of noise from the Portland-Troutdale Airport, the motorcycle use area and the Animal Control Center will be monitored for their impact on residential areas. If found to be objectionable, the City will negotiate with Multnomah County or the Port of Portland to have the uses restricted.
20. Hazards. Development in highly hazardous areas, such as land within a floodway or under the airport clear-zone, will be restricted or prohibited. Development may be allowed in areas of potential hazard if appropriate safeguards are taken in the design and construction to protect surrounding persons and property.
21. Intergovernmental Co-Operation. The City will continue to co-operate with Federal, State, Regional and County agencies, Special Districts, private utility companies and adjoining cities in the planning and delivery of services in such areas as transportation, solid waste, air quality control, sewer, water, storm water, educational, energy and emergency services.
22. Housing Policies. The following policies were adopted by the City Council on February 12, 1980 upon conclusion of a special Housing-Task Force Report.

See attached pages.

industrial developments as the area grows.

- 9. Schools and parks shall be located to best serve the anticipated population and provide maximum service for the greatest economy in terms of expenditure of tax dollars for both present and future residents. Sites should be acquired in advance of need so that the best are available for these vital public facilities.
- 10. Additional energy and related communication facilities and modifications to existing facilities shall be installed in all areas where people live, work, or find recreation. The City shall continue to coordinate their activities with energy and communication suppliers to insure reliable and efficient service. Efforts shall be made to locate such facilities in such places and in such a manner so as to be consistent with the neighborhood.
- 11. Streets and highways shall be located and constructed in a manner which will accommodate both current and future traffic needs, and they shall be designed to maintain the character and quality of the areas through which they pass.

Specific street alignment policies are as follows:

- A) 257th Ave. extension - this street /should be extended, north of Cherry Park Road, to ~~Halsey~~ ^{Columbia Highway} on a generally north-easterly alignment from its existing terminus with Cherry Park Road. ~~(The City recognizes that there is also a significant support for an alignment directly to Columbia Street and the railroad overpass, as well as for an alignment directly north to Marine Drive. The specifics of the alignment of this road will be resolved in the near future).~~
- B) Glisan Street extension - an arterial/collector connection should be established between 238th Drive and 257th Avenue, recognizing the access needs of the new high school fronting on existing Cherry Park Road. ~~The actual alignment of this road shall be resolved in the future.~~

- 12. 257th - High School Transitional Area - The transitional area along 257th shall be established after 257th has been built to its northern terminus at Halsey Street or Columbia Street. The transitional area along Cherry Park Road shall be established after Cherry Park Road is widened and improved from 257th to 242nd Drive.
- 13. Off Street Parking shall be provided in adequate amounts so that traffic lanes of streets will not be unnecessarily congested by parked vehicles during peak hours. Parking lots shall be surfaced and landscaped to make them attractive to use rather than their being open expanses of asphalt.
- 14. Mass transit, bicycle and pedestrian transportation and circulation systems shall be recognized as legitimate and desirable future alternatives or supplements to the automobile.

III MAJOR POLICIES

The following major policies relate to the goals and objectives of the Plan. They are intended to specify basic City attitudes regarding future development and conservation within the City, and they will be used as the over-all guide to making land use decisions within the City of Troutdale. These major policies will also be used as a guide to follow in amending the Plan map or the specific policy sections of the Plan.

The major policies are as follows:

1. Urban Development shall be encouraged in areas where services can be provided and in a manner which will minimize tax costs related to necessary urban services such as schools, parks, highways, police, garbage disposal, fire protection, libraries, and other facilities and services.
2. Standards for development within the urban growth boundary shall be prepared by the City recognizing that there is an implied need for continuity with County and adjoining Cities' standards.
3. Future development and local development standards shall recognize and respect the character of existing areas. Maximum flexibility in development shall be encouraged in undeveloped areas.
4. Environmental quality shall be maintained by guiding future developments and land use activities in such a manner so as to protect the City's environmental resources. The City will not allow activities that would significantly deteriorate the existing high quality of the water, air, or land resources.
5. Residential developments shall be located so that they are convenient to places of employment and shopping facilities, and they shall be developed in ways which are consistent with the character of the topography, soils, and trees on the site.
6. Residential areas shall offer a wide variety of housing types in locations best suited to each type and shall be developed in a way which will not create health or erosion hazards. Densities recommended on the plan shall be recognized in order to maintain proper relationships between proposed public facilities and services and population distribution.
7. Commercial facilities shall be allocated in a reasonable amount and in a planned relationship to the people they will serve. Efforts shall be made to separate commercial and noncommercial uses through the use of walls, fences or landscaping, and open space.
8. Industrial areas of the community shall be located where necessary public sewer and water services can be provided and with good access to transportation facilities. Continuing efforts shall be made to upgrade the quality of existing and future

industrial developments as the area grows.

- 9. Schools and parks shall be located to best serve the anticipated population and provide maximum service for the greatest economy in terms of expenditure of tax dollars for both present and future residents. Sites should be acquired in advance of need so that the best are available for these vital public facilities.
- 10. Additional energy and related communication facilities and modifications to existing facilities shall be installed in all areas where people live, work, or find recreation. The City shall continue to coordinate their activities with energy and communication suppliers to insure reliable and efficient service. Efforts shall be made to locate such facilities in such places and in such a manner so as to be consistent with the neighborhood.
- 11. Streets and highways shall be located and constructed in a manner which will accommodate both current and future traffic needs, and they shall be designed to maintain the character and quality of the areas through which they pass.

Specific street alignment policies are as follows:

- A) 257th Ave. extension - this street /should be extended, north of Cherry Park Road, to Halsey on a generally north-easterly alignment from its existing terminus with Cherry Park Road. ~~(The City recognizes that there is also a significant support for an alignment directly to Columbia Street and the railroad overpass, as well as for an alignment directly north to Marine Drive. The specifics of the alignment of this road will be resolved in the near future).~~
- B) Glisan Street extension - an arterial/collector connection should be established between 238th Drive and 257th Avenue, recognizing the access needs of the new high school fronting on existing Cherry Park Road. ~~The actual alignment of this road shall be resolved in the future.~~

- 12. 257th - High School Transitional Area - The transitional area along 257th shall be established after 257th has been built to its northern terminus at Halsey Street or Columbia Street. The transitional area along Cherry Park Road shall be established after Cherry Park Road is widened and improved from 257th to 242nd Drive.
- 13. Off Street Parking shall be provided in adequate amounts so that traffic lanes of streets will not be unnecessarily congested by parked vehicles during peak hours. Parking lots shall be surfaced and landscaped to make them attractive to use rather than their being open expanses of asphalt.
- 14. Mass transit, bicycle and pedestrian transportation and circulation systems shall be recognized as legitimate and desirable future alternatives or supplements to the automobile.

AMENDMENT PROCEDURES

~~This Comprehensive Plan will be reviewed by the Planning Commission and City Council at least once per year, but no more frequently than once every three months, to determine its applicability and effectiveness in light of changes, expansions, and development in the Community.~~ Such reviews should be based on staff prepared reports analyzing the Plan's effectiveness and may include, or lead to, recommendations for new or additional ordinances to make the Plan more effective. The Planning Commission and City Council may, as they deem necessary, amend the Comprehensive Plan or cause additional studies, research, or ordinances to be completed in order to change and/or support the Plan.

Consideration may also be given by the City to privately sponsored amendments to the Comprehensive Plan. Such privately initiated proposals shall be supported by documentation of the LCDC and CRAG goals and inventories, drawing appropriate findings and conclusions for such proposals. These findings and conclusions shall relate and refer to those contained in this Plan as adopted.

Both City initiated and privately sponsored amendments may suggest changes in either the policy area texts or the Comprehensive Plan map, or both.

A General Review of the Comprehensive Plan shall be made once a year by the Citizen's Advisory Committee, Planning Commission and City Council to determine its applicability and effectiveness in light of changes, expansions and development in the Community. Limited revisions may be considered on a more frequent schedule, but no more frequently than once every three months.

This Plan, as well as its implementing ordinances and related documents, may also be opened for amendments that consider compliance with the Goals and Objectives of METRO. Annual amendment and revision for compliance with regional goals, objectives and plans shall be consistent with any schedule for re-opening the Plan which is approved by the Land Conservation and Development Commission.

THE REGIONAL PERSPECTIVE

● IMMEDIATE AND FUTURE URBANIZABLE

"Immediately urbanizable" lands are all those lands that can benefit from connection to City water and sewer services presently or in the near future.

"Future urbanizable" lands are those lands inside the City limits that cannot hook-up to the City water and sewer in the near future. This would apply especially to those properties which have not pre-purchased for future sewer connections under the "sewer prepayment" program recently instigated by the City. That is, future urbanizable lands are simply those lands that are unable to or non-desirous of receiving full urban services at the present time or in the near future.

● ~~CRAG SPECIAL STUDY AREA~~

~~The area south of Sweetbriar is a CRAG special study area. This area is bounded by the present City limits on the north, Beaver Creek on the west, Strebin Road on the south, and the Sandy River on the east. The City has initiated a study which will help determine the future status of this area, i.e., whether it is to be designated as "Urban", "Rural", or "Natural Resource" on the CRAG map. The City will be working with Multnomah County and CRAG over the period of the next year to resolve this issue.~~

● CITY AREA OF SPECIAL CONCERN

The area east of the Sandy River up to the top of the bluff continues to be an area of special concern to the City. This area, roughly following the top of the bluff on the east side of the Sandy River to the Viking Bridge, and bordered by the City limits and the CRAG study area on the west, will be examined in the course of the next few years by the City. The purpose of such an examination will be to determine whether all or a portion of this area should be within the CRAG urban growth boundary, or whether it should be left outside as it is now. Of particular concern is that area on the west side of the Sandy River known as "Sandy Dell" and that area on the east side of the River, northeast of "Sandy Dell", up to the top of Woodard Road.

● METRO URBAN GROWTH BOUNDARY

A portion of the unincorporated area to the south of "Sweetbriar" is within the current METRO Urban Growth Boundary. This area may be annexed to the City in future years as full City services become available, and as the property owners petition for annexation. In addition, the properties to the north of the current City limits to the Columbia River, which are also within the Urban Growth Boundary, may be annexed to the City in the future.

THE PLAN FORMAT

The following summarizes the policy areas shown on the attached map entitled "Troutdale Comprehensive Plan". These six areas comprise the total area inside the corporate boundaries of Troutdale, as well as areas outside the boundaries that are within Troutdale's planning sphere.

- 1.00.00 - Policy Area Number 1 - Single Family Residential
- 2.00.00 - Policy Area Number 2 - Commercial/Multifamily
- 3.00.00 - Policy Area Number 3 - Commercial/Minor Industrial
- 4.00.00 - Policy Area Number 4 - Industrial/Minor Commercial
- 5.00.00 - Policy Area Number 5 - Special Commercial
- 6.00.00 - Policy Area Number 6 - Agriculture/Community Service

The format of these policy areas is as follows:

- .01.00 - Title: The Policy Area
- .02.00 - Description and uses permitted: The section is a general description of the area's permitted uses with notes, in some cases, as to special conditions.
- .03.00 - Anticipated Zoning: This section includes a list of the various zoning categories that could be employed within the policy area to permit the uses. It is intended only as a guide to those using and implementing this Plan. It is recognized that new zone classifications may be appropriate, if they are consistent with the permitted uses. (See summary description of zoning districts below).
- .04.00 - General criteria for approvability: This section describes existing neighborhood character, traffic characteristics, etc.
- .05.00 - General Design Standards: This section outlines general design standards regarding landscaping, building configuration requirements, signs, access, and so on.

SUMMARY OF ZONING DISTRICTS IN USE AND PROPOSED

- R-10 - one single family residence per 10,000 sq. ft. lot;
- R-7 - one single family residence per 7,000 sq. ft. lot;
- R-4 - one duplex per 8,000 sq. ft. lot;
- A-2 - multiple family uses;
- A-1-B - mixture of multiple family and office/business uses;
- C-2 - "heavy" commercial uses, (print shop, tire shop, garage)
- C-3 - "light" commercial uses (motel, bank, drugstore)
- C-4 - "very light" commercial uses (bookstore, antique shop, florist)
- M-2 - "heavy" industrial and general manufacturing
- M-3 - "light" industrial, warehousing, assembly plants
- M-4 - "very light" industrial (research and testing laboratories, light manufacturing.
- CS - Community services (churches, schools, libraries)
- SR - "suburban residential", single family residence on large lots.
- F-2 - Agricultural.

THE REGIONAL PERSPECTIVE

● IMMEDIATE AND FUTURE URBANIZABLE

"Immediately urbanizable" lands are all those lands that can benefit from connection to City water and sewer services presently or in the near future.

"Future urbanizable" lands are those lands inside the City limits that cannot hook-up to the City water and sewer in the near future. This would apply especially to those properties which have not pre-purchased for future sewer connections under the "sewer prepayment" program recently instigated by the City. That is, future urbanizable lands are simply those lands that are unable to or nondesirous of receiving full urban services at the present time or in the near future.

● ~~CRAG SPECIAL STUDY AREA~~

~~The area south of Sweetbriar is a CRAG special study area. This area is bounded by the present City limits on the north, Beaver Creek on the west, Strebin Road on the south, and the Sandy River on the east. The City has initiated a study which will help determine the future status of this area, i.e., whether it is to be designated as "Urban", "Rural", or "Natural Resource" on the CRAG map. The City will be working with Multnomah County and CRAG over the period of the next year to resolve this issue.~~

● CITY AREA OF SPECIAL CONCERN

The area east of the Sandy River up to the top of the bluff continues to be an area of special concern to the City. This area, roughly following the top of the bluff on the east side of the Sandy River to the Viking Bridge, and bordered by the City limits and the CRAG study area on the west, will be examined in the course of the next few years by the City. The purpose of such an examination will be to determine whether all or a portion of this area should be within the CRAG urban growth boundary, or whether it should be left outside as it is now. Of particular concern is that area on the west side of the Sandy River known as "Sandy Dell" and that area on the east side of the River, northeast of "Sandy Dell", up to the top of Woodward Road.

● METRO URBAN GROWTH BOUNDARY

A portion of the unincorporated area to the south of "Sweetbriar" is within the current METRO Urban Growth Boundary. This area may be annexed to the City in future years as full City services become available, and as the property owners petition for annexation. In addition, the properties to the north of the current City limits to the Columbia River, which are also within the Urban Growth Boundary, may be annexed to the City in the future.

**ORDINANCE NO.
334-0 INCLUDES A
MAP THAT IS TOO
LARGE TO SCAN.
TO VIEW THIS MAP
REFER TO THE
MICROFILM.**