

# CITY OF WOOD VILLAGE COMPREHENSIVE PLAN

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## INTRODUCTION

The City of Wood Village is located near the northeast corner of the Portland metropolitan region, fifteen miles from the Portland central district. The community lies approximately 1 ½ miles south of the Columbia River and straddles I-84, the only freeway connecting eastern Oregon with the Portland metropolitan area. The City of Fairview is adjacent to the west, Troutdale is adjacent to the north and east, and Gresham is adjacent to the south.

The first housing at what is now Wood Village was built in 1942 as a wartime housing project for employees at the nearby Reynolds Aluminum plant. The site chosen for the housing was formerly a vineyard belonging to S.A. Arata, who lived in a spacious home that overlooked the Arata farm. In February of 1951, faced with deteriorating streets and lack of community services, the residents incorporated Wood Village. In the ensuing years the growth of the city sped up and slowed down with regional economic fluctuations until residential zoned land is now built out.

In 1973, the State of Oregon, in recognition of uncoordinated use and development of land that threatened that state's natural resources, enacted Senate Bill 100, establishing the State Land Conservation and Development Commission to set up goals and objectives that would be administered through local comprehensive land use plans. Thus, Wood Village, as an incorporated municipality was required to produce its first city plan.

In the ensuing years, comprehensive planning has become increasingly important to many citizens and public officials. The quantity of information relevant to planning decisions has become overwhelming; population predictions, sewer studies, water system studies, transportation plans, open space development; the list goes on and on. As one evaluates the information generated, published and circulated, it soon becomes apparent that we live in a society of conflicting goals and needs. The need to preserve agricultural land does often conflict with the goal to provide adequate housing for all. Economic development policies often require compromising environmental quality. Development of an integrated transportation system struggles with the built-in attachment of individuals to private automobiles. Local policies and programs seldom recognize regional needs. Higher densities in residential areas are fine -- so long as they occur in someone else's neighborhood. Efforts to reduce traffic through one area inevitably results in increased traffic elsewhere.

Application and adherence of statewide goals is seen as a way of resolving many of these conflicts. The Wood Village Comprehensive Plan is periodically evaluated to determine its compatibility with these goals. But how will this plan for Wood Village affect the lives of its citizens, and the surrounding areas? In most respects, a city as small as Wood Village has little control over the environmental direction of its form. Traffic on 238th Drive through town is a problem that lies in the hands of County officials. Increased recreational use of Mt. Hood and rapid development in Gresham generates most of the traffic through town. Urban growth boundaries are set by Metro. Pressures for residential development in Wood Village result largely from east county industrial growth. In order for the Comprehensive Plan to have meaning, the role and responsibilities of Wood Village must be clearly defined and understood.

Essentially, Wood Village is a residential suburb, most of its citizens commuting elsewhere for employment. Commercial activity has been limited to automobile related uses along the I-84 interchange, and small, neighborhood-type uses at the intersection of NE Halsey and 238th Drive. There is one major recreational attraction within the city, the Multnomah Greyhound Park which generates significant traffic to and through the city during its operating season. There are approximately 80 acres of land adjoining the race track which is being developed as a mixed-use Town Center: commercial, retail, office and residential. Also, further development on the Multnomah County Farm property could create an impact on city development, depending on what land use occurs there. Wood Village is a well liked and very livable little community and the residents continuously express their desire to preserve as much of the status quo as possible. Viewed in this context, many aspects of the plan began to reveal themselves. The provision of land for industrial development nearer to the city (north of I-84) could provide job opportunities more close at hand. Increasing neighborhood commercial activities should provide more convenient shopping to residents. Upgrading of local park facilities is a well-supported concept. Zoning for mixed housing densities to insure provision of housing for varying income groups was already in place, and has been continued. Policies to improve environmental quality locally have been developed.

The common thread that connects the policies of this Plan is simply to see to it that the livability of Wood Village as a desirable residential area is maintained and enhanced by increasing the internal focus of the community. The livability of any city is determined less by its buildings than by its streets and public spaces; the living room of the city. By providing local shopping and employment opportunities, mixed housing types, and public open space scaled to the community, Wood Village can become more internally focused, and its sense of individuality enhanced.

The policies of this Plan then, should be evaluated in two ways. First, of course, they must be looked at in their relation to regional and statewide goals and planning efforts. Wood Village is very much a part of the Portland metropolitan area, consequently land use within the city can affect the region positively or negatively. For this reason, the format of the Plan is developed around the applicable statewide goals administered by the Department of Land Conservation and Development as well as the "Metro Urban Growth Management Functional Plan". Secondly, the Plan should be considered in terms of its likely effect on the lives of the residents and businesses of Wood Village. Undoubtedly, the DLCD staff will tend to read the Plan the first way, and the city officials and residents the second. This would be unfortunate since the Plan can only be fairly evaluated by understanding both.

The Plan is a flexible, dynamic document that must adjust to new realities in these fast changing times. This cannot be overstated. The Wood Village Comprehensive Plan, can be viewed as a compact between the City, Metro, and the State Land Conservation and Development Commission. This means that any significant changes or amendments to the Plan that might compromise its effectiveness need to be agreed upon by all three parties. This is not to say that future adjustments will necessarily be awkward or overly time consuming -- only that they must recognize that changes may have effects beyond local interests.

In any case, this Comprehensive Plan can serve well as a guide to aid city officials, land owners, developers, and others involved in making future land use decisions. It has been developed through evaluation of technical information including geography, population projections, soils, hydrology, transportation, economics, and public facilities, along with the assistance of those responsible citizens who took time to participate in the planning process.

Regional planning policies and requirements adopted in the “Metro Urban Growth Management Functional Plan” 1996, affect all jurisdictions within the Portland Urban Growth Boundary. This includes Wood Village. When Wood Village completed a Comprehensive Plan update in 1999, Metro requirements relevant to Wood Village were incorporated into this Plan and the Zoning Code. In addition, the map on page 44 identifies the Metro 2040 Growth Concept Design Type Boundaries to be used for general regional planning purposes.

Regional or statewide planning agencies may on occasion find it necessary to require changes in local comprehensive plans so as to adjust for the cumulative effect of these local plans. Wood Village will cooperate with the appropriate agencies in reviewing any requested changes to its Plan as the need arises.



## **PHYSIOGRAPHIC ANALYSIS**

**Discussion:** The City of Wood Village and adjacent planning areas lie on a series of three terraces formed many years ago by the Columbia River. The northern third of the planning area lies on the lowest of these terraces, separated from the middle terrace by a distinct rise. Several intermittent drainageways cross this area, which has relatively flat topography. These drainageways tend to parallel the course of the Columbia River and slough. The rise that separates the northern and middle terrace occurs in a northeast to southwest orientation, parallel, and approximately halfway between Interstate 80 and N.E. Halsey Street. The slope of the rise is between 10 and 30 percent. The entire area north of the rise is within the North Portland Flood Plain, which is managed by the U.S. Army Corps of Engineers. A dike system operated by the Corps provides protection from flooding. North of the dikes a pumping system is used for flood control.

The central portion of the planning area lies within the middle terrace, approximately between Interstate 80 and Glisan Street. The major residential and local commercial areas of Wood Village lie on this terrace. Unfortunately, much of the middle terrace experiences poor drainage and in-flooding characteristics due to the flat topography and soil composition.

A rather steep rise known as the Troutdale-Fairview Bluff forms the boundary between the middle and southern terraces. The slopes on this rise range from 10 to 40 percent. The orientation of the bluff parallels the line of the rise to the north. The southern terrace lies predominantly outside of the current Wood Village City limits. It is gently sloping from southeast to northwest, and is composed of stable, well drained soils. The three terraces are part of a larger physiographic unit known as the Portland Terraces.

### **SOILS**

Soils occurring in the northern and southern terraces are well drained and moderately permeable, presenting no severe restrictions to urban development. Over much of the middle terrace, however, recently deposited silts overlie old rock units, resulting in poorly drained soils with very slow permeability. Surface ponding of water is common during the winter months in this area. A master drainage plan has been designed for the city that should help alleviate drainage problems in the area as it is developed.

### **HYDROLOGY**

The hydrologic characteristics of the Wood Village planning area are formed by the nature of the climate, topography, and geologic structure. Heavy rainfall in the winter months, mild temperatures, light winds, and dry summers are the predominate climactic characteristics affecting the hydrologic patterns. Surface drainage is to two small drainage basins -- Fairview Creek and Arata Creek. A small tributary to Fairview Creek crosses a part of the study area on the west. This creek often overflows during the winter rainy season, due to the increased runoff rates caused by urbanization of the drainage basin. Arata Creek (in the eastern part of the study

area) was also characterized by frequent flooding until this problem was corrected by implementation of a storm drainage plan developed by the city engineer. The Fairview Creek drainage basin has been studied and measures identified to alleviate flooding.

Groundwater characteristics in the study area are of importance, as the city draws its water supply from this source. The upper portion of the Troutdale aquifer is the major water producing aquifer in east Multnomah County. The general movement of the groundwater is in a northerly direction -- toward the Columbia River sloughs. Water quality is good, protected from surface pollution by its depth which is generally over 300 feet.

## **VEGETATION**

The vegetation of Wood Village consists of mowed lawns, tree and shrub plantings in the developed areas. Undeveloped areas are in native grasses, forbs or mixed evergreen-deciduous tree cover on the steeper slopes. Some riparian vegetation is found along the drainageways.













## **CITIZEN INVOLVEMENT**

**Goal:** To develop a citizen involvement program that insures opportunity for citizens to participate in all phases of the planning process.

**Discussion:** The intent of this goal is clearly to give citizens of the community an opportunity to become acquainted with, and to help shape, the Comprehensive Plan. The small size of the city should theoretically make it easier for people to take an active part in this development. Unfortunately, this has not always been the case. Over two-thirds of the current residents of the city have lived there less than ten years. The longtime residents of the city tend to be rather conservative, and have not usually been willing to become involved in the planning process. (Especially since its primary direction seems somewhat removed from small town ideals). The mountains of technical reports, statistics and projections produced by various planning departments does little to alleviate this problem. The hard reality of the matter is that most folks just want to go about their business without being bothered by something called comprehensive planning, until it creates a problem for them right next door. At that point in time, their involvement will overwhelm the unprepared planner.

In any case, the opportunity to become involved in the planning process has continually been extended to Wood Village citizens. Monthly meetings of the City Council and Planning Commission are open to the public and advertised in the local paper and in the City's bimonthly newsletter. A City newsletter of general interest, (including planning), is mailed to every resident in town. The City Planning Commission serves as the Committee for Citizen Involvement. Most citizen input has been received at Planning Commission meetings, which will likely continue to be the case in the future. Offices of the City Hall are open to persons needing information on the planning process.

The flow of information between the City of Wood Village and other affected public agencies has been very good. Land use applications are routinely forwarded to other affected agencies for comments well in advance of scheduled public hearings. Meeting agendas are routinely faxed to all surrounding jurisdictions.

### **Citizen Involvement Policies:**

- 1) Continuation of the City Planning Commission as the official committee for citizen involvement.
- 2) Responsibility to the Planning Commission for initiating public announcements pertaining to the Comprehensive Plan.
- 3) The Commission will give due consideration to public input in regards to land use planning brought forth at public hearings and meetings.
- 4) The City will continue to make available the results of public hearings.

- 5) A review of the citizen involvement program in December of every year to evaluate its effectiveness and areas of potential improvement will be conducted by the Planning Commission and City Council.
- 6) Efforts to improve the flow of information between Wood Village and the affected local jurisdictions on land use matters will continue.

The need for increased citizen involvement in the planning process has been recognized. The challenge lies in increasing the flow of information to the public in a language that is easily understood. The historical responsiveness to individual citizen needs has been an area of pride for Wood Village. As the city grows, efforts to maintain this responsiveness must grow too, providing each individual with the highest level of attention possible.

## **AGRICULTURAL LANDS**

**Goal:** To preserve and maintain agricultural lands.

**Discussion:** The City of Wood Village originated as a small community separated from its neighbors by acres of prime agricultural land. Population pressures have been changing the face of the area since the middle 1960's, when the land boom began. Since that time, many acres of agricultural land have been converted to urban uses. There are no longer any agricultural lands within or adjacent to the city's urban growth boundary.

In an effort to control expansion of the metropolitan urban growth boundary, Metro has assigned target numbers of additional housing units for each community to achieve. This policy encourages increased housing densities to considerably slow expansion of the urban growth boundary.

### **Agricultural Lands Policy:**

Continue to work with Metro in support of policies to limit expansion of the metropolitan urban growth boundary into agricultural lands.

## **AIR, WATER AND LAND RESOURCES QUALITY**



**Goal:** To maintain and improve the quality of air, water and land resources in the City of Wood Village.

**Discussion:** This goal is perhaps the most universally agreed to land use goal, but the most difficult to accomplish. Maintenance and improvement of existing environmental quality in the face of rapid urbanization is typical of the schizophrenic nature of land use planning. Perhaps a more appropriate way to look at this issue is to ask what level of quality of environment the community expects to achieve as transformation of the area from small town rural to urban occurs. To expect to maintain the clean air, clear streams and quietness historically associated with the planning area, along with new industry, crowded highways and thousands of more people would seem to be either naïve, or at least somewhat unrealistic.

Nevertheless, the community must seek to preserve the highest quality of its natural resources possible. This can only be accomplished in the context of facing up to the future densities of the area, and the strains to the environment inherent in these densities. Areas of special concern to the city are: surface water pollution and stream siltation resulting from careless construction practices and surface runoff, deterioration of air quality resulting from new industrial developments, higher traffic volumes, construction activities, and increasing noise levels resulting from urbanization.

Maintenance of existing vegetative quality and prompt revegetation of construction sites can help to alleviate all three of these problems. In fact, the role of vegetation in helping to control all forms of pollution is often underestimated. Anti-pollution standards for auto emissions can only be effectively controlled at federal and state levels. However, the city can work to encourage car pooling among its residents, which could be the most effective way for an auto dependent suburb to reduce its contribution to air pollution. Careful consideration of the effects of new and existing industrial developments can help to identify existing and future problems that would lower the quality of air, water and land resources. Also, protection of groundwater supplies is very important to the city due to its dependence on this source for its water supply. This requires constant monitoring of potential sources of groundwater pollution, which may occur near existing wells or recharge areas.

Most pollution problems can be effectively dealt with on a state or regional level. The location of major highways, airports, sewage treatment operations, and urban growth boundaries are all questions that are not within the scope of Wood Village's abilities to influence to any great degree. Therefore, city efforts must focus on a more personal level to encourage efforts that will aid in the attempts to maintain an optimum level of environmental quality, relative to the scale of urbanization that takes place.

#### **Air, Water and Land Resource Policies:**

- 1) Protect existing natural vegetation by monitoring development activities to prevent the removal of vegetation where this is not necessary.

- 2) Work with developers to insure that erosion control measures will be used where necessary, including the revegetation of construction sites as soon as possible in the construction process.
- 3) Establish a city-wide planting program to help reduce levels of noise and air pollution, protect drainageways, and provide cover for wildlife populations.
- 4) Encourage car pooling by setting up a car pool information center at the City Hall.
- 5) Carefully study proposals for new industrial developments to help minimize their effects on environmental quality.
- 6) Cooperate with County, State, and Federal officials in environmental planning efforts.
- 7) Assure that all new developments connect to the public sewage system.
- 8) Wood Village lies within the Portland-Vancouver Interstate Air Quality Maintenance Area (AQMA). This area is described in the State Implementation Plan (SIP) for air quality, published by the Department of Environmental Quality (DEQ). The DEQ received federal approval of both an Ozone Maintenance Plan and a Carbon Monoxide Maintenance Plan in 1996. The Plans demonstrate AQMA compliance with applicable air quality standards for these pollutants and describe measures to assure continued maintenance of standards for 10 years (i.e., through 2006). The Plans address stationary, non-point and mobile sector emissions. State and regional regulatory programs assure that residential, commercial and industrial development activity, and associated travel activities in Wood Village will not contribute to violations of applicable air quality standards. Wood Village will continue to cooperate with state and regional agencies with respect to provision of data and other appropriate activity in the course of periodic updates of the Maintenance Plans.
- 9) Until such time as control strategies are realized, Wood Village will use measures described in the DEQ Handbook for “Environmental Quality Elements of Oregon Local Comprehensive Land Use Plans” when planning any development activities having the potential to directly (by direct emissions) or indirectly (by increasing vehicular travel) affect air quality.
- 10) New development must comply with erosion and sediment control performance standards and vegetative cover protection measures to meet regional water quality standards. The City of Wood Village hereby accepts the Metro “Water Quality and Flood Management Area Map” as a generally accurate inventory. New development must comply with City water quality development standards.
- 11) Uncontained hazardous materials are prohibited in the City in accordance with City water quality development standards.

## **AREAS SUBJECT TO NATURAL DISASTERS**

## AND HAZARDS

**Goal:** To protect life and property from natural disasters and hazards.

**Discussion:** The Pacific coast environment presents its share of potential natural disasters, including earthquakes, volcanism, and infrequent but sometimes damaging winter storms. Efforts to deal with these activities must be dealt with at a regional or state level, if in fact disasters of these magnitudes can be dealt with effectively at all. On a more local level, potential for such activities as flooding, landsliding and land subsidence can be recognized, and efforts taken to restrict development in these areas.

Historic flooding problems from Arata Creek on the east, and No Name Creek, a tributary to Fairview Creek, on the west have been mitigated for the most part. Improvements to the storm drainage system downstream within Fairview and implementation of the Wood Village stormwater master plan have made great strides in alleviating the problem.

Slow percolation rates and ponding of water have presented some restrictions to development in parts of the city. These areas have been identified and require special foundation techniques to insure proper bearing support. Study of these sites, and determination of the extent of the foundation needs are decided on a case-by-case basis through cooperation with the city engineer and building inspector.

Slopes of a degree steep enough to cause concern are few in Wood Village, occurring in the rise areas that separate the terraces. These slopes vary in severity, ranging between 10% and 40%. Soils encountered on these slopes are subject to erosion. Slopes of greater than 20% must be studied carefully prior to development to prevent landsliding from occurring. Slopes steeper than 30% should in most cases be left in their natural state - unless it can be shown that development will include the necessary precautions to maintain stability.

### **Natural Disaster and Hazards Policies:**

1. Monitor building techniques on soils of low bearing strength and steep slopes through the city engineer and building inspector.
2. Cooperation with state and regional authorities on area disaster plans.





## **OPEN SPACES AND RECREATIONAL NEEDS**

**Goals:** To conserve open spaces and satisfy the recreational needs of the citizens of Wood Village.

**Discussion:** Evaluation of open space and recreational needs in the community of Wood Village must be done in a regional, as well as local context. East Multnomah County suffers no shortage of outdoor recreational opportunities, offering areas such as the Columbia River, the Gorge, the Cascade Mountains, and several fine state, metro and local parks. These are all readily accessible to the people of Wood Village, though dependence on the private automobile to reach most of them is one drawback. Development of recreational opportunities within Wood Village can focus on smaller scale activities such as walking trails, bicycling, playgrounds, and picnicking.

The original 3 acre City park along Halsey Street provides several recreational facilities including tennis, basketball, and handball courts, playground and picnic areas. In 1987 Multnomah County deeded the adjacent 5 acres to the City which had been in use as softball/soccer fields for several years. In 1992 the City purchased 5.5 acres of wooded property, including a 750 sq. ft. structure, which lies adjacent to two residential neighborhoods. In 1996 the City purchased 6.87 acres from Multnomah County which links the original City park to the 5.5 acre wooded parcel, providing the City with a total of over 20 continuous acres of park land/open space. The Park Master Plan for developing the 12 acre addition purchased in the 1990's has been accomplished. The new park area includes wetlands, walking trails, a viewpoint vista and picnicking. The Park Master Plan will now be updated through a process soliciting input from residents and business owners throughout the community.

No significant natural resources such as minerals or fossil fuels have been found in the planning area. The only surface water occurs in the two small creeks mentioned previously in this report, which provide no significant habitat for fish or wildlife.

Since Wood Village is a young city (having been developed entirely since World War II), no historic or cultural resources of significance exist within the City.

### **Open Space and Recreation Policies:**

1. Encourage development of the pedestrian/bicycle path system illustrated in the Transportation Plan throughout the community and in cooperation with adjacent communities.
2. Update the adopted Park Master Plan.
3. Encourage open space/recreational opportunities within new multi-unit housing development.

## ECONOMIC DEVELOPMENT

**Goal:** To diversify and improve the economy of Wood Village.

**Discussion:** The City of Wood Village currently has land zoned for commercial development, mixed commercial and residential in the Town Center, industry and a mixture of commercial and industrial uses north of I-84 to encourage a variety of employment opportunities and services with convenient freeway access. The following table illustrates vacant land for employment:

**Vacant Commercial and Industrial Land**  
1997

Employment Zone Abbreviation	SUM	NC	TC	GM	LM	CI	GC
Total Gross Land Area	162.98	2.91	82.25	4.15	13.03	59.35	1.30
Percent Designated for Employment Use		50.00%	50.00%	100.00%	100.00%	100.00%	100.00%
Total Designated for Employment Use	120.40	1.45	41.13	4.15	13.03	59.35	1.30
Gross-to-Net Reduction (streets, right-of-way, etc.)		22.00%	22.0%	22.0%	22.0%	22.0%	22.0%
Net Buildable Employment Land	93.91	1.13	32.08	3.24	10.16	46.29	1.01

Specific economic trend and labor data for Wood Village is not available. The 1990 U.S. Census provides employment status, journey to work characteristics, income and poverty status for Wood Village. The Oregon Economic Development Department catalogs economic data for Multnomah County, but does not break out such data for Wood Village.

### **NEED FOR COMMERCIAL LAND:**

By providing a variety of local shopping, services, and employment opportunities with open space scaled to the community, Wood Village can make an important contribution to the livability of the regional community. The development of commercial options has not kept pace with the area's rapid development. There is growing demand for these services. An attractive commercial center would enhance the identity of Wood Village without detracting from the character of the existing community. For example, excellent vehicle access and planned transit service to the large property owned by Multnomah Kennel Club will attract a variety of retailers and other commercial businesses. This location also presents the opportunity for office uses to provide a well-balanced business community in Wood Village. In addition, encourage development and redevelopment of businesses on the narrow frontages of Halsey Street into a variety of retail, services and even housing in order to stimulate local business and provide area residents with easy access to essential services on this important transit corridor. Housing on Halsey Street would compliment and support service businesses and add vitality to the street.

Sandy Blvd. is also designated mixed-use corridor, but primarily for commercial and industrial uses. Housing on Sandy Blvd. is not an appropriate use.

Careful planning will orient the higher traffic commercial uses away from residential uses to minimize conflicts, while insuring well connected access to these residential areas with pedestrian walkways, bike lanes and streets. Pedestrian access and bicycle lanes could also connect nearby employment centers across Glisan Street in Gresham so that convenient local trips will obviate the need for these workers to travel long distances in the morning, at lunch and in the evening for food, shopping and other services. Creating a development with major retailers in Wood Village will decrease the need for east county residents to travel long distances to the existing locations of these retailers in other parts of the metropolitan area.

### **NEED FOR INDUSTRIAL LAND:**

The primary industrial area of the City is situated in the northernmost part of Wood Village. Since 1979, an enormous inventory of serviced industrial land has been created in the Columbia South Shore area of Portland and Gresham. These lands are better situated than any vacant or redevelopable lands in Wood Village for basic manufacturing and distribution uses, given their proximity to I-84, I-205, the Union Pacific Railroad and Portland International Airport and their distance from residential uses. Locating industrial development in the northern part of the City or in the Columbia South Shore area also ensures that users of hazardous materials will not be adjacent to residential development.

Additional industrial lands have been designated by the City of Gresham in close proximity to Wood Village. The 300 acre LSI Logic industrial site, which Wood Village had anticipated in its 1979 Comprehensive Plan would be designated for residential use, is being developed adjacent to the south of Glisan Street. Immediately west of the LSI Logic site is Clear Creek Business Park, a new industrial park. Fujitsu is currently expanding its industrial facility to the west of Clear Creek Business Park.

Based on the increase in industrial development surrounding Wood Village, the city does not need additional industrial lands. Rather, as described above, the city needs commercial development to support these industrial uses and existing residential development.

### **MULTNOMAH KENNEL CLUB PROPERTY:**

One of the largest underdeveloped properties in the city is owned by the Multnomah Kennel Club. Since 1957, this 114 acre property has been used for greyhound racing and historically drew 8,000 to 10,000 people per race day. Since that peak, competition from Native American casinos, state sponsored gaming, and other entertainment opportunities has severely eroded attendance. The total 1993 attendance peak of 373,000 people has decreased to about 180,000 in 1997, where it is expected to stabilize. The decline in attendance at MKC has reduced the need to dedicate such a large parcel and parking area to racing operations.

The MKC site is not large enough to serve the needs of a large campus industrial user. The primary concerns expressed by industrial users are the site's proximity to, and potential conflicts



with, existing residential developments, and high volumes of residential traffic. Truck traffic will not mix with the existing and projected volumes of traffic on the contiguous roadways of Glisan Street, 223rd Avenue, and Arata Road. Multi-tenant and medium sized industrial users interested in an east side location have shown a preference for the Columbia South Shore area north of I-84. The Columbia South Shore is an area of relatively low residential development, free of residential through traffic, with convenient access to the I-84 freeway.

The MKC site is well suited to accommodate growing residential and commercial needs in the city and surrounding area. The addition of a well planned commercial mixed use center close to existing housing and employment opportunities will provide for a synergistic and better balanced community which continues to be livable as the Wood Village area develops. New and existing housing will have the benefit of being in walking distance of services, entertainment and jobs. For these reasons, the MKC site is designated on the Comprehensive Plan map for mixed use development.

### **ECONOMIC POLICIES:**

1. Encourage a variety of commercial development along the north side of Halsey Street which will draw visitors east-west through the community rather than south through the residential areas.
2. Designate areas surrounding I-84 for a mixture of industrial and general commercial uses.
3. Review designs of industrial and commercial developments to encourage functionally aesthetic site plans that will minimize conflicts with adjacent land uses.
4. Allow designation of property to meet the need for commercial/retail services, employment and entertainment opportunities to complement the area's developing industrial base. Encourage a variety of residential, commercial, office and compatible industrial uses by designating the lands north of Glisan and east of 223rd owned by the Multnomah Kennel Club for mixed use development.
5. Encourage redevelopment of underutilized lands and substandard structures.
6. Meet Metro's Functional Plan employment targets.
7. Encourage a mix of commercial and industrial uses on Sandy Blvd. Encourage conversion of existing residential uses to commercial and industrial uses.
8. Encourage new employment opportunities that are well connected by all modes of transportation to existing and planned residential areas in Wood Village.
9. Prohibit large-scale retail uses in the CI, LM and GM Zones in order to reserve the area for industrial, employment-intensive uses and family-wage jobs.

## **HOUSING**

**Goal:** To provide for the housing needs of the City of Wood Village.

**Discussion:** Housing in the City of Wood Village has evolved from an initial construction of 182 single family detached homes to a wide range of housing types, including manufactured homes, duplexes, triplexes, condominiums and garden apartments. The 1998 population is currently at about 3030 persons. Since the City lies well within regional urban growth boundaries, undeveloped land in and around the City can be expected to become urbanized in the near future. Determination of area housing needs can be effectively done only on a county or regional level. Metro estimates that well over 150,000 people will eventually be housed in East Multnomah County. The City of Wood Village will be expected to house a certain number of these new residents. Metro estimates that Wood Village would need to accommodate 423 additional households by the year 2015 if there is no expansion of the regional urban growth boundary.

When this Comprehensive Plan was adopted in 1979, limited land was available for residential development. For this reason, a study of housing needs and capacity of Wood Village to accommodate those needs was done on two levels. First, an inventory of residential land within the City limits, including existing, planned, and available acreage for housing. Second, a study of undeveloped land adjacent to the City to find those areas most suitable to residential development.

Since the adoption of this Comprehensive Plan in 1979, significant areas south of Glisan Street that the City anticipated would be annexed to Wood Village and designated residential have instead been annexed to Gresham and zoned and developed for employment uses. As a result, expected residential development opportunities in Wood Village have been greatly diminished. At the same time, there have been significant increases in employment opportunities in the greater east urban area. Fujitsu, LSI and other industrial development in Gresham and the Columbia South Shore have led to increased demand for housing in the area.

The potential for residential growth within the City limits was severely limited until 1996, when the City developed the mixed use Town Center zone whereby residential development is required as a part of a planned mixed use commercial center. As of 1999 the Town Center zone has vacant land for a few hundred housing units in close proximity to transit service, employment opportunities and shopping. For similar locational amenities, the City has identified the Halsey Street corridor as a good location for compatibly mixing commercial and residential uses. The City also encourages the construction of accessory dwelling units in zones where single family residences are allowed. Fortunately, a wide range of housing types has been built. Figure 1 shows that 1997 existing housing is quite evenly divided among three categories: 32% single family detached; 33% multi-family; 35% manufactured home parks.