

ORDINANCE NO. 380-0

AN ORDINANCE REVISING THE TROUTDALE COMPREHENSIVE PLAN INVENTORY
AND AMENDING ORDINANCE NO. 252.

WHEREAS, Pursuant to ORS 271.120 a hearing was held on March 23, 1982 at which the Common Council made the following findings:

1. The City's Comprehensive Plan does not yet comply with Statewide Planning Goal 9 (Economy) for reasons set forth in Section IV in the Land Conservation and Development Commission's report dated February 9, 1981.
2. The changes as shown in the attached pages from the text of the Comprehensive Plan Inventory, referred to as Exhibit "A", will resolve the aforementioned plan deficiencies and are consistent with the State's Land Use Goals.
3. Exhibit "A" has been reviewed and recommended by the Troutdale Planning Commission and commented on by the CAC.
4. There has been opportunity for citizen review.
5. Exhibit "A" is consistent with remaining portions of the text.
6. The changes are in the public interest.


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

The Comprehensive Plan Inventory be revised as shown on the attached Exhibit "A".

PASSED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS 23 DAY OF March 1982.

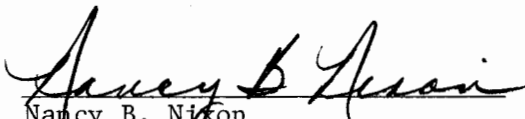
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NAYS 0


Robert M. Sturges, MAYOR

Date Signed: 3-24-82

ATTEST:


Nancy B. Nixon
FINANCE DIRECTOR/CITY RECORDER

I. GOAL TOPIC: **ECONOMY**

II. GOAL: TO DIVERSITY AND IMPROVE THE ECONOMY

INTRODUCTION

Troutdale has been and remains a suburban bedroom community of Portland. Its greatest spurt of growth occurred during the 70's, when population increased from 600 to over 5,000. The primary vehicle for growth had been land development activity, as land was purchased and subdivided for single-family homes. During this period, the City's land area through annexations increased seven times, the housing stock four times. For as long as development occurred, the City's services were financed adequately through various development fees and charges, as well as the basic property tax, since the City's policy has been to require new development to "pay its own way."

For the remaining remnants of Troutdale's past, one must turn to the central business district. The City probably had its beginning's as a ferry-crossing site and as a railroad depot. As time passed, downtown Troutdale began to serve the shopping and service needs of neighboring residents, as well as tourists passing through the Columbia Gorge and various local and state parks in the vicinity. Though the downtown area is well established as a physical entity, it has steadily lost ground in recent years to competition from more contemporary shopping facilities in Gresham. The symptoms of decline are physical deterioration and economic disinvestment.

Accompanying the last decade's rapid growth in residential development were the beginnings of commercial and industrial activity, notably areas adjacent to I-84 and the Troutdale/Portland Airport. However, the national economic downturn which began in '81 effected a halt in further local investment activity.

The current economic recession underscores the urgency for Troutdale to diversify its economic base. Since city functions are financed in large part by development activity charges, any fluctuation in the economy will significantly affect city revenues and therefore the ability to perform services - most of which are required regardless of the level of new development activity. To stabilize revenues, it is apparent that the City needs to modify its tax base. To do this the City will want to explore a range of fiscal mechanisms for attracting economic development, the goals being to diversify its economy and to promote its historic downtown.

III. EXISTING CONDITIONS:

Transportation Access.

Troutdale enjoys excellent regional transportation access, particu-

larly the northern portion of Troutdale comprising the bulk of Troutdale's industrial and commercial land. Interstate 84 (Banfield Freeway) is a four-lane freeway which directly serves this area. NE Marine Drive, which follows the Columbia River from the West, provides a direct connection via Sundial Road to the industrial sites on Sundial Road and to the Airport (PTA) operations area. Sandy Boulevard is essentially a by-pass road for the freeway. Access to Troutdale from either Vancouver, Washington or the south east area of Portland is more difficult. However, the opening of the proposed Interstate 205 freeway from the east side of Vancouver, Washington to SE Forster Road near Milwaukie will remove the difficulty immediately.

North-south access to Troutdale's downtown from newer residential areas is less convenient. Currently, the main connector is Buxton Road. There is a proposal in Multnomah County's Capital Improvement Program to upgrade this present two-lane street to a 3-lane local arterial.

Better access to the downtown will be provided when 257th Street is improved. The City has designated 257th Street as a major arterial, with an alignment directly connecting to Graham Road. Federal funding for this project has been reserved. Once completed, access to downtown Troutdale and to the airport will be greatly enhanced.

The Portland-Troutdale Airport as a general aviation airport with a low density and activity center, complements the regional transportation network for Troutdale and its environs without contributing large volumes of peak hour vehicular traffic to the ground transportation system.

In respect of public transportation, Tri-Met's proposed light-rail system on the eastside originates in Gresham and extends to Downtown Portland. While Troutdale's public transportation accessibility will not be as favorable as Gresham's, it will nevertheless be enhanced by light rail, particularly if bus service between Troutdale and Gresham is timed with light-rail schedules. At present, there are Tri-Met buses running to Gresham, to Portland Community College, to Troutdale, and to Downtown Portland, both by express and local service.

Internal streets in Troutdale are generally less than desirable in terms of maintenance, hierarchical linkage, and adequacy for traffic loads. Major street improvements are planned for Troutdale. Buxton Road carries the bulk of the north-south traffic through Troutdale at this time. Plans call for the conversion of this 2-lane trafficway into a 3-lane local arterial street. Improvement of 257th Street to the standard of an arterial is also contemplated, with a proposed alignment linking it to Graham Road at Columbia Boulevard. Stark Street, which forms the southern boundary of Troutdale's city limits, is also a subject of discussion for major improvements to accommodate new higher-intensity developments occurring on either side of the street.

All new subdivision street layouts are required to tie in with the City's traffic grid. As new developments are proposed, the City's policy is to require City standard and County street right-of-way dedication.

In summary, Troutdale has excellent regional transportation accessibility, which should enhance its industrial and highway commercial marketability potential. While its internal street network may be less than desirable at this time, mechanisms are in place to bring the network up to adequate levels in terms of carrying capacity, maintenance, and a logical circulation pattern.

Utilities, Services

The single factor most inhibiting to industrial and commercial development in Troutdale is the lack of utilities, i.e., sewers, drainage and water supply. Multnomah County's Vacant Industrial Land Inventory (1979) classifies development potential in respect of vacant industrial zoned land under three categories: a) immediately developable; b) development inhibited and c) development severely inhibited. The criteria used for this classification is transportation access and proximity to utilities already in place. Utilizing this criteria, most vacant parcels in Troutdale available for industrial and highway commercial development can be classified as immediately developable, with utilities and transportation access less than 2,000 feet from site. This favorable situation was brought about mainly by the Local Improvement District formed by the Port of Portland for sewer and water pipeline extensions, completed in the summer of '79. This major improvement effectively laid the basic infrastructure for the development of the northern portion of Troutdale. This does not, however, necessarily ensure that urban utilities are available at acceptable levels of cost. The City's policy regarding capital improvements generally requires new comers into the community to "pay their own way." The mechanism for doing this, in most instances, is through the formation of Local Improvement Districts and various System Development Charges designed to require new service consumers to pay the capital costs of upgrading utilities.

Revenues and Service Costs

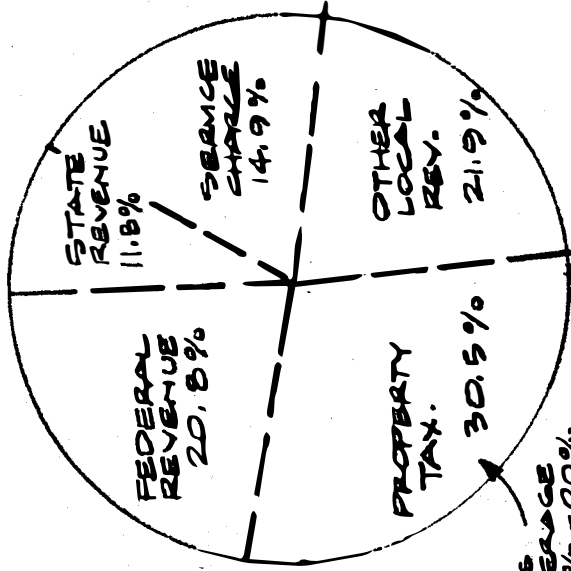
The other major area of concern that deals with any analysis of a small community economy is the public cost and revenue relative to various land uses. Since existing residents pay for services, and to some degree their expansion or extension, through the property tax and the user charges, there is an interest in how new development services are financed. Some of the basic questions are:

1. How can public cost of new development be minimized?
2. Who should pay for the extra cost of new development?
3. How can the costs versus the benefit of new commercial and industrial operations be equitably analyzed?

In partial answer to these questions, the following general outline of City costs and revenues, based on statewide figures, lends perspective to the current trend. The following chart shows how Oregon cities have received and spent their revenue recently (1973-74).

ALL OREGON CITIES

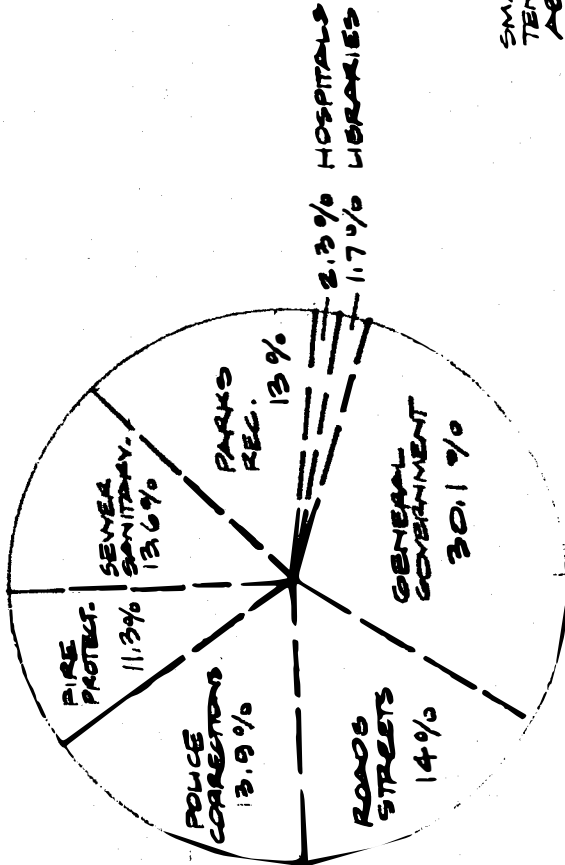
CITY GENERAL REVENUES



SMALL TOWNS
TEND TO AVERAGE
ABOUT 15% - 20%

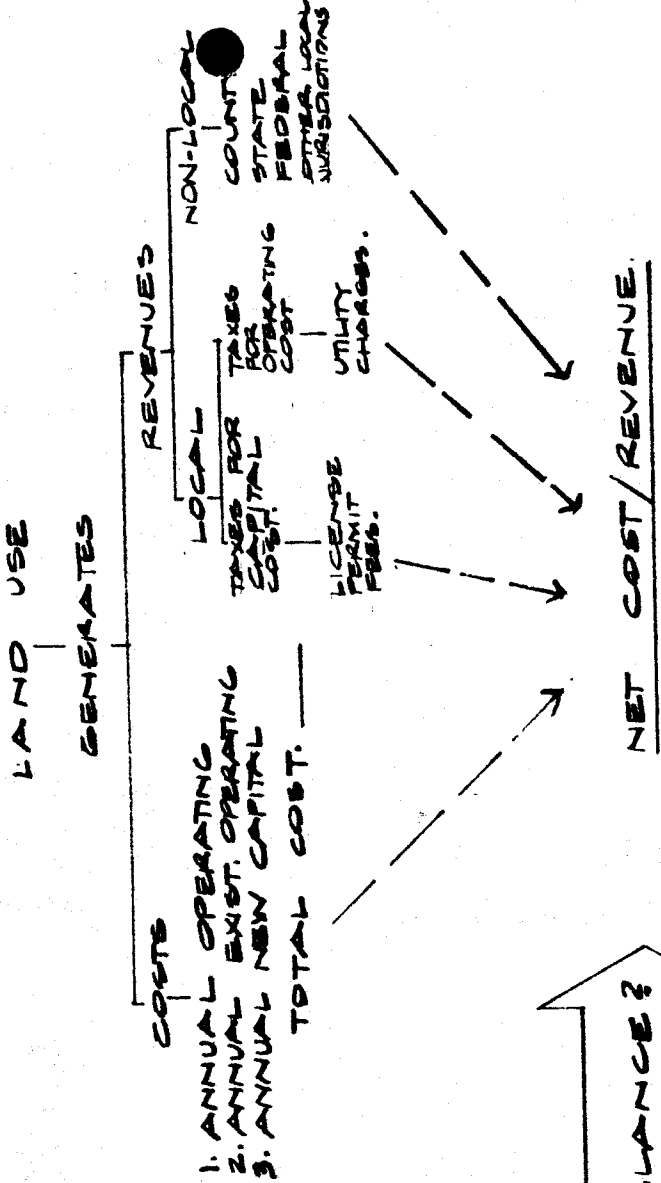
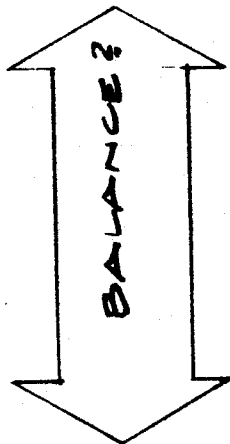
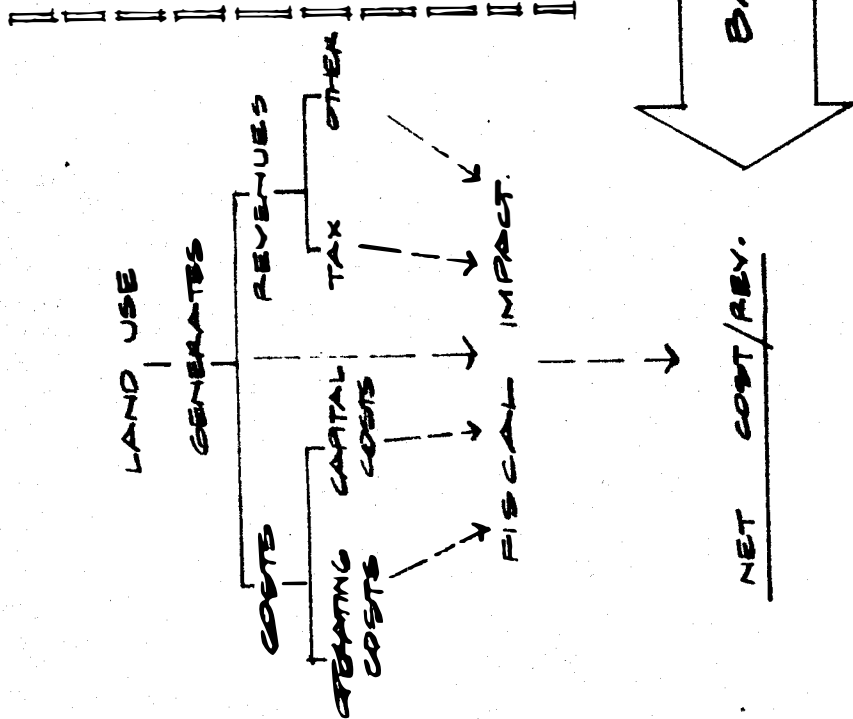
CITY GENERAL REVENUES

COST OF SERVICES



COSTS OF SERVICES
(ALL OREGON CITIES)

The question that arises from these figures is "which costs and revenues are most sensitive to growth of the community?" In partial answer to that question, the Oregon State University Extension service published a report ("Impacts of Urban Growth on Local Government Cost and Revenues, Special Report #423 Nov., 1974) that suggests the following relationship to land use activity.



Some of the conclusions drawn from these relationships and the comparison of two small Oregon town developments revolved around a concern about what kind of development occurs. That is, since the "sensitive to growth" areas of the City costs to tend to center around the cost of providing services, the relationship of service distributions to density of development becomes an important factor.

In summary, additional expenditures created by development seem to be affected by three things:

*Density in the case of water, sewer and streets

*Level of service in the case of police

*Reliance on volunteer help in the case of fire protection.

The relationship between number of homes per acre and cost of municipal services, especially streets, water and sewer, has been the subject of several studies. One recent report by a private consulting firm, Wilsey and Ham of Seattle, studied costs of providing electrical services. They concluded that costs of distributing power to retail customers depends on the number of customers (homes or hookups) per mile of electrical line.

COST FOUND TO BE LOWER WHERE URBAN DENSITY INCREASES

Investment per mile of electrical power distribution line increases from \$7,696 to \$26,4334 (an increase of nearly 3 1/2 times) as number of customers increase from 10 to 100 (an increase of 10 times). Annual cost per customer goes from a high of \$154 where urban density is low to \$53 where normal urban densities are found.

The report recommends that "tariff areas for residential and general service customer categories should be established in accordance with density of customers so that rate differentials may reflect relative costs of service."

STREET COSTS DECREASE AS DENSITY INCREASES

A similar comparison of mileage of streets with annual expenditures was made in 27 Mid-Willamette Valley cities. Expenditures per mile increase sharply with population density. The explanation for this lies with several causes. First, increased traffic volume on a given street would logically create a need for more maintenance, more traffic control, more frequent marketing, etc. Also, value of property on streets having more homes would be greater. Residents can more easily afford additional street cleaning and lighting. Presumably, cities which spend more per mile of street are providing a higher level of service. They are also able to do so at less cost per person.

COMMERCIAL & INDUSTRIAL USES TEND TO PRODUCE MORE REVENUE THAN SERVICES DEMANDED AS COMPARED TO RESIDENTIAL DEVELOPMENT

Oregon's property tax structure tends to generate more revenue from commercial and industrial property relative to costs of services provided than from residents. Thus, commercial and industrial employers generally help pay for some of the services provided to residents of the area. There are, however, considerable exceptions to this general principle that revolve around a specific community's fiscal policies. That is, a large industry that is employment intensive but has a low capital investment in land and/or buildings will generate little property tax revenue, and unless the City has a business license tax or City income tax there would be little overall revenue to the City. Thus, this same industry might be a fairly high consumer of various services and facilities while contributing relatively little revenue in support of those services. This feature, combined with the general congestion, noise, and outside social interference that increasing industrial bases tend to bring to cities, has stimulated people, who can afford to move, to seek residence in the suburbs and rural areas, leaving the low income and minority people in the original core area. The promise of economic salvation brings with it some nuances that may change the quality of life to a degree not acceptable to the current residents of any small town. On the other hand, the conscious identification of public costs versus potential public revenue from various industrial and commercial operations weighed against community goals may provide a framework in which to develop tools to evaluate proposals, insure equity (i.e. city business tax) and assess the public need for the proposed business as it relates to the community.

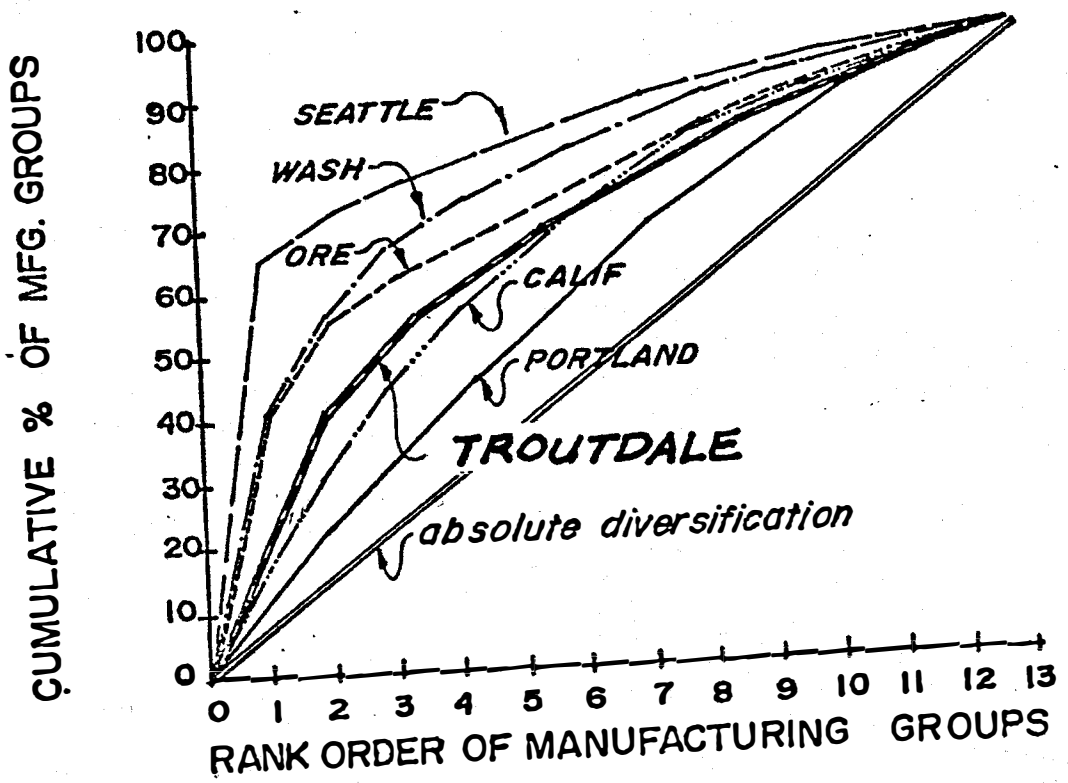
Employment

The largest single employer in the area is the Reynolds Aluminum Plant, which employs 900 - 950 people and is located on the north edge of town. This plant and the Troutdale Airport (200+ employees) attract employees outside of Troutdale who currently commute to Troutdale for this employment. The school district is the second or third largest employer in the community with a considerable number of its employees commuting from other areas. The new high school is certain to increase the number of school district employees, making the school district one of the largest employers in Troutdale.

Unemployment in Troutdale is about typical for the region and the City of Portland, hovering at 7% to 8%. No major shifts in the unemployment characteristics are anticipated barring a serious slump in the wood products industry and potential Aluminum Plant workers layoff. Essentially, Troutdale is a bedroom community of Portland and other employment centers. "Bedroom community" used in this context may be a sought-after life style for many of the residents of this community. This term has often been used in a derogatory framework in the past without regard to the possible benefits derived by this essentially residential character.

Diversity of employment opportunities is approximately typical for the

DIVERSIFICATION CURVE FOR
MANUFACTURING



region with a slight skewing towards the wood products industry and perhaps the aluminum industry. The community enjoys a relatively high degree of economic diversity in comparison to other communities in the Northwest. Larger communities tend to enjoy a more diverse economic structure than small towns due to the larger and greater number of commercial and industrial activities in those larger cities. A diversification curve for the manufacturing activities of Oregon, Washington, California, Seattle, and the Portland Standard Metropolitan Statistical Area (SMSA), shows this principle and Troutdale's estimated relationship to it. Ideal diversification is the diagonal line and, while Seattle shows it is significantly skewed due to the prominence of the aircraft and aircraft related industries, Troutdale enjoys the benefit of being in the shadow of the Portland SMSA's almost ideal diversification. This is one of the advantages of being a bedroom community. For these purposes, it is estimated that Troutdale's diversification is somewhere between that of the Portland SMSA and the curve for the State since it functions as a commercial service area for the surrounding rural area and has relatively stable utility enterprises, public servant activities, and other services that are not dependent on governmental contracts or any specific industrial group.

Since the majority of Troutdale residents work in the greater Portland metropolitan area, its economic diversification and relative employment/unemployment will continue to follow the Portland trend unless drastic changes in the amount of local employment should take place.

Industrial & Commercial Land Inventory

Industrial Land. Industrial use is the primary land use category within Policy Area 4 under Troutdale's Comprehensive Plan. It is also permissible to designate industrial land within Policy Area 3, though it is anticipated that most of the City's industrial land will be found within Policy Area 4. There are at present 502 acres of industrial land within City limits. Of this area, 289 acres are in existing use; 213 are vacant and buildable.

Existing land uses within industrially designated land consist of community service (262 acres), industrial (25 acres) and residential (1.8 acres). The Portland-Troutdale Airport, classified as community service use, is by far the largest occupant of industrially zoned land, with an existing area of 262 acres, and plans for expansion of up to a total of 350 acres. A number of existing structures on the Airport site, along the northern edge of the airport and in the south-east section, are included as existing industrial use. Industrial land in private ownership is located mostly in the south-west quadrant of Policy Area 4, south of Marine Drive along Sundial Road. This includes a number of auto-wrecking/storage yards and light manufacturing plants. A number of single-family residences are also found in this area as pre-existing use, and will no doubt convert to industrial/minor commercial use when development pressure occurs.

Commercial Land. Commercial use is permitted within Policy Areas 2,3 and 5. Additionally, neighborhood commercial use (under specific condition) is permitted within Transition Areas of Policy Area 1, the City's primary residential zone.

There are 230 acres of land designated commercial. Of this area, approximately 100 acres are in existing use, 93 acres are vacant and buildable.

Existing land uses consist of minor-industrial (15.5 acres), community service (33.5 acres), open space (7.5 acres), two-family residential (3.5 acres), single-family residential (11 acres) and commercial (30 acres).

Within this broadly designated commercial category, minor-industrial uses occur exclusively in Policy Area 3 (commercial/minor-industrial). These consist mainly of two existing establishments along the southern tract of the railroad right-of-way. The City's sewage treatment plant to the east of Graham Road makes up the community service use. Open space land consists of Depot Park on the west bank of the Sandy River. Single-family residences are found primarily in Policy Areas 2 and 3, while two-family residences are found in Policy Area 2 only. Small, diverse commercial establishments occur mostly in Troutdale's downtown area, while large commercial tracts occur along the I-84 freeway as motel, truck-stop, gas station, and restaurant complex close to the Airport.

Multnomah County's Planning and Environmental Services Division projects a need for 18,700 new jobs in manufacturing, distributive and wholesaling industries by the year 2000 for East Multnomah County to meet job demands for a population growth of about 52,000 persons for the same period. In terms of land use, this number of new jobs will create a demand for a minimum of 2,000 vacant acres (Columbia Community, Multnomah County Vacant Industrial Land Inventory 1980/81). The County further identifies three communities as employment centers to meet this need - Cully/Parkrose (270 acres), Columbia (1356 acres) and Wilkes/Rockwood (515 acres). Troutdale's vacant industrial and commercial land dependent on highway access lie immediately to the south-eastern edge of the Columbia Community, a total of some 306 acres, equal to 22% of the vacant land with development potential in the Columbia Community. In view of these numbers, it is the City's premise that adequate industrial and major commercial land is provided for in the City's Comprehensive Plan. This will accommodate the magnitude of economic development that is envisaged to occur between now and the turn of the century.

The Regional Perspective

Troutdale's role. The role of Troutdale in the regional economy should be consistent with its limited size and identity as a small town. This means that in preference to attracting large scale, heavy industry, the

objective will be to integrate small scale, light industrial firms to complement the existing fabric of the community.

This objective, moreover, is appropriate in a larger metropolitan context because of the proximity of the potential Columbia Community industrial area. Over time, large scale industries will complete the development of this area. It is reasonable to expect that new high-multiplier industries, ancillary to the basic industries located in adjacent County land, will evolve. Such industries, whose outputs may be linked to nearby base industries, will need to establish close ties with the service sector and labor force which a balanced, diversified commercial sector can offer.

Industrial parks. Taking into account Troutdale's competitive ranking among other jurisdictions in the regional economy, the physical scale of the City, and its clear preference to remain primarily a "dormitory" town, it would appear that the City's best strategy in economic development is to attract high multiplier industries, particularly by capitalizing on the spin-off effect of the impending industrialization of the Columbia Community industrial area north-west of the City limits. This could be implemented through industrial park developments, a site-service approach whereby relatively large sites are subdivided into smaller parcels sold or leased to small-scale industrial firms. These firms in turn benefit from controlled access, parking, security, transit and possibly special energy provisions. It can be expected that the Port of Portland will be the most likely agent in effecting this approach on land which it currently holds or expects to acquire. The purpose is to take advantage of the amenities and economy of the industrial park concept to market the land competitively.

The aim of attracting ancillary industries as a by-product of heavy industrial development in the Columbia Community should be given careful consideration. Small scale firms will find it advantageous to locate near an established labor force and within easy access of banks and other tertiary sector establishments found in downtown Troutdale. Small-scale industries are uniquely adapted to industrial park developments which the Port of Portland, through its airport facility in Troutdale, is in a good position to undertake. To this end, the City will work closely with the Port in the development of the Troutdale Airport.

An increase in industrial and commercial activity, and possible application of an excise tax or other forms of business tax, will help shift the financial burden away from heavy reliance on residential property taxes.

Neighborhood commercial development. Troutdale presently has no developed neighborhood commercial and service center outside of the downtown area. This means that the more recently developed residential areas to the south of the City are poorly served in this regard. Instead, residents commute to regional retail and service establishments along the Gresham corridors on Burnside and Division Streets, both of which are located within 2 to 5 miles of all area residents. With the maturing of the community, the need to expand the tax base, and in particular the emergence of conservation goals, it is the City's objective to encourage the location

of shopping facilities within a 1/2 to 1 1/2 mile radius of area residents. To this end, a number of neighborhood commercial zones have been explicitly designated in the Comprehensive Plan, as well as allowing for commercial development in conjunction with high-density multi-family residential development in Transition Areas under the A-1-B zoning (Policy Area 1; 1.03.03 (c)). Specifically, offices and limited retail uses are allowed in Transitional Use Areas in Policy I provided that certain conditions are met. These include the requirement that they locate close to arterial streets and render primarily neighborhood services, and that they do not conflict with the existing neighborhood character. Under these conditions, commercial and office uses may be developed in conjunction with residential uses when the development plan consists of no less than 12 dwelling units per acre and where commercial and office space represents no more than 50 percent of the total floor area of the development (Zoning 7.064; 10).

The objective of the City here is to retain consolidation of commercial land for the purpose of developing neighborhood and commercial centers. The cluster approach is in contrast to a strip development approach. The cluster approach is desirable because of its ability to reduce the conflict on major streets between two incompatible purposes: traffic flow and access to commercial outlets.

Downtown Business District

With the proximity of Gresham which now serves regional retail and service needs, Troutdale is not likely to develop major facilities to replace these functions. However, it is the City's objective to: a) encourage neighborhood commercial development; and b) revitalize the downtown business district. Downtown is the historic Troutdale; it is important for the community to retain continuity with its past. Even though the downtown area has been losing its competitive edge through physical deterioration and economic disinvestment, it does possess a physical plant that can be upgraded; it is well situated to capture the tourist traffic entering the scenic gorge and various recreational parks; and it does serve as a neighborhood shopping and service center to the older part of town. A downtown study had been in progress, but due to various factors beyond control, this study is not yet complete. The City now has in its work program for 1982/83 the completion of a downtown study. It is one indication that the City will meet its commitment to re-vitalize its downtown core.

IV. OBJECTIVES

In developing an inventory, a set of objectives and implementation strategies in respect of the economy, the City has made the following assumptions: -

1. Fluctuations in the Portland SMSA employment characteristics won't dramatically shift or change employment characteristics in Troutdale since an estimated 80% of Troutdale residents work in the Portland metropolitan area.

2. The bulk of employment opportunities is likely to remain outside of Troutdale to the same relative degree as now practiced, and the conditions required to dramatically shift this employment dependence are outside the control of Troutdale.

With these assumptions, the City's economic objectives are as follows:

1. Attract or introduce new industries with high multipliers (i.e. a high number of spin-off jobs) into the Troutdale area.
2. Introduce, attract, or encourage industries that are comparatively energy efficient and do not require disproportionate water, sewer and other public services that compromise Troutdale's existing and proposed capacity and therefore have attendant disproportionate service costs.
3. Locate new industry on sites which have the highest comparative advantage in terms of public and private initial development, maintenance, and operational costs.
4. The City should encourage additional employment opportunities in Troutdale to stabilize the "bedroom" residential community character and keep these employment centers in scale with the community.
5. Renovate the Downtown to encourage greater use of this commercial area by residents of the area and people who pass through.

V. IMPLEMENTATION STRATEGIES

The following implementation strategies can be explored with a view to diversify and improve the economy -

1. Adopt a Comprehensive Land Use Plan and attendant zoning regulations that designates appropriate industrial and commercial activities and that respond to identified community goals.
2. The City should undertake an evaluation of its public service capacity and technical ability to serve the same.
3. Once industrial and commercial areas commensurate with City goals have been defined, explore capital costs programs to enhance the developability of these parcels and develop policies to guide the assessment of the public need of any such land use.
4. The City should adopt a fiscal management policy plan geared to balance the revenues with the costs of services based on the eventual anticipated land use mix.
5. the Comprehensive Plan designation of commercial and industrial land should be predicated on market factors, i.e. location criteria, population forecast and purchasing power.

6. The City should coordinate with the Portland-Troutdale Airport to develop optimally the consolidated tracts of industrial/commercial land in the Port's ownership. The City should further coordinate with Multnomah County in implementing its Year IV Overall Economic Development Program.
7. A series of mechanisms, fiscal and otherwise, should be explored to facilitate downtown re-vitalization. These should include a traffic plan, various tax abatement incentives, historic preservation, and relatively stringent design control measures.

GENERAL NOTES

August 1980

- Economy -

An industrial Site Survey completed by the Oregon Department of Economic Development documents resources available to particular sites in Troutdale (See Appendix page 276 for an example of this survey).

the Overall Economic Development Plan (OEDP III) includes a detailed factual base/inventory that is used by the City. This document is considered a supporting document to the City's Comprehensive Plan. (See Appendix, page 277 for a Troutdale resolution supporting the OEDP III.)

The City has, since the adoption of the Comprehensive Plan, annexed the Portland/Troutdale Airport and the surrounding environs (effective November 8, 1978). This is an area in which much of the future commercial and industrial growth is expected to occur.

One of the primary implementing activities following the annexation was the formation of a Local Improvement District (LID) in order to construct both sewer and water trunk lines to serve the entire area between the I-84 freeway and the northern City limits. That project is now completed and operable, thereby removing a major constraint to economic development of the area.

Policy Area No. 2 was enlarged on July 11, 1978 to allow additional commercial development to occur as an outright use in an area where it was previously limited to a conditional use basis.

The City started work on a detailed plan of the Downtown commercial core of Troutdale in October of 1978, working with a "Downtown Task Force". The Plan is aimed at economic redevelopment of this lagging area. The draft of the Plan was completed in November 1979. A "Small Cities Assistance Panel" organized by the staff of the U.S. Department of Economic Development (EDA) reviewed and commented on the draft plan. Completion of the final plan was temporarily postponed due to lack of resources, but is expected to be completed in the fall of 1980.

The Port of Portland is currently assisting the City through a "technical assistance" grant in order to identify and plan for the removal of constraints to industrial development, particularly inadequate storm water provisions. The study is expected to be completed by December 1980.

The City has designated 257th Avenue as a major arterial, with an alignment directly to Graham Road. Federal funding for this arterial, through METRO has recently been reserved. It is expected that, once built, the easier access to Downtown Troutdale and to the Troutdale Airport will stimulate additional economic development in these key areas.