ORDINANCE NO. 558-O

AN ORDINANCE OF THE CITY OF TROUTDALE REPEALING ORDINANCE NO. 480-O AND ADOPTING A NEW COMPREHENSIVE LAND USE PLAN INVENTORY.

WHEREAS, the City of Troutdale commenced its periodic review in September 1987 when the Planning Division began putting together the City's periodic review work program. Upon completion and approval of the work program in mid-November 1987, work on periodic review began; and

WHEREAS, the Citizen Advisory Committee held numerous public meetings between 1987 and 1990 to review the Inventory, Plan and regulation updates and amendments; and

WHEREAS, the Planning Commission held numerous public hearings to discuss the City's proposed amendments to the Plan, Inventory and associated ordinances; and

WHEREAS, the City Council held a public hearing on 12/13/88 and adopted a local review order by Resolution No. 722-88 as the City's official response to DLCD notice; and

WHEREAS, the Planning Commission held a public hearing on August 22, 1990 to consider adoption of the proposed final draft of the Comprehensive Land Use Plan Inventory. Notice of this public hearing was posted and published in accordance with state law; and

WHEREAS, the proposed final draft of the Comprehensive Land use Plan Inventory is in conformance with the applicable periodic review factors; and

WHEREAS, adjustments to the Comprehensive Land Use Plan Inventory document include an update of statistical information and revised policies to maintain consistency with state agency plans and programs; and

WHEREAS, revisions to the Comprehensive Land Use Plan Inventory address substantial changes in circumstances including:

- The proposed Mt. Hood Parkway
- Improved economic conditions
- Industrial development in north Troutdale
- Adoption of the Downtown Plan

and

WHEREAS, change to the Comprehensive Land Use Plan Inventory as a part of the periodic review process must be addressed in the Final Review Order.

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

1. That Ordinance No. 480-O is hereby repealed in its' entirety, and;

2. That the attached exhibit "A" is hereby adopted as the City's Comprehensive Land Use Plan Inventory.

3. This ordinance shall become effective on the date of adoption of the Final Review Order concluding periodic review.

PASSED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS 25TH DAY OF SEPTEMBER, 1990.

YEAS 4

NAYS 0

ABSTAINED 0

Sam K Cox

Sam K. Cox, Mayor

Date Signed: 9/27/90

ATTEST:

Valerie J. Raglione

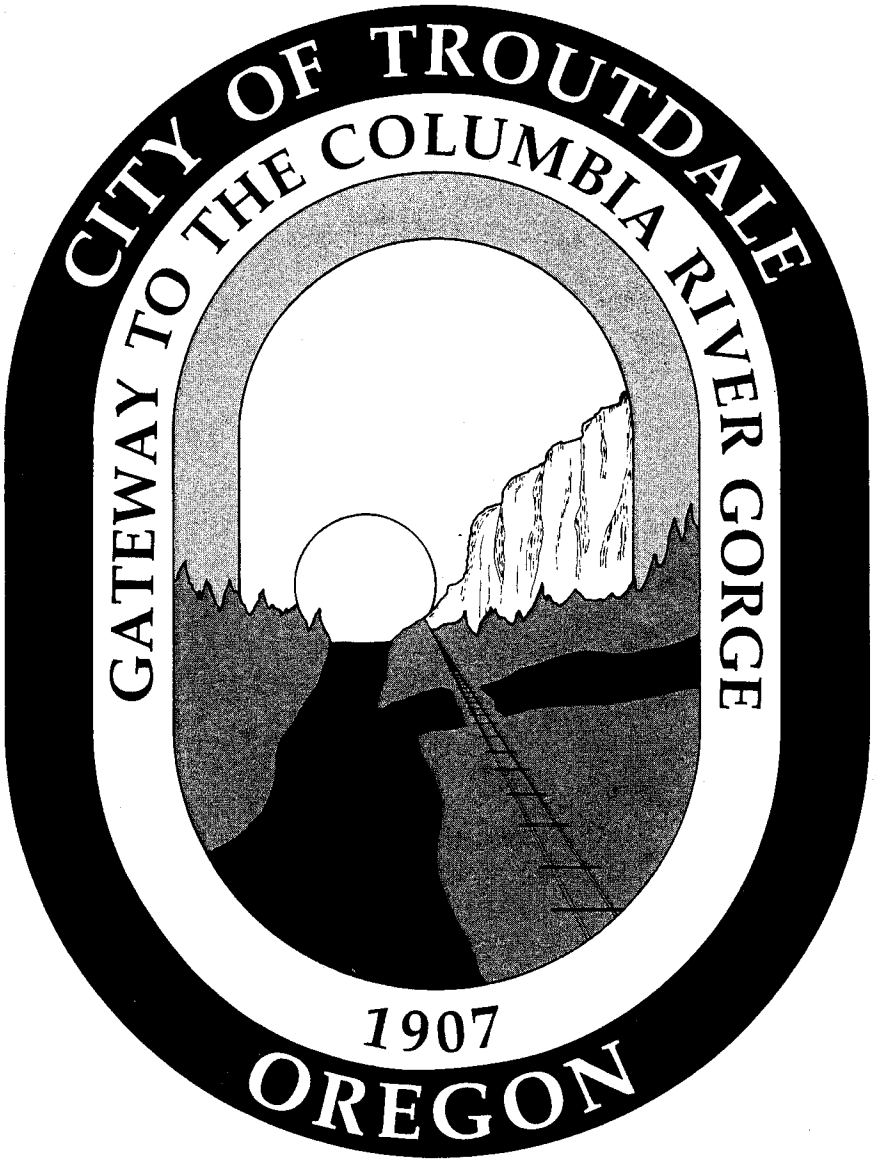
Valerie J. Raglione
City Recorder

CD40|31

RECORD

Ord # 558-0
Exhibit A.

Inventory



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MARION BERG, SECRETARY

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CITIZEN INVOLVEMENT

GOAL

To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

OBJECTIVE

The governing body shall adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the ongoing land use planning process.

INTRODUCTION

The City has developed a Citizen Involvement Program to provide for widespread involvement in all phases of the planning process. Mechanisms have been established which provide effective communication between citizens and elected and appointed officials and technical information is provided to assist the citizens in policy formulation. This inventory supplements and updates the previously adopted and acknowledged inventory.

CITIZEN INVOLVEMENT PROGRAM

Initially, the city was divided into fourteen neighborhood areas, which were later reduced to six. The chairs and co-chairs of the six neighborhood groups functioned as the Citizen Advisory Committee (CAC) which met monthly to review progress on the plan. This neighborhood-based CAC assisted in the land use survey and in developing and reviewing Plan policies and land use designations. Two surveys were conducted: one by the Planning Commission, the other by the CAC. Feedback from these two surveys and from neighborhood and CAC meetings helped form the basis for goal-setting and policy formulation.

A new Citizen Involvement Program (CIP) was adopted in February 1986 which divided the city into five geographic districts. These five districts are represented on the Citizen Advisory Committee (CAC) on the basis of one representative per two hundred dwelling units.

Additional representatives are drawn from business, natural and environmental interests, and community service interests. As the population increases, additional designated neighborhood representatives will be added with an attendant increase in at-large positions. A full CAC would consist of a total of sixteen regular members and alternate members.

The CAC will review plan and ordinance amendments and participate in the periodic review process. The committee is expected to continue to monitor neighborhood development to ensure conformance to plan policies and guidelines. The Committee for Citizens Involvement (CCI), established in January of 1986, in addition to helping implement the CIP, will evaluate the performance of the CIP and CAC at least annually.

Citizen involvement activities are conducted in accordance with the adopted Citizen Involvement Program (CIP) which is reproduced below:

1. Divide the city into five geographic districts and represent them on a Citizen Advisory Committee (CAC) on the basis of one (1) representative per two hundred (200) dwelling units (see attached map).

2. Appoint one additional representative for each of the following:
   a. The downtown commercial area;
   b. The commercial/industrial area north of Columbia street:
   c. Natural resources, community resources and recreational interests; and
   d. Community service facilities (schools, churches, post office, etc.)

3. Appoint at-large representatives, not to exceed 20% of the total geographic representatives. If a vacancy occurs in the representative's geographic district, they become that district's assigned representative. This vacated at-large position may then be filled by another resident.

4. As the population increases, additional representation will be added. The Planning Commission will review substantial changes in each geographic district and increase the number of representatives in that area. The number of at-large representatives will increase with an increase in general population but shall not exceed 20% of the assigned representatives.

5. The City Council shall appoint members to fill vacancies on the CAC.

6. Interested individuals should apply using forms provided for this purpose.

7. The Council shall take special cognizance of the importance of maintaining a diversity of occupations and interests on the CAC.

8. CAC membership should be open to all residents (citizens*), property owners, business owners, public service and non-profit organizations located within the City's planning area.

9. The selection process should consist of the following steps:

   a. The Chairman of the CAC shall be involved in the selection process.

   b. Vacancies on the CAC should be well-publicized.

   c. All applicants should be considered.

   d. CAC appointees should receive official notification of their selection.

   e. CAC appointments should be well publicized.

10. All CAC meetings shall be well-publicized in advance and individual CAC members shall be notified by mail, telephone or both, and meeting minutes should be kept in accordance with the Oregon Open Meeting Law.

11. Members present at the scheduled meeting shall constitute a quorum.

12. Any member who misses two or more meetings without prior notification may be replaced. The Council should appoint alternates for the purpose of filling vacancies and for acting as substitutes for absent members.

13. CAC members shall serve in an advisory capacity to the Planning Commission and City Council, and should provide the necessary liaison and coordination between their neighborhoods/interest groups and the City's elected and appointed officials.

14. Responsibility for coordination of the Citizen Involvement Program (CIP) shall rest with Community Development function of City government.

15. The City shall provide financial and information resources necessary for the Citizen Involvement Program (CIP).

16. Citizen and CAC recommendations and comments shall be part of the public written record for consideration and assessment.

17. Involved citizens shall receive a response from policy makers through meetings, newsletters, mailings, posters, newspapers and other available means.

18. The Committee for Citizen Involvement (CCI) shall assist in implementing the CIP and shall evaluate the performance of the CIP and the CAC at least once annually.

19. This program supersedes all other City-sponsored comprehensive land use planning citizen involvement programs prior to the adoption of this program.

* A citizen is "any individual within the planning area; any public or private entity or association within the planning area,including corporations, governmental and private agencies, associations, firms, partnerships, joint stock companies and any groups of citizens"

LAND USE PLANNING

GOAL

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

The Troutdale Comprehensive Plan serves as the document which describes the City's planning process and policy development. An Urban Planning Area Agreement has been concluded with Multnomah County to coordinate land use actions within the Troutdale planning area outside the city limits.

AGRICULTURAL LANDS

The area within the city limits of Troutdale is within the Metro Urban Growth Boundary (UGB). Goal 3 is, therefore, not applicable to the City of Troutdale. The small agricultural operations within the city limits are considered to be, and may continue as, interim uses.

FOREST LANDS

Goal 4 is not applicable to the City of Troutdale. There are no forest lands in the City of Troutdale or its immediate environs.

COMMUNITY RESOURCES

GOAL

To conserve open space, protect natural and scenic resources, and to identify and promote the preservation of historically and culturally significant structures, sites, objects and districts.

OBJECTIVE

The location, quality and quantity of the following resources shall be inventoried:

- Land needed or desirable for open space
- Mineral and aggregate resources
- Energy sources
- Fish and wildlife areas and habitats
- Ecologically and scientifically significant natural areas, including desert areas
- Outstanding scenic views and sites
- Water areas, wetlands, watersheds and groundwater resources
- Wilderness areas
- Historic or cultural areas, sites, structures and objects
- Potential and approved Oregon recreation trails
- Potential and approved federal wild and scenic waterways and state scenic waterways

INTRODUCTION

A description of Troutdale's open spaces, natural resources, scenic and community resource areas follows. This inventory supplements and updates the original inventory acknowledged by LCDC.

OPEN SPACE

Troutdale's open space resources are located mainly along the stream corridors of the Sandy River and Beaver Creek. These areas are necessary in order to:

- Conserve the natural riparian environment which provides a variety of vegetation and serves as important fish and wildlife habitats
- Protect steep slope locations which are very sensitive to development activity
- Protect floodplain areas and maintain the present natural drainage system
- Maintain erosion control along stream banks and thereby protect water quality
- Enhance recreation and aesthetic opportunities by establishing a community-wide greenway system

The stream corridors of the Sandy River and Beaver Creek comprise approximately 430 acres of land within the City. This figure includes over 60 acres of Beaver Creek Greenway, which has already been dedicated to the City through the subdivision review process.

Other open space areas which have been identified in the Troutdale Parks Plan, dated 1984, include the following sites:

1. Depot Park, 2.6 acres in size
2. Helen Althaus Park, 10.19 acres in size
3. Harlow House, 1.4 acres in size
4. Douglass Cemetery, 9.25 acres in size
5. Lewis and Clark State Park, 25 acres in size

In addition, the Plan contains specific policy statements which advocate the joint use of open space facilities. The Plan identifies the following school sites which provide a joint use facility for Troutdale residents:

1. Troutdale Grade School site, 3 acres
2. Reynolds High School site, 25 acres
3. Sweetbriar Grade School site, 5 acres
4. Reynolds Middle School site, 3.5 acres
5. Mount Hood Community College site, 75 acres

Mineral and Aggregate Resources

Two aggregate resource sites are listed on the Zoning District Map. Troutdale Sand and Gravel operated a site on the Sandy River at River Mile 3 which was authorized by the State of Oregon to remove up to 10,000 cubic yards of sand each year. No active extraction of resources has occurred in recent years.

The second extraction site is located further north on the Sandy River. This site also removed sand from the river bottom through use of dredges. This extraction operation was discontinued in 1987.

Legislation establishing the Columbia River Gorge National Scenic Area governs removal of any materials from the Sandy River. The boundary is established at the normal high water mark on the west side of the Sandy River. Further removal of aggregate resource materials in this area is prohibited unless authorized by the Columbia River Gorge Commission.

Former quarry sites which are now inactive are the Thompson Villa Quarry and the Obrist Landfill site, which is designated for rehabilitation as a future 16 acre community park. A review of studies available from the State Dept. of Geology and Mineral Industries and the Soil Survey of Multnomah County, Oregon, prepared by the U.S. Soil Conservation Service, indicates that there no other aggregate resource sites which have not been mined in the past or are not currently being mined within the City.

Energy Sources

Energy sources are classified into either nonrenewable or renewable resources for inventory purpose. There are no known nonrenewable energy sources in Troutdale.

Renewable energy resource sites for the sun, wind, and water have not been identified based on information from the Oregon Dept. of Energy (DOE). According to DOE staff, despite the City's east wind exposure on the Columbia River Gorge, the commercial application for wind power is not strong due to the lack of consistent 10-15 mph winds. Nevertheless, the potential for future renewable energy resources such as solar energy is still important as identified in the Energy Conservation section of this document.

Fish and Wildlife Areas and Habitats

Significant fish and wildlife habitats are found in the stream corridor areas of the Sandy River and Beaver Creek. These areas are already included under the open space resource discussed in the previous paragraphs.

Ecologically and Scientifically Significant Natural Areas, Including Desert Areas

The data base maintained by the Nature Conservancy indicates no known site-specific ecological or scientific areas of significance to be found within the city limits of Troutdale.

Outstanding Scenic Views and Sites

The City of Troutdale is blessed with locations of great scenic beauty. Outstanding views of the Columbia River, Mt. St. Helens, Mt. Adams, Silver Star, Broughton Bluff and Mt. Hood can be seen from many locations in the City. Inside Troutdale corporate limits, the Beaver Creek and Sandy River Canyons provide outstanding scenic vistas which can be observed from land adjacent to these waterways. The City has a program to preserve the natural areas of the Beaver Creek Canyon. The City has no formal program to restrict development for view protection. The Comprehensive Plan Open Space Map provides a scenic view inventory for Troutdale.

Water Areas, Wetlands, Watersheds and Groundwater Resources

The city of Troutdale has several, potential site-specific ecologicol or scientific areas of significance. The U.S. Fish and Wildlife Map identifying these sites is adopted as a part of this Inventory. The significance of each individual site will be evaluated through an ESEE process after the Oregon Wetland Management Program is adopted by the Division of State Lands. Until adoption, the City will refer all applicants who propose activities within these wetlands to the Division of State Lands for review and approval. After adoption , the City will complete ESEE analysis on each site and adopt appropriate regulations to develop an approved Wetlands Conservation Plan in compliance with Division of State Lands requirements.

Wilderness Areas

Significant wilderness areas are nonexistent in Troutdale, according to LCDC definition for this natural resource.

Historic & Cultural Areas, Sites, Structures and Objects

There are numerous historic or cultural sites and structures within the Troutdale area. The evaluation criteria used to identify these sites were patterned after the National Register criteria prepared by the National Park Service and modified for local application for sites, buildings, structures and objects that:

- Are associated with local events that have made a significant contribution to the broad patterns of Troutdale's history; or
- Are associated with the lives of local persons significant in Troutdale's past; or
- Embody the distinctive characteristics of a type, period, or method of local construction, or that represents the work of a local master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Have yielded, or may be likely to yield, information important in Troutdale's prehistory or history.

The City will evaluate each site proposed for listing on the inventory to determine whether it is significant and what protection or preservation program is appropriate. The City could: 1) designate a site Community Resource (CR); 2) require a sign be placed to identify the site; 3) require a record be made for the City archives to include, as applicable, photographs, site and floor plans, and narrative; 4) facade easement or any other method deemed appropriate.

The City has determined that the following sites are significant and these have been protected by a Community Resource designation:

1. Harlow House, 726 East Historic Columbia River Highway.

   Built by Fred Harlow, son of the town's founder, Captain John Harlow. The house and surrounding grounds are the last building and property left from what the family promoted, platted, and laid out in Troutdale. Family members were grocers, bankers, mayors, and council members. The house and grounds were a community gathering place. The house is very close to its original condition, with original clapboard siding, vertical tongue and groove fir paneling in the front parlors and dining room and the original bath tub.

   Protection Program: Preserve the building and grounds as described in Resolution 551-R, July 12, 1984.

2. Troutdale Methodist Evangelical Church, 302 SE Harlow Street.

   The church was founded in 1895 by Thomas Keller, John Roberts, and Joseph Cone (possible owner of the town's sawmill). From 1895 until the mid 1950's, it was the only church serving Troutdale. The church appears much the same as it was in 1890-era photographs, except that a foundation and basement were added in the 1920's.

   Protection Program: Preserve the building as described in Resolution 542-R, May 10, 1984.

3. Troutdale Rail Depot, 473 East Historic Columbia River Highway.

The present structure was built by Captain John Harlow after the original depot burned in 1907. It is typical of railroad construction of the early 1900's. The exterior remains true to original condition although part of the interior has been remodeled to accommodate the Police Department. The building was acquired by the City and moved to its present site in 1976.

Protection Program: Preserve the building as described in Resolution 541-R, May 1, 1984.

4. Alfred Baker Copper Beech Tree (Fagus Sylvatica Atropunicea), Mt. Hood Community College Campus (near corner of Stark Street and Troutdale Road).

This tree was planted c. 1891 by Alfred Baker as the corner marker for the Melrose Farm. Baker came from Iowa, via Pueblo, Co. where he worked as stagecoach driver, before moving to the Parkrose area and later to Troutdale to farm. He died in 1907.

Protection Program:

a. Designate as a Community Resource (CR).
b. Ask Mt. Hood Community College to make every effort to preserve and protect the tree.
c. Retain the existing plaque for identification.

5. Douglass Cemetery, SW Hensley Road.

The site is named for John Douglass, who brought his family to Oregon in 1852 and donated the land for a cemetery. Many early residents of the area, including members of the Douglass family, are buried in the cemetery. The cemetery remains in use.

Protection Program:

a. Designate as a Community Resource (CR).
b. Install a sign describing the site and its history.
c. Obtain a list of burial sites prior to 1925 with a location map for the City archive.

6. Mountain View Cemetery

Troutdale's oldest cemetery, Mountain View is no longer used. The earliest burial is dated 1863 and is that of the Reverend James L. Wilson, a Methodist minister.

Preservation Program:

a. Designate as a Community Resource (CR).
b. Install a sign describing the site and its history.
c. Obtain a list of burial sites with a location map for the City archive.

While no registered historic, archeologic or architectural landmarks or sites exist within the City, the history of the City and its importance for the growth of the local area and the region has left a legacy of events and tradition, if not also of buildings, trees and other tangible features. Since historical value changes over time, the City's objective is to develop and maintain a community based system of historical evaluation and preservation.

- The City will work with County, State and Federal agencies in the identification and evaluation of potential historic and significant landmarks.

- The City will continue to work with the Troutdale Historical Society to identify local buildings and sites that have some significance to the growth and development of the area.

- The City will encourage the private restoration and maintenance of old structures for compatible uses.

- The City will encourage the preservation of buildings and sites identified as significant and the installation of appropriate plaques or markers.

Cultural Areas

The City does not have records indicating the existence of any archeological sites. Possible sites are listed below. If these sites are located, an investigation and evaluation will be completed and the sites included on future inventories.

- Indian campsite on Port of Portland land
- Possible Indian campsite - possible Lewis and Clark campsite
- Possible Indian campsite on Martin Farm
- Possible Indian campsite on Baumen property

Recreation Trails

Although no Oregon Recreation Trails have been identified within the City, a section of Multnomah County's "40-Mile Loop Route" does extend though Troutdale and could potentially be included on the Oregon Bike Routes map for the Portland region. The Troutdale section covers about four and one-quarter miles and currently follows Marine Drive to 257th Avenue (Graham Road) to Buxton Road to Cherry Park Road to 242nd Avenue to Stark Street. The 40-Mile Loop has been amended to include a route following 257th Avenue. The City has planned a trail system connecting parks along greenbelt areas. Part of this land along the Beaver Creek Canyon has been acquired by the City for a natural trial.

Wild and Scenic Waterways and State Scenic Waterways

The only waterways within Troutdale are sections of the Sandy River, Beaver Creek and Arata Creek, and these are not listed nor have high potential for either the federal or state scenic waterways list.

SUMMARY

Open Spaces, Scenic Areas and Community Resources

The City has designated the Beaver Creek and Sandy River corridors as a public open space/greenway system. The adopted Troutdale Parks Plan, dated 1984, incorporates this open space concept and identifies additional open spaces sites under public ownership, i.e., Depot Park, Douglass Cemetery, Troutdale School, etc. In 1979, City voters approved a bond measure to implement the Parks Plan.

Scenic views and areas can be observed from many locations within the City. Views of the Columbia River, Mt. St. Helens, and Mt. Adams can be seen from Cherry Park Road and adjacent land to the north. Views of Broughton Bluff and Mt. Hood can be seen from Troutdale Road and adjacent properties. Views of the Beaver Creek and the Sandy River Canyons can be observed on land adjacent to these waterways Troutdale's history can be traced back to the early pioneer period of the early 1800's. The confluence of the Sandy and Columbia Rivers was once a destination point for travelers voyaging down the Columbia by raft. From Troutdale, they would continue on to the Willamette Valley by land. During the 1850's, farmers began claiming title to land through the Donation Land Claim Act.

In the 1860's, Capt. John Harlow, a pioneer from Maine and later a businessman in Portland, established his second home in Troutdale. His trout raising in ponds on his property eventually gave the community its name. Capt. Harlow's son, Fred, constructed a house nearby shortly before 1900, and the building is still standing today in a relatively unchanged state. The City purchased the house in 1979 and sold the building to the Troutdale Historical Society for utilization as a museum. The City retains ownership of the site and maintains the grounds in conjunction with the Troutdale Historical Society. The Harlow House has been named to the National Register of Historic Places.

With assistance from the Troutdale Historical Society, the City has inventoried numerous other historic sites and buildings. Six of these sites -- the Harlow House, the Troutdale Methodist Evangelical Church, the Depot Building, Douglass Cemetery, Mountainview Cemetery and the Alfred Baker Copper Beech Tree -- have been assigned the City's Community Resource Overlay Zone.

Natural Resources

All streams having perennial or intermittent flows within the city are considered sensitive areas. One unique location is the Sandy River smelt area. There are also riparian areas for both wildlife and plant species on the Sandy River Delta north of the city, as well as south on the Sandy by Gresham. Protecting the rugged environments of the Beaver Creek and the Sandy River Canyons is of particular importance to the community. The City expects to accomplish this by retaining the natural riparian vegetation and the existing meandering route of the stream channels. This approach will preserve fish and wildlife habitats, protect water quality by reducing bank erosion, and serve a variety of recreational and aesthetic values.

Bird populations such as hawks, owls and songbirds, as well as small mammals and other non-game wildlife species can be found in the Troutdale planning area. The primary land use activity which conflicts with non-game wildlife in an urban setting is the elimination of open space, which also serves as wildlife habitat. As previously mentioned, the City has identified an open space system along the Beaver Creek and Sandy River corridors to be retained in their natural state. Thus, the City will not eliminate important wildlife habitats through future growth and development.

The City obtains its municipal water from upper groundwater aquifers and is rightfully concerned about any disturbance to the natural landscape which would impact this water source. For example, land use activities such as aggregate extraction and solid waste landfills can directly affect groundwater quality. There are no proposed or existing landfills in Troutdale, and no active aggregate extraction sites in operation.

No known site-specific ecological or scientific areas of significance are located in Troutdale. There are no designated sites for non-renewable or renewable energy sources within the city. The major natural resource commitment for Troutdale is maintaining the environmental integrity of its stream corridors. The City has identified approximately 430 acres of land which comprise these corridors and will continue to apply policies that protect these environmentally sensitive areas.

AIR, WATER AND LAND RESOURCE QUALITY

GOAL

To maintain and improve the quality of the air, water and land resources of the state.

OBJECTIVE

All waste and process discharges from existing and future development shall not threaten to, or violate federal, state or local environmental quality statutes, rules and standards.

INTRODUCTION

The purpose of this goal is to maintain and improve the quality of the air, water and land resources in Troutdale. Air, water and land resource quality is affected by solid waste, thermal, noise, atmospheric or water pollutants, contaminants, or products therefrom. Indirect sources of air pollution which result in emissions of air contaminants also affect air quality. The Oregon Department of Environmental Quality (DEQ) is the agency responsible for implementing State laws regarding air, water and land quality; the City is responsible for local ordinances and resolutions. The following is a description of the existing conditions that affect air, water and land resource quality in Troutdale area. This inventory supplements and updates the previously adopted and acknowledged inventory.

AIR QUALITY

In Oregon, air pollution control is the responsibility of the Department of Environmental Quality (DEQ). The goals of the DEQ air pollution control programs are to:

- Control significant air pollution sources.
- Attain and maintain compliance with federal ambient air standards established by the Environmental Protection Agency.
- Maintain a sampling network to monitor air quality through the state.

The Environmental Quality Commission (EQC) is a five-member citizen board appointed by the Governor to establish Oregon's environmental policies and regulations. The EQC adopted or revised several rules relating to air quality in 1984. The most significant rules are discussed below.

- **Woodstove Certification**

  Procedures have been established for testing new woodstoves for emissions and efficiency. After July 1, 1986, all new woodstoves sold in Oregon must be certified to comply with strict emission standards. These standards are designed to reduce current woodstove particulate emissions by more than 70% statewide by the year 2000. These emission reductions are needed to help attain and maintain compliance with federal ambient particulate standards, especially in nonattainment areas where residential wood heating is a significant contributor to the particulate problem.

- **Backyard Burning**

  Open burning rules were revised to prohibit residential burning of yard debris in the Portland Metropolitan Area. The rules allow for hardship burning permits for people who cannot dispose of their debris by alternative methods. The rules vary for the Troutdale area where burning is allowed from March 1 through June 15 and from October 1 through December 15 if the Dept. of Environmental Quality determines it is a "Burning Day".

- **Noise Testing for Motor Vehicles**

  The new rules require that all light-duty vehicles be tested for noise emissions and comply with specific noise standards before their registrations are renewed. These rules are in addition to the biennial emission inspection program in the Portland area. Troutdale residents are part of the program and must comply with the emission and noise control standards.

Industrial Sources of Air Pollution

The Air Quality Program Operations Section of DEQ administers air pollution control programs which regulate industrial sources of air pollution. Many industries in the Portland area emit volatile organic compounds (VOC), vaporous emissions which chemically react with oxides of nitrogen and sunlight to form ozone. Because violations of the federal ozone standards have occurred in Portland's airshed, the metropolitan area is subject to the VOC rules administered by DEQ. The following industries in the Troutdale area are regulated by the VOC rules:

- Reynolds Aluminum
- Norwest Publishing
- McCormick and Baxter
- Myers Container
- Camas Paper Mill

In 1984, particulate air quality continued to exceed marginally the federal daily secondary standard. Measurements of air quality are taken in several Portland locations. From 1970 to 1976, measurements were taken at the GSA Warehouse in the Troutdale area. However, since levels continued to remain below the federal standard, that location was eliminated from the measurement sites. The nearest measurement to Troutdale is taken at 122nd and NE Glisan where levels continue to remain at about 44 micrograms per cubic meter. Downtown Portland levels average about 55 micrograms per cubic meter. Industrial areas in Portland have even higher figures. Federal and State standards for suspended particles is 60 micrograms per cubic meter. Levels in Troutdale are well under the standard, indicating a higher quality of air than in many parts of the Portland Metropolitan area.

The effect of wind in reducing air pollution is difficult to quantify. Air pollution increases as pollutants are injected into the air. The ability of the airshed to rid itself of the pollution is determined by such factors as rain, plant materials and dilution. Dilution is affected by two factors: 1) the vertical height of the air mixture, and (2) the wind velocity and the quality of the air blowing in. If the air moving in from the wind is clean, pollution will be diluted. If the air blowing in is polluted, the pollution level will increase. However, in general, the more wind the better the dilution dispersion, as opposed to stagnant air. Because of varying conditions, it is difficult to determine how winds may affect air pollution in Troutdale. It could be generalized, however, that east winds may carry less pollutants due to the rural and low-density residential land uses east of Troutdale, and may, in fact, improve the area's air quality.

If air quality standards are to be fully met in the future, DEQ will have to increase its efforts to control sources of air pollution and ensure that strategies to control motor vehicles, woodstoves, and backyard burning are effectively implemented. Other issues affecting air quality to be addressed in the future include toxic air pollutants, visibility impairment, acid rain, and indoor air quality.

In summary, motor vehicles are the greatest contributor to carbon monoxide and ozone pollution in the urban area. Walking, bicycling, mass transit and carpooling, as well as keeping car engines property tuned will help to minimize the problem. Woodburning smoke is fast becoming a serious air pollution problem. To minimize the problem: weatherize, burn seasoned wood, build small fires, don't burn on poor air quality days, and keep chimneys cleaned. Backyard burning is a nuisance. Tips to minimize include composting, recycling, bagging debris for the garbage hauler, and using a chipper.

WATER QUALITY

Oregon has established water quality standards to protect the quality of the state's waters for designated uses which include: public water and industrial water supply, livestock watering, aquatic life, fisheries, wildlife, swimming, irrigation, hydropower and navigation. The standards are set to protect the most sensitive uses which depend on the highest quality of water with respect to factors such as temperature, pH, dissolved oxygen, and other chemical constituents, turbidity, bacteria and aesthetics.

A critical element in the future effectiveness of water quality control efforts in the next decade is the balancing of the state's water resources. Historically, water management programs have given preference to withdrawal of water for domestic and industrial supply and irrigation. As a result, summer flows in many streams are almost totally withdrawn, leaving nearly dry streambeds with water too warm for fish. In addition, recent evidence indicates that the public's water needs are being met by the rapid depletion of some groundwater aquifers. The 1983 Legislature passed two important water resource bills, one dealing with minimum stream flows and the other which addresses the long-range need to conserve and develop water to meet identified high-priority water uses of surface and groundwater.

The Sandy River

The DEQ is the agency responsible for monitoring water quality in the City of Troutdale. Water quality standards for the Sandy River Basin are outlined by Oregon Administrative Rules, Chapter 340, Division 41, pursuant to ORS 468.735. Enforcement of the standards occurs through monthly reports by the city to DEQ which describe the quality of effluent from the City's sewer treatment plant being discharged into the Sandy River.

Wastewater Treatment Facilities

The City has one sewer treatment plant that, in 1989, is operating at 60% of full (hydraulic) capacity. The city's effluent is treated and discharged into the Sandy River. The quality of the effluent is high, estimated to be 95% efficient. When the plant reaches component capacity, the City plans to expand the existing plant, as identified in the Public Facilities Plan. The effluent is discharged into the Sandy River less than one mile from the Columbia River. The DEQ has identified the need for the City to protect the quality of the Sandy River water and stated that eventually the City should consider constructing a discharge outfall facility so that the effluent goes directly into the Columbia River. The monthly report of water quality to DEQ is a lab test that identifies incoming and discharge strength and pH. State rules currently allow discharge into the Sandy River from October to April of each year of 30 mg. per liter BOD and suspended solids and 20 mg. per liter BOD and suspended solids the remaining six month of the year. According to the DEQ, these levels exceed overall state standards, but the City is not required to meet current standards until a major upgrade of their facility is constructed. The DEQ issues the City a permit annually.

City Water

The City's source of water is from the groundwater system extracted by six municipal wells. There are four reservoirs that store the water, two with two million gallon capacity and two with a one million gallon capacity. The distribution of water consists of pipes from 4 to 12" in size. The Public Facilities Plan for the City identifies the construction of one additional well. This will raise the water service capacity to a population of 18,000.

The EPA requires a monthly water sampling to test the level of bacteria in the groundwater. Every three years the City tests the groundwater for inorganic contents. To date, levels of each inorganic matter have been acceptable. There are no additional controls or reporting requirements by DEQ for groundwater quality.

Storm Sewer System

Untreated storm water runoff in the City is discharged into drywells and directly into the Sandy River. There are no treatment system improvement plans identified. The City has adopted a North Troutdale drainage master plan and continues to work with all affected agencies in completing a master drainage plan for the entire Troutdale area.

Land Quality

Land quality is affected by the use of solid waste landfill, agricultural wastes and nuclear wastes. The Obrist Landfill site in Troutdale has been closed and is in the process of being converted to a City park. Solid wastes in Troutdale are collected by Ege Sanitation Services. The Metropolitan Service District (Metro) regulates a solid waste disposal site in Arlington, Oregon where solid waste materials from the metropolitan region are disposed.

The Metropolitan Service District has updated the Solid Waste Management Plan for the Portland Metropolitan area by preparing a waste reduction program which was approved by the EQC by July of 1986. The Plan proposed aggressive recycling, waste-to-energy alternatives and recycling rate incentives for garbage collectors.

Agriculture waste is fast becoming an insignificant source of land pollution in the Troutdale area due to the limited amount of agricultural and farming activity and the conversion of these lands to urban uses.

NOISE POLLUTION

Oregon law assigns the DEQ responsibility of controlling environmental noise pollution by regulating motor vehicle noise, industrial and commercial noise sources, motor race vehicles and race facilities, and airport noise.

Motor Vehicle Noise

Motor vehicles are the major source of noise pollution in Oregon. DEQ has limited ability to enforce noise standards for vehicles operating on public roads and has encouraged enforcement by police. In 1984, the EQC approved rules requiring noise inspections of autos and other light-duty vehicles beginning April 1, 1985 and including motorcycles by July 1, 1985. The Commission further directed DEQ to address the noise from Tri-Met's transit fleet and to initiate development of standards for heavy-duty diesel vehicles.

Airport Noise

Airports which cause significant adverse noise impacts are required by DEQ to develop noise abatement programs. At this time, only the Portland International Airport has been required to develop a strategy in accordance with these rules. A primary element of the Portland Airport noise abatement plan is the development of new flight tracks that guide aircraft over the Columbia River until they are out of densely populated areas. Also in 1984, noise abatement equipment was purchased to provide precise aircraft cockpit information on arrival and departure routes.

Enforcement of the DEQ Noise Abatement Program occurs on a complaint basis. Since the adoption of the program, there have been no complaints of noise from commercial or industrial sources in the Troutdale area.

City Noise Abatement

The DEQ provides technical assistance to local governments in the development and adoption of noise abatement ordinances. The City has a Public Safety Ordinance (#352-0), enforced by the City's Police Department. The ordinance defines noise as a nuisance and is based on the DEQ noise standards. The ordinance is enforced on a complaint basis.

SUMMARY

Air, water and land resources quality issues are the overall responsibility of the Oregon Department of Environmental Quality (DEQ). These resources are affected by solid waste, thermal, noise, atmospheric or water pollutants or contaminants. The City of Troutdale and local industries regularly report local discharges into the water or air in order that DEQ can monitor the quality of these resources.

Air quality in Troutdale is higher than in many parts of Portland. Air quality measurements taken at the GSA Warehouse from 1970 to 1976 were discontinued because of the relatively low measurements. Several industries in the Troutdale area are monitored for vaporous emissions that contribute to ozone in the Portland area. However, motor vehicles are the greatest contributor to ozone pollution. In 1984, several state rules relating to air quality were adopted, including woodstove certification, backyard burning and testing for motor vehicles to improve air quality.

Water quality standards for the Sandy River Basin are controlled by state law, OAR 340. The City sewage treatment plant treats effluent that is eventually discharged into the Sandy River. Discharge levels currently exceed state standards.

Municipal water is from the local groundwater aquifer system. Monthly water samples are taken to determine water quality.

There are no landfill sites in Troutdale. There is little agricultural waste and there are no nuclear waste sites in the area. The Metropolitan Service District Metro regulates a solid waste disposal site in Arlington, Oregon and solid waste materials from the metropolitan region are trucked for disposal.

The Metropolitan Service District has updated the Solid Waste Management Plan for the Portland Metropolitan area by preparing a waste reduction program which was approved by the EQC by July of 1986. The Plan proposed aggressive recycling, waste-to-energy alternatives and recycling rate incentives for garbage collectors.

Motor vehicles are the major source of noise pollution in Troutdale and the metropolitan area. Other sources of noise pollution include industrial and commercial activities, motor race facilities and airport noise. However, local vehicle or other noise nuisances are enforced by the City of Troutdale Police Department. Noise levels from the Portland-Troutdale Airport are below levels requiring a noise abatement program. The Portland International Airport has a noise abatement program.

NATURAL DISASTERS AND HAZARDS

GOAL

To protect life and property from natural disasters and hazards.

OBJECTIVE

Developments subject to damage or that could result in loss of life should not be planned or located in known areas of natural disasters and hazards without appropriate safeguards.

INTRODUCTION

The Troutdale Comprehensive Plan is based on an inventory of known areas of natural disaster or hazard. Potential hazards in Troutdale include flood-prone and slide-prone areas, high groundwater areas, and areas subject to high-velocity winds. Identified hazard areas are delineated on the Slope and Flood Hazard maps. This inventory is a supplement and update to the previously adopted and acknowledged inventory.

Floodplains

The 100-year flood or base flood is commonly used to identify the boundaries of floodplain areas. The 100-year flood refers to an area that has one percent chance of flooding during any given year.

Subsurface groundwater flow and surface runoff are the sources of stream flow. Flooding occurs at the time of peak flow, or maximum surface runoff. The amount and rate of surface runoff discharging into a stream is the primary factor in causing flood conditions. Areas with moderate to steep slopes, low permeability, and seasonal high water tables are high runoff areas. Alterations in these areas which remove vegetation and decrease permeability by paving and construction substantially increase surface runoff, and increase the severity of flooding conditions.

The 100-year flood hazard area for the City of Troutdale has been mapped for the National Flood Insurance Administration. The flood hazard map includes precise elevations upon which flood insurance is based. Troutdale participates in HUD's flood insurance program and has adopted a Flood Hazard (FH) zone to provide protection against flooding hazards.

The 100-year flood boundary includes areas unprotected by the Sandy River dike system and areas adjacent to Beaver and Arata Creeks. A Flood Hazard Analysis for the Lower Sandy River and Beaver Creek was prepared by the Soil Conservation Service and the Army Corps of Engineers in October of 1977. The Corps of Engineers updated and refined the flood hazard map for the Troutdale area and this map and regulating ordinance was adopted in September of 1988. This ordinance and map have been incorporated into the Development Code as part of the periodic review process.

In June of 1990 the City adopted the North Troutdale Drainage Master Plan. Drainage plans are being prepared which will cover the remaining areas of the City. Once implemented these plans will allow the City to effectively control the discharge of storm water run off. A report on Drainage Hydrology and Pump Station Adequacy was prepared for the Sandy Drainage District in November of 1985. The report concludes that the pump station has adequate capacity to accommodate the 100-year flood event without affecting the Portland-Troutdale Airport or the Airport Industrial area if limited ponding is allowed on vacant property adjacent to Reynolds Metal Company.

The stream corridors of the Sandy River and Beaver Creek comprise approximately 430 acres of land within the City. The City has designated the Beaver Creek and Sandy River corridors as an open space/greenway system. Protecting the rugged environments of the Beaver Creek and the Sandy River canyons is of particular importance to maintain a natural drainage system.

Soil Hazards

The suitability of soils for urban uses is a result of a combination of several factors: steepness of slope, surficial deposits, hydrologic characteristics and particle size.

Troutdale soils are moderately deep to deep and somewhat poorly drained with high silt content. Soil characteristics which pose constraints upon urban uses in Troutdale include high water tables, slow percolation, low bearing strength, rapid runoff and erosion. When combined with steep slopes, limiting factors are increased in severity. The occurrence of steep slopes alone is a severely limiting factor to development, regardless of soil type.

In April of 1977, the Soil Conservation Service prepared a Soils Map for Troutdale. The Soils Map illustrates that nineteen different soil series are found within Troutdale. Specific characteristics of each soil series are discussed in the Soil Survey of Multnomah County.

Land use considerations associated with the primary soil series in Troutdale are summarized in the Soil Survey.

- Soils in the Multnomah-Latourell map unit have few limitations for buildings. Aloha, Quatama, Wapato, and Wollent soils are included in this map unit.

- Soils in the Powell map unit are limited for development by a perched seasonal high water table that restricts drainage. Soils in this map unit are highly erodible when exposed by construction or cultivation. Included with the Powell series in this map unit are Wollent and Wapato soils.

- Soils in the Quatama-Quafeno-Wollent map unit are wet and subject to ponding. Included in this map are Aloha, Latourell, and Burlington soils.

The identified soils with high groundwater characteristics have also been delineated. Protection against high groundwater, poorly drained soils and weak foundation soils is provided though application of the State Structural Specialty Code (Chapter 70), in conjunction with the soils map.

There are no seismic fault areas or low velocity zones known to exist in the Troutdale area. None of the geological formations common to such seismic features are present, and there is no record of seismic activity beyond the UBC Zone 2 classification for the Troutdale area. No volcanic activity is known to exist in the City, nor are the geologic formations common to such phenomena present.

Steep Slopes

The steepest slopes in Troutdale are found adjacent to the Sandy River and Beaver Creek. Slopes in excess of 60 percent pose serious slide hazards. Steeply sloped areas are shown on the Slope Hazard Map.

Steepness of slope is the greatest contributing factor in causing earthflow. Slopes over 30% have high to extreme susceptibility to landslides and are considered unbuildable in the City. Development on 15-30% slopes presents moderate landslide potential. Careful construction practices and development design are required on slopes of moderate landslide potential to minimize hazardous consequences.

Building on steep slopes has implications not only in terms of public safety but of economics as well. Design and construction costs must be taken into account when building on steep slopes. As the percentage of slope increases, there is a related increase in the cost of the structure.

Steep slopes also exhibit soil structure and structural geology problems. There is a potential for roadway and structure collapse and landsliding to occur when soil and geologic structure have been modified and weakened by improperly sited development.

Wind

The Troutdale area is subject to strong east wind conditions typical in the Columbia Gorge; wind speeds up to 100-110 miles per hour have occurred during the winter months. The State of Oregon has granted the City a wind loading amendment of 33.5 lb./sq.ft. relative to a 25 lb./sq. ft. loading factor used in the State Structural Specialty Code to provide special protection from the high-velocity winds experienced in Troutdale.

This 33.5 lb./sq. ft. loading factor applies to all new construction in Troutdale that does not require engineered design. All commercial and industrial construction which requires engineering must be designed and approved by an engineer to withstand 90 MPH winds. Engineering is required for any building which has an area of 4000 sq.ft. or greater or which is more than 20 feet in height from the lowest finished floor to the highest finished ceiling. Residences are not required to comply with this architectural/engineering requirement.

In addition, the design review process for commercial and industrial buildings requires consideration of building orientation and screening to provide further protection from high winds.

SUMMARY

Geologic foundations, soil types, slopes and hydrologic features combine to create constraints on urban uses. In some cases, constraints may be overcome though design, engineering, and construction practices. In other instances, the risks involved require that special land use designations be applied to minimize hazardous conditions.

Within Troutdale, the hillsides and stream corridors are the critical elements to which most physical constraints are related. Slopes over 30% are high in potential for landslides. Development of steep hillsides greatly increases the amount and rate of surface runoff, increasing the severity of flooding. Costs and difficulties of installing sewer and water lines in steep areas are substantially increased.

Physical constraints not associated with hillsides involve the suitability of soils for urban uses, flood hazards and high-velocity winds. Areas of moderate slope with intrinsically poor soils require construction practices and site design which minimize the adverse qualities of the soil characteristic. Special construction practices are required in Troutdale to provide structural protection against wind conditions.

Floodplains and Floodways in Troutdale are well-defined. The major floodway, the Columbia River, is well-delineated and adequately protected by the abutting dike. Stream corridors of the Sandy River and Beaver and Arata Creeks are also well-defined. The City has designated the Beaver Creek and Sandy River Canyons as a public open space/greenway system. The City has identified approximately 430 acres of land which comprise these stream corridors and is committed to protection of these environmentally sensitive areas. The City's Flood Hazard zone provides protection against development in identified flood hazard areas.

RECREATIONAL NEEDS

GOAL

To satisfy the recreational needs of the citizens of the state and visitors to the state.

OBJECTIVE

To conserve and preserve the environmental values, and create a balanced system of neighborhood, community and regional parks for permanent public enjoyment.

INTRODUCTION

Recreational needs, now and in the future, shall be planned in appropriate proportions and in adequate quantity, quality and location to meet the needs and desires of the citizens of Troutdale and its visitors. Land needed to meet recreational needs and development standards should be developed in cooperation with all public agencies and private interests.

The need for providing accessible recreation areas and the need to conserve and preserve environmental values for permanent public enjoyment is increasing, particularly as the demand for accommodation of additional population increases.

The City of Troutdale has established a Parks Advisory Board to coordinate park development and continuing park polices. The City has also developed a Park Plan addressing each park with details about history and proposed improvements.

This inventory is an update and supplement to the previously acknowledged and adopted inventory.

INVENTORY

State Parks in Multnomah County encompass 4,059.42 acres of land located along the Columbia River Gorge and in the southwest part of the county. The City of Portland has 3,720 acres of park land in a regional facility serving the entire metropolitan area for passive recreation and environmental benefits.

Multnomah County's park system has over 2,000 acres of parks for public use. Regional parks maintained by the County total 1,825 acres.

The City of Troutdale maintains over 100 acres of dedicated parks and greenways for use by residents of the City and its visitors.

The need for providing accessible recreation areas and the need to conserve and preserve environmental values for permanent public enjoyment is increasing, particularly as the demand for accommodation of additional population increases.

PARK CATEGORIES

The Oregon Statewide Comprehensive Outdoor Recreation Plan (SCORP) classifies parks in five categories: regional, district, community, neighborhood and multi-regional facility.

Regional parks provide low-density recreational opportunities in natural settings. Parks in this category are normally over 100 acres in size and serve several population centers within a one-day driving distance. Regional park use is normally related to use of natural resource amenities including fishing, nature study, beach swimming, boating, hiking, etc.

The City of Troutdale's obligation to provide regional facilities is small, due to the proximity of established regional facilities and statutory and financial limitations on the part of the City.

Table 1

Urban Area Park Standards

Outdoor Games/Ball fields	1 field/1,200 population
Outdoor Games/All-purpose courts	1 court/2,500 population
Neighborhood Parks	5 acres/1,000 population
Community Parks	10 acres/1,000 population
Regional Parks	25 acres/1,000 population

The City of Troutdale, in order to classify existing parks, has modified the categories as follows:

Neighborhood Parks	2 to 5 acres
Community Park	5+ acres
Special Use Areas	No minimum
Open Space/Greenways	No minimum

Neighborhood Parks

Neighborhood parks generally serve one neighborhood and provide activities such as court or field sports, play and various unstructured leisure activities. These are generally less than 15 acres in size and within a 15-minute walk of area residents.

The City of Troutdale maintains the following neighborhood parks:

Weedin Park	2.52 acres
Kiku Park	2.6 acres
Sandee Palisades	4.6 acres
Lewellyn Park	2.6 acres
C.P. Park	.4 acres
Sweetbriar Park	1.3 acres

The following facilities, owned and maintained by Reynolds School District facilities, are also available for use:

Sweetbriar Grade School	5.0 acres
Troutdale Grade School	3.0 acres
Reynolds High School	25.0 acres

Total current neighborhood park area is 46.82 acres. Using current population figures, there are 6.53 acres per 1,000 population. Future population within the corporate limits of Troutdale is estimated to require an additional 44 acres of neighborhood parks to meet the standards set by SCORP.

Community Parks

Community parks provide a variety of moderate density recreation use and/or cultural opportunities for citizens usually centrally located. This type of park should be accessible by mass transit (if available), within a 30-minute walk, a 20-minute bicycle ride, or a 10-minute drive. This type of park is usually between 15 and 100 acres.

The City of Troutdale has one community park, located on the banks of the Sandy River. This park is 9.5 acres in size and provides a place for picnics, beach access, and a playground. A community building is available for rental by groups and has a capacity of 170 persons.
Two additional sites within Troutdale have been identified in the Troutdale Parks Plan as future park sites. A 16 acre site on Troutdale Road is planned for development as a community park with active and passive recreational areas. Another site is identified next to Reynolds High School for play fields and nature trails through an adjacent wooded area.

Although not maintained by the City, Lewis and Clark State Park (25 acres) is within 1/2 mile of the Community Park and provides river and beach access, boating facilities, and picnic areas for day use only.

A total of 109.5 acres of community park ground is available. SCORP standards are established at 10 acres/1,000 population. Using these standards, an adequate amount of land is available for today's population, but an additional 70 acres of community park land will be necessary when the projected population for Troutdale is achieved.

Open Space, Greenways & Scenic Areas

Greenways, open space and special use areas will be used to conserve the ecological system of drainageways and areas of special topographic, historic, geologic or vegetative character.

The greenways will be used to link neighborhood, community, and regional parks, schools, colleges and other public facilities with natural corridors that can accommodate trails, walkways and bikeways. The City of Troutdale is participating in the 40-mile Loop Trail System. The 40-Mile Loop is a regional system of bicycle and pedestrian routes. A pathway from Blue Lake Park to the city limits, from the city limits to downtown Troutdale and trails in the Beaver Creek Canyon have been completed.

Areas identified as unsuitable for development will be preserved as open space and greenways. This includes the Beaver Creek Canyon, the Sandy River flood hazard area, the Broughton Bluff area and the Columbia River floodplain.

Beaver Creek Canyon is planned for development of hiking trails on a natural, publicly owned greenway from Mt. Hood Community College to Depot Park. The Beaver Creek Greenway is approximately 60 acres in size and has pedestrian access within subdivisions abutting the greenway. The greenway has a series of short trails down to Beaver Creek. Additional dedication of greenway will be necessary to complete the system of trails from the Community Park to Mt. Hood Community College. The land will be acquired through dedication at the time of subdivision platting and negotiation of easements.

Helen Althaus Park is a dedicated City park with nature trails and a water reservoir. The reservoir is underground and the surface is for a play court area. This park was the original watershed area and will be maintained as a natural site of 10.19 acres.

The Sandy River Dike is planned for development as a greenway-pedestrian trail from Depot Park to Blue Lake Park. This land is under private ownership and a method for financing this improvement is undetermined.

Special Use Areas

Special use areas are those sites of variable size such as natural areas, greenways and canyons, historic sites, museums, etc.

The City of Troutdale maintains Depot Park, 2.6 acres, which is the site of a building used for Police Department operations and a museum. The site contains picnic facilities, flower gardens and walkways overlooking Beaver Creek and the Sandy River.

The Harlow House Museum site is 1.4 acres and is the home of a museum with a gazebo, trout ponds, gardens, public parking and barn constructed in 1988 for display of farm implements.

Douglass Cemetery, maintained by Multnomah County, is 9.25 acres and provides open space with no additional public amenities.

Scenic and Historic Opportunities

The Sandy River Delta is located within the floodplain of the Sandy River and is a large open area. Although not accessible to vehicles, this area is used by fishermen and pedestrians.

The National Columbia Gorge Scenic Area was established in 1986. The Historic Columbia River Highway, from Troutdale through Springdale, Corbett, to Crown Point, Bridalveil and Bonneville Dam provides a scenic route through the Gorge. Bike paths and hiking trails are located throughout this region.

Marine Drive provides a scenic parkway along the banks of the Columbia River from Troutdale into Portland.

The Harlow House was purchased by the City in 1979 and the building was sold to the Troutdale Historical Society for use as a museum. The site itself is maintained by the City and future development will include ponds and trails.

Depot Museum is operated by the Troutdale Historical Society as a railroad museum. This building is shared by the Police Department and the museum is located on a 2.6 acre site on the banks of the Sandy River. Picnic areas and trails are available for use by the public.

Tourist Facilities and Cultural Opportunities

Because of Troutdale's location within the Portland metropolitan area, tourist facilities, shopping centers and restaurants are readily available within a radius to 15 miles. Located within the corporate limits of Troutdale are several restaurants and two motels with over 200 rooms available to the public.

Currently there are no camping facilities located within the City, but sites are available further up the Columbia River Gorge and at Oxbow Park, on the Sandy River.

Cultural opportunities are readily available with Mt. Hood Community College sponsoring theatrical and musical events during the year. Troutdale and the surrounding cities have several area-wide annual including parades, art exhibits, and musical festivals. Within five miles, libraries, museums and theaters, shopping centers and restaurants are available.

TABLE 2

Summary of Park Land - City, County

	Available Presently	Acre/Unit Per 1,000	Future Needs	Total Acres
Neighborhood	47.03	6.71	44.00	99.00
Community	109.50	6.08	70.00	179.50
Greenway/Open Space	70.19	10	20.00	90.19
Special Use Areas	13.25		Unknown	
Ballfields	14.00	2	2	16
Playing Courts	5.50	.70	2	7.50

SUMMARY

The City of Troutdale has a wide range of recreational opportunities available, both inside the city limits and in areas adjacent to the city. Recreational opportunities abound for outdoor activities including water recreation, hiking trails, natural wooded areas and a partially developed bikeway system.

Cultural activities, including theaters, libraries, historical museums, and other leisure-type services are available within two miles south of Troutdale in Gresham and to the west in the Portland metropolitan area.

The City has made a concerted effort to ensure that open space, greenways and neighborhood park are available within close walking or driving distance to all citizens of Troutdale. Many of these parks are publicly owned by other jurisdictions.

The Parks Advisory Board oversees development, maintenance and activities at all City parks. A summer recreation program to serve the citizens of Troutdale was initiated in 1984. Activities are scheduled at each of the neighborhood parks on a weekly basis with a wide assortment of activities to serve children and adults.

During the last ten years, Troutdale has developed a plan to acquire a variety of recreational facilities and active and passive recreational areas. City-wide park acquisition will be financed through grants or the budgetary process. The average recommended size of city-wide parks is twenty acres. Adult recreational facilities will be developed in addition to the facilities for children. Park development has and will attempt to reflect existing natural features.

Neighborhood parks will be acquired through dedication by subdivision developers or through local improvement districts. Neighborhood parks will be substantially developed by the subdivider. Interests and needs of the particular neighborhood will be considered in the planning and development of these parks. Neighborhood parks should be a minimum of two acres in size and will be developed on the edge of the subdivision to allow for expansion as adjacent development occurs.

Greenways, open space and special use areas will be used to conserve the ecological systems, drainageways and areas of special natural features. Greenways will be used to link neighborhoods, community and regional parks, schools, and other public facilities with natural corridors that can accommodate trails, walkways and bikeways.

Areas not suitable for development will be preserved as open space and will include the Sandy River and Beaver Creek Canyons. The City will also support preservation efforts in the Columbia River floodplain area.

Currently, the City maintains one community park and six neighborhood parks. In addition, there are two special use parks, the Beaver Creek greenway and Helen Althaus Park, a natural area. These areas range in size from a 2.5 acre parks with tennis courts, walkways and play areas, a 4.5 acre park with a softball field and the 60+ acre Beaver Creek greenway and Helen Althaus Park (10 acres). The City's Community Park is 9.5 acres, with picnic areas, a playground, and a beach with direct access to the Sandy River. A large community building is available for rent to the general public.

In proximity to Troutdale are parks maintained by other jurisdictions. These include three public school sites with playground facilities and sports fields. Mt. Hood Community College, on the southern boundary of Troutdale, provides major recreational opportunities with a track, an Olympic-size swimming pool, gymnasium facilities, playing fields and tennis courts. The college offers classes in leisure time activities to East County residents.

The Sandy River and the Columbia River provide water-related recreation areas for residents of Troutdale and Multnomah County. These rivers support salmon, steelhead and smelt runs annually with access provided through City, County and State parks. Multnomah County maintains Oxbow Park on the upper reaches of the Sandy River. Dabney and Lewis and Clark are state parks located on the Sandy River. These parks offer picnic areas, boat launches, fishing holes and natural wooded areas with trails for pedestrians.

Blue Lake Park is a regional park located west of Troutdale off Marine Drive. This park has numerous picnic areas, swimming and boating facilities, and has public buildings available for group use. Multnomah County schedules activities each summer for residents of the Portland metropolitan area at this facility.

The City has a more than adequate supply of recreational facilities for the neighborhoods in the eastern portion of the city. However, several neighborhoods on the western edge of Troutdale do not have adequate neighborhood park facilities. It is anticipated that as adjacent land develops, park land will be dedicated and improved to serve this area.

Reynolds High School is located near the western boundary of Troutdale and provides an open park-like space with developed playing fields. West of Reynolds High School and south of Cherry Park Road is land currently owned by Multnomah County. The City has requested that Multnomah County dedicate a portion of this property to be developed as a city-wide/neighborhood park.

The City has developed maintenance standards for all parks within the system. All city parks, except Weedin Park, have play facilities for younger children. Through grants or the Parks Development Fund established by the City Council, additional recreational facilities will be constructed and/or acquired.

ECONOMY

GOAL

To diversify and improve the economy of Troutdale.

OBJECTIVES

- To support local business and industry.
- To build a strong tax base.
- To promote and protect the unique assets which Troutdale and East Multnomah County have to offer.
- To ensure that Troutdale will be an increasingly attractive area in which to work and live.
- To generate employment, products and services consistent with the availability of long-term human and natural resources of the state.

NATIONAL ECONOMY

The post WW II U.S. economy, often referred to as the mass economy, was driven by rising wages, declining energy costs, and stable prices and markets. The result was a growing demand for durable goods (cars, major appliances, etc.), high levels of investment encouraged by predictable economic conditions, and heavy reliance on energy-intensive machinery. However, by the late 1960's, domestic demand for many consumer goods began to decline. As U.S. producers turned to foreign markets, market saturation was setting in in both Europe and Japan. The resulting price instability and a transition to floating foreign exchange rates brought about economic uncertainty. Finally, the steep rise in energy/oil prices set off new rounds of inflation and made energy-intensive production unprofitable. This led to economic disruption, stagnant growth, and high inflation rates. Soaring inflation during the 1970's was brought down by record high interest rates and the most severe recession since the 1930's. As the mass economy faltered, a transition economy began emerging. This economy is variously referred to as the information economy, the global economy, and the service economy. These terms describe the emergence of new technologies, the globalization of the economy, and a shift to service industries and occupations.

Information/High Tech

High tech industries spend much less on wages and raw materials than on research and development. While the mass economy substituted machines for muscle, the information economy uses less mass more efficiently and has lower energy and transportation requirements. The mass economy created a large number of blue collar jobs, which paid middle-class wages. Information economy occupations tend to be either higher-paying professional or technical jobs, or low-paying clerical and assembly jobs. Mass industries were geographically dependent on resource location and transportation. High tech industries can locate anywhere. Moreover, the pace of innovation in the information economy is much higher with products becoming standardized quickly, reducing the need for skilled labor.

Globalization

The growing integration of the U.S. and world economies is known as the transition or global economy. The principal feature of this economy is a mass market phenomenon sweeping over national boundaries and creating world-wide appeal for many consumer goods. Assisting their mass market growth are new mass communication technologies and global corporations. While corporations have operated internationally for years, their main function was the exploitation of raw materials for domestic use. Global corporations now manufacture overseas for both domestic and foreign consumption. Through the use of new technologies, production has been decentralized, so different phases of manufacturing can take place in different nations, depending on cost factors. These corporations have also become increasingly detached from a national identity.

The global economy is also characterized by the explosive growth of international trade. Since 1960, the volume of international trade has tripled. Yet about half of U.S. imports and exports are between affiliates of the same companies. Fueling this trade is the development of global capital markets. Capital has become extremely mobile through the use of new communication technologies. Funds from around the world flow instantly whenever disparities in value (exchange or interest rates) appear. Largely unregulated, global finance has facilitated the alarming growth of third-world debt.

Services

Service jobs in the U.S. economy have been increasing steadily. This is due, in part, to the decline in domestic manufacturing, as U.S. firm shifted production overseas were forced out of business by competing foreign manufacturers. Meanwhile, domestic manufacturing is being automated at a higher rate than non-manufacturing industries. Another factor is the changing nature and role of services in relation to manufacturing. Information systems require skilled programmers and engineers, as well as low-skilled data entry positions. Legal services require highly-paid attorneys and low-paid clerical assistants. The rising number of women entering the workforce has helped create a strong demand for childcare and a boom in the restaurant industry. While fast growing occupations include engineers, computer analysts and lawyers, the bulk of new jobs being created are low-paying positions such as fast-food workers, cashiers, nurses aides and day-care workers. With the loss of middle-class jobs, the workforce is becoming increasingly stratified by skill and wage.

Social And Economic Impacts

The transition to the information-global-service economy has brought about social and economic strains. Increases in output have not resulted in increased employment. More jobs have disappeared through rapid automation than those created. Third World countries, which rely on cheap labor for economic development and competition, are losing this advantage. Material/information-based sectors of the economy have taken divergent paths. States boosted by high tech enjoy high employment, while material-based state economies are depressed. Raw material prices in farming, mining and oil have collapsed. Depressed farm prices in the past have triggered general economic collapse. In this economy, the primary materials sector is apparently too small to have such an impact. The information economy utilizes small amounts of raw materials, and thus helps isolate one sector from another. The third world is also severely pressed because it no longer can rely on commodity exports to pay for capital goods and economic development.

In this country, the economic disruption has led to the dislocation of jobs, workers and wages, causing the deterioration of cities and towns dependent on traditional manufacturing. Regional disparities in defense spending have helped some states, while others languished. The mobility of capital and production stands in sharp contrast with the immobility of towns, buildings, cultures, and residents. The shift to a new economy not only left many workers in the wrong place, but with obsolete skills.

Forecast

According to the Oregon Economic Development Department, State and National Trends Report, modest but steady growth is expected for Europe and Japan, and somewhat stronger growth for Latin America and Africa. The Pacific Rim economies of South Korea, Singapore, Taiwan, Hong Kong, Malaysia and Indonesia are expected to expand faster than any other part of the world at a rate exceeding five percent annually.

The U.S. economy is expected to experience consumer-led growth through the first years of the 1990's. The U.S. Bureau of Statistics (BLS) foresees average GNP growth of 2.9 percent per year through the mid 1990's, with unemployment dropping to six percent by 1995. A major constraint on the economy in the 1990's will be slower growth in population, the labor force, and household formation. Major demand components are expected to be computers, consumer electronic goods, pharmaceuticals, financial services, telephones and communication services, and health services. Defense expenditures are pegged at a high real growth rate of less than two percent per year through the next decade.

Exports and imports are projected to assume a growing share of the economy and foreign competition will remain high. Slow growth is forecast for the labor force over the next decade while undergoing a change in composition. Women and minorities entering the workforce will continue to increase. The average age of the labor force will also increase over the next ten years. Finally, the BLS predicts that more than half of all Americans will be in the labor force by 1995, as opposed to only 40 percent in 1965.

Employment in the services sector is likely to outstrip growth in other sectors of the economy. Output growth in communications, financial services, and manufacturing is not likely to translate into employment gains due to automation. The high tech sector is projected to experience 28.3 percent growth in employment, as compared to an average for all industries of 16.5 percent. Forty percent of high tech employment growth is estimated to be concentrated in software and data processing services. Computers, robotics, and scientific instrument manufacturing are also predicted to grow rapidly.

Many of the occupational trends over the past decade are projected to continue into the next ten years. About 45 percent of all job growth will be in low-paying occupations: retail sales, administrative support workers, and service workers. Thirty-eight percent of new jobs are projected to be in managerial and professional occupations. Fifty percent of the ten top job categories projected to have the largest growth will be low-paying jobs: cashiers, janitors, waitpersons, nursing aides, and retail salespersons. Many of the fastest growing occupations are well-paying, but they tend to be low in the overall number of jobs created.

The implications of these trends are:

1. A continuation and expansion of new technologies and the information economy including computer-aided design and manufacturing, fiber optics, automated office systems, artificial intelligence, genetic engineering, and new materials, which will have profound effects on employment and occupations. Most important of these effects is that employment benefits, which normally accompany new manufacturing, will not be realized.

2. A new political and social challenge to address the need for a public policy to ensure that the demand for innovation is smoothed, that enough expansive innovations are generated to prevent deterioration, and that innovations holding the most promise for social benefit are developed.

3. With the U.S. economy becoming more open in a global economy, it becomes more tied to the fate of other economies. If those economies perform well, the U.S. economy will perform well also.

4. The continuing shift in jobs from factories to services will have further important ramifications on gender and racial income gaps. Many of these fast-growing occupations are gender-segregated, with a minimum of three-fourths of all positions held by women. These occupations usually pay significantly below the average wage. Minorities are hard hit by the loss of factory jobs, which have been one of the avenues for achieving middle-class incomes. As a result, the gap between minorities will probably widen over the next decade. The U.S., therefore, is likely to have a more rigid social structure, engendered by these changes and shifts, and defined by income and by access to information and communication technologies, with a smaller middle class.

OREGON'S ECONOMY

Oregon's most important industries are lumber and wood products, high technology manufacturing, distributive services, paper products, health services, primary metal, and food products. Oregon has an educated work force, 40 percent of which has manufacturing experience. The State's workers are also highly productive, with work stoppage rates significantly below the national average.

Oregon's top export employers are lumber and wood products, tourism, agriculture, high tech, and wholesale distribution. Among Oregon's major imports are primary commodities such as oil, natural gas, coal, tobacco; and resource-related petroleum products such as plastics and chemicals. Other imports include aircraft and automobiles, production of which has eluded the state. Oregon's chances are thought to be better for drug manufacturing and business services.

The 1970s: The state's economy experienced extraordinary growth between 1972 and 1979 despite a deep recession in 1974-75. Oregon's manufacturing base diversified during this period, including job growth in instruments, machinery, metals and transportation equipment. Construction activity boomed toward the end of the decade, and there was appreciable growth in financial services, travel-related services and wholesale distribution.

Employment grew by over 36 percent, more than 4 percent per year during the 1970's. Most new job were in services, retail, manufacturing and government. The fastest growing sectors were finance, insurance, real estate and retail sales. There was a 94 percent increase in the growth of the savings and loan industry, credit unions, trucking and warehousing. The rising demand for housing led to a rising demand for lumber and construction employment. A 95 percent growth in legal and health services kept pace with the nation.

Oregon's population growth rate was significantly higher than the U.S. as a whole. With improved health care and immigration there was appreciable growth in the number of persons over the age of 70. As retirees these Oregonians brought with them social security and pension payments. The 1965 baby boom generation also came of age during this period, with the baby boom echo resulting in increased birth rates by 1980. The baby boomers, while causing an increase in the labor supply, also increased the demand for housing and consumer goods. The number of children and teenagers dropped causing school closures by the late 1970s. Finally, with more women working outside the house, demand increased for child care and the restaurant industry.

The 1980s: The early 1980s recession hit Oregon harder than many other areas in the U.S. While most industries experienced declining employment in Oregon during this period, some industries were affected more severely than others.

High interest rates hit Oregon's housing industry, farmers and fishermen the hardest. As a result, construction employment collapsed. Construction and mining declined 27 percent, while manufacturing decreased by 7 percent. Oregon lost an estimated 3.5 percent of its exports employment base between 1979 and 1984. The losses were most severe in the wood products, instruments, wholesale trade, industrial trucking and aluminum industry.

Oregon's recession was related to the national recession and, like the national economy, the state's economy began showing the strains of structural changes. Among these changes were technological innovations which dramatically increased sawmill productivity through the use of computers, optical scanners and lasers. Though production levels matched pre-recession days, employment in Oregon's mills dropped by 20 percent or 15,000 workers. Automation and technological innovations also caused the elimination of many jobs at several high tech companies, railroad car production, and financial and communication services. Output and employment declined in steel foundries, in part, because plastics replaced iron castings in many applications.

There were gains, however, in producer services, social services, personal services, and government. Growth was also realized in health services, high tech, legal services and the food industry. Oregons' semi-conductor employment grew much faster than the national average, and computing equipment scored substantial gains.

While global competition depressed prices and/or cut into the market of some Oregon producers, it also provided opportunities for expansion of others. For example, low grain prices, a high dollar, and self-sufficiency among traditional grain importers, such as India and China, put the squeeze on Oregon wheat farmers. At the same time, other Oregon agricultural products, such as frozen fruits and vegetables, were being marketed in Pacific Rim countries. Global financial markets drained capital out of Oregon but foreign firms made investments in the State. Nevertheless, Oregon's economy showed extreme vulnerability to national and international economic trends during the decade of the 1980's.

The economic downturn during the early part of this decade affected Oregon's economic regions differently. The coastal counties were hit the hardest because of their dependency on wood products and fishing. Job losses in eastern Oregon's wood products industry were offset, in part, by the growth in frozen potatoes production. The Portland area proved to be the most insulated from the downturn over the short term. Significant employment growth in central and southwestern Oregon was in high tech and business services. Legal employment exploded across the state, especially in Portland. Due to an increase in the number of retirees, health services employment growth was mostly concentrated in central Oregon, the coast, and southwest Oregon. The lackluster employment growth in the Portland area was mostly due to reduced employment in instruments. High tech manufacturing was still concentrated in the Portland Metro area, but growth rates were generally higher in other regions of the state.

The 1990's

The 1990's have brought increased growth to the state and in particular the Portland Metropolitan Area. Recent projections forecast an increase of over 500,000 residents in the metro area over the next 20 years. Oregon's population is expected to top 3 million in the early part of the decade. Most of the growth can be attributed to escalating costs of living and crowded conditions in other west coast metropolitan areas. People will continue to relocate to this area as prices increase and living conditions decline in Los Angeles, San Diego, the San Francisco Bay Area and Seattle. Once the cost of living in the Portland area is more in line with these other west cost area, the rapid growth should decrease.

Oregon's Economic Outlook

Population: Oregon's population is expected to top 3 million by 1993. However, the overall growth rate is expected to drop over the period in line with national trends towards reduced fertility rates. Immigration is expected to continue through the decade, but will depend on future economic growth (CPRC-PSU).

Central Oregon is projected to experience the highest population growth rate at over 28 percent, as compared with 22 percent for the state between 1985 and 2000.

PROJECTED POPULATION GROWTH RATES 1985-2000

Region	1985-1995	1985-2000
Coast	11.9%	16.4%
Portland Tri-County	13.5	18.8
Willamette Valley	16.6	23.1
Southwest	19.8	27.3
Central	20.7	28.8
Eastern	16.9	23.6
Oregon	15.6	21.8
U.S.	8.9	12.5

Source: Center for Population Research and Census, and U.S. Census Bureau.

The fastest growing counties are projected to be Morrow, Deschutes, and Washington. The slowest growing counties are Wheeler, and Gilliam.

The number of Oregonians below 25 years of age peaked in 1985 when the last of the baby boomers reached that age. The proportion of these over 45 years old will increase throughout the 1990. Other trends include the gradually declining share of the population of those under 24, and the increasing percentage of the elderly. In the year 2010, the number of the elderly in the population will rise sharply (65 years after 1945). Between 1970 and 1990, the number of children aged 5-9 to grew sharply as a result of the baby-boom generation reaching parenting age. The number of children aged 10-14 will swell by 1995. Thus, the number of school-age children will grow rapidly throughout the rest of the century.

The implications are possible boom-bust fiscal crisis in education as the number of students increases rapidly and then drops to more stable levels. The number of workers entering the labor force is likely to drop over the next 15 years. Business may be hard-pressed to find young unskilled workers to maintain their work force, and a steady decline in unemployment will attract non-working women and minorities. Moreover, as the baby-boom generation ages, competition will greatly intensify. Frustration, alienation, and stress will increase among those in the midst of their careers. As workers struggle to gain an edge on the competition, demand for adult education will grow rapidly.

Employment and Income

Oregon's employment growth is expected to exceed the national average during the early 1990's. The fastest growing industries are expected to be printing and publishing, electrical equipment manufacture, the construction industry, and health care industry. Primary metals, instruments, and transportation equipment are predicted to experience significant losses.

The State's per capita income is projected to remain relatively steady at just over 90% of the national average. The simultaneous recovery of blue-collar employment and uniform growth among occupational groupings, along with a falling per capita income, makes sense only if wage growth is sluggish. Recent wage rollbacks in the lumber and wood products industry are consistent with this conclusion.

A stable level of employment for craft workers, operaters, and laborers is forecast for the next five years. Long term prospects for these three blue collar occupations is still negative. Employment growth since the mid 1980's has not make up for the jobs lost from 1979 to 1986. Sales representative occupations will stagnate or return to previous levels of employment.

REGIONAL ECONOMY

Troutdale is part of the Greater Portland Metropolitan area, which includes Multnomah, Clackamas, Washington and Clark counties. Along with Fairview, Gresham, Wood Village and adjoining areas of Multnomah County, Troutdale is part of what is referred to as East Multnomah County, hereafter known as East County.

Population, Employment and Income

East County's population has grown faster than the Metro area since 1960. This area's population increased to 79,500 in 1980 to 90,000 in 1989. East County has a greater concentration of families with growing children and a larger than average household. A smaller proportion of the adult population of East County has a college degree than the Metro area (16%/20%). However, East County has a higher percentage of its population (24%/22%) with post-secondary technical or other training, which make this area attractive for industries. Recent growth of industry has aided East County in shedding the image of being a "bedroom community".

East County has more than its proportionate share of population in the labor force employed outside East County. The proportion of the region's labor force which resides in East County is 50% greater than the area's share of the region's job base. Between 1980 and 1985, East County's share of the region's population increased, while its share of the region's jobs did not. However, between 1985 and 1990 East County experienced a sharp increase in industrial and manufacturing facilities. Moreover, Troutdale and East County have a larger share of their work force in blue collar occupations than the rest of the Metro area (see the following table).

Occupational Mix

Occupation	1987 Portland Metro Area	Multnomah County	Troutdale
AGRICULTURE	0.9%	0.4%	2.6%
CONSTRUCTION	4.5%	3.3%	1.4%
MANUFACTURING	15.7%	12.0%	19.3%
TRANS./ COMM.	6.5%	8.5%	0.4%
WHOLESALE	7.2%	7.3%	3.8%
RETAIL	16.8%	15.4%	9.6%
FINANCE/INS./REAL ESTATE	8.5%	10.8%	0.2%
SERVICES	26.2%	28.5%	16.5%
GOVERNMENT	13.5%	13.8%	8.9%
	100%	100%	100%

Source: Metropolitian Service District
1990 Regional Fact Book

Average household income in East County is comparable to that of the Metro area as a whole, indicating a highly trained and technically skilled labor force. Troutdales' household income is somewhat higher than that of the the metropolitian area and Multnomah County ($37,200 vs.$33,000 and $29,700 respectively for 1988 figures).

A highly trained and educated labor force is one of the advantages of doing business in East County. Other advantages include availability of diverse development sites, proximity of light rail and airports, recreational and commercial/industrial opportunities.

A strong recovery during the last half of the decade lead to a gain of employment for the Portland metropolitian area. Between 1985 and 1989 the Portland PMSA gained in excess of 77,000 jobs.

Employment Trends

Portland PMSA

	1985	1989	
Construction	19,000	23,000	
Manufacturing	92,000	101,000	
Transportion/Communication	37,500	38,500	
Wholesale Trade	43,000	45,000	
Retail Trade	92,000	110,000	
Finance/Insurance/Real Estate	41,000	49,500	
Services	120,000	150,000	
Public	73,000		80,000

Source: Metropolitian Service District
1990 Regional Fact Book

East County has maintained roughly a 3.7 percent share of the metropolitan area's total employment from 1980 to 1990. East County's employment, as a percent of Multnomah County's, increased slightly from 6.1 percent in 1980 to 7.3% percent in 1990. While Multnomah County as a whole has lost ground relative to the region, East County has held its own.

According to the Oregon Employment Division, the Portland area's dominant industries fall into four categories; 1) traditional centralized industries including metals, textiles and apparel; 2) emerging high tech industries; 3) transportation related services; and 4) office related specialty services. With one notable exception (high tech electronics), many of the industries in which the Portland area is dominant statewide are industries for which Multnomah County has been dominant in the Metro area. High tech electronics have largely bypassed Multnomah County in favor of Washington and Clark counties.

The following employment categories experienced some growth in Multnomah County between 1980 and 1990: 1) building materials/hardware, 2) textile products, 3) construction and 4) real estate. During the same period, the County's competitive share was severely eroded in the following categories:

Non-electrical machinery
Human resources (social services)
Rubber and plastics products
Furniture and fixtures manufacturing
General merchandise retailing
Non-durable goods trade
Transportation services
Durable goods wholesaling

Developments in the Metro area in the recent years included $5 billion of on-going or planned major commercial and industrial developments. About $200 million of this total was spent East County. These developments include Fujitsu ($70 million), Albertson's ($50 million), the Gresham Town Fair ($30 million), and Mt. Hood Community Hospital ($15 million). Other sizable East County projects have included the Banfield Corporate Park, Boeing of Portland, Townsend Farms, Inc. Norwest Publishing, Clear Creek Park, and Burns Brothers and Flying J's Truck Stops. In addition, over $300 million was spent in the area on light rail construction.

Forecast

Economic Development services, a consulting firm, completed An Economic Development Study of East County in October 1987. This study forecasts a population gain for this area between 1985 and 2005 of 44,900 or an increase of 60 percent by the year 2005. In 1985, East County's share of Multnomah County's population was 13 percent. According to the study, "population in East Multnomah County could reach 119,400" by the year 2005 "or 18% of the projected Multnomah County population."

Employment is projected to increase by 50 percent in East County between 1985 and 2005. This represents an increase of 11,300 from the 1985 level of 22,700 jobs to a total of 33,900 in 2005. Metro area employment, in contrast, is expected to increase by 48 percent between 1985 and 2005. East County's share of Multnomah County's employment is projected to increase from 7.3 percent in 1990 to 12.7 percent in 2005. Of the Metro area's employment, East County's share is expected to peak at 4.7 percent in the early 1990's up from 3.7 percent in 1985, and then to drop to 3.8 percent by 2005.

Retail is the number one growth category for East County. Significant growth is expected in shopping center development driven by major national discount chains. Self-employment is expected to be the number two growth category. Employment levels in retail, finance, insurance, and real estate are projected to increase by 88 percent from 1985 to 2005. This represents a 71 percent of the total projected employment increase for East County. Industrial employment in East County is projected to experience a higher mix of heavy to moderate uses than in the region, due to this area's nominal share of the region's electronics employment.

Target Industries

In addition to the Pacific Power Target Industries study, there are two other studies which address this issue. One is the 1986 report prepared by the Oregon Economic Development Department (OEDD). The other is the 1984 Industrial Market Study and market Plan prepared for the East Multnomah County Economic Development Commission. The following industries are among the top 25 on both the Pacific Power and OEDD industry lists:

1. Aluminum Castings
2. Drugs
3. Electronic Coils and Transformers
4. Electronic Components, NEC
5. Electronic Computing Equipment
6. Industrial Controls
7. Measuring and Control Instruments
8. Metal Coating and Allied Services
9. Miscellaneous Plastic Products
10. Printing Trade Machinery
11. Radio and TV Communication Equipment
12. Semiconductors
13. Surgical Appliances and Supplies
14. Telephone and Telegraph Equipment

The Industrial Market study and Market Plan lists target industries specifically for East County. These were evaluated on the basis of three considerations: 1) Prospects for growth in the industry, 2) East County's trade record as an attractive location for the industry, and 3) East County's business attraction strengths, including its labor force, transportation system, business climate and other resources. Three industry groups are recommended:

Primary:	Fabricated Metal Products
	Machinery
	Transportation Equipment
Secondary:	Chemicals and Allied Products
	Electrical and Electronic Machinery
	Equipment and Supplies
	Measuring, Analyzing and Controlling Instruments
	Wholesale Trade and Distribution Industry

LOCAL ECONOMY

The Troutdale area is expected to experience increased industrial and commercial development as the Portland metropolitan economy grows. The northern part of the City has access to a diversified transportation system, including the I-84 freeway, the main line of the Union Pacific Railroad, barge traffic on the Columbia River, general aviation and freight traffic service at the Portland-Troutdale Airport, and full aviation and air freight services at the Portland International Airport 15 miles to the west.

Population

Since 1960, Troutdale's population increased more than tenfold. The highest growth rate occurred in the 1970s when Troutdale added 4,300 people, for a 1980 total of close to 6,000. The growth rate during the 1970s was about 14% per year. The City's 1989 population estimate of 7,500, translates into a 3% growth rate per year for the 1980s. Metro forecasts a growth rate of 4% through the year 2005 for the Troutdale area. The city's population is projected to exceed 15,000 by the middle of this decade, and 23,000 by 2010.

Troutdale's population has a higher proportion of children 15 years old or younger than Multnomah County or the Metro area. Statistics on age for the metro area, Multnomah Co., and the city of Troutdale are provided below.

Age 1990

Age	Metro %	Mult. Co. %	Troutdale %
0-4	7.4	7.0	9.4
5-9	7.5	6.9	10.1
10-14	6.8	5.9	6.8
15-19	6.7	5.6	5.6
20-24	6.4	5.7	4.6
25-29	7.8	7.9	7.9
30-34	9.5	10.5	13.5
35-44	17.7	18.5	21.7
45-54	10.3	9.6	9.3
55-59	4.0	3.9	2.5
60-64	4.0	4.3	2.8
65-74	6.8	7.6	3.7
75+	5.1	6.6	2.5
Median age	33.9	35.8	32.3

Source: Metropolitian Service District

The Age Characteristics Table also shows that Troutdale has a larger than average share of young adults 25-34 years old (24.1% vs 18.4%) than Multnomah County or the Metro area (17.3%). Troutdale's adult population (over 25 years of age) has more people with post-secondary technical or other training than the Metro area or Multnomah County. Those with college education are proportionately less in Troutdale than in Metro or Multnomah County (see table below).

Education Level

25 years and older

Education	Metro %	Mult. Co. %	Troutdale %
High School	79	76	85
1-3 Years College	22	22	33
4+ Years College	20	20	16

Source: 1980 Census

Without a substantial base of residents with higher than average incomes generally associated with college degrees, Troutdale would need to attract shoppers for higher priced comparison and specialty items from an area wider than its immediate market area. However, contrary to expectations, Troutdale households have a higher average income level than Multnomah County or the Metro area as a whole.

Income

	Metro	Mult. Co.	Troutdale
Household Income	$28,700	$25,100	$34,680
Per Capita	9,862	8,625	10,850

Source : Metropolitian service district
The higher household income may be due in part to a lower percentage of retired people. The combination of high family income and larger families may mean less discretionary expenditures, but healthy retail potential for purchases related to family living needs.

Employment

The largest single employer in the Troutdale area is the Reynolds Aluminum Plant, which employs between 700-900 people. Although the plant is located outside the city limits, Reynolds Aluminum exerts a direct and major impact on Troutdale's economy. There are no current plans to expand the Troutdale aluminum reduction facility. Additionally, the Bonneville Power Administration projects a constant or declining level of aluminum production in the Pacific Northwest through the year 2000. Other major employers in the Troutdale area are the Portland-Troutdale Airport and the Reynolds School District.

Business Sectors

o Agriculture/Forestry/Fisheries and Mining Sectors

In urban East Multnomah County, traditional resource-based employment is on the decline. Within the city, the agriculture/-forestry/fisheries sector accounted for only 2.6% of all employment in 1987. The percentage of employment opportunities in this sector are likely to remain in the two to three percent range.

The mining of sand and gravel out of the Sandy River, and associated employment, fluctuates with the demand for concrete in the Portland metropolitan area.

o Contract Construction Sector

This sector accounted for 1.4% of full and part-time employment in the City of Troutdale in 1987. The construction sector exhibits several interesting characteristics:

Mobility - Contractors usually gravitate to areas where work is plentiful;
Scale - Average payroll of 2-4 employees per firm;
Seasonality - The drier building season accounts for the majority of activities.
Susceptibility to outside influences - "Boom or bust" cycles.

o Manufacturing

As a basic economic activity, manufacturing has long been considered the backbone of many communities' economic structure. Manufacturing equipment requires high levels of investment, investment which tends to strengthen the tax base and generally reduce the tax burden upon the local property owner.

The manufacturing sector accounted for approximately 19.3% of all full and part-time wage and salary employment in Troutdale in 1987. As indicated above, Troutdale's manufacturing employment opportunities are comparable with Multnomah County's.

A recently completed Industrial Market Study for East Multnomah County identified the following three factors as the most desired in the location of future manufacturing sites:

1) Proximity to market areas and labor force;
2) Access to the transportation network; and
3) Adequate site size.

Between now and the year 2000, East Multnomah County will offer significant potential for increased manufacturing employment due to an increase in market size. As the East County transportation network matures, better and more timely connections will form links to larger market areas. Troutdale has the capacity to provide facilities and sites to serve the needs of a wide range of industrial uses.

o Transportation/Communication/public Utilities

The Transportation/Communication/Public Utilities sector accounted for 0.1% of full and part-time employment in the City of Troutdale in 1987, relative to 8.5% employment in this sector in Multnomah County.

The primary local employer in this sector is the Portland-Troutdale Airport. There is potential for increased industrial

development on sites in the vicinity of the airport, although the Port of Portland does not have plans for near-term expansion.

- Wholesale Trade

Wholesale trade accounted for 3.8% of total employment in Troutdale in 1987. Major firms engaged in wholesale trade require business sites well-situated relative to their customers. Transportation costs constitute a major portion of business expenses; therefore, a well-situated site in relation to the transportation network is desirable. Another factor is market size. The maximum size of the market places an absolute ceiling upon the amount of goods sold and, therefore, the demand for wholesale outlets.

The primary future opportunity of wholesale firms lies with population growth and the resulting opportunity to serve a larger market area. Additionally, improvements to the local transportation network may provide impetus for wholesale trade development in East Multnomah County.

- Government Sector

Government employment, including federal, state and local jobs, constitutes approximately 8.9% of all full and part-time wage and salary employment in Troutdale (1987). Employment in this sector is expected to stabilize or decrease slightly over the next decade.

- Retail Trade and Services

The retail trade and services sectors accounted for 9.6% of all full and part-time employment in the city in 1987. The three most important factors to retail trade and service establishments are:

1) Market size
2) Accessibility
3) Visibility

In general, retail shoppers will travel toward the most dominant retail center and will patronize the closest center or store among those equal facilities.

Retail stores in Troutdale will attract shoppers from the city itself, and from areas east of the city. Troutdale stores will be less successful in attracting shoppers from areas west of the city.

Until the population between East Portland and the eastern edge of Multnomah County increases significantly, the demand for typical commercial land in Troutdale will be limited to small parcels in the range of three to ten acres each.

Recent efforts on the part of the city and developers to attract specialized retail to Troutdale may pay off. A new factory outlet shopping center catering to the tourist market is under construction in the old town area of Troutdale. This center may allow Troutdale to capture a portion of the retail market not yet tapped in Multnomah Co..

Offices tend to concentrate in locations in or near to retail trade areas. The demand for offices in Troutdale has increased since Mt. Hood Medical Center opened in Gresham in 1984. The hospital serves the area from 162nd Avenue east to Mt. Hood.

The demand for office space for medical and medical support businesses is substantial and growing. Troutdale can expect increased demand for office and commercial space along Stark Street across from the hospital.

In 1982, nine reported service sector firms with payroll in Troutdale had receipts of $658,000 or approximately $73,000 per firm. By comparison, businesses in the Metro area overall had average receipts of $292,000 per firm. For the State of Oregon, the comparative figure was an average of $239,000 per firm. Service firm receipts per capita for Troutdale are only $101 compared to $1,908 for the Metro area and $1,468 for the state.

Troutdale captures a good portion of Columbia Gorge traffic for gasoline sales, and restaurant/convenience sales. All other retail sales in Troutdale accounted for $650,000 or $100 per capita as compared to $4,100 per capita for the Metro area and $3,700 for the state.

Employment levels in Troutdale have risen since 1985 and is expected to increase to a total of 2,100 jobs by 2005. This modest employment growth is expected to accompany healthy population growth, which indicates that Troutdale will continue to primarily be a "bedroom community." The Troutdale area had 200 jobs per 1,000 population in 1985. By 2005, it is forecast to have only 110 jobs per 1,000 population. In contrast, the Metro area had 480 jobs per 1,000 population in 1985 and is forecast to have 520 jobs per 1,000 population by 2005.

The economic climate in Oregon has improved dramatically. Employment for East Multnomah County's major employers has returned to pre-recession levels, and Troutdale has attracted a number of significant real estate investments.

o Economic Development Plans, Reports and Studies

Recent economic development plans, reports and studies, which impact directly or indirectly Troutdale's commercial and industrial growth prospects, are briefly described below.

o Columbia Corridor Plan

In 1983, a group of representatives from several Portland area jurisdictions and private institutions formed an alliance to promote and develop the Columbia Corridor as a major new area for economic development.

The Columbia Corridor is located along the southern shore of the Columbia River, extending from the Willamette River on the west to the Sandy River on the east. The Corridor is approximately 16 miles long, with 6,400 acres of vacant industrial land. The Columbia Corridor includes Multnomah County's principal supply of industrial land. The attributes of the Corridor are unique in the region:

- Size: 6,500 acres of vacant industrial land plus more than 2,000 acres of underdeveloped property.

- Location: The Corridor is centrally situated in the Portland region, and minutes from the growing market in Clark County, Washington.

- Access: From a transportation standpoint, the area is well-suited to be the hub of Oregon industry. The Corridor is served by three interstate Highways, two major river crossings, two airports, rail lines, is adjacent to the Columbia and Willamette shipping channels, and is accessible to the new light rail transit system.

- Versatility: The Corridor has land zoned for all types of industry, including heavy industry.

However, service deficiencies and other development constraints undermine the areas' strengths. Much of the low-lying corridor land is constrained by drainage and soil problems and has gaps in its basic service and transportation network.

If these constraints are overcome, the Corridor offers high potential to create private development opportunities which will provide thousands of new jobs, leveraging the already massive public investments in transportation and other services.

The Columbia South Shore, east of Portland International Airport, is considered the area of the Columbia Corridor with the greatest development potential. The Columbia South Shore has been designated an Urban Renewal Area to assist in the provision of infrastructure. The Urban Renewal District boundaries do not include or abut the City of Troutdale; however, expansion of employment opportunities in the nearby South Shore area will increase employment opportunities for Troutdale residents. During the next five years, significant public improvements are planned as part of a coordinated public development program. This will bring streets, sewer lines, water lines and storm drainage improvements to sites previously lacking the necessary infrastructure.

- East Multnomah County Industrial Market Study and Market Plan

Six organizations united to form the East Multnomah County Economic Development Commission (EDC) in 1983: the cities of Gresham, Fairview, Troutdale, and Wood Village; the Gresham Chamber of Commerce; and Mt. Hood Community College.

In 1984, the East Multnomah County EDC hired a team of consultants to prepare an Industrial Market Study and Market Plan. The industrial Market Study focused on market opportunities to increase East Multnomah County's primary industrial base and was intended to target industries with the potential to create the greatest number of new jobs for area residents.

The target industries described earlier in the report are the backbone of the East Multnomah County Market Plan and ongoing economic development efforts in Troutdale and East County, and are focused on cultivating increased employment in these sectors.

These marketing efforts continue today. However, because of the changes occurring in East County, a decision was made to disband this commission. Marketing and promotional efforts are currently handled by individual cities, the Chamber of Commerce and the Columbia Corridor Association.

- Urbanized East Multnomah County Economic Study

  This study, prepared for the City of Gresham in 1987, contains findings and policy recommendations for the East County cities of Gresham, Troutdale, Fairview and Wood Village and portions of adjoining unincorporated Multnomah County. The declared purpose of the study is to assist East County jurisdictions in meeting state economic development requirements.

o The Multnomah County Farm Plan

The County Farm consists of approximately 330 acres of gently rolling terrain on the western boundary of Troutdale. The property was first acquired by Multnomah County in 1909 for use as a "poor farm".

The County Farm represents 11% of the land area of Troutdale's vacant and potentially developable land. Additionally, the County Farm property is one of the last large parcels of undeveloped land under single ownership within the Urban Growth Boundary.

The County has no plans for future County facilities on the vacant portion of the site (280 acres), and intends to sell the land for private development.

County Corrections Facility	28.60 acres
County Animal Control	6.40 acres
Light Industrial	69.60 acres
Commercial	118.40 acres
Residential	38.08 acres
Proposed Park	26.00 acres
Undeveloped Buffer	30.20 acres
TOTAL:	317.20 acres

The County Farm property was rezoned in 1990. As a result, the City's inventory of designated commercial and industrial lands was increased significantly.

o Downtown Concept Plan

Small commercial establishments are concentrated in Troutdale's downtown area. The downtown area has lost ground in recent years to competition from shopping facilities in Gresham. However, the downtown area is well-situated to capture tourist traffic heading for the Columbia River Gorge and nearby recreational parks, and the area should continue to serve as a shopping and service center for the City. A "Downtown Concept Plan" was completed in 1984 to provide the framework for enhanced development in the downtown area.

The primary objective of the Downtown Concept Plan is to envision an innovative and comprehensive economic development strategy that will stimulate investment in Troutdale's downtown area and expand the market of goods and services available to area residents.

The Concept Plan divides the downtown into four distinctive shopping districts identified as Subarea A (the Anchor), Subarea B (the Market), Subarea C (the Promenade) and Subarea D (industrial). A unique set of guidelines have been developed to promote and enhance the concept and character of each district. Although each subarea is intended to provide different types of goods and services, each area has been conceived as an integral part of a dynamic marketing strategy for the entire downtown. (See Figure 1 from Downtown Concept Plan.) An additional subarea, 'D', was created in 1988 to provide opportunity for a mixture of light industrial and commercial uses.

Subarea A is envisioned as a pedestrian-oriented downtown commercial area where small businesses and specialty shops will be encouraged to locate. Subarea B is expected to provide convenience shopping needs for area residents and serve as the principal commercial attractor. Subarea C is an area where both well-designed residential and commercial developments will be encouraged. Subarea D, because of its location adjacent to a railroad, is envisioned as an area where light industrial uses can be combined with commercial uses and still remain in character with other business district uses.

- Downtown Troutdale Implementation Plan

  This plan, completed in late 1987, defines practical and achievable means of translating the Downtown Concept Plan into action. It evaluates development prospects for Troutdale generally and its downtown specifically, and defines a marketing strategy and program to attract development into the City. Together with the Downtown Concept Plan, it constitutes the City of Troutdale's Downtown Master Plan.

  This plan defines Troutdale's market area as including census tracts 101, 102, 103 and 105. This area covers, in addition to Troutdale, parts of Gresham, Fairview, Wood Village, and rural areas east of the Sandy River. With a 1985 population exceeding 19,400, this area represents the market from which the City might expect to capture consumer expenditures.

DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

To be successful, an economic development program should capitalize on the strengths of a community and provide a strategy to overcome or minimize development bottlenecks.

An analysis of trends in the local economy, when combined with an honest evaluation of community strengths and weaknesses, provides a focus for major economic growth opportunities. A summary of development opportunities and constraints provides the basis for framing specific economic development goals and an implementation program.

The major strengths of the Troutdale community are highlighted below:

Location

- The City's location adjacent to I-84 provides opportunities for spin-off growth.

- With a location at the gateway to the Columbia River Gorge, the City has an opportunity to capitalize on tourist and recreational traffic and business.

- The City of Portland and its significant capital, market and labor resources is easily accessible to Troutdale.

- Support services which are not currently available within Troutdale are located in close proximity to the City.

- The City has an opportunity to benefit from and leverage growth which is projected for the Columbia South Shore Area.

Local Atmosphere

- The City maintains a small town, family atmosphere which is attractive to many people, while also offering excellent accessibility to employment, educational and cultural opportunities of the metropolitan region.

Public Facilities

- City water and sewer systems have been designed to accommodate significant growth in Troutdale's population and employment base.

- A main line of the Union Pacific Railroad traverses Troutdale and the UP can accommodate additional rail-oriented development.

- I-84, maintained by ODOT, has the capacity to accommodate additional traffic volumes. Improvements are planned at the Troutdale Interchange. Completion of the I-205 interchange with I-84 greatly improved access from Troutdale to Vancouver market areas.

- The City has an opportunity to capitalize on the availability of a relatively unique public facility: the Portland Troutdale Airport. General aviation and freight services are provided at the PTA. The Port of Portland has developed a Master Plan which envisions future compatible development in the vicinity of the Portland Troutdale Airport.

- Major improvements to the City's arterial road system are underway. The extension of 257th Avenue with an alignment directly to Graham Road at Columbia Highway provides a much needed transportation link between the City's southern neighborhoods and the key commercial/industrial areas of downtown, I-84 and the Airport industrial area.

Public Services

- The City provides 24-hour police protection services and patrols occur on a regular basis.

- The City contracts with the City of Portland for fire protection and emergency medical services. Troutdale is served from Station #49 on Cherry Park Drive.

- With the opening of the Mt. Hood Medical Center in 1983, Troutdale's access to medical services improved dramatically.

- Educational opportunities and training programs provided at the Mt. Hood Community College are easily accessible to Troutdale residents and employers. Mt. Hood Community College is targeting training programs to the existing and anticipated needs of industries.

- Electrical, natural gas and telephone services are all available in Troutdale. Additionally, solid waste disposal services and cable communication services are provided.

Planning and Zoning

- The City's Comprehensive Plan was originally acknowledged by LCDC in 1983.

- The completion of a rezoning project and the restructuring and streamlining of the plan and regulations have resulted in a more consistent and understandable land use regulatory system.

- A Downtown Concept Plan and an Implementation Plan have been adopted by the City Council and provide the framework and a program for future development in the downtown area.

- The City has rezoned the County Farm property and, in the process, has markedly increased the City's inventory of commercial and industrial land. This action has significantly improved the marketability of the County Farm property.

- Troutdale's inventory of buildable commercial and industrial sites is large. These sites have the necessary access to facilities and markets to make them attractive for development, and land prices in the Troutdale area tend to be lower than sites located closer to Portland. Moreover, a large, well-trained labor force is accessible to Troutdale.

Major community weaknesses are summarized below:

- The downtown area of Troutdale is not easily visible from I-84. Consequently, there is a low level of awareness of the community.

- Troutdale and East Multnomah County suffer an image problem. Other portions of the metropolitan area, the Sunset Corridor, the Clackamas-Sunnyside area and the I-5 Corridor, are better organized and have benefited from a positive public image.

- Although a significant amount of land is available for commercial/industrial development, Troutdale is perceived as a "bedroom community" to Portland.

Public Facility Constraints

- Improvements to the City's storm drainage system are needed to accommodate runoff and provide for efficient development of commercial and industrial areas.

- There are some gaps in the coverage of sewer and water lines. Much of the undeveloped industrial area north of I-84 freeway will require the extension of sewer and water lines prior to development.

Lack of Diversification

- Reynolds Aluminum dominates the employment base of the community. The Bonneville Power Administration projects that aluminum production in the Northwest will remain constant or decline over the next decade.

- There is a limited amount of neighborhood and community commercial development in Troutdale. Commercial strip development in nearby Gresham captures many of these local dollars.

INVENTORY OF COMMERCIAL AND INDUSTRIAL LAND

Vacant Buildable Land

Troutdale has approximately 705 acres of vacant buildable industrial land within its City limits. Not included in this acreage is the Portland-Troutdale Airport. The airport is by far the largest occupant of industrially-zoned land with about 262 acres.

There are approximately 315 acres of vacant developable commercial land within the City limits. Small and diverse commercial uses occur mostly in Troutdale's downtown area. Large commercial tracts occur along I-84 and Stark Street.

Field surveys identified 104 existing commercial and industrial uses within the City. Land area for these uses is about 503.35 acres. Buildings on these sites total 710,394 square feet. This figure represents the majority of structures since square footage figures were not available in a small number of cases. Within the SIC category listing, service-related uses are dominant at more 46%; followed by retail at 14.5% and manufacturing at 2%. Vacant or partially vacant buildings with space available for lease or sale have 38,362 square feet (see Buildable Lands Inventory at end of this section).

Commercial

The Troutdale Comprehensive Plan designates three general areas for commercial developments.

1. Adjacent to the south side of I-84
2. Downtown Central Business District
3. Stark Street commercial area
4. The west side of the County Farm along the proposed Mt.Hood Pkwy.

The commercial plan designation is implemented through four commercial zones:

Neighborhood Commercial (NC)
Community Commercial (CC)
General Commercial (GC)
Central Business District (CBD)

Vacant or significantly underutilized commercial areas are indicated on the Commercial Sites Map. The inventory includes all vacant parcels. Descriptive information on the inventoried sites, including tax lot numbers, acreage, zoning and the availability of public facilities is listed in the Buildable Lands Inventory - Commercial Sites.

Industrial

Three general areas are designated for industrial development in the Troutdale Comprehensive Plan.

1. North of I-84 in the vicinity of the Portland Troutdale Airport.
2. Northern portion of the Multnomah County Farm.
3. East of Mt. Hood Community College Campus.

The industrial plan designation is implemented with three zones:

Industrial Park (IP)
Light Industrial (LI)
General Industrial (GI)

Vacant or significantly underutilized industrial areas are indicated on the Industrial Sites Map. The inventory includes all vacant sites. Descriptive information on the inventoried industrial sites is presented in the Buildable Lands Inventory - Industrial.

ECONOMIC DEVELOPMENT

Potential

Troutdale's economic development objectives include diversification, but are to focus on the following:

1. Sales Leakage Recapture: Recapture in categories where Troutdale's sales per capita are below those of the Metro area is an important objective. At a minimum, Troutdale should attempt not to lose sales in areas where the City is stronger than the rest of the Metro area. Sales recapture for service related employment is a must if Troutdale is to achieve the same number of office workers per 1,000 as the Metro area. Should that occur, total additional office and service-related demand could be as high as 267,000 square feet.

   The City has designated 35-45 acres of commercial land along Stark Street and at Stark and 257th for General Commercial (GC) use, including office use with emphasis on medical clinics in close proximity to the Mt. Hood Medical Center. In addition, land has been zoned along I-84 and in the downtown area for destination or side-trip attraction shopping. Some 20-25 acres within the Central Business District is available for factory outlets to attract a substantial number of Metro area residents in addition to counties to the east and north. One of the most important factors in the development and success of these outlets is access and tourism traffic through this area. Another factor is the small town atmosphere that Troutdale provides away from other retail competition.

2. Troutdale's location is well suited for warehousing and transportation facilities. The City has designated ample land along both sides of I-84 and around the Troutdale airport for this purpose, among other. These lands are zoned General Commercial (GC) to accommodate uses such as truck stops and similar uses, General and Light Industrial (GI & LI) for warehousing and related uses including manufacturing.

3. Opportunities also abound for recreational/tourism facilities and uses. Land zoned to provide for these uses includes the "C" component of the Central Business District, the General Commercial and Light Industrial districts. In addition to being the primary Sandy River recreation site within the Metro area, Troutdale is the "Gateway to the Columbia River Gorge." Troutdale is in an advantageous position to capture a major share of over one billion of tourism dollars being spent annually in the seven Gorge counties by more than two million visitors.

4. Finally, Troutdale should be able to attract a modest share of high tech/technical training facilities/establishments to a generous supply of Industrial park (IP) sites. Among these are the Mt. Hood Community College property at the southwest corner of Stark Street and Troutdale Road, and part of the Multnomah County Farm property.

Short-Term Demand for Industrial Land

Based on Metro forecasts, Economic Development Services projected a demand for approximately 15% of the current over supply of vacant industrial land in East Multnomah County for the period 1985 to 2005. Of a land supply of 2,360 vacant acres, the projected baseline demand is an additional 100 acres by 1995. The projected demand is for the seven years, 1988-1995 is a total of 18 acres. The supply of serviced industrial land in each category in Troutdale is: GI-310 acres, LI-70 acres, and IP-181 acres. Therefore, the three-year supply is much more than adequate for each of the next five years.

SUMMARY

The national economy has been recovering from the longest recession since the Great Depression. The recession began in late 1979 and lasted for seven months, ending when employment grew modestly for the next twelve months. In mid-1981, the recession began again. Employment declined for 28 consecutive months. Employment has increased since mid-1983, but at a rate half that set in the 1970's.

The national economic recovery continues slowly for a variety of complex reasons. The recovery has not affected the nation evenly and Oregon's recovery has lagged behind that of neighboring states and the nation as a whole.

The structure of the U.S. economy is changing, with employment shifting from the manufacturing and agriculture sectors to the trade, service, and government sectors. The structural changes occurring in the U.S. economy are also apparent in Oregon. Between 1950 and 1979, Oregon registered a decrease in manufacturing's share of employment from 31.5% to 21.6%, and an increase in service's share of employment from 10.9% to 17.5%. Despite the relative declines in lumber and wood products employment, the Oregon economy was strong until the end of the 1970's. In the 1970's, employment in Oregon grew at an average annual rate of 4.5% as compared to 2.6% in the U.S.

The Portland metropolitan area is the economic center of the state, and its economy has followed the same general pattern as the state. About 53% of the state's total employment is concentrated in Portland, including a larger share of the non-wood manufacturing, transportation, communication and utilities, wholesale trade, finance, insurance, real estate, and services. Non-metropolitan areas of the State continue to exhibit reliance on resource related employment and are significantly less diversified than the Portland economy.

For the most part, Troutdale is dependent on Portland for the majority of its jobs. Therefore, trends in the local economy and employment/-unemployment rates follow comparable metropolitan trends. In the short-term, the market for commercial and industrial land remains weak, but improving.

The quantity of industrial land in the metropolitan area is now large relative to annual demand. The Metropolitan Service District (Metro) measured the supply of industrial land in 1982. Working with incomplete data, Metro concluded that the overall quantity of vacant industrially-zoned land is high (16,000 acres) relative to expected demand (500 to 2,000 acres per year), but only 1,000 acres had complete services and easy access to freeways.

Portland is an attractive location for many of the fastest growing sectors of the economy, including instruments, machinery, rubber and plastic products, and electrical and electronic machinery. While Portland's economy is expected in the long-term, to become one of the faster growing and more prosperous sections of the nation.

The Troutdale area is expected to experience increased industrial and commercial development as the Portland metropolitan economy grows. The northern part of the city has access to a diversified transportation system and a considerable amount of land zoned commercial and industrial with access to sewer and water service.

The largest single employer in Troutdale is the Reynolds Aluminum Plant, which employs up to 900 people. Other major employers in the area are the Portland/Troutdale Airport industrial complex, Reynolds School District, Burns Bros., Inc., the Flying J Travel Plaza and D and D Bennett.

Five on-going planning projects impact prospects for commercial and industrial growth in Troutdale. These include: the East Multnomah County Industrial Market Study, Columbia Corridor planning, planning for the Multnomah County Farm, the Downtown Concept Plan, and the Downtown Implementation Plan.

The inventory of commercial and industrial sites in the Troutdale area identifies four general areas for commercial development and three general areas for industrial development. The commercial areas are:

1. Adjacent to the south side of I-84;
2. Downtown Central Business District; and
3. Stark Street commercial area.
4. The western portion of Multnomah County Farm.

The three industrial areas are:

1. North of I-84 in the vicinity of Portland Troutdale Airport;
2. Northern portion of Multnomah County Farm; and
3. East of Mt. Hood Community College campus;
4. South of I-84 between Graham Road and the Sandy River.

References

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2. A Regional Population and Employment Forecast to 1990 and 2005, Metro, 1985.

3. An Economic Development Study for the Urbanized East Multnomah County Area, EDS, 1987.

4. Blue Lake Park Development Plan, Multnomah County, 1985.

5. Columbia Gorge Windsurfing Study, OSPRD, 1986.

6. Downtown Concept Plan, Troutdale, 1984.

7. Downtown Troutdale Implementation Plan, Troutdale, 1987.

8. Employment Profile Report, Metro, 1987.

9. Growth Industrial Report, OEDD, 1986.

10. Growth Industrial Survey, OEDD, 1986.

11. Industrial Market Study and Market Plan, EMCEDC, 1984.

12. Local Development Program Guide, OEDD, 1987.

13. Population and Housing by Census Tract, Metro, 1985.

14. Recommended Land Uses and Zoning for Land Now Zoned SR or A-1-B in the City of Troutdale, ECO Northwest, 1986.

15. State and National Trends Report, OEDD, 1986.

16. Target Industry Study: Lower Columbia Basin, PP & L, 1986.

17. The Feasibility of Annexing Industrial Land North of Troutdale, ECO Northwest, 1984.

18. The Regional Forecast 1995 and 2010, Metro 1989

19. Regional Factbook 1990, Metro 1990

FILE NAME: COMMERCIAL LAND INVENTORY (COM1)
VACANT COMMERCIAL PROPERTIES INCLUDING UNDERDEVELOPED PARCELS

MAP SITE #	SECTION TOWNSHIP RANGE	COUNTY	TAX LOT	CENSUS TRACT	COMP PLAN	ZONE	GROSS ACRES	FLOOD PLAIN	SLOPE >30%	NET ACRES	SEWER/WATER AVAILABLE	COMMENTS
1	26/T1N/R3E	MULT	32	103	C	GC	0.11	0.00	0.00	0.11	YES/YES	ADJ. TO TL 54 (MAP SITE #2)
2	26/T1N/R3E	MULT	54	103	C	GC	4.24	0.00	0.00	4.24	YES/YES	NW NORTH FRONTAGE ROAD
3	26/T1N/R3E	MULT	98	103	C	GC	7.99	1.00	0.00	6.99	YES/YES	S. FRONTAGE ROAD ACCESS/DRAINAGE
5	26/T1N/R3E	MULT	18	103	C	CBD	1.80	0.00	0.00	1.80	YES/YES	COLUMBIA RIVER HIGHWAY FRONTAGE/ADJ. RR
6	25/T1N/RE3	MULT	166	103	C	GC	13.1	0.00	0.00	13.10	YES/YES	LOCATED ON 257TH & FRONTAGE ROAD
7	25/T1N/R3E	MULT	184	103	C	CBD	0.86	0.00	0.00	0.86	YES/YES	COL RIVER HWY FRONTAGE
8	25/T1N/R3E	MULT	54	103	C	CBD	0.16	0.00	0.00	0.16	YES/YES	W. COL RIVER HWY.
9	25/T1N/R3E	MULT	41	103	C	CBD	0.23	0.00	0.00	0.23	YES/YES	W. COL RIVER HWY
10	25/T1N/R3E	MULT	138	103	C	CBD	0.48	0.00	0.00	0.48	YES/YES	NW OF 257TH
11	25/T1N/RE3	MULT	85	103	C	CBD	0.33	0.00	0.00	0.33	YES/YES	CORNER OF COL RIVER HWY/HALSEY
12	25/T1N/RE3	MULT	49	103	C	CBD	0.37	0.00	0.00	0.37	YES/YES	FRONTAGE ON HALSEY/257TH
13	26/T1N/R3E	MULT	40	103	C	CBD	2.50	0.00	0.00	2.50	YES/YES	FRONTAGE ON HALSEY AND W COL RIVER HWY
14	26/T1N/R3E	MULT	1	103	C	CBD	5.48	0.00	0.00	5.48	YES/YES	FRONTAGE ON HALSEY & W. COL RIVER HWY
15	25/T1N/RE3	MULT	210	103	C	CBD	4.50	0.00	0.00	4.50	YES/YES	FRONTAGE ON 257TH & HALSEY
16	25/T1N/RE3	MULT	80	103	C	CBD	0.46	0.00	0.00	0.46	YES/YES	100' OFF OF 257TH
17	25/T1N/RE3	MULT	120	103	C	CBD	1.29	0.00	0.00	1.29	YES/YES	FRONTAGE ON 257TH
17	25/T1N/RE3	MULT	53	103	C	CBD	0.11	0.00	0.00	0.11	YES/YES	EXISTING SFD/ADJ. TO MAP SITE #16 & 17
18	25/T1N/RE3	MULT	122	103	C	CBD	5.67	0.00	0.00	5.67	YES/YES	257TH FRONTAGE
19	25/T1N/RE3	MULT	110	103	C	CBD	2.83	0.00	0.00	2.83	YES/YES	ON BUXTON ROAD/CONT. TO MAP SITE #18
20	25/T1N/R3E	MULT	87	103	C	CBD	0.11	0.00	0.00	0.11	YES/YES	KENDALL @ SECOND
21	25/T1N/R3E	MULT	L5B1	103	C	CBD	0.11	0.00	0.00	0.11	YES/YES	BANK PKG LOT
21	25/T1N/R3E	MULT	L7B1	103	C	CBD	0.11	0.00	0.00	0.11	YES/YES	EXISTING SFD
21	25/T1N/R3E	MULT	L4B1	103	C	CBD	0.17	0.00	0.00	0.17	YES/YES	PKG LOT

21	25/T1N/R3E	MULT	L1B1	103	C	CBD	0.11	0.00	0.00	0.11	YES/YES	PKG LOT
22	25/T1N/R3E	MULT	L1&3B8	103	C	CBD	0.23	0.00	0.00	0.23	YES/YES	EXISTING SFD
22	25/T1N/R3E	MULT	L4B8	103	C	CBD	0.11	0.00	0.00	0.11	YES/YES	EXISTING SFD
22	25/T1N/R3E	MULT	L2B8	103	C	CBD	0.11	0.00	0.00	0.11	YES/YES	DENTAL CLINIC
23	25/T1N/R3E	MULT	L7B2	103	C	CBD	0.11	0.00	0.00	0.11	YES/YES	VACANT
23	25/T1N/R3E	MULT	L6&8B2	103	C	CBD	0.23	0.00	0.00	0.23	YES/YES	EXISTING SFD/UNDERDEVELOPED
23	25/T1N/R3E	MULT	L5B2	103	C	CBD	0.11	0.00	0.00	0.11	YES/YES	EXISTING BUSINESS
24	25/T1N/R3E	MULT	L2&4B7	103	C	CBD	0.23	0.00	0.00	0.23	YES/YES	EXISTING SFD
24	25/T1N/R3E	MULT	L1B7	103	C	CBD	0.11	0.00	0.00	0.11	YES/YES	EXISTING SFD
25	25/T1N/R3E	MULT	L1&2B3	103	C	CBD	0.23	0.00	0.00	0.23	YES/YES	50% VACANT/FENCED COMM AREA
25	25/T1N/R3E	MULT	L5&7B3	103	C	CBD	0.20	0.00	0.00	0.20	YES/YES	EXISTING SFD/UNDERDEVELOPED
26	25/T1N/R3E	MULT	L2&4B6	103	C	CBD	0.23	0.00	0.00	0.23	YES/YES	EXISTING SFD
26	25/T1N/R3E	MULT	L1B6	103	C	CBD	0.11	0.00	0.00	0.11	YES/YES	EXISTING SFD
27	25/T1N/R3E	MULT	L1&3B5	103	C	CBD	0.23	0.00	0.00	0.23	YES/YES	VACANT
27	25/T1N/R3E	MULT	L2&4B5	103	C	CBD	0.23	0.00	0.11	0.12	YES/YES	VACANT
28	25/T1N/R3E	MULT	40	103	C	CBD	0.18	0.00	0.12	0.06	YES/YES	HWY FRONTAGE
29	25/T1N/R3E	MULT	39	103	C	CBD	2.00	0.00	1.50	0.50	YES/YES	HWY FRONTAGE
30	25/T1N/R3E	MULT	27	103	C	CBD	4.27	0.00	4.27	0.00	YES/YES	EXISTING SFD
31	25/T1N/R3E	MULT	18	103	C	CBD	1.06	0.00	0.25	0.81	YES/YES	HWY FRONTAGE
32	25/T1N/R3E	MULT	110	103	C	CBD	0.18	0.18	0.00	0.00	YES/YES	HWY FRONTAGE/EXISTING SFD
33	25/T1N/R3E	MULT	16	103	C	CBD	1.56	0.00	0.00	1.56	YES/YES	HWY FRONTAGE
34	25/T1N/R3E	MULT	125	103	C	CBD	0.42	0.42	0.00	0.00	YES/YES	HWY FRONTAGE/EXISTING SFD
35	25/T1N/R3E	MULT	26	103	C	CBD	11.69	9.00	0.00	2.69	YES/YES	SANDY RIVER & CREEK FRONTAGE
36	25/T1N/R3E	MULT	141	103	C	CBD	0.36	0.20	0.00	0.16	YES/YES	E COL RIVER HWY FRONTAGE
37	25/T1N/R3E	MULT	143	103	C	CBD	1.43	1.43	0.00	0.00	YES/YES	CITY OWNED/ON BEAVER CREEK/NO ACCESS
38	25/T1N/R3E	MULT	142	103	C	CBD	0.40	0.10	0.00	0.30	YES/YES	E. COL RIVER HWY FRONTAGE/EXIST. SFD
39	25/T1N/R3E	MULT	86	103	C	CBD	0.10	0.02	0.00	0.08	YES/YES	E. COL RIVER HWY FRONTAGE/EXIST. SFD

40	25/T1N/RE3	MULT	183	103	C	CBD	0.19	0.03	0.00	0.16	YES/YES	E. COL RIVER HWY FRONTAGE/EXIST. SFD
41	25/T1N/RE3	MULT	158	103	C	CBD	0.11	0.01	0.00	0.10	YES/YES	E. COL RIVER HWY FRONTAGE/EXIST. SFD
42	25/T1N/RE3	MULT	113	103	C	CBD	0.11	0.01	0.00	0.10	YES/YES	E. COL RIVER HWY FRONTAGE/EXIST. SFD
43	25/T1N/RE3	MULT	105	103	C	CBD	0.11	0.01	0.00	0.10	YES/YES	E. COL RIVER HWY FRONTAGE/EXIST. SFD
44	25/T1N/RE3	MULT	121	103	C	CBD	0.18	0.00	0.00	0.18	YES/YES	E. COL RIVER HWY FRONTAGE/EXIST. SFD
45	25/T1N/RE3	MULT	20	103	C	CBD	1.67	0.00	0.80	0.87	YES/YES	E. COL RIVER HWY FRONTAGE
46	25/T1N/RE3	MULT	172	103	C	CBD	1.04	0.00	0.50	0.54	YES/YES	E. COL RIVER HWY FRONTAGE
47	25/T1N/RE3	MULT	30	103	C	CBD	3.61	0.00	1.20	2.41	YES/YES	E. COL RIVER HWY FRONTAGE/EXIST. 5-PLEX
48	25/T1N/RE3	MULT	157	103	C	CBD	0.38	0.10	0.00	0.28	YES/YES	E. COL RIVER HWY FRONTAGE/VACANT BLDG
49	25/T1N/RE3	MULT	38	103	C	CBD	2.35	2.00	0.00	0.35	YES/YES	E. COL RIVER HWY/BEAVER CREEK/EXIST SFD
50	25/T1N/RE3	MULT	159	103	C	CBD	1.06	1.06	0.00	0.00	YES/YES	E. COL RIVER HWY/BEAVER CREEK/EXIST SFD
51	25/T1N/RE3	MULT	51	103	C	CBD	2.18	2.18	0.00	0.00	YES/YES	E. COL RIVER HWY FRONTAGE
52	25/T1N/RE3	MULT	152	103	C	CBD	0.24	0.24	0.00	0.00	YES/YES	E. COL RIVER HWY FRONTAGE/EXISTING SFD
53	25/T1N/RE3	MULT	25	103	C	CBD	0.88	0.88	0.00	0.00	YES/YES	CITY-OWNED/HWY. FRONTAGE/ADJ. BRIDGE
54	31/T1N/R3E	MULT	10		C	CC	7.58	0.00	0.58	7.00	NO/NO	E. COL RIVER HWY/WOODARD ROAD
55	01/T1S/R4E	MULT	55	103	C	CC	5.80	0.00	0.00	5.80	YES/YES	STARK STREET/TROUTDALE ROAD
56	36/T1N/R3E	MULT	33	103	C	CC	5.50	0.00	0.00	5.50	YES/YES	STARK/TROUTDALE ROAD/REMAINDER OF TL RESIDENTIAL
57	36/T1N/R3E	MULT	48	103	C	CC	2.50	1.00	0.00	1.50	YES/YES	STARK/TROUTDALE ROAD/COMM & MULTI
58	35/T1N/R3E	MULT	TR.B	103	C	GC	2.70	0.00	0.00	2.70	YES/YES	257TH AVE/N.OF STARK
59	35/T1N/R3E	MULT	39	103	C	GC	0.12	0.00	0.00	0.12	YES/YES	STARK STREET/150' N OF STARK/EXISTING SFD
60	35/T1N/R3E	MULT	30	103	C	GC	9.76	0.00	0.00	9.76	YES/YES	STARK STREET/257TH FRONTAGE
61	35/T1N/R3E	MULT	40	103	C	GC	14.83	0.00	0.00	14.83	YES/YES	STARK/COMM & RES
62	35/T1N/R3E	MULT	17	103	C	GC	6.25	0.00	0.00	6.25	YES/YES	STARK STREET/REMAINDER OF TL RESIDENTIAL
63	35/T1N/R3E	MULT	16	103	C	GC	9.51	0.00	0.00	9.51	YES/YES	STARK STREET/REMAINDER OF TL RESIDENTIAL
64	35/T1N/R3E	MULT	51	103	C	GC	1.00	0.00	0.00	1.00	YES/YES	STARK/700' E OF 242/DEDICATION REQUIRED
65	35/T1N/R3E	MULT	43	103	C	GC	1.90	0.00	0.00	1.90	YES/YES	STARK STREET/REMAINDER OF TL RESIDENTIAL
66	26/T1N/R3E	MULT	46	103	C	GC	16.56	0.00	0.42	16.14	YES/YES	NORTHWEST SIDE OF 257TH

67	26/T1N/R3E	MULT	138	103	C	CBD	3.45	0.00	0.00	3.45	YES/YES	HALSEY ST W OF 257TH
68	26/T1N/R3E	MULT	179	103	C	CBD	4.2	0.00	0.00	4.20	YES/YES	DUAL FRONTAGE 257TH/HALSEY
69	35/T1N/R3E	MULT	9/S	103	C	GC	53.08	0.00	0.00	53.08	YES/YES	HALSEY ST NORTH CO. FARM
70	35/T1N/R3E	MULT	9/N	103	C	GC	65.35	0.00	0.00	65.35	YES/YES	CHEERY PARK RD. S. CO. FARM
71	35/T1N/R3E	MULT	8/N	103	C	GC	7.29	0.00	0.00	7.29	YES/YES	S. OF CHERRY PARK RD. S. CO. FARM
72	35/T1N/R3E	MULT	95	103	C	GC	3.8	0.00	0.00	3.80	YES/YES	NE CORNER OF CHERRY PARK @ 242ND.
		TOTALS					314.53	19.87	9.75	284.91		

WATER AND SEWER SYSTEMS HAVE CAPACITY TO SERVE ALL PROPERTIES WITHIN THE CITY'S URBAN PLANNING AREA

IF WATER/SEWER IS LISTED AS AVAILABLE, IT IS LOCATED WITHIN 300' OF THE PROPERTY BOUNDARIES

PROPERTIES LISTED WITHIN THE 100 YEAR FLOOD PLAIN BOUNDARIES INCLUDE DEVELOPABLE PARCELS WITH DRAINAGE CONSTRAINTS.

THE MAJORITY OF PROPERTIES LISTED ARE BUILDABLE IF CONSTRUCTION METHODS TO MITIGATE AGAINST FLOOD DAMAGE ARE USED.

FOR MORE INFORMATION - CONTACT THE CITY OF TROUTDALE. 104 SE KIBLING STREET, TROUTDALE, OR 97060 (503) 665-5175

FILE NAME: INDUSTRIAL LAND INVENTORY (IND1)
VACANT INDUSTRIAL PROPERTIES INCLUDING UNDERDEVELOPED PARCELS

MAP SITE #	SECTION TOWNSHIP RANGE	TAX LOT	COUNTY	CENSUS TRACT	COMP PLAN	ZONE	GROSS ACRES	FLOOD PLAIN	SLOPE >30%	NET ACRES	SEWER AVAIL	WATER AVAIL	COMMENTS
1	25/T1N/R3E	9	MULT	103	I	IP	2.55	0.00	0.00	2.55	YES	YES	N. OF RR/ADJ TO CITY PROPERTY
2	25/T1N/R3E	169	MULT	103	I	IP	0.08	0.00	0.00	0.08	YES	YES	CITY OWNED
3	25/T1N/R3E	43	MULT	103	I	IP	7.67	0.00	0.00	7.67	YES	YES	CITY OWNED/PARTIALLY LEASED
8	25/T1N/R3E	107	MULT	103	I	IP	4.00	0.00	0.00	4.00	YES	YES	S. OF I-84/E. OF GRAHAM(257TH)
9	25/T1N/R3E	171	MULT	102	I	LI	0.32	0.00	0.00	0.32	NO	YES	NE HARLOW ROAD/ON SANDY RIVER
10	25/T1N/R3E	45	MULT	102	I	LI	2.60	0.00	0.00	2.60	NO	YES	NE HARLOW ROAD
11	25/T1N/R3E	170	MULT	102	I	LI	0.63	0.00	0.00	0.63	NO	YES	NE HARLOW ROAD/SANDY RIVER
12	25/T1N/R3E	35	MULT	102	I	LI	4.55	0.00	0.00	4.55	NO	YES	NE HARLOW ROAD/EXISTING SFD
13	25/T1N/R3E	127	MULT	102	I	LI	1.02	0.00	0.00	1.02	NO	YES	NE HARLOW ROAD/ON SANDY RIVER
14	25/T1N/R3E	56	MULT	102	I	LI	3.24	0.00	0.00	3.24	NO	YES	NE HARLOW ROAD
15	25/T1N/R3E	62	MULT	102	I	LI	1.76	0.00	0.00	1.76	NO	YES	NE HARLOW ROAD
16	25/T1N/R3E	46	MULT	102	I	LI	4.98	0.00	0.00	4.98	NO	YES	NE HARLOW ROAD
17	25/T1N/R3E	177	MULT	102	I	LI	2.20	0.00	0.00	2.20	YES	YES	I-84 FRONTAGE/ON GRAHAM ROAD
17B	25/T1N/R3E	207	MULT	102	I	LI	2.20	0.00	0.00	2.20	YES	YES	
18	25/T1N/R3E	154	MULT	102	I	GI	8.71	0.00	0.00	8.71	YES	YES	PORT/HANGAR AREA
19	24/T1N/R3E	24	MULT	102	I	GI	2.53	0.00	0.00	2.53	NO	NO	N. OF GRAHAM ROAD
20	24/T1N/R3E	18	MULT	102	I	GI	7.72	0.00	0.00	7.72	YES	YES	E. OF GRAHAM ROAD/E. & W. OF DIKE
21	24/T1N/R3E	2	MULT	102	I	GI	15.77	0.00	0.00	15.77	YES	YES	DIVIDED BY DIKE
21B	24/T1N/R3E	25	MULT	102	I	GI	0.56	0.00	0.00	0.56	YES	YES	NORTH GRAHAM RD
22	24/T1N/R3E	4	MULT	102	I	GI	42.03	35.08	0.00	6.95	NO	NO	RIVER SIDE OF DIKE/LIMITED POTENTIAL
23.00	24/T1N/R3E	52	MULT	102	I	GI	47.05	0.00	0.00	47.05	YES	YES	GRAHAM ROAD/AVAIL FOR LEASE/PURCHASE
25	23/T1N/R3E	23	MULT	102	I	GI	53.27	0.00	0.00	53.27	YES	YES	PORT/E. & W. OF SUNDIAL
26	23/T1N/R3E	6	MULT	102	I	GI	97.85	0.00	0.00	97.85	YES	YES	PORT/AIRPORT COMPLEX

27	26/T1N/R3E	37	MULT	102	I	GI	26.39	2.06	0.00	24.33	YES	YES	MARINE/DUNBAR FRONTAGE/DRAINAGE
28	26/T1N/R3E	122	MULT	102	I	GI	0.32	0.32	0.00	0.00	YES	YES	NW DUNBAR/NO STREET FRONTAGE/DRAINAGE
29	26/T1N/R3E	136	MULT	102	I	GI	1.99	0.75	0.00	1.24	YES	YES	NW DUNBAR/DRAINAGE
30	26/T1N/R3E	118	MULT	102	I	GI	1.15	0.30	0.00	0.85	YES	YES	NW DUNBAR/DRAINAGE
31	26/T1N/R3E	106	MULT	102	I	GI	0.51	0.00	0.00	0.51	YES	YES	ADJ.TO TL 104/NO ROAD ACCESS
32	26/T1N/R3E	57	MULT	102	I	GI	5.09	0.60	0.00	4.49	YES	YES	NW DUNBAR/I-84 VISIBILITY/DRAINAGE
33	26/T1N/R3E	29	MULT	102	I	GI	3.16	1.90	0.00	1.26	YES	YES	NW DUNBAR/VISIBLE FROM FREEWAY/DRAINAGE
34	26/T1N/R3E	38	MULT	102	I	GI	14.05	4.20	0.00	9.85	YES	YES	MARINE/I-84 ACCESS/DRAINAGE
35	26/T1N/R3E	124	MULT	102	I	GI	3.08	1.00	0.00	2.08	YES	YES	PORT/CORNER OF MARINE & FRONTAGE/DRAINAGE
36	26/T1N/R3E	133	MULT	102	I	GI	14.10	2.75	0.00	11.35	YES	YES	PORT/N.FRONTAGE/DRAINAGE
37	26/T1N/R3E	22	MULT	102	I	GI	9.03	0.00	0.00	9.03	YES	YES	PORT OF PORTLAND TROUTDALE AIRPORT
38	26/T1N/R3E	50	MULT	103	I	LI	2.68	0.00	0.00	2.68	YES	YES	COLUMBIA RIVER HWY FRONTAGE
39	26/T1N/R3E	23	MULT	103	I	LI	0.12	0.00	0.00	0.12	YES	YES	W. COLUMBIA RIVER HWY FRONTAGE/GOOD ACCESS
40	26/T1N/R3E	75	MULT	103	I	LI	0.05	0.00	0.00	0.05	YES	YES	W.COLUMBIA RIVER HWY
41	26/T1N/R3E	35	MULT	103	I	GI	1.02	0.00	0.00	1.02	YES	YES	W. COLUMBIA RIVER HWY/ADJ TO RR
42	26/T1N/R3E	39	MULT	103	I	GI	2.98	0.00	0.00	2.98	YES	YES	W.COLUMBIA RIVER HWY/N.OF RR
43	26/T1N/R3E	19	MULT	103	I	LI	46.80	20.00	0.00	26.80	YES	YES	N. OF HALSEY/GOOD ACCESS/COUNTY OWNED/DRAINAGE
43	26/T1N/R3E	11	MULT	103	I	IP	13.29	3.00	0.00	10.29	YES	YES	N. OF HALSEY/OWNED BY MULT CO/DRAINAGE
43	26/T1N/R3E	19	MULT	103	I	GI	22.90	0.00	0.00	22.90	YES	YES	S. OF COL RIVER HWY/COUNTY OWNED
44	26/T1N/R3E	9	MULT	103	I	IP	17.50	0.00	0.00	17.50	YES	YES	EDGEFIELD MANOR/COUNTY OWNED
45	01/T1S/R4E	4	MULT	104	I	IP	38.47	0.00	0.00	38.47	YES	YES	TROUTDALE ROAD/MHCC (ASC OVERLAY)
46	01/T1S/R4E	7	MULT	104	I	IP	5.63	0.00	0.00	5.63	YES	YES	TROUTDALE ROAD/MHCC (ASC OVERLAY)
47	01/T1S/R4E	59	MULT	104	I	IP	8.20	0.00	0.00	8.20	YES	YES	TROUTDALE ROAD/MHCC (ASC OVERLAY)
48	23/T1N/R3E	18	MULT	102	I	GI	37.60	0.00	0.00	37.60	YES	YES	ANNEXED 1987/88--SERVICES EXTENDED THROUGH LID*
49	27/T1N/R3E	261	MULT	102	I	GI	18.86	0.00	0.00	18.86	YES	YES	ANNEXED 1987/88-SERVICES EXTENDED THROUGH LID*
50	23/T1N/R3E	29	MULT	102	I	GI	52.21	0.00	0.00	52.21	YES	YES	ANNEXED 1987/88--SERVICES EXTENDED THROUGH LID*
51	22/T1N/R3E	26	MULT	102	I	GI	7.49	0.00	0.00	7.49	YES	YES	ANNEXED 1987/88 PORTION IN AIRPORT CLEAR ZONE*

52	22/T1NR3E	27	MULT	102	I	GI	21.73	0.00	0.00	21.73	YES	YES	ANNEXED 1987/88--SERVICES EXTENDED THROUGH LID*
53	22/T1N/R3E	7	MULT	102	I	GI	1.33	0.00	0.00	1.33	YES	YES	ANNEXED 1987/88-SERVICES EXTENDED THROUGH LID*
54	22/T1N/R3E	8	MULT	102	I	GI	10.68	0.00	0.00	10.68	YES	YES	ANNEXED 1987/88-SERVICES EXTENDED THROUGH LID*
55	22/T1N/R3E	12	MULT	102	I	GI	15.33	0.00	0.00	15.33	YES	YES	ANNEXED 1987/88-SERVICES EXTENDED THROUGH LID*
56	22/T1N/R3E	10	MULT	102	I	GI	3.88	0.00	0.00	3.88	YES	YES	ANNEXED 1987/88-SERVICES EXTENDED THROUGH LID*
57	22/T1N/R3E	11	MULT	102	I	GI	23.69	0.00	0.00	23.69	YES	YES	ANNEXED 1987/88-SERVICES EXTENDED THROUGH LID*
58	23/T1N/R3E	53	MULT	102	I	GI	14.18	0.00	0.00	14.18	YES	YES	ANNEXED 1987/88-SERVICES EXTENDED THROUGH LID*
59	22/T1N/R3E	13	MULT	102	I	GI	15.36	0.00	0.00	15.36	YES	YES	ANNEXED 1987/88 RAILROAD SPUR LINE RIGHT-OF-WAY*
60	22/T1N/R3E	25	MULT	102	I	GI	2.01	0.00	0.00	2.01	YES	YES	ANNEXED 1987/88 RAILROAD SPUR LINE RIGHT OF WAY*
61	26/T1N/R3E	119	MULT	103	I	LI	2.34	0.00	0.00	2.34	YES	YES	WEST COLUMBIA TO RAILROAD
						TOTALS	777.69	71.96	0.00	705.73			

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PROPERTIES LISTED WITHIN THE 100 YEAR FLOOD PLAIN BOUNDARIES INCLUDE DEVELOPABLE PARCELS WITH DRAINAGE CONSTRAINTS .

THE MAJORITY OF PROPERTIES LISTED ARE BUILDABLE IF CONSTRUCTION METHODS TO MITIGATE AGAINST FLOOD DAMAGE ARE USED.

* ADDITIONAL INFORMATION REGARDING FLOODPLAIN AND DRAINAGE PROBLEMS WILL BE INCORPORATED INTO INVENTORY.

FOR MORE INFORMATION - CONTACT THE CITY OF OF TROUTDALE, 104 SE KIBLING STREET, TROUTDALE, OR 97060 (503) 665-5175

HOUSING

GOAL: To provide for the housing needs of citizens of the State.

OBJECTIVE: Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.

INTRODUCTION

This section includes an inventory of the City's housing stock and residential buildable lands. It describes housing types, densities, cost, condition and vacancy rates, and analyzes family income and population growth.

Housing Types and Densities

The City's existing housing stock is dominated by single-family detached residential units. Duplexes account for a significant portion of housing with multi-family and manufactured homes providing only a minor portion of the total housing for Troutdale residents. Single-family homes remain relatively affordable in Troutdale and given market conditions should continue to be the primary source of housing. It is anticipated that as development costs escalate higher density, alternative forms of affordable housing will become more common in Troutdale. The City has reserved a significant amount of land for these uses for future construction. The following table lists records for the City from 1982 to 1990.

FISCAL YEAR	SINGLE-FAMILY DETACHED	ATTACHED RESIDENTIAL	MULTI-FAMILY RESIDENTIAL
1982-1983	98	0	0
1983-1984	54	0	0
1984-1985	20	2	0
1985-1986	36	2	0
1986-1987	35	3	0
1987-1988	33	1	0
1988-1989	64	6	0
1989-1990	63	2	0
TOTAL	403	18	0

The City's housing stock has increased from .421 units, 17.5% Since 1982. Single-family detached residential construction accounted for 97% of the growth with the remainder being two-family or duplex construction. The City's multi-family and manufactured home stock has remained stable for this period. The existing housing stock by housing type, number of units and percentage of total units is summarized as follows:

HOUSING TYPE	NO. OF UNITS	PERCENTAGE
Single-family detached	2116	83.0
Two-family Duplex	286	11.1
Manufactured Homes	9	0.4
Multi-family Residential	141	5.5
TOTAL	2548	100%

Housing is provided for through the following established zoning districts within the City.

R-20: Provides for single-family dwellings at 20,000 sq.ft. per unit.

R-10: Provides for single-family dwellings at 10,000 sq.ft. per unit.

R-7: Provides for single-family dwellings at 7,000 sq.ft. per unit, and for duplexes at 5,000 sq.ft. per unit.

R-5: Provides for single-family dwellings at 5,000 sq.ft. per unit, and for duplexes and mobile homes at 4,000 sq.ft. per unit.

R-4: Provides for single-family detached dwellings at 4000 sq.ft. per unit and for attached residential units at 3500 sq.ft. per unit.

A-2: Provides for apartments on a sliding scale with an average of 2000 sq.ft. per unit. Multi-family housing is also permitted in the Central Business District.

The City's Development Code provides for Two-family duplex housing in the R-10, R-7, R-5, R-4 and A-2 districts. It provides for manufactured dwelling subdivisions and parks in the R-5 and R-4 districts. In addition, the Planned Development procedure may be utilized within all residential districts to achieve a 25% increase in density.

Housing Cost and Family Income

According to the 1980 census (General Housing Characteristics), the median price of an owner-occupied housing unit in Troutdale is $68,200. The following table, based on the 1980 census, provides a price range distribution and indicates that the $50,000 to $99,999 range is most representative of the City's housing stocks.

PRICE RANGE	HOUSING UNITS
< $ 10,000	0
$ 10,000 - 19,999	7
$ 20,000 - 29,999	12
$ 30,000 - 49,999	74
$ 50,000 - 99,999	1,098
$100,000 - 149,999	26
$150,000 - 199,999	5
> - 200,000	3
TOTAL:	**1,227**

More recent information for the Gresham/Troutdale area* indicates that the average selling price had experienced a significant drop by 1983. Since the mid 1980's, however, this average has risen from a 1983 low of $62,800. Average selling prices are still consistent with the $50,000-$99,999 range, representing the typical housing market demand for single-family units in Troutdale.

YEAR	AVERAGE SELLING PRICE GRESHAM/TROUTDALE HOUSE
1982	$ 70,000
1983	62,800
1984	66,000
1985	66,100
1986	65,000
1987	66,800
1988	67,300
1989	67,500
1990 (July)	73,500

The median rent for renter-occupied housing in Troutdale, according to the 1980 census, is $330 per unit per month. The range of contract rents, as provided by census data, are as follows:

RENT RANGE	NUMBER OF RENTAL UNITS
< - $ 50	1
$ 50 - 99	3
$100 - 149	22
$150 - 199	47
$200 - 249	43
$250 - 299	49
$300 - 349	100
$350 - 399	107
$400 - 499	71
$500 - >	6
No Cash Rent	10
TOTAL:	**459**

* Metropolitan Portland Real Estate Report.

Median family income in Troutdale is higher than in the cities of Gresham and Portland and Multnomah County, according the Metropoitian Service District.

JURISDICTION	MEDIAN FAMILY INCOME
Troutdale	$34.630
Multnomah Co.	$25,100
Portland PMSA	$28,700

Vacancy Rates

According to the Metropolitan Portland Real Estate Report, the vacancy rates in Troutdale are as follows by percent:

	1982	1983	1984	1985	1986	1987	1988	1989	1990
Single-family	2.4	2.2	1.5	1.7	2.0	2.1	1.8	1.5	0.8
Multi-family	10.3	8.3	4.9	4.5	5.0	4.1	2.5	2.1	1.5

Housing Condition

The City's housing stock is relatively new. Since 1970, 1,518 dwelling units have been built. That represents 60% of the City's housing stock. Over 93% (2,374 units) of the housing stock was built since 1960, and is in good overall condition.

Buildable Residential Lands

In addition to vacant buildable lands available for subdivision there are several lots available for construction within existing subdivisions throughout the City. The following table indicates the number of vacant lots within existing subdivisions as of July 1990.

SUBDIVISION	ZONING	NO. VACANT LOTS	NO. UNITS
CORBETH PHASE II	R-7	12	12
TETON RIDGE/RASPBERRY LN	R-10	4	4
C. P. PARK	R-7	3	3
SANDEE PALISADES III	R-7	2	2
C. P . PARK	A-2	3	12
OAKMONT	R-4	21	21
FLEUR-DE-LIS	A-2	11	44
TOTAL		64	114

In addition to the lots listed in the subdivisions above there are several subdivisions under construction which will add significantly to the availability of buildable lots. these subdivisions include:

SUBDIVISION	ZONING	NO. OF LOTS	NO. OF UNITS
SANDEE PALISADES IV	R-7	72	72
CEREGHINO ACRES	R-7	53	53
ARCHER'S SWEETBRIAR	R-7	23	23
KRISTIN	R-7	16	16
SUNRIDGE	R-7	21	21
MANUFACTURED DWELLINGS Buxton Place	R-5	26	26
TOTAL		211	211

Buildable lands include unrestricted land for development purposes. Development restrictions include severe slopes (> 30%) and flooding potential (100-year flood). The City has over 440 net buildable acres of unsubdivided residential land. Net buildable acreage is land that has been adjusted for restrictions, an allowance for rights-of-way and for existing dwellings on unsubdivided acreage. The elements of this formula are set forth as follows: Net Buildable Acres = Gross Acres - (Restricted Acres + 20% Right-Of-Way + Adjustment for Existing Dwellings on Unsubdivided Acreage). Acreage summaries are listed below. For specific calculations per zone which are adjusted for existing dwellings, please see specific summaries by zoning district.

POTENTIAL BUILDOUT SCENARIO

HOUSING TYPES	EXISTING UNITS	ADDITIONAL UNITS	TOTAL UNITS
SINGLE-FAMILY	2116	2248	4364
* ATTACHED RESIDENTIAL/ DUPLEX	282	399	681
** MANUFACTURED DWELLING UNITS	9	76	85
MULTI-FAMILY RESIDENTIAL	141	2707	2848
TOTAL	2548	5380	7928

* Assumes that 3.5% of all R-7 and R-5 Zoning Districts will develop with attached/duplex units.

** Assumes that 5% of all R-4 and R-5 zoning Districts will develop as manufactured dwelling parks or subdivisions.

Summary - Unsubdivided Residential Land (acres)

ZONING DISTRICT	GROSS ACRES	>30% SLOPE	100-YEAR FLOOD	RIGHT-OF-WAY	DED.FOR DWELLING	NET ACRES
R-20	29.17	1.56	0.75	N/A	13.31	13.55
R-10	11.67	0.00	0.00	2.334	1.15	8.186
R-7	293.85	11.81	0.00	58.774	1.60	221.666
R-5	96.79	.84	0.00	19.362	.46	76.128
R-4	42.85	2.08	.26	8.57	.37	31.57
A-2	92.20	N/A	0.00	N/A	1.47	90.73
TOTALS	**566.53**	**16.29**	**.75**	**89.04**	**18.36**	**441.83**

Projection of Housing and Population Growth

The number of potential housing units on unsubdivided lands is calculated on the basis of allowable densities, as detailed in the individual zoning district summaries with adjustments for existing dwelling units.

The number of potential housing units within the City boundary of Troutdale is 7,978 at buildout (saturation level). Assuming a household size of 2.91 (as per Metro 1987) for this part of Multnomah County, the projected additional population to be accommodated exceeds 15,800 for a total population at buildout exceeding 23,000.

HOUSING DENSITY - NEW CONSTRUCTION

Housing density of vacant buildable land is expressed in units per net acre. Overall net density in Troutdale for new construction exceeds state requirements and is projected to be 11.5 UNA. This density calculation does not include the potential to increase density by 25% through the Planned Development process, nor does it project the absolute maximum development potential for all zoning districts.

HOUSING MIX - NEW CONSTRUCTION

The City's existing housing inventory indicated that the existing housing mix is 83% single-family and 17% attached multi-family. Provisions for new construction will allow the opportunity for a substantial increase in the ratio of single-family to attached/multi-family units. The Buildable Lands Inventory indicates a ratio of 42% single-family versus 58% attached/multi-family units.

SUMMARY

The City's housing stock consists primarily of single-family detached dwellings. The single-family housing stock has increased from 1,618 units in 1982 to 2116 in 1990. Attached/Multi-family housing units increased during the same period from 281 to 423 units. The City's mobile home stock remains unchanged at 9 units. The total number of housing units within the City of Troutdale as of June, 1990 is 2458 units.

Housing is provided for through three residential designations: Low-Density Residential (LDR), Medium-Density Residential (MDR), and High-Density Residential (HDR). LDR provides for up to 6.2 dwelling units per net acre. MDR provides for 6.3 to 8.7 dwelling units permit net acres and HDR provides for up to 29.0 dwelling units per net acre depending on parcel size and whether the Planned Development procedure is utilized. The City's land use regulations provide for attached single-family dwellings in all residential zones except a rather small-scale R-20 zoning district. Manufactured Dwelling Subdivisions and parks are allowed within the R-4 and R-5 Zoning Districts. In addition, the Planned Development procedure may be utilized in all residential districts to achieve up to a 25% increase in density.

The average 1990 selling price of a single-family dwelling unit in Troutdale is $73,500, up from $62,800 in 1983. The median monthly rent in 1980 was $330 per renter-occupied units. Both these levels of housing costs are within the ranges identified for this area of Multnomah County. The median family income in Troutdale is higher than in the City of Gresham and Multnomah County. The 1990 vacancy rate in Troutdale as indicated in the Metropolitan Portland Real Estate Report is 0.8% for single-family homes and 1.5% for multi-family units.

The City's housing stock is in good overall condition. More than 93% of the housing stock was built since 1960, and more than 60% was built since 1970. Less than 10% of the housing stock is more than 25 years old.

Opportunities for new construction include 225 lots in developments currently under construction and 566.531 buildable vacant acres for residential use. This inventory of land provides opportunities for a mix of all housing types of 5,101 additional units at buildout within the existing City boundary. At buildout, the City of Troutdale will have the capacity to house more than 15,800 additional people for a total population exceeding 23,000.

BUILDABLE RESIDENTIAL LANDS INVENTORY
JULY 1990
SUMMARY OF ALL ZONES

THE TABLE BELOW SUMMARIZES ALL VACANT OR SIGNIFICANTLY UNDERUTILIZED RESIDENTIAL PROPERTIES WITHIN TROUTDALE'S CURRENT CITY LIMITS.

ZONE	NUMBER OF PARCELS	GROSS ACRES	NET ACRES	EXISTING DWELLINGS	REVISED NET ACRES	POTENTIAL DWELLINGS
R20	9	29.17	26.86	29	13.54	27
R10	10	11.67	9.34	5	8.19	33
R7	37	293.85	223.27	9	221.85	1378
R5	13	96.79	76.76	4	76.13	667
R4	13	42.85	31.95	6	31.57	345
A2	45	95.22	91.99	15	91.99	2651
TOTAL	173	566.53	460.17	68	443.27	5,101

THE NET ACREAGE FIGURES HAVE BEEN CALCULATED WITH DEDUCTIONS FROM THE GROSS ACREAGE FOR SLOPES, FLOOD PLAINS, AND RIGHT-OF-WAY DEDICATION REQUIREMENTS

CALCULATIONS FOR THE A2 DISTRICT ARE NOT INCLUDED IN THIS SUMMARY. DETAILED RESEARCH FOR A2 DISTRICTS WAS BEYOND THE SCOPE OF THE PROJECT.

BUILDABLE RESIDENTIAL LANDS
R20 ZONING DISTRICT
JULY 1990

ID#	SECTION	TAX LOT	ZONE	GROSS ACRES	NET ACRES	TOTAL NET SQ.FEET	SLOPE	FLOOD PLAIN	RIGHT OF WAY	EXISTING DWELLINGS	REVISED NET ACRES (S.F.)	POTENTIAL DWELLINGS
3	2S	167	R20	4.48	4.48	195148.80	0.00	0.00	0.00	0	195148.80	9
4	2S	100	R20	2.47	2.47	107593.20	0.00	0.00	0.00	0	107593.20	5
5	2S	99	R20	1.07	1.07	46609.20	0.00	0.00	0.00	0	46609.20	2
7	2S	21	R20	1.00	1.00	43560.00	0.00	0.00	0.00	0	43560.00	2
11	2S	192	R20	0.99	0.99	43124.40	0.00	0.00	0.00	0	43124.40	2
119	3S	59	R20	4.00	3.70	161172.00	0.30	0.00	0.00	6	41172.00	2
120	3S	73	R20	5.81	4.80	209088.00	0.26	0.75	0.00	8	49088.00	2
168	3I	15	R20	7.05	6.05	263538.00	1.00	0.00	0.00	11	43538.00	2
177	3I	3	R20	2.30	2.30	100188.00	0.00	0.00	0.00	4	20188.00	1
TOTALS				29.17	26.86	1170021.60	1.56	0.75	0.00	29	590021.60	27

(SLOPE/FLOODPLAIN/ROW IN ACRES)

BUILDABLE RESIDENTIAL LANDS
R10 ZONING DISTRICT
JULY 1990

ID#	SECTION	TAX LOT	ZONE	GROSS ACRES	NET ACRES	TOTAL NET SQ.FEET	SLOPE	FLOOD PLAIN	RIGHT OF WAY	EXISTING DWELLINGS	REVISED NET ACRES (S.F.)	POTENTIAL DWELLINGS
26	25	150	R10	1.01	0.81	35,196	0.00	0.00	0.202	1	25196.48	2
27	25	88	R10	0.83	0.66	28,924	0.00	0.00	0.166	0	28923.84	2
28	25	89	R10	1.61	1.29	56,192	0.00	0.00	0.322	0	56192.40	5
29	25	91	R10	1.84	1.47	64,120	0.00	0.00	0.368	1	54120.32	5
30	25	74	R10	0.92	0.74	32,060	0.00	0.00	0.184	1	22060.16	2
31	25	92	R10	0.92	0.74	32,060	0.00	0.00	0.184	1	22060.16	2
104	35	46	R10	1.60	1.28	55,757	0.00	0.00	0.320	1	45756.80	4
105	35	18TP	R10	0.62	0.50	21,606	0.00	0.00	0.124	0	21605.76	2
124	36	67	R10	1.35	1.08	47,045	0.00	0.00	0.270	0	47044.80	5
139	36	62	R10	0.97	0.78	33,803	0.00	0.00	0.194	0	33802.56	3
10				11.67	9.34	406,763.28	0.00	0.00	2.33	5	356763.28	33

(SLOPE/FLOODPLAIN/ROW IN ACRES)

BUILDABLE RESIDENTIAL LANDS
R-7 ZONING DISTRICT
JULY 1990

ID#	SECTION	TAX LOT	ZONE	GROSS ACRES	NET ACRES	TOTAL NET SQ.FEET	SLOPE	FLOOD PLAIN	RIGHT OF WAY	EXISTING DWELLINGS	REVISED NET ACRES (S.F.)	POTENTIAL DWELLINGS
1	25	203	R7	31.95	24.56	1069833.60	1.00	0.00	6.390	0	1,069,833.60	152
22	25	70	R7	8.75	1.25	54450.00	5.75	0.00	1.750	0	54,450.00	8
23	25	15	R7	2.20	0.90	39204.00	0.86	0.00	0.440	0	39,204.00	5
24	25	71	R7	1.40	0.97	42253.20	0.15	0.00	0.280	1	35,253.20	5
25	25	17	R7	0.35	0.18	7840.80	0.10	0.00	0.070	0	7,840.80	1
69	35	16	R7	11.76	9.41	409812.48	0.00	0.00	2.352	0	409,812.48	58
71	35	43	R7	2.25	1.80	78408.00	0.00	0.00	0.450	0	78,408.00	11
73	35	25	R7	4.07	3.26	141831.36	0.00	0.00	0.814	0	141,831.36	20
74	35	42	R7	9.28	7.42	323389.44	0.00	0.00	1.856	0	323,389.44	46
76	35	23	R7	9.25	7.40	322344.00	0.00	0.00	1.850	0	322,344.00	46
77	35	24	R7	14.97	11.98	521674.56	0.00	0.00	2.994	0	521,674.56	75
80	35	21	R7	4.46	3.57	155422.08	0.00	0.00	0.892	1	148,422.08	21
91	35	31	R7	3.52	2.82	122664.96	0.00	0.00	0.704	1	115,664.96	16
96	35	19	R7	3.89	3.11	135558.72	0.00	0.00	0.778	1	128,558.72	18
97	35	20	R7	3.89	3.11	135558.72	0.00	0.00	0.778	0	135,558.72	19
106	35	59	R7	1.25	1.00	43560.00	0.00	0.00	0.250	1	36,560.00	5
108	35	77	R7	0.31	0.25	10802.88	0.00	0.00	0.062	0	10,802.88	1
110	35	9	R7	11.02	8.82	384024.96	0.00	0.00	2.204	0	384,024.96	55
111	35	1	R7	7.20	5.76	250905.60	0.00	0.00	1.440	0	250,905.60	36
117	36	4 TP	R7	1.75	1.40	60984.00	0.00	0.00	0.350	0	60,984.00	8
123	36	30	R7	4.48	3.58	155944.80	0.00	0.00	0.896	0	155,944.80	22
126	36	71	R7	0.50	0.40	17424.00	0.00	0.00	0.100	1	10,424.00	1
135	36	50	R7	2.66	0.80	34848.00	1.33	0.00	0.532	0	34,848.00	5
136	36	54	R7	26.50	21.18	922600.80	0.02	0.00	5.300	0	922,600.80	132
137	36	3 1/16TP	R7	2.31	1.85	80498.88	0.00	0.00	0.462	1	73,498.88	10
140	36	10 16TP	R7	2.11	1.69	73529.28	0.00	0.00	0.422	0	73,529.28	11
141	36	35	R7	9.82	7.86	342207.36	0.00	0.00	1.964	1	335,207.36	48
142	36	32	R7	18.45	14.76	642945.60	0.00	0.00	3.690	0	642,945.60	92
144	36	33	R7	18.96	15.17	660805.20	0.00	0.00	3.792	0	660,805.20	94
148	36	61	R7	3.93	2.35	102366.00	0.79	0.00	0.786	0	102,366.00	15
149	36	88	R7	22.69	17.18	748360.80	0.97	0.00	4.538	0	748,360.80	107
155	36	15	R7	6.26	4.17	181645.20	0.84	0.00	1.252	0	181,645.20	26
156	1	66	R7	29.77	23.82	1037424.96	0.00	0.00	5.954	0	1,037,424.96	148
157	1	46	R7	2.19	1.75	76317.12	0.00	0.00	0.438	0	76,317.12	11
158	1	41	R7	2.24	1.79	78059.52	0.00	0.00	0.448	1	71,059.52	10
159	1	42	R7	3.40	2.72	118483.20	0.00	0.00	0.680	0	118,483.20	17
160	1	62	R7	4.06	3.25	141482.88	0.00	0.00	0.812	0	141,482.88	20
TOTALS				293.85	223.37	9725466.96	11.81	0.00	58.77	9	9,862,466.96	1377

(SLOPE/FLOODPLAIN/ROW IN ACRES)

BUILDABLE RESIDENTIAL LANDS
R5 ZONING DISTRICT
JULY 1990

ID#	SECT.	TAX LOT	ZONE	GROSS ACRES	NET ACRES	TOTAL NET SQ.FEET	SLOPE	FLOOD PLAIN	RIGHT OF WAY	EXISTING DWELLINGS	REVISED NET ACRES (S.F.)	POTENTIAL DWELLINGS
34	26	270	R5	15.15	11.45	498,675	0.84	0.00	2.862	0	498,674.88	100
67	35	40	R5	8.43	6.74	293,769	0.00	0.00	1.686	0	293,768.64	59
68	35	16	R5	10.87	8.70	378,798	0.00	0.00	2.174	0	378,797.76	75
70	35	43	R5	7.08	5.66	246,724	0.00	0.00	1.416	0	246,723.84	49
81	35	8	R5	6.06	4.85	211,179	0.00	0.00	1.212	0	211,178.88	42
82	35	58	R5	0.50	0.40	17,424	0.00	0.00	0.100	1	12,424.00	2
83	35	44	R5	2.42	1.94	84,332	0.00	0.00	0.484	1	79,332.16	15
84	35	45	R5	1.94	1.55	67,505	0.00	0.00	0.388	1	62,605.12	13
85	35	52	R5	8.46	6.77	294,814	0.00	0.00	1.692	0	294,814.08	59
88	35	68	R5	17.97	14.38	626,219	0.00	0.00	3.594	0	626,218.56	125
101	35	1STP	R5	6.42	5.14	223,724	0.00	0.00	1.284	1	218,724.16	44
102	35	17	R5	3.17	2.54	110,468	0.00	0.00	0.634	0	110,468.16	22
145	36	33	R5	8.32	6.66	289,935	0.00	0.00	1.664	0	289,935.36	58
TOTALS				96.79	76.76	3,343,665.60	0.84	0.00	19.19	4	3,323,665.60	667

BUILDABLE RESIDENTIAL LANDS
R4 ZONING DISTRICT
JULY 1990

ID#	SECT.	TAX LOT	ZONE	GROSS ACRES	NET ACRES	TOTAL NET SQ.FEET	SLOPE	FLOOD PLAIN	RIGHT OF WAY	EXISTING DWELLINGS	REVISED NET ACRES (S.F.)	POTENTIAL DWELLINGS
35	26	270	R4	13.97	10.07	438474.96	1.11	0.00	2.794	0	438,474.96	110
39	26	27	R4	3.14	2.51	109422.72	0.00	0.00	0.628	1	105,422.72	27
40	26	21	R4	7.18	5.74	250208.64	0.00	0.00	1.436	0	250,208.64	63
75	35	23	R4	0.56	0.45	19514.88	0.00	0.00	0.112	0	19,514.88	5
78	35	47	R4	0.27	0.22	9408.96	0.00	0.00	0.054	1	5,408.96	2
98	35	1 OF 14TP	R4	0.70	0.56	24393.60	0.00	0.00	0.140	1	20,393.60	6
112	35	1	R4	2.75	2.20	95832.00	0.00	0.00	0.550	0	95,832.00	24
113	35	47	R4	0.23	0.18	8015.04	0.00	0.00	0.046	2	8015.04	2
125	36	49	R4	1.17	0.94	40772.16	0.00	0.00	0.234	0	40,772.16	10
127	36	17	R4	0.50	0.40	17424.00	0.00	0.00	0.100	1	13,424.00	4
143	36	32	R4	5.00	4.00	174240.00	0.00	0.00	1.000	0	174,240.00	44
147	36	33	R4	5.73	4.11	179205.84	0.47	0.00	1.146	0	179,205.84	45
152	36	48	R4	1.65	0.56	24393.60	0.50	0.25	0.330	0	24,393.60	6
TOTALS				42.85	31.94	1391306.40	2.08	0.25	8.570	6	1,375,306.40	348

(SLOPE/FLOODPLAIN/ROW IN ACRES)

BUILDABLE RESIDENTIAL LANDS
A2 ZONING DISTRICT
JULY 1990

BUILDING SITE NO.	ID#	SECT.	TAX LOT	GROSS ACRES	SLOPE	FLOOD PLAIN	RIGHT OF WAY	NET ACRES	TOTAL NET SQ.FT.	POTENTIAL # OF	CURRENT # DWELLINGS	MAXIMUM # DWELLINGS
A	54	26	3	0.92	0.00	0.00	0.00	0.92	40075.20	50	0	50
	55	26	115	1.52	0.00	0.00	0.00	1.52	66211.20			
B	51	26	60	0.69	0.00	0.00	0.00	0.69	30056.40	92	4	96
	53	26	62	0.22	0.00	0.00	0.00	0.22	9583.20			
	56	26	77	0.70	0.00	0.00	0.00	0.70	30492.00			
	57	26	123	0.56	0.00	0.00	0.00	0.56	24393.60			
	58	26	47	1.02	0.00	0.00	0.00	1.02	44431.20			
C	59	26	41	0.70	0.00	0.00	0.00	0.70	30492.00	91	5	96
	60	26	83	0.62	0.00	0.00	0.00	0.62	27007.20			
	61	26	44	0.62	0.00	0.00	0.00	0.62	27007.20			
	62	26	65	0.97	0.00	0.00	0.00	0.97	42253.20			
	63	26	108	0.30	0.00	0.00	0.00	0.30	13068.00			
	64	26	105	0.43	0.00	0.00	0.00	0.43	18730.80			
	65	26	55	0.42	0.00	0.00	0.00	0.42	18295.20			
	66	26	64	0.49	0.00	0.00	0.00	0.49	21344.40			
D	41	26	46	4.20	0.23	0.00	0.00	3.97	172933.20	105	0	105
E	42	26	70	1.74	0.35	0.00	0.00	1.39	60548.40	140	1	140
	43	26	67	3.26	0.00	0.00	0.00	3.26	142005.60			
F	44	26	85	0.57	0.00	0.00	0.00	0.57	24829.20	264	3	267
	45	26	97	0.19	0.00	0.00	0.00	0.19	8276.40			
	46	26	96	1.51	0.00	0.00	0.00	1.51	65775.60			
	47	26	79	1.59	0.00	0.00	0.00	1.59	69260.40			
	48	26	78	1.07	0.00	0.00	0.00	1.07	46609.20			
	49	26	28	2.40	0.00	0.00	0.00	2.40	104544.00			
	50	26	16	0.12	0.00	0.00	0.00	0.12	5227.20			
	52	26	2	0.39	0.00	0.00	0.00	0.39	16988.40			
G	38	26	8	4.84	0.89	0.00	0.00	3.95	172062.00	133	0	133
H	99	35	9	6.62	0.00	0.00	0.00	6.62	288367.20	140	0	140
I	100	35	86	1.76	0.00	0.00	0.00	1.76	76665.60	43	1	43
	109	35	87	0.44	0.00	0.00	0.00	0.44	19166.40			
J	92	35	104	0.94	0.00	0.00	0.00	0.94	40946.40	232	1	233
	93	35	3	6.18	0.00	0.00	0.00	6.18	269200.80			
K	94	35	19	0.41	0.00	0.00	0.00	0.41	17859.60	19	0	19
	95	35	20	0.76	0.00	0.00	0.00	0.76	33105.60			
L	90	35	68	7.47	0.00	0.00	0.00	7.47	325393.20	247	0	247

M	86	36	33	8.32	0.00	0.00	0.00	8.32	362419.20	81	0	81
	87	36	67	1.00	0.00	0.00	0.00	1.00	43560.00			
N	103	35	48	1.00	0.00	0.00	0.00	1.00	43560.00	16	0	16
O	79	35	20	4.82	0.00	0.00	0.00	4.82	209959.20	294	0	294
	107	35	89	2.73	0.00	0.00	0.00	2.73	118918.80			
P	72	35	8	0.58	0.00	0.00	0.00	0.58	25264.80	8	0	8
Q	150	36	19	7.72	0.97	0.00	0.00	6.75	294030.00	411	0	411
	151	36	47	3.50	0.79	0.00	0.00	2.71	118047.60			
R	146	36	33	8.03	0.00	0.00	0.00	8.03	349786.80	272	0	272
S	32	25	93	0.88	0.00	0.00	0.00	0.88	38332.80	13	0	13
TOTALS				95.22	3.23	0.00	0.00	91.99	4007084.40	2651	15	2664

(SLOPE/FLOODPLAIN/ROW)

PUBLIC FACILITIES AND SERVICES

GOAL

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

OBJECTIVE

Urban development shall be guided and supported by types and levels of urban services appropriate for the urban and urbanizable areas to be served. A provision for key facilities shall be included in the Troutdale Comprehensive Plan.

INTRODUCTION

The following is a summary of key urban facilities in Troutdale and includes a discussion of water, sanitary and storm facilities, the street network, police and fire protection, the public school system, parks and recreation and general governmental services. A separate document, the Public Facilities Plan, sets forth policies, inventory and evaluation, and needs and requirements for water, storm and sanitary sewer and transportation.

Water Facilities

The City draws its water supply from upper groundwater aquifers which underlie the Troutdale area. The City has a total of six wells at its disposal. These wells have the following pumping capacity:

Well 1:	Out of Service	Well 4:	950 GPM
Well 2:	425 GPM	Well 6:	650 GPM
Well 3:	600 GPM	Well 7:	Drilled/Not pumped (Future production at 750 GPM)

The City also has substantial water storage capacity as indicated by the following existing reservoirs.

Reservoir 1:	1 million gallons
Reservoir 2:	1 million gallons
Reservoir 3:	2 million gallons
Reservoir 4:	2 million gallons
TOTAL	6 million gallons

In addition, the City is planning a fifth reservoir located on the west side of town. This reservoir will add another two million gallons to the existing water storage capacity, primarily to serve industrial lands in the northern portion of the City.

Regarding distribution of water to local users, the City's main feeder lines extend throughout the community and provide water service to all properties west of the Sandy River. Land on the east side of the Sandy River is not served by City water.

Sanitary Sewer Facilities

Local sewage is collected and treated by the City's sanitary sewer system. Sewer trunk lines extending to all parts of Troutdale and collect the sewage which then flows to the City's sewage treatment plant located in the Old Town area. The system also includes pressure lines north of the railroad and several pump stations in the vicinity to ensure proper functioning at lower elevations. The present treatment plant capacity exceeds 1.6 million gallons per day, with the plant is currently running at 60-70% of its overall capacity. Functional capacity is sometimes limited due to inadequate digester capacity.

Street Network

Troutdale's street network is composed of the full range of urban classified streets, i.e., local access, collector, arterial, highway, freeway (see discussion of street classification under Goal 12 - Transportation). In addition, the City maintains an aressive reconstruction program to improve the condition of the City's street system.

It should be noted that completion of 257th Avenue has provided a major north/south arterial facility which has significantly facilitated traffic flow in and through Troutdale.

Storm Sewer Facilities

The City of Troutdale recently adopted the North Troutdale Drainage Master Plan. A second plan currently under preparation is the South Troutdale Drainage Master Plan, Eventually the City will have all areas encompassed by a drainage plan. Some storm water runoff is presently accommodated by an adequate system of dry wells which are distributed over the southwest quadrant of Troutdale. Storm sewer improvements are constantly being implemented.

Police Service

The City provides police protection to all areas inside the corporate limits. The current police force includes a total of 12 administrative clerical and patrol personnel. The level of police service in Troutdale is a ratio of approximately one officer per thousand population based on a 24-hour patrol. The City has recently acquired a Bank building to house the Police Department. With present personnel there is adequate police protection to serve the current population of Troutdale. The City has future expansion plans for police protection and with additional personnel to be provided as growth occurs.

Fire Protection

Fire protection is provided by Fire District 10 under contract with the City of Portland Fire Bureau. Fire Station No. 49 is centrally located at the intersection of Cherry Park Road and Hensley Road. It houses an engine-pumper, a life support rescue vehicle, a brush unit vehicle, and five firemen on duty during each 24-hour period. Unlike police service, the fire protection capacity can accommodate considerably more growth without expanding present personnel or equipment.

Portland Fire Bureau staff indicate that population growth is actually a minor consideration and that distance from a fire station is the most important factor. Since Troutdale will likely not be expanding its current city limits much beyond the current boundary, it is anticipated that Station No. 49 will continue to provide adequate fire protection for new growth. If necessary, back-up service is available from Station No. 71 (Kane Road) and Station No. 72 (Eastman Avenue).

Public School System

Residents of Troutdale are served by the Reynolds School District. The City's student population attends elementary and high school for grades 1-12. Three of Reynolds School facilities are located within the city limits. The figures for present enrollment/capacity are as follows:

Troutdale Elementary School		Sweetbriar Elementary School	
Present Enrollment:	487	Present Enrollment:	472
Present Capacity:	504	Present Capacity:	540
Reynolds High School		**Columbia Middle School** (not within Troutdale city limits)	
Present Enrollment:	819	Present Enrollment	918
Present Capacity:	1200	Present Capacity	950

Recreation Facilities

The City provides numerous recreation facilities including a community-wide park and open space system composed of the following sites:

1. Community Park, 9.51 acres
2. C.P. Park, 0.4 acres
3. Weedin Park, 2.52 acres
4. Kiku Park, 2.6 acres
5. Sandee Palisades Park, 4.6 acres
6. Lewellyn Park, 2.6 acres
7. Depot Park, 2.6 acres
8. Helen Althaus Park, 10.19 acres
9. Harlow House, 1.4 acres
10. Beaver Creek Greenway, approximately 60 acres

In addition, other park sites are still in the planning stages and can be considered future park facilities. These sites include Sunrise Park (16 acres) (former Obrist landfill site). The City's 1984 Parks Plan provides a detailed listing of existing and proposed recreation equipment which can be found at each park. Also, the Goal 8 - Recreational Needs section provides a complete park land inventory which is not duplicated here.

Solid Waste Disposal Facilities

There are no sanitary landfill sites within Troutdale. The City's solid waste material is presently collected by EGE Sanitation Service and disposed of in Arlington, OR., under regional authority of the Metropolitan Service District.

Planning, Zoning and Subdivision Control

The City administers local planning, zoning and subdivision codes and ordinances. New development proposals must receive City approval through prescribed review procedures which may require a public hearing

before the Planning Commission and/or City Council. Planning and zoning services are available in the main City Hall building located in the Old Town district of Troutdale.

Health Services

Mt. Hood Medical Center, located nearby on SE Stark Street in Gresham, is the major health service provider in Troutdale area. The facility is a general purpose acute care hospital which is licensed for 113 beds. Local health care providers in Troutdale include the Portland Adventist Medical Clinic, the Columbia View Medical Clinic and the Gresham Eye Clinic.

Energy and Communication Services

Energy services in Troutdale are provided by Portland General Electric (PGE) Company and Northwest Natural Gas Company. Telephone communications are provided by General Telephone (GTE), and cable television service is provided by Paragon Cablesystems.

Community Governmental Services

The City provides numerous community services including general administration of official City business, land use planning and zoning, building, electrical, plumbing and mechanical plan review and inspections, engineering, records management, maintenance of City parks, streets, water and sewer facilities, and police protection.

SUMMARY

The City provides many public facilities and services which are necessary to accommodate new growth. The location and timing of these services determines when and where development can occur. Troutdale has prepared plans for the essential facilities such as water, sewer and streets in order to manage growth in an orderly and systematic manner. The City has adopted a Public Facilities Plan separate from this document.

Since 1976, most neighborhood improvements have been constructed in conjunction with new residential developments. Most major capital improvements such as water reservoirs, wells, sewer trunk lines, and sewage treatment plant expansion have been financed through either the formation of local improvement districts (LID) or FHA loans. The City has also enacted various system development charges (SDC) for sewer, water and arterial streets that require new development to contribute a fair share for services expended in anticipation of growth. Federal funding such as the Community Development Block Grant (CDBG) Program has provided another source of project funding.

Existing and proposed improvements to the City's water system has resulted in an adequate capacity to serve anticipated growth. The present sewer plant capacity has been expanded to 1.6 million gallons per day, with present usage running at approximately 60-70% of capacity. The local street network has been vastly improved with the widening of Stark Street, and the extension of 257th Avenue. New developments will be required to construct local streets which include the installation of storm sewers to help complete the City system.

Police and fire protection are provided on a 24-hour basis respectively by the City and Fire District 10 under contract with the City of Portland. Other governmental services provided by the City include general administration, land use planning and zoning, building plan check review and inspections, engineering, records management, maintenance of City parks, streets, water and sewer facilities. The Reynolds School District provides for the public education needs of Troutdale students. Portland General Electric (PGE) Company and Northwest Natural Gas Company provide energy services to local residents. General Telephone (GTE) Company and Paragon Cablesystems provide telecommunications services to the community.

TRANSPORTATION

GOAL

To provide and encourage a safe, convenient and economic transportation system.

OBJECTIVE

To develop a transportation plan which considers all modes of transportation including mass transit, air, water, rail, highway, bicycle and pedestrian.

INTRODUCTION

Troutdale enjoys excellent regional transportation facilities. A full interchange to I-84 links Troutdale to the Portland region's major north/south freeways (I-5 and I-205) for connection to Washington and California markets. I-84 serves as the Pacific Northwest's only grade-level access through the Cascade Mountains. Marine Drive, a major arterial linking I-84 and I-5, provides access to industrial sites along Sundial Road and to the Portland-Troutdale Airport. The Portland-Troutdale Airport and the Union Pacific Railroad complement the regional transportation network for Troutdale.

Air Transportation

A general aviation airport owned and operated by the Port of Portland is located in the northern portion of the City of Troutdale, adjacent to I-84. The Port acquired the Troutdale Airport from the Civil Aeronautics Division (now the Federal Aviation Administration) in 1942. The Portland-Troutdale Airport (PTA) functions as a general aviation facility and can accommodate small, privately owned planes and corporate aircraft. The PTA is improved with a runway 5,400 feet in length.

Several businesses at the Portland-Troutdale Airport provide services to the aviation user. Numerous other businesses, providing general business or commercial services compatible with airport uses are also located at the airport. Air freight and commercial airline services are available within fifteen minutes of Troutdale at the nearby Portland International Airport.

The Port has developed a Master Plan for the Portland-Troutdale Airport which designates over 75 acres for industrial/business park uses compatible with the airport.

Airport Clear Zone

A clear zone for the Portland-Troutdale Airport has been identified as a local hazard and is depicted on the Flood Hazard/Airport Landing Field Map and the Portland-Troutdale Airport Master Plan. The Portland-Troutdale Airport (PTA) is a general aviation facility which averages over 85,000 operations (take-offs and landings) per year. The PTA has one runway, 5,400 feet in length, with two taxiways. The City has adopted a Airport Landing Field (ALF) zone to adequately protect the identified clear-zone area from development.

Water

No water transportation exists in the Troutdale area other than recreational boating on the Sandy River and commercial tug and barge traffic on the Columbia River.

Railroad

The Union Pacific Railroad traverses the Troutdale area between the I-84 freeway and the Old Columbia River Highway. Reynolds Metals Co. is served by a spur extending off the main line. UPRR Industrial Development Division has identified parcels in the Airport/Reynolds area suitable for rail-served industries.

Road System

The automobile is the dominant means of travel in the Troutdale area. Over half of the households in the area own two or more automobiles. The average single-family household generates approximately ten automobile trips per day.

The basic roadway system in Troutdale is characterized by a major east/west interstate freeway (I-84). The arterial-collector system is based on the Multnomah County section line road grid pattern. Portions of this system are unimproved two-lane roads with minimal shoulders. The developed street system in the central incorporated area consists of an early 1900 gridiron plat of 60' rights-of-way developed to varying standards of width, curb and sidewalk improvements.

Development in Troutdale, Gresham, Wood Village and East County has caused traffic loads to increase noticeably on this old rural road system. Further, north/south access to Troutdale's downtown area from newer residential areas is restricted. Currently, Troutdale Road/Buxton Road carries the bulk of north/south traffic.

257th Avenue functions as the major north/south arterial in Troutdale with an alignment connecting Stark Street with I-84. 257th Avenue has full street improvements consisting of four travel lanes, a raised median, continuous left-turn lanes at intersections, two bike/emergency parking lanes, and two sidewalks. Access along 257th Avenue is controlled to protect its arterial function and to minimize hazards associated with curve and slope constraints.

In March of 1979, The Troutdale City Council adopted an Official Street Plan and Map Ordinance to establish design standards for various types of roads within the City. The purpose of the ordinance is to establish a framework for designing various streets to function as arterial, collector or local streets. It also establishes a minimum design standard to meet the needs of the expected demand. This system was developed jointly with Multnomah County to eliminate conflicts between the design standards of the two jurisdictions.

All streets in Troutdale fall into one of five functional classification designations:

- **Major Arterial** (80-100' right-of-way)
  The function of a major arterial is to expedite the movement of traffic to and from major trip generators and between communities; to collect and distribute traffic from freeways or expressways to minor arterial streets, collector streets, or directly to traffic generators. Traffic volumes will range from 16,000 vehicles per day upward.

- **Minor Arterial** (80-90' right-of-way)
  The function of a minor arterial street is to collect and distribute traffic from major arterial streets to collector and neighborhood collector streets, or directly to traffic designations; and to facilitate traffic movement between neighborhoods. Traffic volumes will range from 10,000 to 16,000 vehicles per day.

- **Collector Street** (60' right-of-way)
  The function of a collector street is to collect and distribute traffic from major and minor arterial streets, to neighborhood collectors and local streets, or directly to traffic designations. Traffic volumes will be in the range of 4,000 to 10,000 vehicles per day.

- **Neighborhood Collector Street** (50' right-of-way)
  The function of a neighborhood collector street is to collect traffic to higher classifications and distribute to local streets or directly to traffic designations. Traffic volumes will be in the range of 1,000 to 4,000 vehicles per day.

- **Local Street** (50' right-of-way)
  The function of a local street is to provide direct access to an abutting property and connect to collector streets. Traffic volumes will be in the range of 1,000 vehicles per day or less.

Mass Transit

Tri-Met provides limited public transit service for the Troutdale community through two bus routes. Tri-met began operation of MAX, the light rail transit system in September of 1986. Light rail transit terminates in Gresham. However, Tri-Met provides provide feeders to the light rail line from downtown Troutdale.

The City of Troutdale recognizes the value of existing light rail systems in Multnomah County. There is a need to expand and extend this system to provide a high level of service to Mount Hood Community College, Mount Hood Medical Center, additional areas within Gresham and the cities of Troutdale, Wood Village and Fairview and unincorporated areas of East Multnomah County.

- **Route #24**

  This route functions as a direct commuter line between Troutdale and other East County destinations. Service changes were implemented and this line now connects to the Gateway light rail station for timed connections with light rail and other buses. Service on Route #24 is provided six days per week. Buses depart Troutdale every 15 minutes during rush hour, every 30 minutes during mid-day, and every one (1) hour after 6:30 p.m. and on Saturdays.

- **Route #80**

  This route provides transit service between Troutdale and Gresham, with a transfer point at Mt. Hood Community College. Service changes have been implemented and this line now connects with the light rail system and other bus lines in Gresham. Service is provided 5 days per week, at 30-minute intervals during the rush hours and at 1-hour intervals during non-peak times. There is no Saturday or Sunday bus service.

Bikeways and Pedestrian Paths

Bike and pedestrian travel are recognized and encouraged as legitimate and desirable alternatives to automobile travel. These two transportation alternatives are primarily viewed as recreational in nature, overlooking their utilitarian characteristics. Given the suburban nature of Troutdale, it is anticipated that the recreational aspects of the pedestrian and bike trails will be the predominate concern of Troutdale residents in terms of their most immediate needs. However, as Troutdale matures, it is anticipated to develop characteristics that will enhance the use of pedestrian and bike trails for utilitarian purposes.

The recreational benefits of a carefully planned system of bicycle and pedestrian trails are numerous. Natural areas become more accessible to residents if a trail for hikers or cyclists could meander along streams and canyons. Neighborhood park access could be improved by providing feeder trails from the parks, and other public focal points could enhance safety and ease of access for those who do not rely on automobile transportation.

Several benefits of cycling and walking have long been acknowledged. Transfer of dependence from automobiles to bicycles and pedestrians results in:

- reduction of air pollution sources
- reduction in fossil fuel energy consumption
- reduction of congestion
- reduction of noise
- physical benefits to the cyclist/pedestrian

There are also problems inherent with biking and walking which ultimately affect the level of use of bikeways and trails. These include:

- o personal safety
- o bicycle security
- o exposure of cyclists/pedestrians to auto pollutants
- o lack of paths and support

Bikeways and pedestrian paths are developed through a number of mechanisms. For recreational purposes, trails in Troutdale are developed primarily according to the Troutdale Parks Plan, which sets the framework for the system and establishes design standards. At the present time, there is an adequate trail system in City parks.

The Portland Parks Bureau is actively promoting the development of a "40-Mile Loop" trail, a combination hiking/biking trail which primarily follows the Columbia Slough, Willamette River, Johnson Creek and Fairview Creek. The eastern boundary of the 40-Mile Loop passes through Troutdale along the Sandy River and northwest toward Blue Lake Park. The City parks staff has been actively involved in the project and will coordinate planning on the segment of the 40-Mile Loop within the Troutdale City limits. Existing and proposed bicycle routes are shown on the Recreational Facilities Area Map.

Bikeways and pedestrian paths have also been implemented through the land development process. Application of the Subdivision Regulations prior to 1984 was instrumental in nearly completing a public greenway and associated path system along Beaver Creek through open space dedications.

Transportation-Disadvantaged

The term "transportation-disadvantaged" refers to those individuals who have difficulty obtaining transportation because of their age, income, physical or mental disability. The key to improving opportunities for the transportation-disadvantaged is improving public transportation options.

Tri-Met contracts with Special Mobility Services (SMS), a private non-profit organization, to coordinate the delivery of services to the transportation-disadvantaged in Multnomah County. A total of 40 vans and mini-vans are available to the Multnomah County service area, which includes the City of Troutdale.

Door-to-door service is provided Monday through Friday, from 7:00 a.m. to 7:00 p.m. Limited service is available on Saturdays. Ride requests must be phoned into SMS two days in advance. Ride requests are prioritized based on the type of trip (i.e. social service agency, medical, work, shopping). The demand for special transportation services is high and some trip requests are denied.

On a very limited basis, Special Mobility Services subcontracts with taxi companies to provide special services for the transportation-disadvantaged.

At the local level, the Troutdale Development Code requires the provision of handicapped parking spaces for all uses except single-family dwellings and duplexes. The City also requires standard wheelchair ramps in all new subdivisions as specified in the State Structural Specialty Code. Further, as roads and sidewalks are improved in developed areas, accommodations for wheelchair access are provided.

SUMMARY

The northern part of the City enjoys a excellent transportation system, including the I-84 freeway, the main line of the Union Pacific Railroad, barge traffic on the Columbia River, passenger and freight traffic service at the Portland-Troutdale Airport, and the Portland International Airport 15 miles to the west.

The extension of 257th Avenue with an alignment directly to Graham Road at Columbia Street has added further stimulus to development in the area. This arterial provided a much-needed and improved transportation link between the City's southern neighborhoods and the key commercial/industrial areas of downtown, I-84 and the Portland-Troutdale Airport.

Local streets in Troutdale are maintained at a level consistent with budget appropriations. Plans are in place to bring the few remaining substandard roads to adequate levels of carrying capacity and maintenance.

The Tri-Met bus system provides what is basically interurban public transit service to the Troutdale community. Opening of the light rail system in 1986 has enhanced public transportation services in East County.

Tri-Met contracts with Special Mobility Services (SMS) to provide services to the transportation-disadvantaged in Multnomah County. It is expected that the demand for special transportation services will continue to grow in Troutdale and elsewhere in Multnomah County.

The provision of bikeways and pedestrian paths is encouraged by plan policy and implemented through the Development Code. The City has nearly completed a greenway path system along Beaver Creek through open space dedications. Troutdale is working closely with the Portland Parks Bureau in implementing the 40-Mile Loop project.

ENERGY CONSERVATION

GOAL

To conserve energy.

OBJECTIVE

Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

INTRODUCTION

Methods for conserving energy in land use planning include: minimizing the depletion of nonrenewable energy sources; converting municipal forest, farm and industrial waste to energy; encouraging the infill and reuse of vacant land and energy-efficient development patterns; encouraging the increase of density gradients, especially along transportation corridors; and encouraging energy conservation and the use of renewable energy sources including: water, sun, wind and geothermal energy. This inventory supplements and updates the previously adopted and acknowledged inventory.

Non-renewable Energy Sources

There are no known sources of non-renewable energy sources, including gas or oil, in the Troutdale area.

Energy Management Programs

Municipal buildings and facilities waste energy and energy is a significant operating expense. During this period of governmental budget cuts, energy conservation in municipal facilities can contribute to budget needs. The role of the Oregon Department of Energy (ODOE) is to assist local governments in saving energy. In 1985, the City of Troutdale adopted a City Energy Management Policy to conserve energy in City facilities.

In 1986, ODOE provided funding to the City to hire an Energy Management Aide for one year. The role of the aide was to perform an energy audit of the City Hall, Depot/Police Building, Public Works Shop and the Community Building, and recommend conservation methods that could save the City energy and dollars. The aide developed a computer model that has enabled the City to keep its utility consumption data tracked.

In 1985, ODOE performed an energy analysis of the City of Troutdale's wastewater treatment plant. The analysis resulted in an action plan for the City, outlining additional energy saving methods of plant management.

Street Lighting Program

Converting mercury vapor, fluorescent and incandescent lamps to lower wattage sodium vapor or metal halide lamps saves energy.

City residents voted to create a street lighting district in Troutdale. New residential subdivisions have installed sodium vapor street lights. Portland General Electric is gradually replacing mercury vapor, fluorescent and incandescent lamps in Troutdale's older developments with sodium vapor lamps.

Land Use and Energy Conservation

The Urban Land Institute has published studies by the Real Estate Research Corporation which illustrate the environmental and personal effects of various land use mixes. The purpose of summarizing these studies here is to lend perspective as to how a given development pattern is likely to affect energy use and related environmental effects. Chart 1 summarizes the report's findings relating density/development pattern to energy use.

Chart 2, relating air pollution to development pattern, reinforces the principle of energy's use and the relationship to development patterns.

Both charts illustrate that "low-density sprawl" (all single-family - 75% in traditional subdivision patterns, the balance clustered) is the highest energy consumer per capita and that "high-density planned" (40% high-rise apartments, 30% walk-up apartments, 20% townhouses, 10% clustered single-family houses) is the lowest energy consumer per capita (only 55% of low-density sprawl. The combined pattern of 50% Planned Development and 50% sprawl represents a common compromise and yields a reasonably efficient energy use (only 74% of "sprawl" energy use).

The result of this analysis suggests that as dwelling density goes up, energy consumption and air pollution goes down. Troutdale's current development pattern is primarily "low-density residential." The major contributor to the energy inefficiencies of the lower density patterns is gasoline used for auto travel, which is increased due to travel distances and travel times being greater than in higher density patterns.

Additional savings in energy use can be achieved in the public sector by jurisdictional capital improvement programming policies geared to promoting the least costly form of providing public services to new and existing developments. Energy savings result from sizing water and sewer lines to their ultimate capacity in order to avoid future replacement or reconstruction as additional development occurs. Appropriate sizing, coupled with efficient overall design optimizes the ratio of the length of lines to properties served and conserves considerable energy and dollars.

Renewable Energy Sources

Renewable resources include the sun, wind, water geothermal, agricultural and industrial waste and conservation. Water power has been the backbone of the state's power supply system. However, the energy crisis of the 1970s brought other renewable resources to the forefront. Interest increased in solar, wind and geothermal energy. Incentive programs, including federal and state tax credits, were enacted to convert the interest into real projects.

Solar

Solar energy can be utilized for hot water heating and space heating. Over 10,000 solar devices have been installed in Oregon since 1979, 90 percent of which are solar water heaters. A solar water heater can save about half the energy otherwise needed. There are a few small photovoltaic solar systems for homes and water pumping. The total savings of all these solar systems is about 2 AMW (average mega watt), the equivalent of the annual needs of over 8,000 all-electric homes.

The value of solar energy systems is reduced when shaded by buildings and vegetation. The City of Troutdale is participating in the Portland Metropolitan Solar Access Project, a solar access protection program funded by BPA in 1986. Twenty-two jurisdictions in the Metro area were involved in the process of developing solar access protection ordinances as a part of their development and zoning codes. Troutdale adopted solar access regulations in 1988 which have been incorporated into the Development CODE. Solar access ordinances in other jurisdictions in the state are designed to review the effects of shading from new buildings and vegetation and to protect homeowners from the shading of their solar systems.

Wind

There are 46 wind projects in the state, the two largest of which are located in Coos County on the Oregon coast. There are no known wind generating facilities in Troutdale.

Biomass and Cogeneration

There are 28 cogeneration projects in the state. Most are in the forest products industry and are typically fueled by wood wastes. Wood waste is also used in industry to provide process steam and direct heat. Solid waste also produces energy. A total of eight projects in the state produce biogas. There are no biomass or cogeneration facilities in the Troutdale area.

Conservation

After the 1973 energy crisis, conservation became an important energy resource as government and utilities recognized conservation as the least costly option. Energy audits and loans or grants are offered to homes heated with all type of fuel. ODOE offers programs for oil, propane and wood-heated homes. Utilities offer programs for homes heated with other fuels. An extensive list of programs are identified in the "State of Oregon First Biennial Energy Plan 1985-1987." The ODOE offers technical assistance to local governments and individuals interested in learning more about these programs. The efficient use of energy offers the best option of meeting future energy demand. State energy policy identifies conserved energy as the preferred energy source.

Transportation

Transportation is the state's largest and most vulnerable energy sector and depends on oil for 99% of its energy needs. Oregon has no oil fields or refineries. Most of the oil in the state comes from refineries in Washington and California. The main sources of crude oil are Alaska, California and Asia.

The following table describes how Oregonians get to work.

Home to Work Travel Modes

Drive Alone	66%
Carpool, Vanpool	18%
Walk	6%
Public Transit	5%
Other	3%
Work at Home	3%

In order to reduce dependence on a fuel source of which we have no control, we must be more efficient and flexible in our transportation systems. The greatest impact on transportation fuel consumption comes from improving car engine efficiency. Improving the average state fleet efficiency by only 2 miles per gallon would save 100 million gallons of oil, equivalent to all the oil now used to heat Oregon homes.

The City of Troutdale's Public Works Division keeps gasoline consumption records of its public works vehicle fleet.

SUMMARY

The City of Troutdale adopted a City Energy Management Policy in 1985 to increase energy conservation in municipal buildings and facilities. City street lights are gradually being converted to sodium vapor. The Public Works Division keeps gasoline consumption records of its public works vehicle fleet.

The City is participating in the Portland Metropolitan Solar Access project, a solar access protection program funded by BPA which began in 1986 and adopted implementing ordinances in 1988. The purpose of the project is for Troutdale and 21 other jurisdictions in the Metro area to develop solar access ordinances that protect existing and new residential developments.

There are no non-renewable energy sources, geothermal, wind, biomass or cogeneration projects in Troutdale.

URBANIZATION

GOAL

To provide for an orderly and efficient transition from rural to urban land use.

OBJECTIVE

An Urban Growth Boundary (UGB) shall be established to identify and separate urbanizable land from rural land.

INTRODUCTION

The Troutdale planning area is within the Portland Metropolitan Urban Growth Boundary. Changes to the planning area must follow the Metro UGB Plan Amendment process. Land use actions outside the Troutdale city limits and inside the Troutdale planning area are managed by the Urban Planning Area Agreement with Multnomah County. This section is a supplement and update of the previously acknowledged and adopted inventory.

Urban Planning Area Agreement

The City of Troutdale has developed a city limits plan and has signed an Urban Planning Area Agreement (UPAA) with Multnomah County, which provides for coordination of land use actions within the Troutdale planning area outside the city limits. The agreement provides for resolution of conflicts and for determining suitable and appropriate service area boundaries for future annexation to the city.

The planning area boundary shown on the Troutdale Plan Map is within the Metro Area Urban Growth Boundary (UGB). A change was made to the Metro UGB to include a small area to the south of Troutdale. This change was based in part on a report, the "Strebin Road Study Area - A Comprehensive Plan Supplement." Any change in the UGB would necessarily follow the Metro UGB amendment process.

In 1987, the Urban Planning Area boundary between Troutdale and Wood village was amended in favor of the City of Troutdale as shown on the attached Urban Planning Area map (Troutdale City Council Resolution No. 657-R, dated March 25, 1987; Wood Village City Council Resolution No. 5-1987, dated April 8, 1987). During the same year, the City of Troutdale requested annexation of 530 acres west and south of the Reynolds Aluminum plant. Troutdale has the capacity to serve this area and Multnomah County has been encouraging the provision of urban level services to areas within the UGB and has withdrawn from the provision of these services. The understanding is that all unincorporated areas within urban planning areas in East County will be annexed at some time in the future. The Reynolds Aluminum plant site was excluded from the proposed annexation because the City had no intention of annexing it until it is sold or services are requested. The Boundary Commission approved the annexation of 77.26 acres on May 7, 1987, excluding Reynolds Metals, Russell Towboat and Moorage Co., Quade and Sundial Marina lands located north of Marine Drive. The Boundary Commission had determined that those excluded lands were not yet ready for urban development. The City's petition to reconsider the Commission's decision, because the exclusion of Reynolds Metals property created difficulties for Troutdale in the delivery of sewer and water service to the already annexed lands, was granted by the Boundary Commission on December 17, 1987. The Commission's December 17, 1987, action added 107 acres to the May 7, 1987, annexation. The City feels it can live with this decision for the time being. The fiscal impact on the City is in the neighborhood of $2,600 per year in additional tax revenues to help pay for police protection and other services. The annexed properties have been designated Industrial and zoned General Industrial (GI) from County Future Urban designation/UF-20 zoning. The amended planning area map has been considered by Multnomah County on September 6, 1988 and was approved by County Resolution No. 88-156.

Urban Services Agreement between Multnomah County and the cities of Portland and Gresham and subsequent large-scale annexations.

These large-scale annexations occurred in areas west of Gresham/east of Portland. Both the service agreements and the annexation have not had major impacts on Troutdale. Troutdale continues to serve those areas it wishes or has agreed to serve. These developments have strengthened the position of the largest jurisdiction in East County (Gresham) vis-a-vis its neighbors. Troutdale's policy to pursue its growth and development objectives within the regional and East County context, but with a degree of independence, still stands.

OTHER ISSUES

1. COLUMBIA RIVER GORGE SCENIC AREA

Public Law 99-663 was signed by President Reagan on November 17, 1986, establishing the Columbia River Gorge National Scenic Area. The purposes of the act are: (1) to protect and provide for the enhancement of the scenic, cultural, recreational, and natural resources of the Columbia River Gorge; and (2) to protect and support the economy of the Columbia River Gorge Area by encouraging growth to occur in existing urban areas and by allowing future economic development in a manner consistent with the first purpose. The act creates a partnership among the six counties within the Columbia River Gorge (Clark, Skamania, and Klickitat in Washington State; and Multnomah, Hood River, and Wasco in Oregon), a bi-state commission and the USDA Forest Service. Together, these agencies provide the overall coordination and management to fulfill the purposes of the act.

The scenic area act does not create a wilderness or park. It simply provides for the retention of existing rural and scenic characteristics, and for compatible growth and development. It encourages the protection of existing public and private recreation resources, and the development of new recreation facilities which will not adversely affect the scenic area resources, enhance recreation opportunities and tourism, and preserve future options for recreation development. It also provides for the protection of historic and cultural resources. It authorized $10 million ($5 million for each state) in economic development grants and loans for projects consistent with the scenic area objectives. Another $20 million is authorized for interpretive, conference and recreation facilities.

Although only a small portion of Troutdale is located within the National Scenic Area, development of these lands is greatly restricted. The zoning and plan map designations as well as the regulation of development of this area by the City of Troutdale is not recognized or acknowledged by the Gorge Commission.

"Gateway To The Columbia River Gorge"

In addition to being the primary Sandy River recreation site within the Metro area, Troutdale is the "Gateway to the Columbia River Gorge." Therefore, Troutdale is in an advantageous position to capture a major share of the over one billion of tourism dollars being spent in the seven Gorge counties annually. With adequate signage and additional appropriate commercial development, Troutdale could attract a significant share of the estimated over two million visitors on their way to the Columbia River Gorge utilizing I-84.

In addition to being the Gateway to the Columbia River Gorge, Troutdale is the Gateway to The Portland Metropolitan Area. The City recognizes that this locational advantage provides a tremendous opportunity for future economic development.

Tourism Activity

Tourism activity in 1985 is estimated to have supported 23,600 jobs in the seven Columbia Gorge counties of Hood River, Multnomah, Sherman, Wasco, Clark, Klickitat and Skamania. 20,400 of these jobs, or 86%, occurred in Multnomah County. Based on visitor counts at Multnomah Falls, over two million people currently visit the Columbia River Gorge every year. Visitor counts have increased steadily over the past few years at several major attractions in the Gorge. However, attendance at most state parks throughout the Gorge on the Oregon side of the river has dropped since 1983, due in part to the addition of user fees. Nonetheless, over a half million people per year continue to use the two parks closest to Troutdale, Dabney and Lewis and Clark.

The Columbia River Gorge Sternwheeler, operating out of Cascade Locks from June to September since 1984, has carried 45,900 to 50,000 passengers each year. A 1985 study of travelers to Oregon by the Oregon Tourism Division indicates that 22% spent most of their time in Portland and the Gorge. Since the early 1980's,

there has been a continuous increase in automobile use, in campground lodging, and in a variety of other activities, especially in more active outdoor recreation.

Scenic Area Features and Potential

The Columbia River Gorge has been described as "a conglomeration of individual attractions, most of which are promoted individually and can be learned about only at or near the sights at which they occur "Tourist Development Potential in the Mid Columbia Gorge," 1977. A recent attraction has been wind surfing, which has attracted national attention. Newsweek Magazine (August 24, 1987) observes that windsurfing has caused "more than 20 businesses" catering to windsurfing to "spring-up" within the last five years. The average windsurfer is in a higher than average income bracket, and may travel to the area from out of state. The potential for Troutdale is simply capturing pass-through traffic (see Columbia Gorge Windsurfing Study, December 1986). An interpretive center is planned for the Columbia River Gorge National Scenic area and the Troutdale area has become a candidate for this center. Development of the center in this area would enhance Troutdale's location as the undisputed Gateway to the Gorge and increase the City's chances of capturing the bulk of the tourist traffic.

A 1985 Multnomah County Master Plan for Blue Lake Park calls for a 9-hole golf course and RV facility, and for the acquisition of 68 acres of Columbia River frontage for a boat landing. The 1,000 acre Oxbow Park is also likely to have a nature center, reserved picnic areas, and bicycle/pedestrian (jogging) trails. Near Oxbow Park, the YMCA is planning a major renovation of Camp Collins with new facilities including a conference center for retreats.

Troutdale's Advantageous Location

Troutdale's comparative advantages include central access to I-84, I-205, the Columbia Gorge Scenic Highway, Portland and Troutdale Airports, Mt. Hood Highway, bus service and light rail. In addition, major attractions of both the Gorge and the Portland Metro area are within one-day trip destinations. Troutdale also

boasts an existing hotel/motel inventory of 122 rooms. Finally, Troutdale has the appeal to tourists who would prefer a small town environment for accommodations.

Troutdale's promotional strategy should focus on making the City a definite stop and eventually a base of operation for the Gorge Tourist trade. An important component of this strategy is providing general and historical information, and directions to Gorge and Troutdale attractions. The City can enhance its competitive position through proper signage, a tourist information center, maps showing access to areas of interest, quality accommodations, tourist activity packages, and staffed visitor's or interpretive center (see the Downtown Troutdale Implementation Plan and Gateway to Opportunity draft marketing brochure, 1987).

2. SUBSTANTIAL CHANGE IN CIRCUMSTANCES

Proposed Interstate-84 interchange and expressway connecting I-84 with Highway 26.

The objective of this planning effort has been and continues to be to improve access and circulation in East Multnomah County. This project will require a full (multi-route) interchange located in close proximity to the existing I-84 interchange at 238th. This proposed interchange facility would provide I-84 connecting points with 238th Street and 244th. These improvements are needed to accommodate projected traffic volumes and the East Multnomah County arterial system(s), freeway related ramps and intersections and to improve access to major crossing arterials in the system grid.

It is anticipated that this project will, in addition, work to encourage the economic development along the I-84 corridor and to encourage controlled development along the I-84 to Hwy. 26 connector. These objectives are expected to be accomplished by minimizing dislocation or loss of access to existing Troutdale

businesses and residences, preserving the viability and quality of life, minimizing environmental impacts and maintaining proper and adequate access to Troutdale and the Columbia River Scenic Highway.

A large of number of alternative alignments have been considered and reviewed through an extensive citizen and technical involvement process. These alternatives included access points as far west as 207th and as far east as 257th. The final determination was that a single corridor would be considered in Troutdale connecting at the 238th interchange, paralleling 244th and ending in the vicinity of Stark Street. It was also determined that the only acceptable portion of the route for location in Troutdale was that segment from I-84 to Cherry Park/244th. The balance of the connector (expressway) would lie in other jurisdictions. At a point close to Stark Street, three corridors are currently being considered: 1) turning eastward paralleling Stark Street and then south joining Troutdale Road at some point outside the Troutdale city limits; 2) continuing south on 244th (Hogan Road) to its intersection with Powell (Hwy. 26) then southeasterly to the Mt. Hood Highway; 3) in the vicinity of Stark/244th, south along the Hogan Road corridor to Burnside and then southeasterly on Burnside to Hwy. 26. (See Page 128).

The impact on Troutdale of this route will be both socioeconomic and environmental. Industrial and commercial land in the area of Multnomah County Farm will be lost to right-of-way. Institutional uses on the County Farm site may be displaced. The 244th/Stark-288th route has potential negative encroachment and disruption, noise and air pollution impacts. Negative environmental impacts also involve Beaver Creek, the 40-Mile Loop, and the rural area south of the City. Opposition to this route could come from property owners, businesses along Stark Street, public service agencies, Mt. Hood Medical Center, Mt. Hood Community College, and environmental groups including 1000 Friends of Oregon. The trade off is a better access and visibility for existing and future commercial/industrial development, and a improved regional transportation system.

MAPS THAT ARE TOO LARGE TO SCAN ARE INCLUDED IN ORDINANCE # 558-0. TO VIEW THESE MAPS, PLEASE REFER TO THE MICROFILM.