# CITY OF WOOD VILLAGE
## COMPREHENSIVE PLAN

### TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>3-5</td>
</tr>
<tr>
<td>Physiographic Analysis</td>
<td>6-10</td>
</tr>
<tr>
<td>Citizen Involvement</td>
<td>11-12</td>
</tr>
<tr>
<td>Agricultural Lands</td>
<td>12</td>
</tr>
<tr>
<td>Air, Water and Land Resources Quality</td>
<td>12-14</td>
</tr>
<tr>
<td>Areas Subject to Natural Disasters and Hazards</td>
<td>14-15</td>
</tr>
<tr>
<td>Open Spaces and Recreational Needs</td>
<td>16</td>
</tr>
<tr>
<td>Economic Development</td>
<td>17-19</td>
</tr>
<tr>
<td>Housing</td>
<td>19-21</td>
</tr>
<tr>
<td>Public Facilities and Services</td>
<td>22-23</td>
</tr>
<tr>
<td>Transportation</td>
<td>23-28</td>
</tr>
<tr>
<td>Energy Conservation</td>
<td>29</td>
</tr>
<tr>
<td>Urbanization</td>
<td>29-30</td>
</tr>
</tbody>
</table>

### MAP INDEX

<table>
<thead>
<tr>
<th>Map Name</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location Map</td>
<td>5</td>
</tr>
<tr>
<td>Topography</td>
<td>7</td>
</tr>
<tr>
<td>Vegetation Constraints</td>
<td>8</td>
</tr>
<tr>
<td>Soil Formations</td>
<td>9</td>
</tr>
<tr>
<td>Geologic Formation</td>
<td>10</td>
</tr>
<tr>
<td>Slope Constraint</td>
<td>15</td>
</tr>
<tr>
<td>Vacant Lands</td>
<td>21</td>
</tr>
<tr>
<td>Transportation</td>
<td>27-28</td>
</tr>
<tr>
<td>Comprehensive Plan Map</td>
<td>31</td>
</tr>
<tr>
<td>Zone Map</td>
<td>32</td>
</tr>
</tbody>
</table>
INTRODUCTION

The City of Wood Village is located near the northeast comer 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 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 potential land use conflicts. The Wood Village Comprehensive Plan is periodically evaluated to determine its compatibility with these goals. 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 through traffic. 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.

Wood Village has historically functioned as a residential suburb, most of its citizens commuting elsewhere for employment. Commercial activity had 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 was one major recreational attraction within the city, the Multnomah Greyhound Park, which ceased operations in 2004. After standing empty for twelve years, the site was acquired by the Confederated Tribes of the Grand Ronde and all buildings demolished in the summer and fall of 2016. There are over 100 acres of land once included in the properties of the Multnomah Greyhound Park that have been designated for development as a mixed-use Town Center: commercial, retail, entertainment, lodging, office and residential. Wood Village is a well-liked and very livable little community. 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 a part of the Portland metropolitan area. This 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.

The Plan is a flexible, dynamic document that must adjust to new realities in these fast changing times. The Wood Village Comprehensive Plan can be viewed as a compact among 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 the 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” affect all jurisdictions within the Portland Urban Growth Boundary. This includes Wood Village. When Wood Village completed a Comprehensive Plan update in 2014, Metro requirements relevant to the transportation plan update for Wood Village were incorporated into this Plan and the Zoning Code.
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 84 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 84 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.
City of Wood Village
Comprehensive Plan

VEGETATION CONSTRAINTS
Source: Metro's 2002 digital orthophotographs

Vegetation Cover

2055 NE 238th Drive
Wood Village, OR 97060
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. The longtime residents of the city 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, the City web site and social media platforms, 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, or through direct contact via e-mail, 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 provided to all surrounding jurisdictions.

**Citizen Involvement Policies:**

1) Continuation of the City Planning Commission as the official committee for citizen involvement.

2) Responsibility is given 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 periodic review of the citizen involvement program 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 carpooling 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) Carefully study proposals for new industrial developments to help minimize their effects on environmental quality.

5) Cooperate with County, State, and Federal officials in environmental planning efforts.
6) Assure that all new developments connect to the public sewage system.

7) 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). Wood Village will take action to encourage environmental actions that 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.

8) New development must comply with erosion and sediment control performance standards and vegetative cover protection measures to meet regional water quality standards. New development must comply with City water quality development standards.

9) 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.

3. Flooding is identified in the Federal Emergency Management Agency mapping of jurisdictions. There are no areas where flooding is identified in Wood Village.
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 provided 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 the continuing development of the Donald L. Robertson Park also identifies the need for the acquisition of additional park lands to adequately serve 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.

Wood Village is a young city (having been developed entirely since World War II), the original village and the Arata House located adjacent to 238th are identified as historical resources.

Open Space and Recreation Policies:

1. Encourage development of the pedestrian/bicycle path system illustrated in the Transportation Plan and the Park Master Plan throughout the community and in cooperation with adjacent communities.

2. Commit to Update the 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.

Specific economic trend and labor data for Wood Village is not available. The 2010 U.S. Census provides employment status, journey to work characteristics, income and poverty status for Wood Village. Business Oregon, the official State Economic Development Agency, catalogs economic data for Multnomah County, but does not break out such data for Wood Village. As the regional planning authority, Metro also provides significant information on employment and location for employment potentials.

**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. Extensive public involvement processes in 2016 identified the role an attractive commercial center in the Town Center district could play in enhancing the identity of Wood Village without detracting from the character of the existing community. Work on the Halsey Corridor to identify commercial capacity and development goals also engaged hundreds of regional citizens.

The additional services proposed in the 2016 TriMet transit plan for the Wood Village Town Center will serve a variety of lodging, entertainment, retailers and other commercial businesses. The Town Center location also presents the opportunity for office and residential mixed uses to provide a well-balanced business community in Wood Village. In addition, the City should 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 complement 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.
NEED FOR INDUSTRIAL LAND:

The primary industrial area of the City is situated in the northernmost part of Wood Village. A large inventory of serviced industrial land has been developed 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.

Additional industrial lands have been designated by the City of Gresham in close proximity to Wood Village. The 300 acre Gresham Vista Industrial Site, which Wood Village had anticipated in prior Comprehensive Plans would be designated for residential use, is being developed adjacent to the south of Glisan Street. Immediately west of the Gresham Vista site is Clear Creek Business Park, a new industrial 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.

Wood Village Town Center

The Town Center site, provides a well-planned commercial mixed use center close to existing housing and employment opportunities and will provide for a synergistic and better balanced community as the Wood Village area develops. New and existing housing will have the benefit of being in walking distance of services, entertainment and jobs. This site is designated as Town Center on the Comprehensive Plan map, specifically noting that the site may include lodging, entertainment, vertical mixed use, other mixed uses, and housing.

ECONOMIC POLICIES:

1. Encourage a variety and mix of commercial and residential development along Halsey Street which will draw residents and 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, lodging, and entertainment opportunities to complement the area's developing industrial base. Encourage a variety of residential, commercial, office, entertainment and lodging uses by designating the lands north of Glisan and east of 223rd for mixed use development.

5. Encourage redevelopment of underutilized lands and substandard structures.

6. Encourage a mix of commercial and industrial uses on Sandy Blvd. Encourage conversion of existing residential uses to commercial and industrial uses.
7. Encourage new employment opportunities that are well connected by all modes of transportation to existing and planned residential areas in Wood Village.

8. Prohibit large-scale retail uses in the CI, LM and GM Zones in order to preserve 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 2016 population is estimated by Portland State University to be 3,905 persons. Since the City lies well within the Portland urban growth boundary, 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 Wood Village would need to accommodate 190 additional households by the year 2040.

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.

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 encouraged as a part of a planned mixed use commercial center. The Town Center zone has planned capacity for 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.

The quality of the existing housing stock is good but aging. Home improvement values predominantly exceed land values sufficiently in the community that wholesale redevelopment is unlikely. The presence of an Urban Renewal District in the City will provide a tool to assist in the redevelopment of housing areas.
Housing Policies:

1. Maintain an acceptable level of service to existing and new residential areas.

2. Encourage development of vacant land within existing residential areas of the City to help meet Metro's Functional Plan housing targets.

3. Specifically encourage residential development in the Town Center to meet the Metro Functional Plan housing targets.

4. Encourage redevelopment of underutilized lands and substandard structures.

5. Review plans for new residential development to insure an appropriate balance of housing values within Wood Village.

6. Ensure future residential development provides appropriate housing types to effect a proper housing balance within Wood Village.

7. Support public and private actions that increase housing choices for Wood Village residents, with emphasis on increasing the number of owner-occupied housing alternatives and improving the balance in the City's population by attracting and keeping in the City, families with children.

8. The City permits the construction of accessory dwelling units in single-family residential zones.

9. New housing should be located near employment and should be well connected to employment by all modes of transportation.

10. To assure full utilization of urban land and public facilities, and to assure long-range housing targets are met, the City shall establish minimum housing densities in the residential zones, and the commercial zones that permit residential uses.

11. Encourage housing on Halsey Street that is compatible with the neighborhood commercial zone characteristics, such as townhouses and second-story housing above retail uses.

12. The original village residential neighborhood should be preserved as a single-family residential area, and new construction is encouraged to be compatible with the style of the original homes.
PUBLIC FACILITIES AND SERVICES

**Goal:** To plan for and develop a timely, orderly and efficient arrangement of public facilities and services to accommodate new and existing development.

**Discussion:** Public facilities and services available to residents of Wood Village include police and fire protection, schools, public water and sewer, healthcare facilities, roadway multimodal transportation facilities, storm water, planning, and parks and recreation facilities.

The Reynolds School District serves students in Wood Village with schools in Fairview, Troutdale and Rockwood. School district officials have indicated that they are basing their facility planning on regional planning projections.

The City of Wood Village operates a public water system that serves all existing and new developments. This system includes four wells and three reservoirs. The water is drawn from the Troutdale aquifer, and is of good quality. Regular lab testing is done to insure the safety of the supply. A systems development charge is assessed to new developments connecting into the public water supply. Current storage capacity is 1.43 million gallons. The City does have the capability of supplying water to the anticipated future needs.

Wood Village's sewage is treated at the Gresham Regional Sewage Treatment Plant. The Wood Village interceptor line carries sewage to the plant through a shared pipeline system with Fairview, with the outfall extending northerly on 223rd, then westerly on Sandy to the Gresham Plant. Areas north of the interceptor are served by the 238th Drive lift station, one of the three lift stations in the Wood Village collection system. The Gresham Plant has capacity to serve the regional populations of Gresham, Fairview and Wood Village through the 20 year planning horizon.

Medical and health care facilities are available at Legacy Mt. Hood Medical Center on Stark St., Adventist Health Medical Clinic on Powell Blvd., Kaiser Permanente clinic on Stark, and a series of urgent care facilities throughout the region. The nearest urgent care to Wood Village is located at the intersection of 223rd and Glisan.

All new development must be approved by the Wood Village Planning Commission, which acts independently from the City Council. The City has made extensive investments to assure that key public infrastructure for water, sewer, storm water management, and transportation facilities have been financed and constructed. Improvements in the water system and sewer collection system are rated to be capable of serving a build-out population of 4,650 at a future date beyond the 20 year scope of this Comprehensive Plan update.

Significant investment has been made in the Donald L. Robertson City Park, and the adoption of a Park Master Plan for the community in 2016 identifies significant additional lands that need to be acquired to serve the ultimate population for the community. Along with park land, the master plan calls for the development of trail systems and open space to serve the community into the future.
Solid waste disposal is under the jurisdiction of Metro which operates the disposal systems for the Portland Metropolitan region. Wood Village recognizes Metro's responsibility to prepare a solid waste management plan, and will cooperate with regional planning efforts to handle solid waste disposal and recovery, including taking any steps necessary to support recycling, reduction or other solid waste management strategies.

Law enforcement services are provided by contract through the Multnomah County Sheriff’s Department. Fire protection is provided by Gresham Fire and Emergency Services by contract between the Cities of Gresham, Fairview, Troutdale, and Wood Village.

Public Facilities and Services Policies:

1. All new development shall be approved only if provision can be made for an acceptable level of public services.

2. Wood Village will cooperate with other area jurisdictions to improve public facilities as the need arises, including solid waste disposal, sanitary sewage treatment and energy transmission facilities.

3. The Wood Village public water system will continue to be upgraded as demand increases. City water sources are more than adequate to the year 2040 and capable of providing storage and distribution for an estimated population as high as 4,650 residents. Development decisions shall be consistent with the City’s Water Master Plan.

4. Stormwater and erosion control impacts must be estimated and improvements made to accommodate development while preventing adverse effects on adjoining or downstream properties. Development decisions shall be consistent with the City’s Stormwater Master Plan and the water quality development standards.

5. System Development Charges for connection to the City operated utilities will combine with rate systems adequate to assure that additional sewerage treatment capacity is purchased from the Gresham Regional Wastewater plant as needed with new development.

**TRANSPORTATION**

**Goal:** To help provide for and encourage a safe, convenient and economical transportation system.

**Discussion:** Wood Village has evolved as an automobile-dependent suburb, similar to Fairview, Troutdale and Gresham in terms of its relationship to this mode of transportation. In spite of the rising cost of automobile ownership and operation, residents of Wood Village are still very skeptical about alternate forms of transportation. Regional planners continually point out the inefficiency of the automobile in terms of energy consumption and resource allocation. In addition, there are negative impacts from the pollution of the physical environment by automobile usage; acres of parking lots, high noise levels near freeways and arterials, and the air pollution resulting from the internal combustion engine.
In spite of these problems, it is unlikely that the majority of residents of cities such as Wood Village will soon look to other transportation modes. In 2014, over 80% of individuals in Wood Village employed outside the home utilized a private automobile as their means of access to employment. At some point, the costs of owning and operating a private automobile may become prohibitive to a majority of people. In the meantime, efforts to provide alternatives to the automobile such as light rail, bus and bicycling run into much public resistance by people who would rather see their tax dollars spent on the upgrading of highways and freeways.

An integrated transportation system that offers a variety of choices can only be developed at a regional level. The task for Wood Village is one of making the transportation planners aware of what the specific needs of the community are in order to insure that the development of the system recognizes those needs. Roadway capacities and congestion remain the primary concerns for the majority of Wood Village commuters accessing employment and other regional opportunities. TriMet operates bus routes on an east-west axis with limited north south connectivity. Development of an eastside enhancement plan to improve frequencies of service as well as north to south connectivity would assist in allowing transit to develop a larger mode share in Wood Village. Development of an area-wide bicycle path system for commuters is well underway, with the forty mile loop project nearing completion. Bicycle access to the Columbia River Gorge from Wood Village is also well underway. Upgrading of arterial streets and intersections, including Halsey St., N.E. 238th, Glisan St., and N.E. 223rd has improved reliability of vehicle transportation through the community. Additional improvements have been identified in the adopted Transportation System Plan (TSP), and will be updated in future years through the adoption of upgrades and revisions to the TSP.

The City has completed a Transportation System Plan (TSP) to address multi-modal transportation needs within the City. Policies and maps related to the TSP are stated in this section of the Comprehensive Plan and in the TSP.

**Transportation Policies:**

1. Wood Village will cooperate with ODOT, Metro and Multnomah County to improve the transportation network in the east county area and provide a coordinated review of future land use decisions affecting transportation facilities. The City will notify public agencies of land use actions that subdivide or partition land, or that require public hearings for properties adjoining their facilities.

2. The City shall require compliance with the Transportation System Plan (TSP) as a criterion for approval of development and plan amendment proposals. The City will implement the TSP to achieve a multi-modal transportation system including street, transit, bicycle, pedestrian, and rail facilities.

3. The City will use adopted road, sidewalk, bike and pedestrian path standards to govern the improvements of those public and private facilities.

4. The City may require that any subdivisions, planned developments and site developments be accompanied by a traffic impact statement describing the potential on-site and off-site...
impacts of the proposed development, including the need for off-site road improvements and signals.

5. The City will consider, in coordination with Multnomah County, regional street design standards when reviewing new development on Halsey Street and 238th Drive, Sandy Blvd., 223rd Avenue, and Glisan Street.

6. Except where precluded by existing development, topographical or natural constraints, new development shall include local street designs that discourage cul-de-sacs and extend existing streets, or connect residential areas with services and institutions by short, direct public pedestrian and bicycle ways.

7. Improve bicycle and pedestrian access to the Town Center, the City park and institutional uses from existing and new residential areas in Wood Village.

8. Develop and construct bikeways and pedestrian accessways to minimize potential conflicts between transportation modes.

9. The City will cooperate in development and improvement of the regional bicycle and pedestrian routes that run through Wood Village. Regional bicycle routes are: Sandy Blvd., Halsey and Glisan Streets, 223rd Ave. and 238th Drive. Regional pedestrian routes are: Sandy Blvd., Halsey Street, 223rd Ave. and the Town Center zone.

10. The City will cooperate in the development and improvement of Halsey St. and 223rd Ave. as regional public transportation routes.

11. The City will support use and expansion of railroad lines that run through the City if deemed in compliance with City Plan and Code requirements.

12. The City shall seek opportunities to create a more grid-like and connected transportation system in Wood Village. This includes making more roadway and pathway connections between local roads and County roads in the city and connecting existing and planned residential development to employment, commercial uses, institutional uses, collector and arterial roads, transit corridors, trails, open space and recreational uses, and other community activity centers.

13. In terms of street design of arterials and collectors in Wood Village, the City will consult with Multnomah County to ensure that designs are consistent with regional street designs for throughways and arterials, and allow for integration of transit features such as pull-outs and sidewalk space for benches or shelters.

14. The City may allow “green street” design standards for local roads that allow for the storage and natural infiltration of storm water.

15. The City will encourage more marked and protected pedestrian crossings on collectors and arterials in the city to improve safety, accessibility and mobility for pedestrians. Marked or protected crossings should be considered as follows:
a) every 500-600 feet where signal spacing exceeds ½ mile,
b) on streets adjacent to commercial centers, community centers, institutional uses, and uses that generate a significant number of trips, and
c) on streets with transit routes and stops.

16. The City shall reduce the number of private access and points of conflict on collectors and arterials through development review, through access management measures such as consolidation of access points and crossover easements.

17. The City shall support connectivity and access to collectors and arterials with public streets that are spaced consistent with the access spacing standards of the jurisdiction with roadway authority.

18. The City shall work with transit providers to identify and make improvements in access to transit including improved pedestrian and bicycle connections to all existing and planned transit stops and major transit stops or facilities, intersection and mid-block traffic management improvements for facilitating crossing at and near transit stops, and lighting and public safety enforcement at transit stops and along streets with transit routes.

19. The City will designate Sandy Boulevard, Halsey, and 238th Drive as transit streets to reflect the allocation of existing transit service.

20. The City will designate Wood Village Boulevard as a transit street and will coordinate with TriMet regarding the potential for future transit service along this important north-south corridor, and through service in the Town Center.

21. The City will work with TriMet to ensure all transit stops are maintained and that the information is available and up-to-date.

22. The City will explore opportunities to increase the frequency of transit service along existing transit routes.

23. The City will explore opportunities to establish a north-south transit route between the Wood Village city center and areas to the south.

24. If motorized vehicle traffic volumes within the city continue to grow, the City shall consider parking strategies as a way to manage traffic demand and associated land use including expanding the amount and types of bicycle parking requirements.

25. The City will consider modifications to its review criteria for amendments to its Comprehensive Plan and Transportation System Plan if future traffic analysis demonstrates roadway capacity constraints in the city. The Regional Transportation Functional Plan allows for significant reductions in trip generation rates used in analyzing traffic impacts if jurisdictions implement parking management strategies, land use management strategies, and/or transportation facility designs and management strategies that reduce trips.
City of Wood Village
Street Functional Classification Plan

2055 NE 238th Drive
Wood Village, OR 97060
ENERGY CONSERVATION

Goal: To utilize land use planning as a tool in the effort to enhance energy conservation.

Discussion:

Issues of carbon footprints of communities and land uses, global warming, climate change, or other assertions about the role of fossil fuels in the future of our region have been a key conversation in our region. Whether or not the energy issues are temporary, permanent, contrived or real, the fact remains that wasteful consumption of energy is undesirable. The City of Wood Village can take steps to help reduce the overall consumption of energy by the community in several ways.

Development of locally oriented retail shops along Halsey and in the Town Center would help to reduce the distance Wood Village and Fairview shoppers must go to transact business. The design of the area could encourage pedestrians to leave their cars at home and take a walk through the city.

Other efforts to conserve energy should concentrate on the physical design of the city. In review of new developments, the City could evaluate proposals based on energy efficiency in site design and construction techniques.

The alternative open to the City of Wood Village in initiating efforts to foster energy conservation is to do nothing and let county, state or federal officials worry about it. There is a temptation to leave this problem to others, but as local government shifts responsibilities to broader jurisdictions, the sense of control over the quality of life will continue to get farther away from the individual. Wherever the opportunity exists to initiate local programs to solve community problems, the sense of individual responsibility can be enhanced.

Energy Conservation Policies:

1. The Wood Village Planning Commission will encourage development of a local retail center on Halsey.

2. Energy conserving design will be encouraged, along with the use of renewable energy resources.

URBANIZATION

Goal: To provide for an orderly transition from rural to urban land uses as areas around the City become developed.

Discussion: The Portland urban growth boundary (UGB) adopted by Metro is intended to provide a sufficient land supply for a 20 year period for residential development. Lands for industrial and employment must also be identified and provided inside the UGB. Oregon law requires Metro to
complete the evaluation process every six years to determine if land supplies are adequate for the ensuing 20 year period. The purpose of the boundary is to contain growth by encouraging infill of vacant land and thus keeping the urbanized area as compact as possible in accordance with the 2040 Growth Concept. Wood Village is entirely within the UGB.

There are no areas of unincorporated county lands on any contiguous side of Wood Village. All boundaries of the community are coterminous with an adjacent city; Troutdale to the east and north, Fairview to the north and west, Gresham to the south. There are no lands that could be considered for inclusion in the Portland UGB on any side of the community or for which additional planning work needs to be completed.

The following table illustrates past and future population trends in Wood Village:

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>% Change</th>
<th>Annual for period</th>
<th>Compounded Annual</th>
</tr>
</thead>
<tbody>
<tr>
<td>1980</td>
<td>2,253</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1990</td>
<td>2,814</td>
<td>24.90%</td>
<td>2.25/year</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>2,860</td>
<td>1.60%</td>
<td>0.16/year</td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td>3,878</td>
<td>35.10%</td>
<td>3.09/year</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>3,905</td>
<td>0.70%</td>
<td>0.15/year</td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>4,124</td>
<td>5.61%</td>
<td>1.11/year</td>
<td></td>
</tr>
<tr>
<td>2025</td>
<td>4,318</td>
<td>4.70%</td>
<td>2.17/year</td>
<td></td>
</tr>
<tr>
<td>2030</td>
<td>4,494</td>
<td>4.08%</td>
<td>1.74/year</td>
<td></td>
</tr>
<tr>
<td>2040</td>
<td>4,650</td>
<td>3.47%</td>
<td>0.34/year</td>
<td>1.22%</td>
</tr>
</tbody>
</table>

Development within the present City limits will be by infill or redevelopment of existing neighborhoods and by new development of residential or mixed use residential and commercial in the Town Center or Neighborhood Commercial Comprehensive Plan designations. Development of the Town Center property will require new service extensions supported by increased service capacities. The City has invested in the water and sewer systems to permit full development of the Town Center properties. The sewer system collection and conveyance capacity has been expended, however the treatment capacity will need to be expanded through the acquisition of additional treatment capacity from the Gresham regional wastewater treatment facility.

**Urbanization Policies:**

1. The City of Wood Village will continue to encourage infill of vacant land within the City.
2. The City of Wood Village will participate in regional planning efforts and cooperate with Metro in their capacity as the regional planning authority for the Portland UGB.