

# MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS  
ROOM 605, COUNTY COURTHOUSE  
1021 S.W. FOURTH AVENUE  
PORTLAND, OREGON 97204

GLADYS McCOY • CHAIR • 248-3308  
PAULINE ANDERSON • DISTRICT 1 • 248-5220  
GRETCHEN KAFOURY • DISTRICT 2 • 248-5219  
RICK BAUMAN • DISTRICT 3 • 248-5217  
SHARRON KELLEY • DISTRICT 4 • 248-5213  
JANE MCGARVIN • Clerk • 248-3277

AGENDA OF  
MEETINGS OF THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS  
FOR THE WEEK OF  
September 4 - 8, 1989

- Monday, September 4, 1989 - Holiday, Offices Closed
- Tuesday, September 5, 1989 - 9:30 AM - Planning Items . . . Page 2  
Informal Briefings
- Tuesday, September 5, 1989 - 1:30 PM - Formal Meeting . . . Page 3  
Public Hearing regarding  
Corrections Issues, followed  
by Work Session
- Tuesday, September 5, 1989 - 7:00 PM - Public Hearing . . . Page 3  
Hansen Building Auditorium,  
12240 NE Glisan
- Thursday, September 7, 1989 - 9:00 AM - Formal . . . . . Page 4  
followed by Public Hearing on  
Corrections at 9:30 AM

Tuesday, September 5, 1989 - 9:30 AM

Multnomah County Courthouse, Room 602

A. Decisions of the Planning Commission of August 14, 1989, reported to the Board for acknowledgement by the County Chair:

- CS 9-89 Approve, subject to conditions, change in zone designation from NC to NC, C-S, HR-1 to HR-2, C-S and MR-3 to MR-3, C-S, community service to allow its use for school purposes, for property located at 14815-14917 SE Division Street
- MC 1-89 Deny requested appeal; Modify Planning Director's Decision of May 24, 1989 and approve, subject to conditions, requested 12-car parking lot addition, all for property located at 1853 SW Highland Road
- LD 17-89 Approve, subject to conditions, Tentative Plan for the Type I Land Division request, a rural area subdivision resulting in five lots;
- MC 2-89 Approve, subject to conditions, request to use an easement as a means of access to new proposed lots instead of providing frontage on a dedicated street all for property located at 12200 NW Rock Creek Road

B. PUBLIC HEARING - On the Record plus Additional Testimony and Evidence Related to Traffic Impact - 9:30 AM

- CS 7-89 Review the Decision of the Planning Commission of July 10, 1989, denying community service designation to allow development of a Tri-Met Terminus facility, for property located at 13525 SE Foster Road

This Decision was appealed by the applicant. Each side will have 20 minutes to present oral argument before the Board

C. PUBLIC HEARING - DeNovo Hearing - 10:30 AM

- C 2-89 Review the Decision of the Planning Commission of June 12, 1989, denying request to change name of street segments known as NE 215th Avenue, NE Shaver Street and NE 216th Avenue to NE Lackenvew Circle; Approve change of name to NE Lachenvew Lane for two of the three street segments noted, namely NE 215th Avenue and NE Shaver Street. Retain NE 216th Avenue as shown; Decision to approve street name change to NE Lachenvew Lane for NE 215th Avenue and NE Shaver Street does not preclude change to NE Lachenvew Circle in the future (including NE 216th Avenue) if conditions change which qualifies the three street segments to be called "Circle".

INFORMAL BRIEFINGS

Approximately 11:00 AM

1. ✓ Request for policy direction regarding scope of Youth Services System Project and role of consultant prior to issuing an RFP to hire consultant - Duane Zussy
2. Update and review of activity of the Columbia River Gorge Commission, especially its proposed land use designations in the National Scenic Area - Kris Olson Rogers, Dick Benner, Lorna Stickel - TIME CERTAIN: 11:30 AM
3. ✓ Briefing on approval of OTA grant to be submitted to State Regional Strategies (Governor's Office) for funding - Mary McArthur, Chris Moir

PUBLIC TESTIMONY WILL NOT BE TAKEN AT INFORMAL MEETINGS

Tuesday, September 5, 1989 - 1:30 PM

Multnomah County Courthouse, Room 602

FORMAL PUBLIC HEARING

PUBLIC HEARING - Corrections issues  
Work Session by Board of Commissioners will follow

NOTE: Depending on the number of people wishing to testify, the time limit may be limited to 3 minutes per person.

NOTE: There will be no informal review of the Thursday Agenda

Tuesday, September 5, 1989 - 7:00 PM

Hansen Building, 12240 NE Glisan Auditorium

Public Hearing on Corrections Issues

NOTE: Depending on the number of people wishing to testify, the time limit may be limited to 3 minutes per person.

Thursday, September 7, 1989, 9:00 AM  
Multnomah County Courthouse, Room 602

Formal Agenda

REGULAR AGENDA

BOARD OF COUNTY COMMISSIONERS

- R-1 Presentation of a Certificate of Achievement for Excellence in Financial Reporting for the Department of General Services' Finance Division
- R-2 In the matter of the appointment of James Moore to the Welfare Advisory Board, term expiring June, 1993
- R-3 In the matter of the appointment of Sue Larson, Jeanette Tudor and Dan Croy to the DUII Advisory Board, term expiring at the end of the Grant

DEPARTMENT OF ENVIRONMENTAL SERVICES

- R-4 In the matter of approving the private sale of a small parcel of vacant land as provided by ORS 275.200, approximately 60 x 25 feet which faces on NE San Rafael between N. Williams Ave. and NE Rodney Avenue

DEPARTMENT OF GENERAL SERVICES

- R-5 Budget Modification DGS #3 reclassifying one position of an Office Assistant III to a Data Processing Technician, in the Information Services Division, funds having been included in the 1989-90 budget
- R-6 In the matter of ratification of an intergovernmental agreement with the Tigard Public Schools District #23J to use County's contract for the purchase of Herman Miller furnishings in accordance with Bid No. B43-100-3028

DEPARTMENT OF HUMAN SERVICES

- R-7 In the matter of ratification of an intergovernmental agreement with State Senior Services Division, effective July 1, 1989, providing for \$7,404,355 to fund senior centers; area-wide, nutrition, and in-home services; and administration with federal and state revenues

ORDINANCES - NONDEPARTMENTAL

R-8 First Reading - An Ordinance directing the Chair to appoint a Citizens' Income Tax Study Committee to develop recommendations on how to implement a county income tax

BOARD OF COUNTY COMMISSIONERS - 9:30 AM Time Certain

R-9 Public Hearing on Corrections Plan  
Board Deliberation to finalize product

NOTE: Depending on the number of people wishing to testify, the time limit may be limited to 3 minutes per person.

Thursday Meetings of the Multnomah County Board of Commissioners are recorded and can be seen at the following times:

Thursday, 10:00 PM, Channel 11 for East and West side subscribers

Friday, 6:00 P.M., Channel 27 for Rogers Multnomah East subscribers

Saturday 12:00 PM, Channel 21 for East Portland and East County subscribers

0500C.59-63

DATE SUBMITTED \_\_\_\_\_

(For Clerk's Use)  
Meeting Date SEP 5 1989  
Agenda No. #1

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Youth Services System Project

Informal Only\* Sept. 5, 1989  
(Date)

Formal Only \_\_\_\_\_  
(Date)

DEPARTMENT Human Services DIVISION Administration

CONTACT Rhea Kessler TELEPHONE 248-3782

\*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD Duane Zussy

BRIEF SUMMARY Should include other alternatives explored, if applicable, and clear statement of rationale for the action requested.

The Department requests policy direction regarding scope of Youth Services System Project and role of consultant prior to issuing an RFP to hire consultant. Three options presented for discussion purposes.

(IF ADDITIONAL SPACE IS NEEDED, PLEASE USE REVERSE SIDE)

ACTION REQUESTED:

INFORMATION ONLY     PRELIMINARY APPROVAL     POLICY DIRECTION     APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 15 minutes

IMPACT:

PERSONNEL

FISCAL/BUDGETARY

General Fund

Other \_\_\_\_\_

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: *Duane Zussy*

BUDGET / PERSONNEL \_\_\_\_\_

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) \_\_\_\_\_

OTHER \_\_\_\_\_  
(Purchasing, Facilities Management, etc.)

NOTE: If requesting unanimous consent, state situation requiring emergency action on back.

1989 AUG 29 PM 2:31  
CLERK OF BOARD OF COUNTY COMMISSIONERS  
JULIUS ROBERTSON COUNTY  
OREGON



# MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES  
7th FLOOR J. K. GILL BUILDING  
426 S.W. STARK STREET  
PORTLAND, OREGON 97204  
(503) 248-3782

BOARD OF COUNTY COMMISSIONERS  
GLADYS McCOY • CHAIR OF THE BOARD  
PAULINE ANDERSON • DISTRICT 1 COMMISSIONER  
GRETCHEN KAFOURY • DISTRICT 2 COMMISSIONER  
RICK BAUMAN • DISTRICT 3 COMMISSIONER  
POLLY CASTERLINE • DISTRICT 4 COMMISSIONER

## MEMORANDUM

TO: Gladys McCoy, Multnomah County Chair  
Liaison Commissioner Rick Bauman  
Commissioner Pauline Anderson  
Commissioner Gretchen Kafoury  
Commissioner Sharron Kelley

FROM: Duane Zussy, Director   
Department of Human Services

DATE: August 24, 1989

SUBJECT: Youth Services System Planning Project

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Enclosed is a memo from Rhea Kessler to me regarding the role of the consultant in the Youth Services System Planning Project.

I plan to present the three options presented in Rhea's memo at the Board Informal scheduled for September 5, 1989. At that time, I recommend that you select one (or another of your own choosing) so that we may proceed.

[2143F/vc]



# MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES  
426 S.W. STARK, 7TH FLOOR  
PORTLAND, OREGON 97204  
(503) 248-3782

BOARD OF COUNTY COMMISSIONERS  
GLADYS McCOY • CHAIR OF THE BOARD  
PAULINE ANDERSON • DISTRICT 1 COMMISSIONER  
GRETCHEN KAFOURY • DISTRICT 2 COMMISSIONER  
CAROLINE MILLER • DISTRICT 3 COMMISSIONER  
POLLY CASTERLINE • DISTRICT 4 COMMISSIONER

## MEMORANDUM

TO: Duane Zussy  
FROM: RK Rhea Kessler  
DATE: August 22, 1989  
SUBJECT: Role of Consultant in Youth Services System Planning Project

As you know, I am becoming concerned about the lack of clarification regarding the role of the proposed consultants in the Youth Services Planning Project.

I think it is appropriate for the department to brief the Board at the next possible date, at this point, September 5, the day after Labor Day.

I suggest that we propose a set of options, and let the Board react to each of them. I would like the Board to give us some direction so that I can begin working on the RFP as soon as possible.

The options I feel that the Board might productively consider are the following:

### Option 1:

We might proceed with the project in two phases, with one consultant conducting a series of interviews with community representatives. The result of these interviews would be a general list of concerns which will enable an "ad hoc group" (to be convened in conjunction with phase 2) to frame issues for discussion and recommendations. In phase 2, the "ad hoc group" would review all the concerns identified by community representatives in the first phase of the project and then proceed to develop a series of recommendations for consideration and final action by the Board. This group would work with a consultant, not necessarily the same consultant who conducted the initial interviews.

This is the option I outlined to you in my memo dated August 2.

Memo to Duane Zussy  
April 22, 1989  
Page 2

Option 2:

Under this scenario, the issues for discussion would be framed by interviews with the same people who make up the ad hoc group. That is, the individuals to be interviewed during the first phase would be the same people who would comprise the ad hoc group. This group would, then, proceed to work with the consultant to come up with recommendations for the Board.

Option 3:

As you know, the Board's staff has raised questions concerning the breadth of the issues that could be introduced under option 1. Accordingly, a third option might be achieved by having the Board set the parameters and, thus, limit the issues to be considered by the group.

At a Board staff meeting of August 10, five general issues were quickly identified as topics which commissioners would most likely be interested in having the study group pursue. These topics are as follows:

- A. The Youth Services Centers--relevancy;
  - . how well the centers meet the needs of the client population,
  - . how well they specifically meet needs of minority children.
- B. Issues including cultural relevancy of programming, as regards minority youth, including all minority populations--Native American, Hispanic, Asian, etc., as well as Black.
- C. Alcohol and drug services to youth.
- D. Services to emancipated youth, including teen mothers and homeless youth.
- E. The Donald E. Long Home--physical plant, possible pre-ajudication alternatives, post-ajudication services, etc.

In addition, Board staff suggested that I discuss likely topics with the Youth Program Office. The topics mentioned by Michael Morrissey as a result of such contacts include the following:

- A. The role of county juvenile justice system regarding probation and assessment services.

Memo to Duane Zussy  
August 22, 1989  
Page 3

- B. The role of the county vis-a-vis Children's Services Division, including down-sizing, shelters, and out-of-home placements.
- C. A look at comparable jurisdictions so that we may compare what we have accomplished in Multnomah County to approaches taken in other counties of roughly analogous size and circumstance.

Assuming that we can get the Board to provide greater definition to the areas this project should address, we would dispense with the necessity of conducting interviews with community representatives as outlined in the August 2 memo. In this scenario, we would proceed directly to the second phase, which would remain essentially unchanged. That is, a specially convened ad hoc group could take the issues that the Board would have already framed, discuss and develop them, and come up with a series of specific recommendations for subsequent Board consideration.

Obviously, there are variations on the three options and there will be more options that the Board might devise, but these are largely dispositive of the issue.

Under any of these options, the recommendations must be presented so that they will be useful to the Board. Accordingly, I suggest that we assume zero sum budgeting--dollars recommended for top priority needs necessarily imply fewer dollars for other programs. In addition, the emphasis should be placed upon current and projected unmet needs, as well as identifying areas of unnecessary duplication of service. Lastly, creative solutions should be encouraged.

Please let me know how you wish to proceed.

cc: Howard Klink

[5607A-m]

DATE SUBMITTED 8/28/89

(For Clerk's Meeting Date SEP 5 1989  
Agenda No. #2)

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Gorge Commission

Informal Only\* 9/5/89  
(Date)

Formal Only \_\_\_\_\_  
(Date)

DEPARTMENT Nondepartmental DIVISION County Chair's Office

CONTACT Fred Neal TELEPHONE X-3308

\*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Kris Olson Rogers, Dick Benner, Lorna Stichel

BRIEF SUMMARY Should include other alternatives explored, if applicable, and clear statement of rationale for the action requested.

Update and review of activity of the Columbia River Gorge Commission, especially its proposed land use designations in the National Scenic Area.

(IF ADDITIONAL SPACE IS NEEDED, PLEASE USE REVERSE SIDE)

ACTION REQUESTED:

INFORMATION ONLY     PRELIMINARY APPROVAL     POLICY DIRECTION     APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 30 minutes

IMPACT:

REQUEST TIME CERTAIN: 9:30 a.m.

PERSONNEL  
 FISCAL/BUDGETARY  
     General Fund  
 Other \_\_\_\_\_

1989 AUG 29 PM 2:44  
CLERK OF COUNTY COMMISSIONER  
MULTIPLUM COUNTY OREGON

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Gladys McCay

BUDGET / PERSONNEL \_\_\_\_\_

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) \_\_\_\_\_

OTHER \_\_\_\_\_  
(Purchasing, Facilities Management, etc.)

NOTE: If requesting unanimous consent, state situation requiring emergency action on back.

*Columbia River Gorge Commission*  
**Development Review**

# **Applicant Handbook**



**June 1989**

**Columbia River Gorge Commission**  
288 E. Jewett Blvd.  
P.O. Box 730  
White Salmon, WA 98672  
(509) 493-3323

**Columbia River Gorge Commission**  
**DEVELOPMENT REVIEW APPLICANT HANDBOOK**

**INTRODUCTION**

In 1986 Congress designated the Columbia River Gorge a National Scenic Area and said that a management plan must be prepared to guide development within its boundaries. Until that plan is in place in 1991, the Columbia River Gorge Commission and U.S. Forest Service share responsibility for reviewing proposed development to ensure that it is consistent with the purposes of the federal act and final interim guidelines.

This handbook is a guide to those who apply to the Columbia River Gorge Commission for review of development proposed in the National Scenic Area.

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***Please note: Development review decisions are made on a case-by-case basis, looking at all the facts related to a specific proposal. While this handbook provides guidelines to applicants, it briefly summarizes many complex issues and is not meant to be the final authority on whether any individual action is consistent with the purposes of the Scenic Area Act and final interim guidelines.***

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## THE NATIONAL SCENIC AREA ACT

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### **Overview of the act**

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The Columbia River Gorge National Scenic Area Act established a unique partnership in land management. The U.S. Forest Service and a commission created by the states of Oregon and Washington each have responsibilities. So do six local counties with lands in the Gorge. They are:

**Washington Counties:**

Clark County  
 Skamania County  
 Klickitat County

**Oregon Counties:**

Multnomah County  
 Hood River County  
 Wasco County

### ***Special Management Areas***

The Forest Service is directed to plan for *Special Management Areas (SMAs)*, 112,300 acres, or 39% of the Scenic Area. All islands in the Columbia River are also Special Management Areas.

New residential development is prohibited on parcels smaller than 40 acres in these areas. No land divisions or multi-family residential development can occur. New industrial development is also prohibited. Forest practices must meet Forest Service visual management guidelines. Recreation facilities may be permitted, but other commercial uses are not. Also, the Forest Service's authority to buy land or exchange forest land is generally limited to these areas.

### ***General Management Areas***

The Commission is directed to plan for lands in *General Management Areas (GMAs)*, 113,200 acres, or 40% of the Scenic Area. The Columbia River itself, 31,500 acres or 11% of the Scenic Area, is also considered General Management Area.

In these areas new homes, businesses and recreation facilities may be allowed if they are found not to adversely affect scenic, natural, cultural and recreation resources. New industry is prohibited. The Scenic Area Act does not regulate forest practices on forest lands in these areas.

### ***Urban Areas***

A third category of land is *Urban Areas*. The Scenic Area Act designates 13 Urban

#### **Urban Areas in the National Scenic Area**

##### **Washington Urban Areas:**

North Bonneville  
Stevenson  
Carson  
Home Valley  
White Salmon  
Bingen  
Lyle  
Dallesport  
Wishram

##### **Oregon Urban Areas:**

Cascade Locks  
Hood River  
Mosier  
The Dalles

Areas, 28,000 acres or 10% of the Scenic Area, which are exempt from the management plan the Gorge Commission and Forest Service are developing. New industrial development is limited to these areas and commercial development must be encouraged to locate here.

### ***County Responsibilities***

Once a management plan is adopted by the Commission and approved by the Secretary of Agriculture, the six Gorge counties will be asked to adopt land use ordinances to put it into effect. These ordinances must be approved by the Commission and Secretary of Agriculture.

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## **The purposes of the act**

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The National Scenic Area Act lists two purposes:

- To protect and provide for the enhancement of the scenic, cultural, recreational and natural resources of the Columbia River Gorge.
- To protect and support the economy of the Columbia River Gorge by encouraging growth to occur in existing Urban Areas and by allowing future economic development in a manner consistent with the purpose above.

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## **Final interim guidelines**

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Until a management plan is in place, the Commission and Forest Service have adopted final interim guidelines to direct proposed development. Standards for the final interim guidelines, and the management plan itself, are listed below. For a more complete discussion of how these standards work in practice, please see the section "How Standards Have Been Applied," Pages 21 - 28.

### ***Agricultural Land***

Land used for agriculture or suitable for agricultural use must be protected and enhanced. Agriculture is the production of crops, fruits or other agricultural products or the sustenance of livestock. Agricultural lands may be converted to recreation, open space and forestry, but not other uses.

### ***Forest Land***

Land used or suitable for the production of forest products must also be protected

and enhanced. Forest land may be converted to agriculture, recreation or open space, but not other uses.

On forest lands in General Management Areas, forest practices are subject only to the two State Forest Practices Acts. In Special Management Areas, forest practices must meet the Forest Service's visual management guidelines. More information on these guidelines is available from the Forest Service.

### ***Open Space***

Open spaces must be protected and enhanced. Open spaces, according to the Scenic Area Act, are "unimproved lands not designated as agricultural or forest land, (including):

- Scenic, cultural and historic areas.
- Fish and wildlife habitat.
- Lands which support plant species which are endemic to the Scenic Area or which are listed as rare, threatened or endangered species pursuant to State or Federal Endangered Species Acts.
- Ecologically and scientifically significant natural areas.
- Outstanding scenic views and sites.
- Water areas and wetlands.
- Archaeological sites, Indian burial grounds and village sites, historic trails and roads, and other areas which are culturally or historically significant.
- Potential and existing recreation resources.
- Federal and state wild, scenic, and recreation waterways."

### ***Recreation***

Public and private recreation resources and opportunities must be protected and enhanced. These include, but are not limited to, educational and interpretive facilities, campsites, picnic areas, boat launch facilities and river access areas.

Proposals for new recreation facilities must also be consistent with a Recreation Assessment being conducted by the Commission and Forest Service.

### ***Commercial Development***

Commercial development outside of Urban Areas must take place without adversely affecting the scenic, natural, cultural and recreation resources of the Scenic Area. Commercial development is encouraged, but not required, to take place within designated Urban Areas. In locating development outside of Urban Areas, the physical characteristics of the area and its proximity to transportation, commercial and industrial facilities, and other amenities must be considered.

Commercial development is not allowed in Special Management Areas, except for commercial recreation facilities.

### ***Residential Development***

Residential development outside of Urban Areas must take place without adversely affecting the scenic, natural, cultural and recreation resources of the Scenic Area. Additions to existing homes and accessory buildings or other major structures must also take place without adversely affecting these resources.

In locating development outside of Urban Areas, the physical characteristics of the land, and its proximity to transportation, commercial facilities, and other amenities must be considered. In Special Management Areas, new homes cannot be built on parcels smaller than 40 acres in size.

### ***Multi-family Residential Development***

Multi-family residential development is prohibited in Special Management Areas. In General Management Areas, it must take place without adversely affecting the scenic, natural, cultural and recreation resources of the Scenic Area.

### ***Land Divisions***

Subdivisions, partitions, short plats, and other land divisions are prohibited in Special Management Areas. Within General Management Areas, land divisions must protect the scenic, natural, cultural and recreation resources of the Scenic Area.

### ***Industrial Development***

New industrial development is prohibited outside of Urban Areas. Existing industrial development may be modified if it does not increase adverse effects on scenic, natural, cultural and recreation resources.

## ***Mineral Resources***

Exploration, development and production of mineral resources, and reclamation of land after these practices, must take place without adversely affecting the scenic, natural, cultural and recreation resources of the Scenic Area.

In Special Management Areas, these activities are permitted only to produce sand, gravel and crushed rock for logging roads within Special Management Areas.

## ***Scenic, Natural, Cultural and Recreation Resources***

As proposed development is reviewed, potential effects on Gorge resources must be evaluated, according to the Scenic Area Act.

### ***□ What are scenic resources?***

The final interim guidelines define scenic resources as "the inherent visual quality (appearance and character of the landscape) of the area and its degree of naturalness, and/or the attractiveness of the cultural features."

### ***□ How are scenic resources protected?***

Scenic resource are protected by preserving the view from key view-

### **Key Viewing Areas in the National Scenic Area**

#### **Major travel routes:**

Historic Columbia River Highway  
Washington S.R. 14  
I-84, including rest stops  
Highway 35, at Panorama Point  
Highway 197  
Railroads  
Cook-Underwood Road

#### **Other areas:**

Seven Mile Hill  
Cape Horn

#### **Recreation facilities & areas:**

Crown Point  
Multnomah Falls  
Beacon Rock State Park  
Dog Mountain Trail  
Rowena Plateau  
Soros Park, The Dalles  
Women's Forum State Park  
Bridal Veil State Park  
Larch Mountain  
Bonneville Dam Visitors Centers  
Columbia River  
Rooster Rock State Park

ing areas, or places where large numbers of people view the Gorge. Key viewing areas are listed on page 7.

Resources are also protected by ensuring that development harmonizes with and complements its surroundings and does not create a dramatic change in the character of the landscape.

□ ***What are natural resources?***

The final interim guidelines define natural resources as "naturally occurring features, including land, water, air, plants, animals including fish, and plant and animal habitat that exist within the Scenic Area."

□ ***How are natural resources protected?***

Proposed development must not degrade or destroy the natural resources on a development site, or cause other impacts that could result in the degradation or destruction of natural resources off the site.

□ ***What are cultural resources?***

There are several categories of cultural resources, according to the final interim guidelines:

- Archaeological resources, or those associated with ancient Native Americans. Examples are prehistoric villages, rock art, Indian vision quest sites and landmarks.
- Historical resources, or those dating from the first non-native settlers. These include log cabins, barns, fort sites, wagon trails and vistas.
- Contemporary cultural groups or resources associated with Indians who continue to practice the cultural life styles of their ancestors. Examples are plant gathering and hunting areas.

□ ***How are cultural resources protected?***

If there are known cultural resources on a site, they must be protected by mitigation measures or by not allowing a conflicting development. In addition, if artifacts or other resources are found during construction, the Commission must be notified to ensure the protection of the resource.

□ ***What are recreation resources?***

Recreation resources are defined in the final interim guidelines as "leisure time or recreation activity, setting or experience opportunities...Particular emphasis is given to opportunities that depend on the landscape, natural resources, or conditions which are specific to the Scenic Area."

□ ***How are recreation resources protected?***

When a proposed development is evaluated, recreation resources in its vicinity are identified. Redesign or other mitigation measures may be required to minimize conflicts with these resources. If mitigation cannot protect the resource, the development will be prohibited.

## THE APPLICATION PROCESS

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### **Who applies to the Commission?**

### **Who applies to the Forest Service?**

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The National Scenic Area Act divides the responsibility for reviewing proposed development in the Scenic Area between the Gorge Commission and the Forest Service.

#### **The Commission reviews:**

##### Residential development:

- New homes
- Additions to homes
- Accessory buildings
- Major related structures
- Multi-family residential

##### Land Divisions

- Industrial development
- Commercial development
- Some surface mining

#### **The Forest Service reviews:**

- Agricultural buildings
- Forest practices in SMAs
- Non-commercial hydroelectric projects
- Signs
- Road building
- Non-commercial recreation
- Utility lines, electronic facilities
- Home occupations
- Community, educational, institutional facilities
- All other uses not listed

If a proposed development falls under the Commission's jurisdiction, an application must be submitted to:

- Columbia River Gorge Commission  
288 E. Jewett Blvd.  
P.O. Box 730  
White Salmon, WA 98672  
(509) 493-3323

If a development is subject to Forest Service review, an application should be submitted to:

- U.S. Forest Service - National Scenic Area Office  
902 Wasco Ave., Suite 200  
Hood River, OR 97031  
(503) 386-2333

If the proponent is unsure which agency should receive the application, it can be sent to either agency and will be forwarded to the appropriate office.

□ ***What sorts of uses do not require an application under the Scenic Area Act?***

- Forest practices on forest lands in General Management Areas.
- The continuation of a use that existed before the Scenic Area Act was passed, unless there is a significant change in that use.
- Any proposals within designated Urban Areas, or outside the boundaries of the National Scenic Area.
- Remodeling and repair which do not affect the exterior of a house or other residential structure.
- Repainting a house or other major residential structure that existed before the act was passed.
- Landscaping of lots with residences which predate the act.
- Certain alterations to residential structures that are deemed insignificant by the Director. To determine if a proposal is insignificant, contact the Commission office.

Even if no application is required from the Commission or Forest Service, permits may be required from local jurisdictions.

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## **Where to obtain an application**

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Application forms are available from the Gorge Commission and Forest Service offices (addresses above).

Forms are also available from the six Gorge county planning offices. Their addresses are:

### **Clark County Planning Dept.**

Franklin Center  
1013 Franklin St.  
Vancouver, WA 98668  
(206) 699-2375

### **Multnomah County Planning Dept.**

2115 SE Morrison  
Portland, OR 97214  
(503) 248-3043

### **Skamania County Planning Dept. Hood River County Planning Dept.**

Courthouse Annex  
Vancouver Avenue  
Stevenson, WA 98648  
(509) 427-5141

309 State St.  
Hood River, OR 97031  
(503) 386-1306

### **Klickitat County Planning Dept. Wasco County Planning Dept.**

Courthouse Annex  
228 W. Main, Room 150  
Goldendale, WA 98620  
(509) 773-5703

1721 W. 10th St.  
The Dalles, OR 97058  
(503) 298-5169

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## **How to fill out an application**

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The application form asks for information about the applicant, the property on which the development is proposed, a description of the proposed development, and which resources might be affected by it.

### **Information about the applicant**

*Applicant's Name, Address and Telephone Number:* We need to know how to contact the applicant if there are questions about the application, and where to send the applicant a copy of our decision.

*Property Owner:* If the development is proposed by someone other than the

property owner, we need to make sure the property owner knows that the application has been submitted. The property owner must sign the application, or copies of real estate earnest money agreements, listing agreements, or a signed statement by the property owner must be submitted.

**□ Information about the subject property**

*Location of Property:* To clearly identify the land on which development is proposed, we need the property's legal description (Section, Township, Range, and tax lot number). This information is printed on county real estate tax statements or is available from county assessors.

*Tax Assessment Category:* Real estate tax statements also indicate the tax assessment category of a property. Indicate whether the property is part of a tax deferral program (agriculture, forestry or open space). County assessors also have this information.

*Parcel Size:* Indicate the size of the subject parcel. If more than one lot is owned by a single landowner, indicate the size of the entire holding. This information is listed on county real estate tax statements or is available from county assessors.

*Existing Use of Parcel:* Indicate how the property is now being used.

*Adjacent Land Use:* Tell how the land surrounding the property is used.

**□ Information about the project**

*Proposed Project Description:* Describe the proposal, including dimensions of structures, and any actions necessary to prepare the site for a building. If a land division is proposed, state the number and size of lots which would be created.

*Height, Exterior Color(s), and Construction Materials of Proposed Structures:* To determine whether a structure will be compatible with the surrounding landscape, we need to know what it will look like. Describe the color of exterior paint, including trim, type and color of roofing materials, and size and approximate location of windows.

Describe the height of the building, from grade to the highest point of the roof. If this is not known, indicate whether the structure is one- or more stories in height, and whether a daylight basement is planned.

*Site Plan:* A site plan showing the proposed development must accompany

the application. An example of a site plan is shown on page 14. *This does not have to be a complex architectural drawing. A simple sketch, including all the necessary information, is sufficient.*

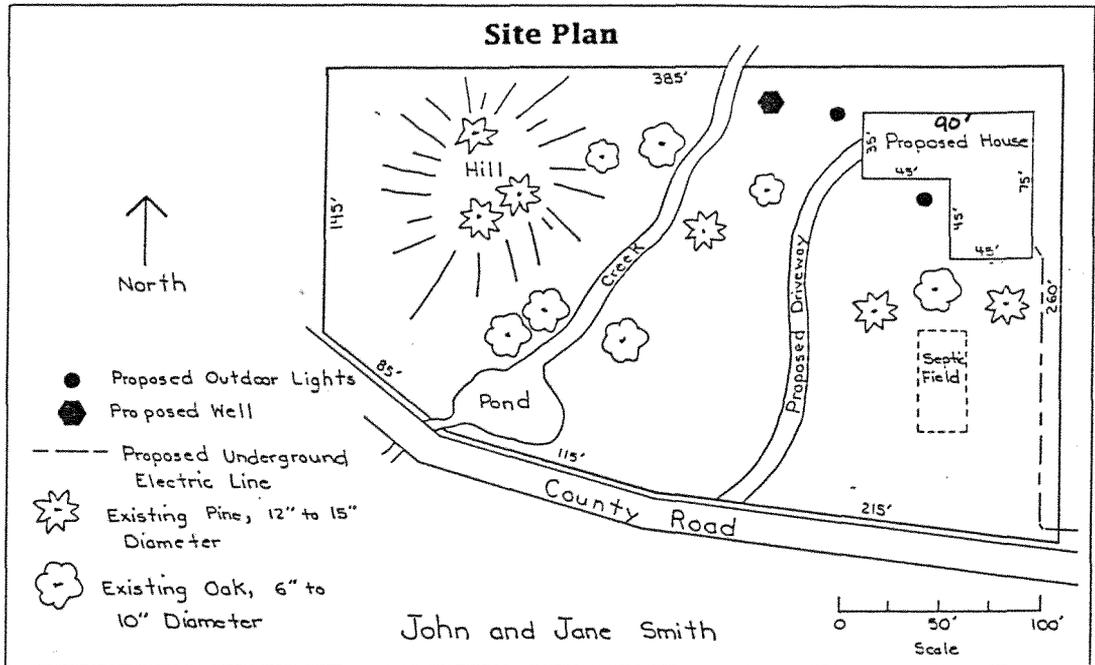
On the site plan, please show:

- Boundaries of the parcel
  - Boundaries of proposed new lots, if any
  - Existing and proposed roads
  - Location and size of proposed and existing structures
  - Outdoor lighting
  - Location of approved septic tank and drainfield, if any
  - Groupings and species of trees and other screening vegetation on the property
  - Location and type of vegetation that would be removed
  - Location and species of vegetation that would be planted
  - Location and depth of grading and excavation
  - Easements and rights of way
  - Bodies of water, water courses
  - Significant topographic features or landforms
- Resources affected by the development***

Because new development must not harm scenic, natural, cultural and recreation resources, we must evaluate how each proposal will affect these resources. Indicating that some of these resources may be affected does not automatically mean that a proposal will be denied. Often, impacts can be mitigated or lessened by conditions related to the location, design or size of a development.

*Scenic Resources:* Check off the key viewing areas from which the proposed development would be visible. These areas are listed on page 7. Also, indicate whether the project will break the skyline, or project into the sky above the landscape in back of the structure, as seen from these areas.

*Cultural Resources:* List any known historical, archaeological or other cultural features on or adjacent to the proposed project.



**Recreation Resources:** Indicate whether the project would affect existing recreation uses or create new recreation opportunities.

**Natural Resources:** List which natural resources would be affected by the proposed development. Air quality, water quality and quantity, wildlife, threatened and endangered plant or animal habitat, wetlands, agricultural land, forest land, sound (or noise levels) and fisheries are mentioned.

**Copies of county, city, state or federal applications**

To process an application, we also need a signed statement from the applicable planning office listing other permits and approvals which are required for the proposal. It is not necessary to apply for these permits before submitting an application to the Commission. We merely want to know from the planning office about approvals that must be obtained. A signed statement can be submitted with the application, or mailed to the Commission separately by the planning office.

If no other approvals are required, a statement to that effect signed by the planning office must be submitted to the Commission.

□ ***Site visit permission form***

Finally, applicants are asked to give their permission for the members and staff of the Commission to visit the property on which development is proposed. These visits are an important element of determining whether a proposal should be approved.

□ ***Incomplete applications***

If an application form is not filled out completely, or the applicant does not submit a site plan and a statement regarding other required permits, we will return it.

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**For more help**

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If the applicant needs assistance in filling out the application, one of our staff will be able to help. Interested people can also schedule a pre-application conference with the staff to discuss their project. These conferences are an opportunity to learn how our review is conducted, and how a project can be planned to have the greatest chance of succeeding.

## **THE REVIEW PROCESS**

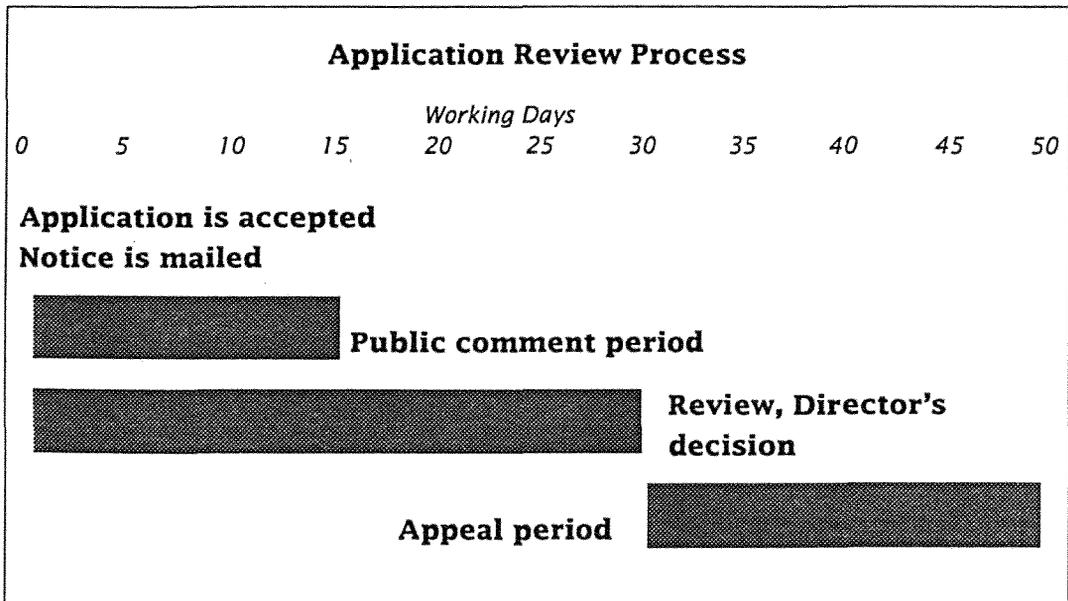
Once an application is accepted as complete, the review process begins. It will take about six weeks from the time an application is accepted until a decision is made by the Director of the Commission. In that time, several steps will be taken:

- Notice of the proposed development will be mailed to interested parties and the applicant.
- Public comment will be accepted and reviewed.
- Inventory data will be reviewed.
- A site inspection will be made.
- The Director will decide whether to approve or deny the application.
- A copy of the Director's decision will be sent to the applicant and other interested parties.

## Public notice

To encourage public and agency review and comments, we send notice of each proposed development action to:

- The U.S. Forest Service - National Scenic Area Office.
- The States of Oregon and Washington.
- Four Indian tribal governments with treaty rights in the Scenic Area: the Yakima Indian Nation, Confederated Tribes of the Umatilla Indian Reservation, Nez Perce Tribe, and the Confederated Tribes of the Warm Springs.
- Planning office of the applicable county or city.
- Property owners within 250 feet of the proposed development (in some cases).
- Agencies with specialized information, such as Soil Conservation Districts.
- The applicant and property owner.



Notice is also published in the newspaper of general circulation nearest to the proposed development. In addition, it is posted at the Commission and Forest Service offices, and made available to Gorge libraries for posting.

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## **Public comment**

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Interested people and agencies have 15 working days from the date the notice is mailed to submit written comments about the proposed development to the Gorge Commission. Working days are Monday through Friday, except for holidays. Fifteen working days is about three weeks.

Only the applicant and people who submit written comments during this period can later appeal the Director's approval or denial of the application.

The Commission has also identified some developments for which there is a shortened public comment period of 10 working days. They are:

- A major residential-related structure (garage, shop, shed, deck, etc.) of 400 square feet or less in a General Management Area.
- An alteration to the exterior of a residence or major related structure in a General Management Area.
- An addition to any residence or major related structure in a General Management Area.
- Replacement of a residence or major related structure of the same size and in the same location as the original structure.
- Replacement of a structure destroyed or partially destroyed if an application is submitted within one year of the date of the accident.

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## **Reviewing the application**

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Each application is assigned to one of the Commission's land use planners. The planner will evaluate the proposal based on:

- A site visit to the subject property.
- Parcel sizes and ownerships and existing land uses in the area surrounding the proposed development. This information comes from assessors' maps and an existing land use inventory.

- Inventories of scenic, natural, cultural and recreation resources collected by the Commission and Forest Service. This review will show if the proposal would conflict with resources the Commission and Forest Service must protect.
- Information provided by the applicant.
- Written comments from the public and agencies.

In 1988, the Commission received 190 applications, or an average of 16 per month. In the first five months of 1989, the Commission received 115 applications, or 23 per month. These figures are expected to increase through the summer and fall.

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## **Decision of the Director**

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Once the review of the application is complete, the Director of the Commission will issue a written decision to approve or deny the application. This decision includes the facts upon which the decision is based and a determination whether it is or is not consistent with the National Scenic Area Act and final interim guidelines.

The Director has 30 working days from the date an application is accepted to decide whether to approve or deny it. Working days are Monday through Friday, excluding holidays. Thirty working days is about six weeks.

In making this decision the Director must:

- Consult with the applicant and appropriate agencies.
- Consider the information submitted by the applicant and other relevant information.
- Consider all written public comment.
- Consider the comments of the Forest Service

Copies of the decision are sent to the applicant, Gorge Commission members, the Forest Service, the States of Oregon and Washington, Indian tribal governments, the planning director of the applicable county or city, and each person who submitted written comments.

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## **Approvals and denials**

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At the end of 1988, the Director had approved 82% of applications, and denied 18%. This rate of approval has remained fairly constant throughout 1989.

If an application is approved, it is subject to conditions that will ensure that it does not adversely affect the scenic, natural, cultural and recreation resources of the Scenic Area.

Depending on where the development is proposed, conditions could include:

- Requiring exterior colors, including roof and trim, that will blend with the surrounding landscape.
- Requiring that trees and vegetation be retained to provide screening.
- Requiring that new landscaping be planted to provide additional screening.
- Requiring that the height of structures be limited.
- Requiring that outdoor lighting be shielded.
- Requiring that roads and driveways be sited so that they are not visible from key viewing areas and they minimize risk of erosion.
- Requiring that structures be set back from streams, bluffs, or adjacent farm or forest practices.

*If an application is approved, the approval is valid only for one year. The proposed development must be started within 12 months, or the approval becomes void. The applicant can request a 12 month extension from the Commission, however.*

## **THE APPEAL PROCESS**

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### **Who can appeal a decision**

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The applicant or anyone who submitted written comment on an application can ask that the Gorge Commission itself review the Director's decision. This is accomplished by filing either a Notice of Appeal or Motion to Intervene with the Commission. This review is done at appeal hearings scheduled during Gorge Commission meetings, usually held on the second Tuesday of each month.

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## **Filing an appeal**

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To initiate an appeal, a Notice of Appeal (available at the Commission office) must be filed within 20 working days after the date the Director's decision was mailed. Working days are Monday through Friday, except for holidays. Twenty working days is about four weeks.

The Notice of Appeal must:

- Refer to the decision being appealed and the date of the decision.
- Show that the person filing the appeal is the applicant or someone who submitted written comments within the 15 or 10 working day comment period.
- Describe the specific grounds for the appeal: the standards of the National Scenic Area Act, the interim guidelines, or other grounds.
- Show that the Notice of Appeal was also mailed to the applicant and everyone who submitted written comments. *The names and addresses of these people are available from the Commission's office, but it is the appellant's responsibility to mail the Notice of Appeal to them.*

If the Notice of Appeal is not received within 20 working days it will not be accepted.

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## **Intervening in an appeal**

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Intervening in an appeal means that a person wants to be part of an appeal filed by someone else. The applicant or any person who submitted written comments on a proposed development can participate in an appeal by filing a Motion to Intervene (available at the Commission office). This motion must be filed within 15 working days, or about three weeks, of the date of a Notice of Appeal.

The Motion to Intervene must:

- Refer to the applicable Notice of Appeal and the date of that Notice.
- Show that the person filing the Motion to Intervene is either the applicant or someone who submitted written comments on the original application.
- Describe the specific grounds for the Motion to Intervene: the

standards of the National Scenic Area Act, the interim guidelines, or other grounds.

- Show that the Motion to Intervene was also mailed to the applicant, appellant, and everyone who submitted comments. *The names and addresses of these people are available from the Commission's office, but it is the intervenor's responsibility to mail the Motion to Intervene to them.*

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## **Commission initiated review**

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There is also an avenue for the Gorge Commission members to ask to review a decision by the Director. Three or more members to the Commission may file a Notice of Commission Initiated Review within 20 working days of the date the Director's decision was mailed.

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## **Pre-hearing conference**

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The appellant or intervenor can schedule a pre-hearing conference with the Director to discuss an appeal. These conferences are an opportunity to review the materials the Director will use at the appeal. Factual material gathered by the Commission, such as maps, studies and reports, are also available for the appellant's or intervenor's use. The conference is also an opportunity to discuss how the appeal hearing will be conducted.

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## **Appeal hearing**

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When an appeal is filed, a hearing must be scheduled within 45 working days of the Notice of Appeal or Notice of Commission Initiated Review. Working days are Monday through Friday, excluding holidays. Forty-five working days is about nine weeks.

Notice of Hearing will be mailed to all parties to an appeal at least 10 working days (or about two weeks) in advance of the hearing.

For more information on the process for appeal hearings is available from the Commission office.

Minutes of previous appeal hearings are available at the Commission office and at the six county planning offices (addresses above). These records are a good resource for understanding what arguments the Director has made, what sorts of

expert witnesses have been used, and what the Commission has considered in previous decisions.

## HOW STANDARDS HAVE BEEN APPLIED

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### **Agricultural lands**

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The National Scenic Area Act tells the Commission to "protect and enhance" agricultural lands. This raises two questions: First, is the land on which a development is proposed "agricultural land"? If so, would the proposed use "protect and enhance" the agricultural land? No two properties are exactly alike. The Commission looks at the facts in each case.

***Is the subject property "agricultural land"?***

The Scenic Area Act itself has a general definition of agricultural land: it is land that is either used for or suitable for producing farm commodities or sustaining livestock.

***Is the land now being used for crops or livestock?***

To determine existing use, we consult the owner, an existing land use inventory done for the Commission, property tax records, aerial photographs, and extension agents, farmers and ranchers. Our planners also visit the proposed development site.

***Is the land suitable for crops or livestock?***

For suitability, our planners start with U.S. Soil Conservation Service (SCS) maps. They show different types of soils throughout the Scenic Area. The SCS rates each soil for its suitability for cultivation, considering slope, stoniness, depth, wetness and other factors. It has established eight classes of soils, with Class I being the most suitable and Class VIII the least suitable for cultivation.

We also evaluate a land's suitability for grazing by referring to a rangeland suitability map prepared after consulting with local ranchers and extension agents.

All of these maps are available for review by applicants and appellants.

Just because the soils on a tract of land are suitable for agriculture does not

mean that the Commission will automatically call it agricultural land. Often, very good land is surrounded by residences or other conflicting uses that make the practice of agriculture impossible. In other instances, good land is divided into ownerships that are too small for efficient agriculture and they cannot be consolidated. In these cases the Commission says that the land is not agricultural land; it is "committed" to other uses.

***Does the proposed use "protect and enhance" agricultural lands?***

If the Commission finds that land is agricultural land, it then reviews the proposed use to see if it would help or hinder agriculture. The Scenic Area Act says that the Commission cannot allow new land uses to convert agricultural land to residential or commercial use.

***Land divisions and agricultural land***

The Commission has concluded that some land divisions would harm agriculture by breaking tracts that are practical and efficient for agriculture into smaller parcels that would not be. In a ranching area, for example, the Commission did not allow division of a 120-acre tract into 20-acre parcels because the division would reduce the value of the tract for grazing.

***Residences and agricultural land***

The Commission rules allow residences on agricultural land if the residences are for farm purposes. The Commission has turned down applications for residences on agricultural land where there was no connection between the residence and farming or ranching. Where an applicant has said a residence would be for farming, the Commission has wanted to see a commitment to farming in place (some fruit trees planted, irrigation systems in place, loans secured for financing agricultural practices, etc.) before construction of the residence.

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## **Forest land**

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The Scenic Area Act also requires that the Commission "protect and enhance" forest land. As with agricultural land, this task raises two questions: Is the subject land "forest land"? If so, would the proposed use "protect and enhance" the forest land? As with agricultural land, no two properties are exactly alike. The Commission looks at the facts in each case.

***Is the land in question "forest land"?***

The Scenic Area Act contains a general definition of forest land: it is land

that is either used for or suitable for production of forest products. For each application, the Commission checks to see whether the land is now being used to grow forest products, or even if it is not, whether it is suitable for growing forest products.

□ ***Is the land now being used to grow forest products?***

To determine existing use, the Commission consults the owner, an inventory of existing land uses, aerial photographs, property tax records, extension agents and foresters. If trees are growing and there is evidence of management, the Commission usually concludes that the land is used to grow forest products.

□ ***Is the land suitable for growing forest products?***

For suitability, the Commission begins with the land's capability to produce merchantable tree species (for example Douglas fir or ponderosa pine). The Commission has decided during the interim period (before a management plan is in place) that land capable of producing 20 cubic feet of wood per acre per year is suitable for production of forest products.

Just because trees are growing on a tract, or just because the land is capable of producing 20 cubic feet of wood per acre per year, does not necessarily mean the Commission will call it forest land. Often, good land is surrounded by residences or other conflicting uses that make forest practices impractical. In some cases, good land is divided into ownerships that are too small for efficient management and they cannot be consolidated. In these cases, the Commission says that the land is not forest land; it is "committed" to other uses.

□ ***Does the proposed use "protect and enhance" forest land?***

If the Commission finds that the land is forest land, it then reviews the proposed use to determine if it would help or hinder production of forest products. The Scenic Area Act says that the Commission cannot allow uses to convert forest land to residential or commercial uses.

□ ***Land divisions and forest land***

As with agricultural land, the Commission has concluded that some land divisions would harm forest production by breaking tracts that are large enough to be managed efficiently into smaller parcels that are not.

### **□ *Residences and forest land***

The Commission has turned down some applications for residences on forest lands where there was no connection between the proposed home and growing forest products. The Commission has allowed residences on forest land in an area where intensive, commercial production of forest products is not appropriate because of the surrounding land use patterns.

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## **Scenic resources**

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The Scenic Area Act tells the Commission to "protect and enhance" scenic resources. Final interim guidelines describe how these resources will be protected until a management plan is in place. These guidelines focus on avoiding changes in a landscape and impairment of views from key viewing areas, listed on page 7. Key viewing areas are 23 locations throughout the Gorge from which large numbers of people view the Gorge. The list was derived from public hearings in spring 1987.

### **□ *Change of landscape setting***

The Commission endeavors to prevent development from changing the appearance of the Gorge in a significant way.

The Commission usually approves residences in areas where residences already occur. The Commission has denied land divisions which would add visible residences in areas where none or few occur. It has also denied commercial uses in areas where no commercial uses occur.

Sometimes the addition of one house in an area would not, by itself, change an area's landscape setting. But it might contribute to a change of setting and act as a precedent for development on nearby, similar lots. The Scenic Area Act requires the Commission to consider the cumulative impact of individual actions.

### **□ *Impairment of views***

Often the Commission approves residences even in areas visible from key viewing areas if conditions can prevent impairment of views. The Commission usually requires that structures be a dark earth-tone color to diminish the visibility of a structure and avoid contrasting with the natural background. This restriction on color usually applies to the roof and trim, as well.

Only occasionally has the Commission imposed height limitations or amended the proposed location of a structure. This happens when a structure

would break the skyline, or project into the sky above the landscape in back of the structure, or when the vertical lines would attract the eye of a person viewing from a key viewing area. More often, trees and bushes screen structures so that size limits are not necessary.

Sometimes the Commission asks for a landscape plan that shows where screening vegetation will be planted. A typical condition is that at least some of the existing vegetation on a property be retained. In some cases, the Commission has required that additional plantings of native vegetation be made.

Structures on a gentle, forested slope are much easier to plan and construct without adverse scenic effect than structures on a steeper, open slope.

Finally the Commission usually requires that exterior lights be shielded so that they do not project onto other properties and are not visible from key viewing areas.

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## **Cultural resources**

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Cultural resources are places or objects used by people in the past or present which have some special value. They include archaeological resources and historic sites and structures. These are among the resources the Scenic Area Act protects.

Some cultural resources are well-known, such as the Historic Columbia River Highway or Indian petroglyphs. Others are not yet discovered.

The Commission has a list of known cultural resources, and consults that list when an application is reviewed. Whether the list indicates a resource on the subject property or not, the Commission will often send an archaeologist to a site to conduct a brief survey. If a resource is discovered, the Commission will develop conditions to avoid adverse effects to the resource. Flat areas along the Columbia River and its tributaries are the areas most likely to contain archaeological resources.

If a resource is discovered, several protection options are available: avoidance of the area, removal of the resource to a safer place, burying the resource, acquiring the property, and others. The Commission always consults the four Indian tribal governments in the Gorge and the State Historic Preservation Offices before taking any action regarding cultural resources.

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## **Natural resources**

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Fish and wildlife habitat, the habitat of rare, threatened, endangered and endemic plants and natural areas also receive protection under the Scenic Area Act. The object is to keep conflicting uses from encroaching on important habitat.

Although these resources are wide-spread throughout the National Scenic Area, few have been involved in development reviews before the Commission because most development takes place near existing development. Adverse effects on plant and wildlife habitat can often be avoided by careful siting and conditions on development. On several occasions, the Commission has required setbacks to keep structures out of riparian areas (along streams) because of their value as habitat.

The Commission has inventories of plant and wildlife habitat prepared with assistance from state and federal resource agencies. It consults this data when it reviews development proposals and seeks advice from natural resource agencies. It also makes use of information on sensitive, rare, threatened and endangered species issued periodically by the Natural Heritage Programs of the two states.

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## **Recreation resources**

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The Scenic Area Act also requires the Commission to "protect and enhance" recreation resources. Well-planned development can often enhance recreation. For example, the Commission found in one case that a produce stand on a farm along the Historic Columbia River Highway would augment the experience of recreational travel on the highway.

The Commission has reviewed several proposals for commercial campgrounds. It approved a campground near the mouth of the Klickitat River. It has denied two proposals on Underwood Mountain because of the lack of commercial uses in the vicinity and the distance from recreational activities, transportation routes and existing commercial facilities.

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## **Cumulative impacts**

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When the Commission considers whether a development would adversely affect scenic, natural, cultural or recreation resources it must look at potential "cumulative impacts." In the words of the Scenic Area Act, the Commission must consider:

- The relationship of the proposed action and other similar actions

which are individually insignificant but which may have cumulatively significant impacts...

The question of cumulative impacts has arisen in review of applications for land divisions and residences. The Commission generally considers what the effects would be in an area if other land divisions occurred or other residences were sited.

If approving creation of new parcels of a certain size would, if repeated, change the setting or density pattern, the Commission is likely to be concerned. If, on the other hand, the division would create parcels of the same size as the prevailing pattern in an adjoining developed area, the Commission is not likely to be concerned.

The Commission always considers whether its decision in one case would, to maintain consistency, require a similar decision in a similar case. It looks at the total effect of the similar cases. If the cumulative effect would be adverse, the Commission seeks ways to avoid the effects.

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## **Enforcement**

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To help accomplish the objectives of the Scenic Area Act, Congress directed the Gorge Commission and Forest Service to ensure compliance with the act. The two agencies must make sure counties, state and federal agencies, as well as individuals, follow the provisions of the federal act.

To date, no serious enforcement problems have arisen. The Commission and Forest Service have received complaints and have worked with property owners to achieve compliance.

In the event of a serious violation, the Commission can act to enforce the law. Congress gave the Commission power to impose civil penalties (fines) of up to \$10,000 per violation. The Commission may impose such a penalty only after notice and a hearing. Commission rules specify criteria for determining the amount of the penalty.

The Commission will occasionally visit properties in the National Scenic Area to ensure color, landscaping, and other conditions on its approvals have been properly observed.

## **SPECIAL EXEMPTION SITUATIONS**

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### **Existing uses**

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The Scenic Area Act allows existing uses, or uses in existence before the act was adopted on Nov. 17, 1986, to continue whether they comply with the new law or not. To be considered existing uses, they must be used in the same manner and for the same purpose as before the act was made law. If a use has been discontinued for more than a year, it is no longer an existing use and must comply with the new law.

If an owner proposes to change an existing use, by altering it or moving it, the owner must get permission from the Commission or Forest Service.

### **Replacement of destroyed structures**

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If a home, business or other structure is destroyed, or partially destroyed, it may be replaced even if the original structure did not comply with the Scenic Area Act. To qualify as an existing use, the replacement structure must be of the same size and in the same location as the original structure. An application for the replacement structure must also be submitted within one year of the original structure's destruction. The Commission may place color, landscaping, or other conditions on the new structure.

### **Vested rights**

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A "vested right" is a right to finish a project underway when a new law comes along. The Commission follows the vested rights laws of the States of Washington and Oregon.

In Washington, an applicant who submitted a completed application for a building permit before the date of the Scenic Area Act has a vested right to proceed notwithstanding the act. The applicant may lose the vested right if the building permit under county law expires.

In Oregon, an applicant who has received a building permit and spent money in reliance upon it has a vested right to proceed.

In both states, a land division by itself does not entitle a landowner to a vested right to build a residence on each of the lots or parcels. After approval of the division, the landowner must spend money on improvements (roads, power,

sewer, etc.) to obtain a vested right to a residence on each lot.

## ACQUISITION

Congress authorized the Forest Service to acquire land or easements by purchase, exchange or condemnation. Purchases or exchanges can take place only in Special Management Areas and the Dodson/Warrendale Special Purchase Unit. Condemnation of inconsistent uses can occur anywhere in the Scenic Area outside of Urban Areas, but only under very special circumstances.

The Forest Service has purchased land or easements involving over 6,000 acres as of mid-1989. It is exchanging approximately 12,000 acres of private land in the National Scenic Area for public lands outside the area.

For more information on the agency's acquisition program, contact the Forest Service National Scenic Area office, 902 Wasco Ave., Suite 200, Hood River, Oregon 97031; (503) 386-2333.

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***PLEASE NOTE: Development review decisions are made on a case-by-case basis, looking at all the facts related to a specific proposal. While this handbook provides guidelines to applicants, it briefly summarizes many complex issues and is not meant to be the final authority on whether any individual action is consistent with the purposes of the Scenic Area Act and final interim guidelines.***

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BCC

THE COLUMBIA GORGE INTERPRETIVE CENTER

Multnomah County Commissioners  
Multnomah County Courthouse  
1021 S.W. 4th Street, Room 606  
Portland, Oregon, 97204

BOARD OF  
COUNTY COMMISSIONERS  
1989 AUG 30 PM 3:51  
MULTNOMAH COUNTY  
OREGON

Dear Commissioners;

You are cordially invited to attend dedication ceremonies of the new site for the Columbia Gorge Interpretive Center, a project of the Skamania County Historical Society, Stevenson, WA.

The festivities are to be held Thursday, September 7, 1989 at 4:30 p.m. Mrs. Jean Gardner, wife of Governor Booth Gardner and co-chair of the Washington Centennial Commission, will play the lead role in the rites.

The dedication program will be on site as indicated on the enclosed map. (The site is west of Stevenson on a parcel of land overlooking Rock Creek Pond). A reception and entertainment will follow at Rock Creek Recreation Center, adjacent to the site.

We trust you will share this historic moment - one of the major events in the "Celebration of the Century" - a Skamania County contribution to the Washington State Centennial.

Respectfully,

Edward McLarney, Chairman  
Skamania County Commissioners

George DeGroote, Chairman  
Skamania County Centennial Committee

DATE SUBMITTED 8/28/89

(For Clerk's Use)  
Meeting Date SEP 5 1989  
Agenda No. #3

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: OTA Briefing

Informal Only\* 9/5/89  
(Date)

Formal Only 9/7/89  
(Date)

DEPARTMENT Nondepartmental DIVISION County Chair's Office

CONTACT Chris Moir TELEPHONE X-3308

\*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD Mary McArthur, Chris Moir

BRIEF SUMMARY Should include other alternatives explored, if applicable, and clear statement of rationale for the action requested.

Briefing on approval of OTA grant to be submitted to State Regional Strategies (Governor's Office) for funding

(IF ADDITIONAL SPACE IS NEEDED, PLEASE USE REVERSE SIDE)

ACTION REQUESTED:

INFORMATION ONLY  PRELIMINARY APPROVAL  POLICY DIRECTION  APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 15-20 Minutes

IMPACT:

PERSONNEL  
 FISCAL/BUDGETARY  
 General Fund  
 Other \_\_\_\_\_

1989 AUG 29 PM 2:47  
CLERK OF COUNTY COMMISSIONER  
MULTIPLIANT COUNTY  
OREGON

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: *Glady Moir*

BUDGET / PERSONNEL \_\_\_\_\_

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) \_\_\_\_\_

OTHER \_\_\_\_\_  
(Purchasing, Facilities Management, etc.)

NOTE: If requesting unanimous consent, state situation requiring emergency action on back.

# OREGON TOURISM ALLIANCE

c/o Portland/Oregon Visitors Association  
26 SW Salmon  
Portland, OR 97204  
228-5565

## PROJECTS PROPOSED FOR 1989-91 BIENNIUM

	FUNDING				Total
	Regional Strategies	Dept of Trptn	Marine Board	Local/Other Funding	
Attractions Development Projects	2,858,975	97,000	176,000	20,137,690	23,269,665
Marketing Program	829,278				829,278
Transportation Projects		TBD			
Visitor Services Programs	431,000	160,000		15,000	606,000
Adminstrative Support	80,000				80,000
Oregon Convention Center	7,500,000				7,500,000
TOTALS	11,699,253	257,000+	176,000	20,152,690	32,284,943

# OREGON TOURISM ALLIANCE

<u>Wheeler Waterfront Park</u>	Proposed Regional Strategies Funding:	\$ 75,000
	Marine Board Fund	75,350
	Local Match	<u>24,775</u>
	TOTAL	\$175,125

Partial funding for the construction of a waterfront park with restrooms, boat ramp and docks, parking, picnicking and accessibility for the disabled and elderly. The park would be located adjacent to a proposed site for a depot and boarding/unloading area for the Coast Excursion Train, thus creating one large complex in the middle of Wheeler.

## WASHINGTON COUNTY

<u>Living History Museum</u>	Proposed Regional Strategies Funding:	\$ 20,000
	Local Match	<u>20,000</u>
	TOTAL	\$ 40,000

Matching funds for a comprehensive planning study. The museum would be an outdoor living history museum: late 19th - early 20th century crossroads village/farm, interpreting life, seasonal events and historic structures.

<u>Fairgrounds Grandstand</u>	Proposed Regional Strategies Funding:	\$180,000
	Local Funding	<u>108,500</u>
	TOTAL	\$288,500

Partial funding for a new grandstand for the fairgrounds arena. The facility will handle many outdoor shows from rodeos to concerts. Last year, 75 - 100 days of potential use were lost due to limited seating.

## YAMHILL COUNTY

<u>Rogers Landing Park Impmts - Phase II</u>	Proposed Regional Strategies Funding:	\$ -0-
	Marine Board Fund	83,000
	Local Funding	<u>21,150</u>
	TOTAL	\$104,150

Continuation of project funded in OTA's 1988-90 grant request. Phase II includes development of a second dock, a second debris boom, installation of city water and sewer, new restrooms, storage for emergency equipment, installation of a secondary access road, additional security lighting and possible expansion of the RV park area.

<u>Equestrian Center Completion</u>	Proposed Regional Strategies Funding:	\$100,000
	1988-90 Lottery Funding	200,000
	Local Funding/Match	<u>60,000</u>
	TOTAL	\$360,000

Re-application for remaining \$100,000 of the \$300,000 project approved by OTA and the State department of Economic Development in 1988. When completed, the equestrian center will provide facilities needed to accommodate national caliber horse shows and other events attracting a 1000 or more visitors to the County for each activity.

# OREGON TOURISM ALLIANCE

## MULTNOMAH COUNTY

<u>1992 Portland Friendship Flotilla</u>	Proposed Regional Strategies Funding:	\$ 50,000
	TOTAL	\$ 50,000

Partial funding for planning of a six-week celebration in the summer of 1992, in recognition of the 200th anniversary of the exploration of the Columbia River by Captain Robert Gray. Preliminary plans call for a flotilla of refitted ocean freighters from Pacific Rim countries full of exhibits of each participating nation's products and culture to tie up at Tom McCall Waterfront Park for the celebration. (Overall project cost is estimated at approximately \$227,000)

<u>Northwest Rail Museum</u>	Proposed Regional Strategies Funding:	\$ 120,000
	Future Lottery Funding (?)	4,520,000
	To be determined	<u>7,860,000</u>
	TOTAL	\$12,500,000

Partial funding for planning, initial marketing, engineering, exhibit design and building construction of the museum. The museum will house Portland's large collection of railroad equipment, and include an education facility describing the story of railroading in the area and Portland's role as a transportation hub. An on-going restoration program in the museum will preserve the crafts and skills associated with railroading.

<u>Wildlife Refuge System</u>	Proposed Regional Strategies Funding:	\$ 30,000
	Local and Regional Funding	<u>320,000</u>
	TOTAL	\$350,000

Partial funding for a metropolitan wildlife refuge system. Working with local park departments, the project will include signs, brochures, maps and other informational materials highlighting the natural resources in the metropolitan area.

<u>Contemporary Art Facility</u>	Proposed Regional Strategies Funding:	\$ 30,000
	In-Kind Artist Match	<u>70,000</u>
	TOTAL	\$100,000

Partial funding for the development of the nation's first artist-initiated, artist-controlled collection of contemporary art. The price of contemporary art in the present market is so high that many museums cannot afford to collect. It is unlikely a collection of contemporary art could be assembled in the United States by any other means than an artist controlled venture. This facility would draw visitors nation-wide, and be unique to OTA.

## TILLAMOOK COUNTY

<u>Excursion Train Rail Stations</u>	Proposed Regional Strategies Funding:	\$120,000
	Local Match	<u>15,500</u>
	TOTAL	\$135,500

Partial funding for the construction of three railroad stations in the design of the steam era of railroading in cities along the Port of Tillamook Bay Rail Line to accommodate the Pacific Railway & Navigation Excursion Train.

# OREGON TOURISM ALLIANCE

**Kloutchy Creek Park Restrooms**

Proposed Regional Strategies Funding:	\$ - 0 -
Marine Board Funding	<u>30,000</u>
<b>TOTAL</b>	<b>\$ 30,000</b>

Construction of permanent restrooms at the park, the first step in the development of the park from its current primitive state to a self-supportive level. The park is the site of the world's largest Sitka Spruce tree, and is a very popular fishing and camping site.

**COLUMBIA COUNTY**

**Prescott Beach Day Use Improvements**

Proposed Regional Strategies Funding:	\$ 175,000
Land Donation	<u>202,000</u>
County Funding	<u>65,000</u>
<b>TOTAL</b>	<b>\$ 472,000</b>

Partial funding for development of a recreation destination for motorists/boaters traveling from Portland or Longview/Kelso areas. The day use site would provide Columbia County with its first recreational area with Columbia River frontage. The facility would be open year round for all water related activities, including fishing, boating and swimming.

**Jones Beach Planning**

Proposed Regional Strategies Funding:	\$ 60,000
County Funding	<u>30,000</u>
<b>TOTAL</b>	<b>\$ 90,000</b>

Partial funding for the planning and preliminary development of Jones Beach. Jones Beach would provide a recreational destination for windsurfing, Oregon's second most popular windsurfing area. This would keep visiting windsurfers in Oregon when the wind is not sufficient in the Columbia Gorge.

**LINCOLN COUNTY**

**Coastal Interpretive Center**

Proposed Regional Strategies Funding:	\$ 180,000
Water Improvement District	45,000
To be determined	<u>435,000</u>
<b>TOTAL</b>	<b>\$ 660,390</b>

Funding for construction of the interpretive center. The center would include a park-like atmosphere, ample parking, both indoor and outdoor display areas, topographical relief maps, literature/brochures, and self-guided tours on the grounds. Visitors would be able to get information on outdoor recreation, historic sites, locally manufactured products, sightseeing, arts and culture, special events, visitor attractions, local geography and geology, and transportation routes.

# OREGON TOURISM ALLIANCE

Hammond Marina Improvements

Proposed Regional Strategies Funding:	\$ - 0 -
Proposed Marine Board Funding	18,000
ODOT, SPWF, 306A, Town, Private	97,000
To be determined	<u>356,000</u>
<b>TOTAL</b>	<b>\$471,000</b>

Partial funding for Phase 1 of the marina improvements, which includes dredging, constructing new slips and a fuel dock. More charter boat moorage will draw conventioners and other visitors to the region. Currently, many visiting sport fishers are going over to Ilwaco, Washington for ocean port moorages, because of a lack of facilities on the Oregon side of the Columbia. (Overall project cost - Phases 1 - 4: \$1,134,00)

Uppertown Fire Station Museum

Proposed Regional Strategies Funding:	\$ <u>114,000</u>
<b>TOTAL</b>	<b>\$114,000</b>

Funding for the renovation and development of the historic fire station. When completed, the museum would display historic fire fighting equipment, historic fire fighting photos and artifacts, and recreation of the fire fighters quarters and training areas. (Overall project cost: \$114,000)

Butterfield Cottage Restoration

Proposed Regional Strategies Funding:	\$ 19,000
State Tourism Division Grant	5,000
Museum matching grant	10,000
Expenses paid to date	<u>21,000</u>
<b>TOTAL</b>	<b>\$ 55,000</b>

Partial funding for the restoration of the Butterfield Cottage. When restored, the cottage will serve as an interpretive center depicting tourism on the Oregon Coast at the turn of the century. Butterfield Cottage is the only cottage in Seaside remaining from the era when a series of summer cottages were built in the grove of pine trees and salal known as Pine Grove. (Overall project cost is \$55,000)

Lewis and Clark Trail Improvements

Proposed Regional Strategies Funding:	\$ 40,000
State Parks Funding	<u>10,000</u>
<b>TOTAL</b>	<b>\$ 50,000</b>

Partial funding for the purchase, building and installation of an interpretive sign shelter depicting the historic site of a Clatsop Indian Village; and the purchase, building and installation of a wildlife viewing platform with interpretive signing of the wildlife enjoyed and hunted by the Lewis and Clark expedition, the Clatsop Indians and the settlers of the North Oregon Coast. (Overall project cost is \$50,000)

# OREGON TOURISM ALLIANCE

## ATTRACTIONS DEVELOPMENT 1989-91 PROJECTS "A" List

### CLACKAMAS COUNTY

<u>Oregon Historic Showcase Master Plan</u>	Proposed Regional Strategies Funding	\$175,000
	County Community Dev Block Grant:	35,000
	Oregon Trail Foundation	25,000
	City of Oregon City	<u>40,000</u>
	TOTAL	\$275,000

Funding for the master program and facility plan for the Oregon Historic Showcase at the end of the Oregon Trail in Oregon City. The Showcase is envisioned as a collection of living history exhibits associated with interpretive displays, waterfront development and private hospitality facilities. To maximize visitor stay and expenditure, the Oregon Historic Showcase will have strong entertainment and educational components. Linkages between the Oregon Historic Showcase, the Oregon Convention Center, OMSI, Fort Vancouver, communities along the Willamette River and east along the Oregon Trail. (Overall project cost: \$12,500,000)

<u>Agri-Business Center Master Plan</u>	Proposed Regional Strategies Funding:	\$ 50,000
	Clackamas County	<u>150,000</u>
	TOTAL	\$200,000

Partial funding for a master plan to develop an agri-business center on an experimental farm near Wilsonville and Canby. This center would showcase Oregon agricultural products, illustrate local production techniques, provide space for meetings, demonstrations and educational activities, and a place for visitors to experience Oregon agriculture. (Overall project cost: \$4,800,000)

### CLATSOP COUNTY

<u>Fairgrounds Relocation</u>	Proposed Regional Strategies Funding:	\$ 95,475
	TOTAL	\$ 95,475

Funding for architectural and engineering services for relocation of the Clatsop County Fairgrounds and development of an exposition center at the new site. The expo center would be designed to bring in events year-round, which in turn would bring visitors to the North coast throughout the year. (Overall project cost: \$1,675,000)

# OREGON TOURISM ALLIANCE

<u>Gallery Players Theater Improvements</u>	Proposed Regional Strategies Funding: \$200,000
	Public/Private Grants Received 670,500
	Matching Funds Applications 390,000
	Local Funding/Support 209,500
	To be determined 319,000
	<b>TOTAL \$1,789,300</b>

Partial funding for remodeling the main theater building. This project is the third stage of developing a fully functioning performing arts center. Completion of stage III will move the Gallery from community theater status into a major visitor attraction. Gallery will do for Yamhill County and the OTA region what Shakespearean theater has done for Ashland and Southern Oregon.

**OTHER**

<u>Seaside Convention Center Expansion</u>	Proposed Regional Strategies Funding: \$600,000
	Marine Board Fund 2,400,000
	<b>TOTAL \$3,000,000</b>

20% 'equity contribution' for \$3.0 million expansion of the convention center and support facilities including parking. An expanded center will mean a 50% increase in delegate days. Larger conventions and events will be attracted.

<u>Washington County Exposition Pavilion</u>	Proposed Regional Strategies Funding: \$694,500
	Local Funding 190,000
	<b>TOTAL \$884,500</b>

Partial funding for a 40,000 square foot Exposition Pavilion. The pavilion will be built to house major agricultural shows. At the present time, the OTA region does not have a facility capable of handling easy move in and move out of livestock exhibits. When the studies to construct a major convention (trade show) facility in the Portland area were conducted it was recommended that an agricultural facility be developed within the greater Portland area.

September 5.

PAGE NUMBERS DO  
NOT REMAIN SEQUENTIAL  
THROUGHOUT TRANSCRIPT.

McCoy and Anderson excused

Kafoury: call Planning Session to order.

First activity is to acknowledge four decisions taken by the Planning Commission. CS 9-89; MC 1-89; LD 17-89, and MC 2-89. Those are acknowledged by the Chair.

Our second order of business to have a hearing on the record, which means that no new testimony is allowed other than as specified relating to traffic impacts, and the Board has read the proceedings, the staff report. Did you have any staff information you wanted to give, just to outline the issue. That would be a help, I think, and then we will, first the presentation by the appellant.

Hess: Thank you, my name is Mark Hess with the planning staff. And what you have before you, what the planning commission had before them is a request for a CS designation to allow a bus route terminus for a tri-met facility at the northwest corner of 136th and SE Foster. Planning Commission denied the request for the CS designation. Essentially, finding that the criteria for CS approval were not satisfied. They believed that the

criteria that calls for consistency of the area was not satisfied with the proposal, and that then the criteria that the CS use not require public facilities, other than those programmed for the area, they did not believe that was satisfied. The public facilities they referred to in their decision, were, they believed there would be a need for public parking adjacent to this route terminus and they did not feel that this proposal satisfied that need and there was no parking planned, so that was the two basic reasons they denied the request. With that, I'll just conclude and let the applicants and the appellants make the presentations. If you have other questions for me.

Kafoury: We may at the end, Mark. One thing I forgot to mention. This is a, both of these are contested hearings. Does anyone on the Board have any ex-parte contact to announce.

Kelley: Madam Chair, I do. I would like to declare that I had met with Larry Esbe, he came to convey to me information however, that was already in the record.

(Someone in the audience asked for more information from Commissioner Kelley)

Kafoury: Is that all.?

Kelley: I'm sorry. I was contacted by Larry Esbe, who conveyed to me information that is already a part of the public record. It is in the written testimony, that is part of all our packets.

Kafoury: Is that all we do, John.

DuBAY: Unless there is, at this stage, it would be best if there is any questions by anyone about the content that you made, I think the parties to these proceedings are entitled to have an unbiased Board panel to hear them. In particular, the broad terms in which you phrased that, I think there might be some particulars that the parties should be entitled to, to be sure in their mind, that was was talked about.

Kelley: It is difficult for me hearing you John. If I heard to correctly, let me go back and let you know exactly what happened. Larry made an appointment with me before I even understood this was an issue. And had I known that this was going to come before us, I probably would have cancelled the appointment. I conveyed to me all those things that are already a part of this record. There was a letter from him, as he testified to the Planning Commission conveying to me, as well as to the Planning Commission when he did testify, the relationship between the Oregon Parks Foundation, Tri-Met and

what would happen should the property sell. So that was the content of his making an appointment with me. And again, had I known that this whole parcel was coming before us, I didn't at the time, I probably would have denied the appointment. After I understood, and it came forward a couple of weeks ago, so I need to declare it.

DuBay: I guess the critical thing is, is, after that contact, are you able to listen to the evidence and argument this morning, and make up your mind based on those.

Kelley: I think I am unbiased, and, and the reason for that, is that he gave me no more information that was provided, and that that has been provided to members of the Commission.

Kafoury: This testimony is in the record.

Kelley: That is right.

Kafoury: Are there questions by neighbors. I don't know who is the spokesperson is for your organization. Do you have a official.

----- We don't have an official.

Kafoury: Okay, did you have any questions of Commissioner

Kelley, at this point?

----- I have a question.

Kafoury: you need to come up to the microphone and identify yourself.

Morris: My name is Harold Morris, and I live at 136th and Harold Street. And my question is, who is this person that contacted you. What is his official capacity.

Kelley: Oh, I'm sorry. It is Larry Esbe, who is with the Oregon Parks Foundation, and if you were at the hearings that was held at the Planning Commission, he was the one of those folks that testified. He would be a third party, apparently, of this whole proposal, if Tri-Met does purchase the property, they would purchase it from the Oregon Parks Foundation, and they would then in turn take the money and develop it elsewhere for a project they want to get developed.

Morris: I see, so, his interest is, would be not in the interest of the neighborhood, but his own, in his own organization that he represents only.

Kelley: Mr. Esbe is interested in the property being sold, that is absolutely right. So he would I suppose the party

interested on the Tri-Met side.

Morris: Thank you.

Kafoury: Okay, the only contact I have had is talking with my staff person about record.

Morris: I don't know if contact is important.

Kafoury: All right, we will proceed then. Tri-Met is the appellant to the Planning Commission decision.

McGarvin: You have 20 minutes per side, and if you want to reserve some time, let me know.

Kafoury: For rebuttal, you are allowed to retain any amount of time.

Walsh: I am Joe Walsh, with Tri-Met. 4012 SE 17th, Portland, 97202, and I would like to split up our time. I would like to take about 15 minutes for this presentation, and save 5 minutes for rebuttal, if we do need that. I am going to take about 10 minutes, and then I would like to turn it over to Jim Hanks, our Traffic Engineer, to talk about the new material that we asked to have on the record. Traffic impacts. Our presentation is going to be organized into three parts. I want

to start out, not with the Planning Commission issues, but the facility itself. How we got to the point of deciding to pursue this facility, and what it would do. Second, talk a little about the issues we are appealing on the Planning Commission denial, and then finally, on the information on traffic impact, which will mostly be presented by Jim Hanks. Very briefly, we want to build an off street facility, on Foster, to provide a layover for our buses. It is an operations facility, and however, the objective that led us to want to building that facility are basically related to our customers and the service we provide in the Powellhurst area. The Planning Commission denied our request for Community Service, of course. They cited noise, traffic impacts and potential for park and ride developing, commuter parking developing in the area. We are basing the appeal on a couple of premises. First, that the things we have included in the facility will mitigate negative impacts. I am thinking about noise walls, street improvements and landscaping specifically, and then secondly, to the point of the actual appeal, we think that the Planning Commission first didn't look at some community benefits that can be provided by having better transit service in the area; second that the findings within the Planning Commission document are consistent. Some places they say there will be a traffic problem, other places they say it will help traffic. We obviously believe it is the latter. Finally, that in the findings, they didn't consider the mitigation that we

presented, and we'll present again today. Okay, as far as the facility and what it is, I want to talk a little about it, and a little about the process that we have used so far. With the community, up to the Planning Commission stage. There are a couple of factors that create a facility like this. First of all, we simply need a place to turn a bus around at the end of a line. At the same time, we need a place to park that bus for 15 to 20 minutes while the driver has a break before continuing back on the other end of the line. And the particulars out in this area, they create the need for the problem, I am going to steal some of (moved away from the microphone, and some testimony was inaudible) Jim's exhibits. I will show you the existing service that we have. Because of the topography, Powell Butte is here, streets are two lane, we have nowhere to turn around between 122nd and 136th. Holgate bus lines (17) comes out Holgate, up on 136th to Powell

back down 122nd, and then takes its layover here at 122nd and Holgate. Line 10, Harold Bus does a little bit different than that. In the morning, it turns up 122nd, then out Foster, to 136th, and back to Harold, and back over to Reedway for layover. In the afternoon, the direction is reversed. it comes up Harold, to 136th, Foster, takes it layover at the end. The problem is for the rider. Here at 128th, who wanted to go into town (tape change) back to 122nd and Holgate, and then wait to take the trip into town. This is even more confusing for our riders because the route reverses from the morning to the afternoon. We have another line out here, the Foster line, that is one of our trunk lines. it now stops at I-205 and 97th, because there is no place to turn it around. As a result, this area, from 122nd to 136th, doesn't have very good service, and the area on Foster, which is an area we want to serve better, has very little service at all. This creates two basic problems for the rider and the transit service. First it is longer than it needs to be. you have to go on a bus in two different directions to get back to where you want to go. And the second, it is simply confusing, and not very understandable. You have to know exactly how this loop runs, what time a day it runs. The facility that we are proposing, solves these problems by pinning down a place for the bus to turn around, and layover. So that the Foster Road runs on Foster, the Harold bus runs on Harold, and the Holgate bus would run on Holgate. We started out by looking at a very

broad area out in this vicinity, but because of operating considerations, we have kind of settled in on this Powell Butte area, between Foster and Powell. We looked at three sites in the area, choose Foster and 136th as the one to pursue for three reasons. First, it is vacant and on the market. There is no problem with the existing use of the lot. SEcond, there is already a pretty good deal of traffic on those two streets already. Third, there is a signal. So those are fairly urban conditions at 136th and Foster, and that is where we should be. That works for us, especially because of the signal. Most of the material on how we develop a site is in the record, but briefly, the site would be paved, the area that isn't paved, about 30% would be landscaped. As far as operations, all buses would come from foster, I think I'd better go back to the charts here. All the buses would enter in this driveway here, with a right turn coming up Foster, there would be a small driver break room right here, 12 x 12 masonry building, and surround the north and west property line with a 6 foot sound wall, made of the same type of material, some type of masonry wall. We would have to meet the County Engineers standard, we would provide a very significant level of street improvements. An additional lane on 136th, equivalent of two lanes on Foster, that would include a strip 15 feet wide by 220 feet long, additional road right-of-way for Foster. So those are some of the features that we think would ensure that the project would, the facility would mitigate some of the impact. Traffic would

be mitigated, in fact as Jim will tell you, improve slightly, by all the additional street work, noise wall and landscaping, that would cont to a facility that does fit the character of the area. I want to talk just briefly about the process we went through as we pursue this proposal. As we got into conceptual design, we made a presentation to the Powellhurst Neighborhood Association. They felt it would be an asset to the neighborhood, but with the caveat that noone at the meeting lived in the area, so they felt we needed to do something more to contact people in the immediate vicinity. The next thing we did was mail out 350 homes, up and down 136th and around on Foster, we met out on the site on a Saturday morning, talked with some people, got quite a few phone calls, we heard some of the concerns that have been talked about so far, we got between the meeting on the site and our phone calls, we got about a 50-50 response for and against. We then, after the Planning Commission, when we made our decision to appeal, which was not an easy decision for us, we went back, made some phone calls to the neighborhood, and talked about the opportunity to get together again, with some of the folks that appeared at the Planning Commission, we talked about the prospect of some further dialogue. There, based on the phone calls, there wasn't much interest in that. We decided, based on three phone calls, of the four parties that spoke, there just was not interest on the part of the neighbors of doing that. We are still very much open to such a dialogue. We

think there might be some additional things we can do to mitigate the impact of the facility if we could continue that dialogue. One final issue in terms of the Planning Commission impacts. The potential for commuter parking in the neighborhood. We mentioned at the time, and we will mention again, we think it is not going to be a significant problem, because this isn't that convenient an opportunity to park and ride. There is an additional park and ride lot further in on Foster, and I think if someone was wanting to park and ride, they could bring their car further in and they could even make better time, still down in the area of 76th and Foster, where we have our other park and ride. If a problem does develop, there is some simple cost effective things that we can do to take care of it. First of all, we can notify the people of what they are doing, that it is not appreciated, give them the suggestion of other places they can park, in an authorized park and ride lot. If that doesn't work, then we can work with the County Engineer to develop some parking restrictions, if they don't already exist, up and down 136th, and they can be enforced. And I think that would have a better impact and would be more in keeping with the neighborhood, then building a park and ride lot as was discussed by someone at the Planning Commission. I am going to turn it over to Jim Hanks to talk about that.

Kafoury: Just a minute, are their questions of Joe, at all.

Thanks.

Walsh: If there is extra time, I may come back.

Kafoury: We may have questions to bring you back. Okay.

Hanks: My name is Jim Hanks, I am a Traffic Engineer in private practice, president of J. R. H. Transportation Engineers, 10211 SW Barber, in Portland. I was requested to do a traffic analysis of the conditions at the intersection of 136th and Foster. We went out and took a look at it, and the process we used was to first go out there, and take traffic counts. We sent a traffic counter out there at the intersection. He looked at what was happening, both in the morning and the afternoon peaks. Based on our analysis, the critical time of day is during the afternoon peak period. runs from 4:45 to 5:45. That is the peak hour of the time. We then took those numbers that were there, and ran them through our computer model to determine what the actual level of service is at that intersection. The level of service is a technical term which you may have heard some other traffic engineers tell you, but the level of service is a description of how well traffic flows. Level of service "A" is the best level of service that you can have. that is free flowing, when you come to an intersection, you may have to stop because there is a signal, but as soon as the signal goes, you are clear, to Level of

Service "F" . . . . .

road and you just stopped, everything is just funneled around. We also in this analysis, which maybe is a little bit easier to understand, determined what the average delay per vehicle entering the intersection is. That is how long, if you come up to the intersection, would you expect to stop. Now some cars will come to the intersection, because they have a green light and not stop at all, and some cars because of the signalization, and because you do it, may have to stop and start for a continued period of time. So we looked at that first under existing conditions, with the existing counts, then we said what happens if you add 17 buses to the intersection like would happen with the development, and you widen the streets as required by the development, and we came up with some conclusions that might be interesting to you. These are written in your packets, but, you might want to look at it. First of all, the addition of a bus layover facility with required widening, would reduce the delay in congestion at the intersection. It may not be initially obvious, but what happens when you widen from one lane to two lanes, is you are going to do on SW, SE 136th, you are doubling the capacity of that, so it means you only have to take half as much signal time to get the same number of cars through, because you have two lanes for the traffic to be in. Since it only takes half as much signal time, what you can do is take some of that signal time that you don't need for the one direction, and put

it on the other legs. And so, that is what we came up with. The other thing we did, was say what happens to the buses coming in and out of the traffic flow because they are going to have to make a, there is going to be 10 buses an hour making a left turn from the left turn pocket into the facility, and what we found out there was, that there is virtually no problem there, because of the metering, because of the signal at 136th, and because of the relatively low west bound traffic relative to the east bound traffic, during the PM peak hour. That, that it should work fairly well. Just to give you an example of what the reduced delay at the intersection, at the present time, overall,

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Just to give you an example of what the reduced delay is at the intersection, at the present time, overall, every vehicle which enters that intersection, the average delay is about 17 seconds. When the construction is completed with the extra lane, the average delay at that intersection is about 12 seconds. And the difference is just under 5 seconds. So basically it will improve the operation by about 5 seconds per vehicle going through the intersection, so it is a fairly significant increase in capacity or reduction of the leg. So my conclusion is that as stated here, the addition of a bus lay over, if you provide the required widening, will reduce the delay and congestion at this intersection, actually improves it. I would be happy to answer any questions.

Kafoury: Any questions.

Kelley: Can you give me the traffic counts on both Foster and 136th.

Hanks: Sure. On Foster, during the PM peak hour, eastbound, it is 1266 vehicles. And when I say 1266, it is plus or minus about 10% based on the day, or the . . .

Kelley: That is peak hours.

Hanks: Peak hour. During the 4:45 to 5:45. We actually counted from 4 to 6, to find out when the peak hour is. Westbound, it is 408.

Kelley: On 136th?

Hanks: That is on Foster.

Kelley: I know, but on 136th.

Hanks: Okay, on 136th, about 262, of which 199 are making a right turn, and 63 are making a left.

Kelley: Can you give me some approximate figures of the amount of bus traffic that will be on both streets.

Hanks: Sure. During the peak hour, there will be 17 buses on the streets. There will be, of those 17 buses, 10 of them will be east bound on Foster, make a left turn into the site, and then when they are finished with their delay, come out on 136th, and make a right turn to continue back towards town.

Kelley: So, do we need to double that 17?, because they are doubling back, or is the 17, all inclusive?

Hanks: I, I, I see what you are saying. For the total volume, yeah, because they come one way, and they go the other way.

Kelley: So we have 34, then, on that street. Am I getting this right.

Hanks: Actually, we are talking 10 on Foster, to make a left turn, and make a right turn back out. And 7 comes southbound on 136th, make a right turn, and make a left turn back out, so there would be 14, if you are doubling this, one going one way, and one going the other, it would be 14 on 136th, and 20 on . .

Kelley: 34

Hanks: on 34,

Kelley: 34 emptys.

----- 17 on 136th.

Kelley: He is talking 10 and 7.

----- 14 on 136th, and 20 on Foster.

Kelley: Okay.

Hanks: Yeah, each bus is counted twice. 17 different buses, but one going one way, counting it once one way, and once going the other.

Kelley: But if we are getting a ..... we are talking about combining those two streets, 17 additional trips?

Hanks: Well that isn't additional. That is 34 total. At the present time, there are 5 that you could count twice, so there are 10 now, counted the same way.

Bauman: I don't think that is fair, because they don't stop there now, Sharron is making a differentiation, when you stop 20 minutes, start up again, it is like a different bus coming by. What is happening now is, they turn the corner, and go.

Hanks: Okay, that is fair. Thank you.

Kafoury: Are there further questions of Jim at this point. How much time do they have left? Taking off the last exchange of questions.

McGarvin. Just over 5 minutes.

Kafoury: Okay, great. Then we will hear the presentation from the neighborhood. Harold, are you the lead off person.

Morris: No, I am not. I think this man is leading off.

Kafoury: Whomever. It is your choice. You have 20 minutes to respond. We need to be sure that we have your name and address for the record.

Chubin: My name is Joseph Chubin. My wife and I live at 13485 SE Foster. And we talked to a lot of people in the area, and we also talked with the Planning Commission, and we want to know if you got all the letters and things that were sent in by the people, Did you get the letter from Mr. Lee?

Kafoury: What we were allowed to have is the information that was presented to the Planning Commission.

Chubin: Well, here is one that I would like to read, but the man couldn't be there. His wife has suffered a stroke. It is just a short letter.

Kafoury: This hearing is only on the record. This is a legal proceeding. . .

Chubin: I see.

Kafoury: I think there was a letter from some one. . .

Chubin: Mr. Lee.

Kafoury: Yes, that was part of the Planning Commission record and we do have that letter. So . . .

Chubin: Well, I am speaking of the, for the human part of this thing. We are the neighborhood people, who live there, and all these graphs and all these studies, don't mean anything to us, because we live there, we see the traffic. We see the noise, we hear the noise, we smell the buses, we smell the trucks. And, this lot is very small. It is going to take a nice wooded lot, and turn it into something hideous, with a wall between people's houses, my driveway is just behind this. Mr. Lee's house is north of it, and his bedroom is 15 feet from this facility. I mean, everybody in the neighborhood is going to suffer. We have small children there. And we have accidents there. We have . . . there is a fire station at 134th, one of the busiest fire stations, I have ever seen. We talked to the fireman at there, and they say, they detest what is happening. They couldn't believe they were going to put some kind of facility there. Because of the traffic, when there is an accident, they can hardly get through the traffic now. There is lots of accidents, lots of bad things on Foster Road. It is really bad. This whole thing is unnecessary. There are too many lots elsewhere. I see buses laying over everywhere. They

don't need this turn around in this little lot. Besides the fact that it is still a residential area. There is lots of traffic. We don't need anything like this. We don't want it, and I watched the buses coming and going, and there is no body on the buses half the time, so I don't know why they are pushing this thing. I just don't know why. They are going to hurt all of us people that live there, deeply.

*That's all*

*I have to say*

Kafoury: Questions. Are there questions of Mr. Chubin. I had one. With the 2 lanes, with doubling the lanes there, wouldn't that have an impact on the fire station.

Chubin: I don't know how they are going to double lane this, I don't know how they are going to do it there, because it is already congested. They already widened it out between 136th and 134th. They have already widened it so much, that all it is, is a middle lane for turning left or right. That is . . .

Kafoury: I think, it sounds like they are going to redesign it.

Chubin: I don't think they can, because, they tried it before, there is a hassle between Multnomah County and Clackamas County, because most Clackamas County people use that road, and they don't want to contribute to it, or something. This happened many years ago. And so I doubt that they are going to widen any roads around there.

Kafoury: Excuse me, you have had a chance to read the traffic mitigation report, and you don't think that makes any difference.

Chubin: No. All these studies don't mean anything. There are still tons of traffic there. There is going to be tons of

traffic, always, and you can't just go widen the road just for the buses. I mean, why spend all this money. It is not necessary, I don't think.

Kafoury: Thank you Mr. Chubin.

Chubin: You bet.

Kafoury: Others.

Johnson: I'll be very quick. My name is Susan Johnson, and I live at 13532 SE Foster Place. I, my husband and I have both testified at the Planning Commission and I am at a disadvantage because I have not seen that packet. All I got was a letter from Tri-Met that this hearing was happening. And the neighborhood is not in, we are talking about two neighborhood associations, you are talking about. Tri-Met did not meet with the neighborhood association that Foster is on. That neighborhood association is Pleasant Valley Neighborhood Association. When they met with the neighborhood association, they met with them at Gilbert Heights School, which is on Holgate. The neighborhood school is Gilbert Park School, which is on Ramona, which is one block from Foster. There is a school crossing at 134th and Foster, but they do not put safety patrols there because it is not safe place to have safety patrols. Foster is not an area that they want to put children

on. David Douglas School has passed a levy, and it will run school buses for at least two more years. But that is no guarantee that it is going to keep going. My children, when they have a basketball game, or something afterwards, and I am working, they need to walk home, and they have to cross Foster. And you are talking about 4:30 to 5:30 being the peak hours. That is when my children is crossing the street. That scares me. Tri-Met has said that there isn't going to be a Tri-Met bus driver hitting that child. But what about that driver that wants to pass that Tri-Met bus that is in its way. I don't know if you have drove around Mid County lately, but if you want to go anywhere, you had better find out where the sewer construction is, because you can't go your regular way. If I want to go to 164th and Division, I have to go down to 122nd, to go over. The sewer construction is on 136th, on Ramona, on Holgate, some of the side streets, on 110th and Foster, and it is on its way to Foster. I know that it is going to be going on for 25 years, but within that 25 years, there is going to be sewer construction all along Foster and that is going to make a lot of impact to traffic. I live on 135th and Foster Place. I leave for work 10 minutes before I need to because I need to turn left from 135th onto Foster. There is a light at 136th, which is half a block away. But I have to wait for all that traffic to go by before I can turn left onto Foster. Now, they are talking about that the traffic is going to go down on on 136th, but it is not going to go down at the intersection of

135th, or 134th, and we have a new intersection, I am not sure whether it is 130th, or what it is, because we have new construction all over. We have now, 550 children enrolled in our school, because all of the new construction up on Mt. Scott. So that is going to bring a lot of more impact to that area. Oh, we do have slides here, about the traffic.

Gilliland: I live at 135th and Foster.

Kafoury: We need your name.

Gilliland: I am Gail Gilliland. I live on the corner of 135th and Foster. That lot that site, that they are looking at is directly across from 135th. Traffic from 135th, and 134th, must contend with traffic backed up for that light now. What are they going to do with waiting for buses to enter and exit from that lot. You can't get in and out without taking, without risking an accident. There are accidents happening all the time, and near accidents. I have pictures of a near accident, just from the short time I was out there taking pictures. I have pictures and I have slides showing traffic backed up as far as you can see. Both directions, morning and night. And they are going to put in buses that are going to back up traffic even more at that intersection. They are talking about widening 136th. That is not where most of the traffic is. It is on Foster. We already have a left turn

100. Traffic now, waiting to make left turns. You have traffic trying to get out on 135th and 134th, having to contend with traffic, using that center lane, to on 136th, or coming from east, going west on Foster, trying to make left turns on either 135th and 134th. A bus terminal there is going to have a very negative impact on that side of Foster, which is the south side of Foster, which is strictly residential, and we have got a lot of new building on that side of Foster. As Sue pointed out, at 130th, there is a whole new building site of single family homes that has gone in there. They are going to have a devil of a time trying to get out with out the bus terminal there. They are talking about a wall on the west and north side of that site. All the single family homes are on the south side of Foster. That is not going to help them any. The pollution, there are elderly home owners in that area who have a hard time with emthazima now. That pollution is not going to help them any. Noise - now I have tapes of the noise now. You leave your door open, or your window open, you cannot hear anyone talking now. Nobody . . I was never contacted by Tri-Met and I live right across the street from that site. The Fire Station was never contacted, the school was never contacted. The immediate neighborhood does not want this site.

Bauman: Question.

Kafoury: Gail, we had a question for you here.

Bauman: Thank you. Just trying to understand that intersection. Because I do remember it. When you are doing, as you are describing, a left turn off of Foster onto 136th, there is no specific turn signal or is there. Do you just go through the green.

Gilliland: No, it is just a straight light, you have to wait for the east bound, the west bound traffic to clear before you make your left turn.

Bauman: Okay. Thank you.

Kafoury: Okay.

Morris: My name is Harold Morris. I live at 5421 SE 136th Avenue. This increased traffic will impact 136th Street, very much so, because of the Holgate bus now being routed down 136th Avenue, whereas before, it would come up Holgate and turn north on 136th. So this will increase the traffic by my place, which is almost unbearable now, and there are many, many accidents at the corner of 136th and Harold Street. It is just, they have to slow up for the buses, there, it just creates a tremendous problem there, and the pollution in my garden, which is on the corner, I go out to work in my garden, and the pollution is so

made it stifles me. And I had, vegetables there, that turned black, since these buses have been now temporarily routed around there. Due to sewer construction. And so it is has to be from pollution, and the noise level is just horrendous. The throbbing of those, that deep throbbing of the bus, just pounds on your heart.

Kafoury: Are there any additional testimony. I sort of have a generic question, I guess. It is the same one I asked Mr. Chubin. I wondered if people had had a chance to read the new report, and see if there, if they feel that this proposal had any, if you have changed your opinion at all, after reading additional information.

Morris: No, it doesn't, it doesn't change anything, because, in the past, and from what I have talked to a lot of neighbors, Tri-Met people have talked with people in our area, and a lot of times they don't tell the truth. They promise them this, and say it will be nice and quite, it is for your own good, in other words, they are trying to say that there is not really a bad traffic problem, but there is a traffic problem. We live there, we see it every day. They cannot make it better, they will only make it worse. And that is the way it is. It is something that we do not need, and we do not need to spend all this extra money that they are going to spend. That is another thing.

Kafoury: Thank you. Any questions.

Johnson: To answer that . . .

Kafoury: Susan, you need to come up to the microphone, if you want to testify.

Johnson: You asked if. .

McGarvin: Please identify yourself.

Johnson: Susan Johnson. You asked if we changed our mind from reading the report. Well just this group sitting here has not seen any new report. So, there is nothing, and this today, doesn't change our mind.

Kafoury: The presentation, you don't feel that they have responded to any of your . . .

Johnson: No because it isn't just 136th and Foster that is being impacted. It is the whole area from 136th down to 122nd. That, plus on 136th, all the way down. With the sewer construction, with the school buses, with children walking, with the fire department and all the new housing developments that have gone in there, the traffic has been increased, as it

is. And the street, from my understanding, from 136th to 122nd. Just, when they first presented it, it was one side, part of one side that was going to be widened. Just so the buses can pull out.

Kafoury: Maybe they could clarify that for us. They will have time, don't they still have time.

Gilliland: They had brought up the parking on Foster and 136th, putting no parking signs, that is not what we are concerned about. The parking is going to be on the side streets. Where it is going to impact negatively on the kids playing in the neighborhood, and where the residents themselves park. It is also going to impact on being able to detect criminal and various other activity, negative activities in the area. So it is going to increase by its presence, crime in the area. Which is . . .

Kafoury: Thank you. Alright, we will have five minutes of rebuttal, if you wish, from Tri-Met.

Walsh: Thank you, Joe Walsh, Tri-met. The first thing I should do is clarify the improvement, and if I can, the impact on traffic. The two things we are proposing to do, widen 136th at the facility to 2 lanes, that allows for almost a free right turn from that lane, where as the single lane has backed up

with right turn and left turn vehicles. And those right turns are by far the predominant number of moves at that intersection. On Foster, we would be adding additional 20 feet along our 220 foot long frontage, so that is going to allow vehicles an opportunity to go along the frontage of the site and merge into Foster. As far as the other, a couple of other issues, about pre-existing traffic conditions, 134th, we did hear a lot of discussion about the need for a signal at 134th, and were requested to look at a way for this facility to pay for the signal at 134th. We can't do that. Our funding just doesn't allow it. But it is an existing condition that I don't think we will exacerbate. I think that that condition and conditions, the traffic congestion conditions generally are ones that we can address. We can't say that we will get everybody in the Powellhurst - Pleasant Valley - Happy Valley area on transit, but with a facility like this, and the resulting ability to straighten out our service, keep it consistent, keep it simple, and keep it frequent, on those lines, I think we can contribute, and we would like to be there at the beginning as this development they are talking about on Foster goes on line, and continues

Pleasant valley - Happy Valley, area on transit, but with a facility like this, and the resulting ability to straighten out our service, keep it consistent, keep it simple, and keep it frequent, on those lines, I think we can contribute, and we would like to be there at the beginning as development they are talking about along Foster goes on line, and continues from all indications. So the facility, is one that will help our riders, and we hope will help the neighborhood. We are quite cognizant of the concerns about the effects, the impacts on the neighborhood. I think we have addressed each one of them, and I think in a way that allows us to operate the facility well, put in the noise wall, street improvements, and some of the other aspects, I think we are minimizing the impact of the facility. That is not to say we feel we have completely solved everyones problem. We are open to further discussion, with the neighbors and with the board, such as desired. There may be ways that we can reorient some of the bus trips. We really haven't looked at them in any detail. But that might be something we could do. That is all I have. I just wanted to clarify, basically clarify the street improvements and talk about the role of this facility in the larger context in terms of the neighborhood. Questions.

Kafoury: Thank you. Are there questions. Rick.

Bauman: Yes. I'm sorry. J.H. I can't remember.

Hanks: Jim.

Bauman: Question about traffic. You go from double lane to, when you are adding lanes, and taking away lanes. As I understand it now, if the improvement goes in, and you are west bound on Foster, you will hit the light on 136th, you will proceed and then you will, for a short period of time, four lanes, or two lanes in your direction, west bound, and then it will go back down to one lane, for what, 8 or 10 blocks, and then it will go back to four lane.

Hanks: That is correct.

Bauman: As a general rule, not this intersection, but as a general rule, is that something to be nervous about, this expanding, retracting lanes. Is that where a lot of accidents happen.

Hanks: It depends on how it is done. In this particular case, because it is only 220 feet long, it probably won't encourage a lot of traffic, through traffic, on west bound on Foster, to use it. In fact, in my capacity calculations, I assume basically that it would not be used for any through traffic. The think that it would do, would be allow right turns, a lane to turn into, so they could merge, because that lane would

essentially, if someone would have to swerve over to their right to get in it. So basically, the only thing I used in my capacity calculations for it, was the increase in width for south bound 136th, would allow 2 lanes rather than 1, so that it would double the capacity there, because that would essentially serve as a right turn lane, but the lane that we are talking about, along Foster, would basically be used to allow people to turn right and then merge in, so they wouldn't be bottled up at the intersection. I doubt that very few people would swerve to the right for 220 feet, and then swerve back.

Walsh: Commissioner Bauman, I think Bob Johnson, the County Traffic Engineer, is also here. He may, and these may, these improvements are to their standard, at their request, so he may also be able to address some of those concerns.

Kafoury: Do you want to ask him.

Bauman: I guess, one other question I have, maybe you can answer my question. On the right turn from 136th onto Foster, right now, is there, I mean, even it is not designated lane, someone is sitting there waiting to turn left, adjacent to the . . . ., is there enough room to sneak around and make a right turn.

Hanks: They have to go into the gravel shoulder. The pavement is not wide enough for that.

Bauman: In reality, does it happen in your traffic count.

Hanks: I didn't see it, but some of the neighbors might be able to tell me if they do see it. But it didn't appear to be a major type activity, because you would have to go off the pavement onto the gravel to do it.

Kafoury: Thank you. Any other questions of either side.

Okay, we will go on to deliberations. The Board . . .

Bauman: Oh, I do have a question of Planning Bureau. If that is okay. Just put this back into perspective. Could you restate again the feeling of the Board, and the vote of the Board . . .

Kafoury: The Planning Commission, you mean.

Bauman: The Planning Commission in terms of rejecting this, denying this, and secondly whether the additional transportation, how that, how that transportation study, how that impacts those concerns.

Hess: Okay, the Planning Commission found that, they did not

fact that the proposal was consistent with the character of the area, and that was essentially based on noise impacts, traffic impacts, that they believed the facility would cause, and the other one was the criteria that, that a community service use such as this should not necessitate public services that are not programmed, already programmed for the area. And that was the parking issue. They were concerned that there might be a tendency for people to use this as a park and ride location, and begin parking on the neighboring, the adjoining streets, use it as a sort of de facto park and ride facility.

Bauman: And what was the vote?

Hess: I don't have that with me, I am not sure.

Kafoury: it wasn't in the packet either.

Hess: What was the call of the vote you mean?

Bauman: Was it 3 -2, or 8-1, or . . .

Hess: I don't know. I'm sorry. I can get that for you if you like. Hold on. ..(went to file to look it up) .... It was not unanimous, but I can't tell what the split was.

..... One desent.

Hess: Thank you. Regarding the traffic study, I have not read the traffic report that you have presented. (tape change) the MR zone does allow for, as a conditional use, offices, so that is as commercial as you can get in this zoning designation here. So as a conditional use, one could argue that office would be consistent, they would have to go through a similar kind of application for example to put an office in, and argue that it is consistent with the character of the area, and you know, that sort of thing. But the base zoning only allows apartments to be developed here.

Bauman: A lot this big, how many apartments could reasonably developed.

Hess: What is the size of it.

..... Half acre.

Hess: Half an acre. So it is 20,000 square feet, roughly. We are talking about . . .

Bauman: 8-plex or something like that.

Hess: Not that many. 4,000, it would be about 5 units. 5 units is what you could get on half an acre.

Bauman: Thank you.

Kafoury: Okay, Sharron.

Kelley: If I may, as long as you are up here Mark. One of the other commissioners, one of the Planning Commissioners also took notice of something that I am also curious and concerned about, and that is the size of the site, and this proposal as it fits the actual site.

Hess: That is true, That was a concern.

Kelley: And has anything been done to mitigate that problem.

Hess: Well the applicants indicated that 30% of the site would be landscaped. And the, I think that what you are speaking to, was one of the things that was in the transcript, was a comment that they felt this was really maxing out the site, or putting the most amount of pavement as you possibly could on the site, and that was, that was an opinion on that particular commissioners part. This, the, I haven't done a detailed design review of the proposal, but what design review would call for is a minimum of 15% of land site landscaping for, whether it be for an apartment project, or an office project or this project. 15% of the site must be landscaped, minimum, and

you must screen your use from neighbors, and so on and so forth, so there are some subjective reviews that you would have to demonstrate consistent within your design. And they have indicated that 30% would be landscaped, which based on that analysis, at least that it exceeds the minimum standards, for that . . .

Kelley: The way I understood it after reading it though, was there would only be five foot, five feet left over on the outside parameters of the site.

Hess: that is true, on the north side, I believe, that is true. On the west side, I believe there was a little bit more room. On the north side, they did show in their site plan, only a five foot strip there, which is the bare minimum under the standard. The standard in the design review chapter says 5 feet between a parking and maneuvering area, and the adjoining property, is your minimum. So they were pressing that minimum on the north side.

Kelley: And the north side, is on which side, so I can get my . . .

Hess: That is the long dimension.

Kelley: The residential side. In other words, that would be

the side . . .

Hess: That is the side that is adjacent to Mr. Lee's house.

Bauman: Parallel's Foster.

Kelley: Okay.

Hess: Right. And there would be a sound wall, according to their plan, the sound wall, and then a five foot landscaped strip adjacent to that.

Kelley: What they have done is come over, and offered a sound wall.

Hess: that is correct.

Kelley: As opposed to any kind of landscaping.

Hess: Well, it would be in combination with landscaping.

Kelley: Okay, thanks. That clarifies it.

Kafoury: Thank you Mark.

Hess: You bet.

Kafoury: We have, I think several options, this morning, with only three members here, you can see it will require unanimous vote for us to take any action, two of our members are gone. I believe with additional information could remand it to the Planning Commission, for there further look. We could approve it, uphold the decision of the Planning Commission, we could rewrite, redo it, because of the additional information. The point being that we have a variety of options this morning, so let's have some discussion on the Board, and see where we are. Feel brave. Jump right in.

Kelley: Well I have had the opportunity to work with Tri-Met for many years, especially on the construction of light rail, on Max, and so I am very comfortable with their ability to work with the community . . .

Kafoury: Use your mike, they can't hear you.

Kelley: I am very comfortable with their ability to work with the community, and so I am reasonably, I have reasonable expectations that some of the traffic problems could be worked out. But I continue to be concerned about the consistency with the character of the neighborhood, and I think I side more with my concerns about that. Buses are different than cars. They certainly are much more, much more difficult for the community

to accept. There is a certain amount of volume here that the neighbors will have to live with. And the character of the neighborhood, I think, would be seriously affected, if design review process doesn't go well. Given that, I would be reluctant to support it, without at least some continuous discussion, or additional mitigation efforts.

Kafoury: Rick.

Bauman: The neighborhood is changing quickly, there is no question about that. It is an area I used to represent in the legislature. It is remarkable to me the amount of growth, the new housing area, on 130th, and the, it is clearly an area in transition. And, unfortunately the cost of transition, is urbanization like that, is the traffic problems. The most nervous part of this for me is that I live along one of these route lines, and just one bus, the 10 bus, which I live three houses off of Harold, it rattles our house, when it stops and when it accelerates, and I can imagine the thirty, the thirty four rattles an hour must do to you. My suggestion would be given the new information, to remand to the Commission, and see if Tri-Met can work with the neighborhood, with the school, with the Fire Department, and come up with some alternatives that will, that have any potential for satisfying some of the concerns raised by the objections, raised by the Planning Commission. Without that, I would support the Commissions

position.

Kafoury: I certainly, I think that one of the value that we haven't discussed this morning, which is a real important one for me, is the value of bus ridership, and this County has a long standing commitment to encourage transit ridership, and I certainly don't want us to be in the position of, it is very important to me to not be in a position of doing things that discourage adequate bus access, for people, and these, I think that a lot of the concerns we are hearing are for existing conditions. And it is difficult to separate, that is my other issue, it is difficult to separate fear for what may be, from frustration over what is. As Rick says, it is a terrifically impacted neighborhood right now. And I also live with the #15 going by my bedroom every day as it has for 20 years. And my livingroom, so I am well acquainted with this noise. I think it may be that is why I suggested that first, it may be. . . I am just, I refuse to believe that there isn't some way, given Tri-Met's record of willingness to work and mitigate some of the problems of the neighborhood, and I think the appropriate place for that activity is at the Planning Commission, and not here, not at this Board, and so Mark, could you tell us if you think there is any problem with returning this to the Planning Commission.

DuBay: By the way.

Kafoury: John

DuBay: Commissioner Kafoury, the ordinance says the Board may affirm, reverse or modify the decision of the Planning Commission. The remand is not in there. So you may reverse it and send it back for something, adding or for some particular work of some kind, but . . .

Kafoury: They have not had this additional information on the traffic. They simply denied the appeal.

DuBay: I understand.

Bauman: John, would we have the option of putting off, for example, 2 months, conclusion of this hearing and in the intervening time, asking the Tri-met and residents and the Planning Commission . . .

Kafoury: Or Planning Staff.

Bauman: Yeah, in a way to bridge . . .

DuBay: The way to do it would be to continue this hearing for two months . . .

Bauman: Can they, that is still on our desk as opposed to the Planning Commission's desk.

DuBay: That is right.

Bauman: Is there a way to get, without prejudizing the cost, is there to the Planning Commission?

DuBay: I guess it might be possible to modify the decision by making it subject to some conditions, to be prepared by the Planning Commission. You would then affirm it, subject to those conditions.

Kafoury: Well that is a tricky one, because my sense of the Board is that we are split and there is a willingness, I am hearing, an interest on all three of our parts in trying to find some solution. I just don't believe this is a non, I don't think we are in an impasse yet, and I think there is more information that has come since the Planning Commission recommended denial. Is that correct?

DuBay: yes, to reverse that Planning Commission decision, you would have to find that both of those criteria . . .

Kafoury: Have been met.

roval.

DuBay: correct.

Kafoury: Well, I am stuck. I felt we had the option of remanding the decision, when there is additional information, I thought we had the option of sending it to them for further review.

DuBay: Not in our ordinance.

Kafoury: All right, team. We could continue the hearing for one month with option then.

Bauman: If we affirmed, could Tri-Met reapply.

Hess: With a modified application, is that what you are wanting from them? If you choose to continue, I guess my concern is that you give some clear directions to Tri-met as to what kinds of mitigations you want them to pursue, so they know where to go from here, if you are moving towards continuance.

DuBay: And the problem with that is that you have to hold

another hearing to find out where the changes are acceptable to the neighbors.

Kafoury: Well we have one problem. I don't think we have three votes to do anything, this morning, except continue.

Bauman: Well, lack of three votes would . . .

DuBay: Would mean that the decision stands.

Bauman: The decision stands.

Kafoury: And there is a willingness, I think for us to consider some additional evidence, or are you just wanting it to be over.

Kelley: Well, I am willing to look at it again. Obviously, if a compromise can be reached, it would behoove us all. However, the design review process is really critical to me, because I continue to be concerned about how this whole proposal fits into the residential area. And the five foot and the walls, what would be left on all the other sides of the project, in addition to the traffic and the buses. So, and how the community accepts it is also important. So there is still some unanswered questions for me, that I, so I would find it very reluctant to go forward with it. At this point, without some

As I understand the process, the design review would come after your approval.

Hess: That is correct. Design review is an administrative review, which I administer, my staff, and it mitigates, it is several things. It is reviewing the next stage of an applicant's process, would be develop a landscape plan, a detailed landscape plan, that shows me grading, shows me all the structures, as well as all the species and the sizes of plants they are proposed to go on the site, and that sort of thing. And from that, the plan they develop, that is reviewed against design review criteria, as well as the conditions of approval, that might have been applied by the Planning Commission, or in this case, if it is approved through you, be applied by you. And so the conditions of approval could say things, for example, like there shall be a minimum of X foot of buffer on all sides, or, you know, if certain conditions are applied that are different, than the minimum set by the code, then that would be part of design review.

Kelley: Mark, I am not clear on the process that you are outlining.

Hess: I guess what I am saying is that if the reviewing body,

Planning Commission or the Board, has some specific design concerns, that they want to make sure are taken care of at the design review stage, they need to incorporate those into conditions of approval.

Kelley: So that, if, when the design, when the project has been fully designed, then it goes to the staff, and then it comes to the Board, for final approval.

~~Again~~  
Against C.S. 7-89

From Mr + Mrs Thomas Anderson

Beverly Davis  
6437 S/E 135<sup>th</sup>  
Portland Or 97236

Board of Mult. County Commissioners  
Room # 605  
1021 S W Fourth Ave  
Portland Or 97204

CS 7-89

Date 9-5-89

NAME

Harold F. Morris

ADDRESS

5421 S.E. 136<sup>th</sup> Ave

Street

Portland,

City

97236

Zip

I wish to speak on Agenda Item #

C57-89

Subject \_\_\_\_\_

\_\_\_\_ FOR

AGAINST

Date 9/5

NAME Mrs Gale Gilliland

ADDRESS 6412 S.E. 135th

Portland Street  
City OR 97236  
Zip

I wish to speak on Agenda Item # CS 7-89

Subject Decision Review

           FOR  AGAINST

Date 9-5-89

NAME

Susan Johnson

ADDRESS

13532 S.E. Foster Place

Street

Portland

City

97236

Zip

I wish to speak on Agenda Item #

CS 7-89

Subject

       FOR

  X   AGAINST

Date 9-5-89

NAME JOSEPH CHURCH

ADDRESS 13485 SE FOSTER RD.

Street

PORTLAND, OR. 97236

City

Zip

I wish to speak on Agenda Item # C57-89  
Subject \_\_\_\_\_

\_\_\_\_ FOR



AGAINST

Date \_\_\_\_\_

NAME

Jim Hawks

ADDRESS

10211 SW Barber

PDX  
Street

City

Zip

I wish to speak on Agenda Item # \_\_\_\_\_

Subject \_\_\_\_\_

\_\_\_\_ FOR

AGAINST \_\_\_\_\_

Appellant

NAME

Joe Walsh

Date \_\_\_\_\_

ADDRESS

Town Meeting 4012 SE 17th

Street

Portland Dr

97214

City

Zip

I wish to speak on Agenda Item # \_\_\_\_\_

Subject

P.C. Appeal

X FOR

AGAINST

appellant

BCC  
Planning  
Co. Counsel

STATE OF  
OREGON  
1989 SEP 12 PM 3:53  
TRIPPLANNING  
COUNTY  
OREGON

August 30, 1989

Joe Walsh  
Project Development Planner  
Tri-County Metropolitan Transportation District of Oregon  
4012 S.E. 17th Avenue  
Portland, Oregon 97202

Subject: Traffic Impacts of Proposed Bus Layover Facility, S.E. 136th and S.E. Foster.

Dear Mr. Walsh:

At your request we have conducted an analysis of the traffic impacts of a proposed bus layover facility on the northwest corner of S.E. 136th and S.E. Foster. The facility would be designed to provide temporary parking for up to five buses. The construction would include rest room facilities for drivers, landscaping, and widening of both streets along the site perimeter.

**BACKGROUND:**

The facility will be used by 181 buses a day, of which 17 will be during the afternoon peak-hour of traffic. This compares with 39 buses per day, five during the peak-hour, which now pass through the intersection.

The layover facility will be designed so that it will only be entered from S.E. Foster. On-site circulation will be one-way with the exit on S.E. 136th. Of the 17 peak-hour buses, seven will make a left-turn from eastbound S.E. Foster. When they have completed their stop, they will exit the site by turning right onto southbound S.E. 136th. At the intersection of 136th and S.E. Foster they would turn right again and proceed westbound on S.E. Foster.

The ten buses approaching the facility from the north on 136th will make a right turn at Foster and then another right turn at the entrance to the proposed facility. When their layover is completed they will exit by making a left-turn out onto S.E. 136th.

The intersection is signalized with a two-phase actuated controller, with pedestrian actuation provided for pedestrians wishing to cross S.E. Foster.

**ANALYSIS:**

Turning movement counts were taken at the intersection during both the morning and evening to determine the time of peak traffic. Based on the counts, it was learned that the highest hourly traffic occurs between 4:45 and 5:45 PM. (The traffic counts are summarized in the appendix to this report.)

Traffic Impacts of Bus Layover Facility  
 S.E. 136th and S.E. Foster

The intersection level-of-service for existing conditions was determined using methods outlined in the Highway Capacity Manual, Special Report Number 209, Published by the Transportation Research Board. The following summary outlines the results of the analysis. The actual calculations are shown in the appendix.

IMPACTS OF BUS LAYOVER FACILITY  
 S.E. 136th and S.E. Foster

APPROACH	BEFORE CONSTRUCTION		AFTER CONSTRUCTION	
	LOS	DELAY	LOS	DELAY
EB Foster	C	19.70	B	13.25
WB Foster	A	4.87	A	4.05
SB 136th	D	25.11	C	20.05
Overall	C	17.26	B	12.28

LOS = Level-of-Service

DELAY = Average seconds delay per vehicle.

EB = Eastbound

WB = Westbound

SB = Southbound

The delay will be diminished on every approach once the improvements are installed. The primary reason is that there will be widening along 136th that will permit the separation of right and left turning vehicles. This will double its capacity. Since this movement will have added capacity, less signal time will be needed to accommodate it. This, in turn, will permit more green signal time to be allocated to S.E. Foster. The only traffic added by the improvements will be the addition of twelve buses per hour, on the average, one every five minutes. This addition will have a negligible effect on traffic operations.

Another issue of concern is the impact of buses turning into and out of the site. An intersection capacity analysis was conducted for the entrance from S.E. Foster to determine how well it would work. For this analysis, the driveway was considered to be equivalent to an unsignalized "T" intersection. The seven buses turning left and ten buses turning right during the PM peak hour were used along with the through traffic on S.E. Foster. Based on the analysis, the driveway entrance will work at Level-of-Service A. The calculation sheet for this analysis is also included in the appendix.

Traffic Impacts of Bus Layover Facility  
S.E. 136th and S.E. Foster

The conflict between buses exiting onto 136th and traffic backed up at the signal was also examined. There will be short periods when the line of traffic waiting for the signal will block the exit driveway. Approximately 260 cars will approach the intersection southbound on 136th, 200 of which will turn right and the remainder will turn left. The widening of the street to accommodate the bus facility will add enough space to separate the right and left-turning movements. The right turns, at slightly over three vehicles per minute (200 per hour), would control the capacity of the approach. A backup of three vehicles in the right turn lane would limit the ability of buses to exit. Backups in excess of three vehicles are probable while 136th traffic is facing a red light, however, once 136th receives a green signal, the queue should disappear making it easy to exit the transfer facility. The only impact would be on transit headways and not on street traffic.

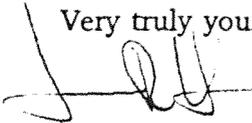
**SUMMARY:**

Based on the analysis outlined above it is my conclusion that the addition of a bus layover facility with the widening as proposed will reduce delay and congestion at the intersection of S.E. 136th and S.E. Foster. In addition, it is my conclusion that bus turns in and out of the layover facility will not adversely affect traffic flow.

**CLOSURE:**

Please let me know if you need additional information. I would be happy to explain these findings in greater detail.

Very truly yours,



James R. Hanks, P.E.

Traffic Impacts of Bus Layover Facility  
S.E. 136th and S.E. Foster

Appendix

### Level-of-Service Description

Level-of-Service describes the quality of traffic flow. Levels-of-Service A to C are considered good. Level of Service D is typically the minimum acceptable Level-of-Service for urban street design, while "C" is the design level-of-service for rural roads. Level-of-Service E is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. A more complete description of Level-of-Service follows:

Level-of-Service A: Low volumes, high speeds, speeds not restricted by other vehicles, all signal cycles clear with no vehicles waiting through more than one signal cycle. Average delay per vehicle less than five seconds.

Level-of-Service B: Operating speeds beginning to be affected by other traffic; between one and ten percent of the signal cycles have one or more vehicles which must wait through more than one signal cycle during peak periods. Average delay per vehicle between five and fifteen seconds.

Level-of-Service C: Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have vehicles which wait through more than one cycle during the peak period; recommended rural design standard. Average delay per vehicle between fifteen and twenty-five seconds.

Level-of-Service D: Tolerable operating speeds; 31 to 70 percent of the signal cycles have one or more vehicles which wait through more than one cycle during peak traffic periods. Average delay per vehicle between twenty-five and forty seconds.

Level-of-Service E: Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal during peak traffic periods. Average delay per vehicle between forty and sixty seconds.

Level-of-Service F: Unstable flow; long queues of traffic; stoppages of long duration; traffic volume and speed can drop to zero; traffic volume will be less than the volume which occurs at Level-of-Service E. Average delay per vehicle in excess of 60 seconds.

LOCATION:Layover Entrance

NAME:Layover Facility

HOURLY VOLUMES

Major street:S.E. Foster N  
v

N= 2 <---V5--- 0

Grade 561---V2---> v---V4--- 7

0% 10---V3---v N= 1

---

Date of Counts: < | >

Future V7 | V9 X STOP

Time Period: | | YIELD

PM Peak Hour 0 | 0

Approach Speed: Minor Street: Grade

45 Entrance 0%

PHF: .88 N= 0

Population: 450000

VOLUMES IN PCPH

<---V5--- 7

---V2---> v---V4---

---V3---v

---

< | >

V7 | V9

0 | 0

VOLUME ADJUSTMENTS

Movement no.	2	3	4	5	7	9
Volume (vph)	561	10	7	0	0	0
Vol (pcph), see Table 10.1	XXXXXXXX	XXXXXXXX	7	XXXXXXXX	0	0

STEP 1 : RT From Minor Street

/-> V9

Conflicting Flows, Vc  
Critical Gap, Tc  
Potential Capacity, Cp  
Actual Capacity, Cm

1/2 V3+V2= 0 + 561 = 561 vph (Vc9)  
Tc= 5.5 secs (Tab.10.2)  
Cp9= 579 pcph (Fig.10.3)  
Cm9=Cp9= 579 pcph

STEP 2 : LT From Major Street

v-- V4

Conflicting Flows, Vc  
Critical Gap, Tc  
Potential Capacity, Cp  
% of Cp utilized and Impedance Factor  
Actual Capacity, Cm (Fig.10.5)

V3+V2= 0 + 561 = 561 vph (Vc4)  
Tc= 5 secs (Tab.10.2)  
Cp4= 661 pcph (Fig.10.3)  
(V4/Cp4)x100= 1.1% P4= .99  
Cm4=Cp4= 661 pcph

STEP 3 : LT From Minor Street

<- \ V7

Conflicting Flows, Vc  
Critical Gap, Tc  
Potential Capacity, Cp  
Actual Capacity, Cm

1/2 V3+V2+V5+V4=  
0 + 561 + 0 + 7 = 568 vph (Vc7)  
Tc= 7.5 secs (Tab.10.2)  
Cp7= 349 pcph (Fig.10.3)  
Cm7=Cp7xP4= 349 x .99 = 346 pcph

SHARED LANE CAPACITY

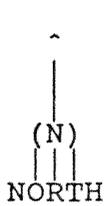
SH = (V7+V9)/((V7/Cm7)+(V9/Cm9)) if lane is shared

MOVEMENT	V(PCPH)	CM(PCPH)	CSH(PCPH)	CR (CM-V)	CR (CSH-V)	LOS CM	LOS CSH
7	0	346		346		B	
9	0	579		579		A	
4	7	661		654		A	

INPUT WORKSHEET

Intersection: 136th and S.E. Foster Road Date: After Bus Facility  
 Analyst: Hanks Time Period Analyzed: 4:45 to 5:45 Area Type: CBD X Other  
 Project No. 995 City/State: Multnomah Co., Oregon

VOLUME AND GEOMETRICS



[ 262 ] SB TOTAL	S.E. 136th	N/S ST.	46 ^
<   >	1 1		-
199   0   63	12.0		362 <- [ 408 ]
	RT   LT		-WB TOTAL
	<   >		0 v
			<^--RTH-12.0'-1

IDENTIFY IN DIAGRAM

- Volumes
- Lanes, lane widths
- Movements by lane
- Parking locations
- Bay storage lengths
- Islands
- Bus stops

1-11.0'-LT---^  
 1-12.0'---TH--->

[ 244 ]
-> 1022
E/B TOTAL -
v 0

S.E. Foster
E/W STREET
0
0 <^> 0
[ 0 ]
N/B TOTAL

TRAFFIC AND ROADWAY CONDITIONS

Ap pr	Grd. (%)	% HV	Adj. Y/N	Pkg. Lane Nm	Buses (Nb)	PHF	Cnf. Ped (pd/hr)	Pedstrn Y/N	Button Mn. Time	Arr. Type
EB	+0.0	2.0	N	0	0	0.96	0	Y	10	3
WB	+0.0	2.0	N	0	0	0.93	2	N	0	3
EB	+0.0	0.0	N	0	0	0.00	0	N	0	3
SB	+0.0	10.0	N	0	0	0.88	0	N	0	3

Grade: +up, -down Nb: buses stopping/hr Min. Timing: min. green for  
 HV: veh. > 4 whls PHF: peak-hour factor pedestrian crossing  
 Nm: pkg. maneuvers/hr Cnf. Peds: Cnflctng peds/hr Arr. Type: Type 1-5

PHASING

D I A G R A M	+	*							
	<*****	<+***>							
	+								
	*****>								
Tim- ing	G= 39.0 Y+R= 4	G= 13.0 Y+R= 4	G= 0.0 Y+R= 0						
Ptmd/Act									

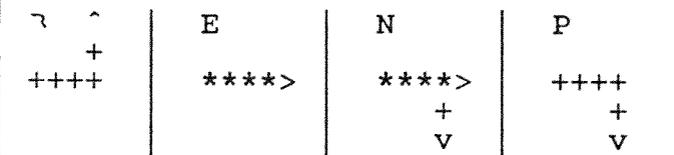
Protected turns: \*\*\*\*^ oooo^ | Permitted turns: ++++^ | Cycle Length 60 Sec

Intersection: 136th and S.E. Foster Road Date: After Bus Facility  
 Analyst: Hanks Time Period Analyzed: 4:45 to 5:45 Area Type: CBD X Other  
 Project No. 995 City/State: Multnomah Co., Oregon

VOLUME ADJUSTMENT WORKSHEET

1 Appr.	2 Mvt.	3 Mvt. Volume (vph)	4 Peak Hour Factor PHF	5 Flow Rate Vp 3/4	6 Lane Group	7 Flw rt in Ln Grp Vg (vph)	8 Number of Lanes N	9 Lane Utiliz Fctr, U Tb 9-4	10 Adj. Flow V, vph 7 x 9	11 Prop. of LT or RT Plt , Prt
EB	LT	244	0.96	254	B	254	1	1.00	254	1.00 LT
	TH	1022	0.96	1065	E	1065	1	1.00	1065	* 0.00 RT
	RT	0	0.96	0						
WB	LT	0	0.93	0						0.00 LT
	TH	362	0.93	389	N	438	1	1.00	438	* 0.11 RT
	RT	46	0.93	49						
NB	LT	0	0.90	0						0.00 LT
	TH	0	0.90	0						* 0.00 RT
	RT	0	0.90	0						
SB	LT	63	0.88	72	B	72	1	1.00	72	1.00 LT
	TH	0	0.88	0						* 0.00 RT
	RT	199	0.88	226	P	226	1	1.00	226	1.00 RT

LANE GROUP DIAGRAMS - [\*\*\* = PROTCTD, +++ = PERMTTD, ### = PROTCTD & PERMTTD]



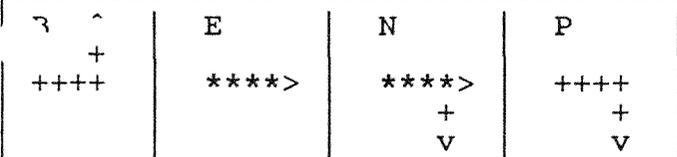
JRH TRANSPORTATION ENGINEERING, Eugene, Oregon, using NCAP by PSI

Intersection: 136th and S.E. Foster Road Date: After Bus Facility  
 Analyst: Hanks Time Period Analyzed: 4:45 to 5:45 Area Type: CBD X Other  
 Project No. 995 City/State: Multnomah Co., Oregon

SATURATION FLOW ADJUSTMENT WORKSHEET

LANE GROUP	3 Ideal Sat. Flow	4 No. of Lns	5 Ln.W. Fw	6 HvyVeh Fhv	7 Grade Fg	8 Pkg. Fp	9 BusBlk Fbb	10 AreaTp Fa	11 Rt Trn Frt	12 Lt Trn Flt	13 AdjSat FlwRt S	
1 Ap	2 Mv	pcphgp	N	T.9-5	T.9-6	T.9-7	T.9-8	T.9-9	T.9-10	T.9-11	T.9-12	(vphg)
EB	B	1800	1	0.970	0.990	1.000	1.000	1.000	1.000	1.000	0.536	926
	E	1800	1	1.000	0.990	1.000	1.000	1.000	1.000	1.000	1.000	1782
WB	N	1800	1	1.000	0.990	1.000	1.000	1.000	1.000	0.885	1.000	1577
SB	B	1800	1	1.000	0.950	1.000	1.000	1.000	1.000	1.000	1.000	1710
	P	1800	1	1.000	0.950	1.000	1.000	1.000	1.000	0.850	1.000	1454

LANE GROUP DIAGRAMS-[\*\*\* = PROTCTD, +++ = PERMTTD, ### = PROTCTD & PERMTTD]



JRH TRANSPORTATION ENGINEERING, Eugene, Oregon, using NCAP by PSI

Intersection: 136th and S.E. Foster Road Date: After Bus Facility  
 Analyst: Hanks Time Period Analyzed: 4:45 to 5:45 Area Type: CBD X Other  
 Project No. 995 City/State: Multnomah Co., Oregon

SUPPLEMENTAL WORKSHEET FOR LEFT-TURN ADJUSTMENT FACTOR, FLT

INPUT VARIABLES/COMPUTATIONS	EB	WB	NB	SB
Cycle Length, C (sec)	60.00			60.00
Effective Green, g (sec)	37.00			15.00
Number of Lanes, N	1			1
Total Approach Flow Rate, Va (vph)	1319			298
Mainline Flow Rate, Vm (vph)	1065			226
Left-Turn Flow Rate, Vlt (vph)	254			72
Proportion of LT, Plt	1.00			1.00
Opposing Lanes, No	1			0
Opposing Flow Rate, Vo (vph)	438			0
Prop. of LT in Opp. Vol. Plto	0.00			0.00
Sop = $1800N_o / (1 + Plto[(400 + V_m) \text{ etc.}]$	1800			0
Yo = Vo/Sop	0.243			0.000
Gu = $(g - CY_o) / (1 - Y_o)$	29.60			15.00
Fs = $(875 - 0.625V_o) / 1000$	0.601			0.875
Pl = $Plt[1 + (N - 1)g / (FsGu + 4.5)]$	1.000			1.000
Gq = g - Gu	7.40			0.00
Pt = 1 - Pl	0.000			0.000
Gf = $2Pt[1 - Pt^{(.5Gq)}] / Pl$	0.000			0.000
El = $1800 / (1400 - V_o)$	1.871			1.286
Fm = $Gf/g + Gu/g * [1 / (1 + Pl \text{ etc.}]$	0.536			1.000
Flt = $(F_m + N - 1) / N$	0.536			1.000

JRH TRANSPORTATION ENGINEERING, Eugene, Oregon, using NCAP by PSI

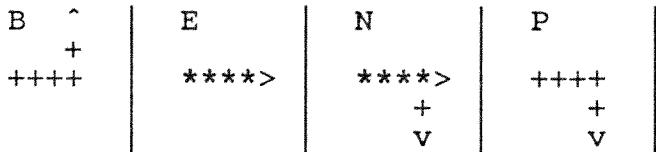
Intersection: 136th and S.E. Foster Road Date: After Bus Facility  
 Analyst: Hanks Time Period Analyzed: 4:45 to 5:45 Area Type: CBD X Other  
 Project No. 995 City/State: Multnomah Co., Oregon

CAPACITY ANALYSIS WORKSHEET

LANE GROUP		3		4	5		6	7	8	9
1	2	Adjusted		Ad.Sat	Flow Ratio		Green	Ln.Grp	v/C	Crit.
Appr.	Mvmt.	Flow Rate		Flw.Rt	v/s		Ratio	Capac.	Ratio	?
		v		s	3/4		g / C	c, vph	X	Lane
		(vph)		(vphg)				4x6	3/7	Group
EB	B	254	-	926	0.274	-	0.650	602	0.422	-
	E	1065	-	1782	0.598	-	0.650	1158	0.919	***
WB	N	438	-	1577	0.278	-	0.650	1025	0.427	-
NB										
SB	B	72	-	1710	0.042	-	0.217	371	0.194	-
	P	226	-	1454	0.155	-	0.217	315	0.718	***

Cycle Length= 60.0sec, Lost Time/Cycle, L= 8.0sec, S(v/s)ci= 0.753, Xc=0.869

LANE GROUP DIAGRAMS-[\*\*\* = PROTCTD, +++ = PERMTTD, ### = PROTCTD & PERMTTD]



JRH TRANSPORTATION ENGINEERING, Eugene, Oregon, using NCAP by PSI

Intersection: 136th and S.E. Foster Road Date: After Bus Facility  
 Analyst: Hanks Time Period Analyzed: 4:45 to 5:45 Area Type: CBD X Other  
 Project No. 995 City/State: Multnomah Co., Oregon

LEVEL-OF-SERVICE WORKSHEET

LANE GROUP		First Term Delay				Second Term Delay				Tot. Delay & LOS		
1	2	3	4	5	6	7	8	9	10	11	12	13
Ap	Mv	v/c Ratio X	Green Ratio g/C	Cycle Length C (sec)	Delay d1 sec/veh	Lane Group Cap, c (vph)	Delay d2 sec/veh	Prgrsn Factor PF T.9-13	Lane Gp Delay sec/veh (6+8)*9	Ln Gp LOS 9-1	Apprch Delay sec/veh	Apr LOS Tbl 9-1
EB	B	0.422	0.650	60.0	3.85	602	0.30	1.00	4.15	A		
	E	0.919	0.650	60.0	6.94	1158	8.48	1.00	15.42	C	13.25	B
WB	N	0.427	0.650	60.0	3.87	1025	0.18	1.00	4.05	A	4.05	A
NB											0.00	*
SB	B	0.194	0.217	60.0	14.61	371	0.03	1.00	14.64	B		
	P	0.718	0.217	60.0	16.57	315	5.21	1.00	21.78	C	20.05	C

Intersection Delay 12.28 sec/veh, Intersection LOS B Table 9.1

LANE GROUP DIAGRAMS-[\*\*\* = PROTCTD, +++ = PERMTTD, ### = PROTCTD & PERMTTD]

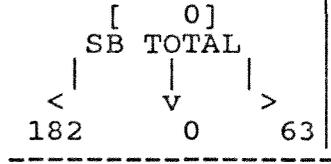
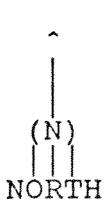
B	E	N	P
^			
+			
++++	****>	****>	++++
		+	+
		v	v

JRH TRANSPORTATION ENGINEERING, Eugene, Oregon, using NCAP by PSI

INPUT WORKSHEET

Intersection: 136th and S.E. Foster Road Date: Existing  
 Analyst: Hanks Time Period Analyzed: 4:45 to 5:45 Area Type: CBD X Other  
 Project No. 995 City/State: Multnomah Co., Oregon

VOLUME AND GEOMETRICS



S.E. 136th N/S ST.  
 1  
 11.0  
 LTH  
 >  
 v

46 ^  
 -  
 362 <- [ 408 ]  
 -WB TOTAL  
 0 v  
 <^--RTH-12.0'-1

1-11.0'-LT---^  
 1-12.0'--TH--->

IDENTIFY IN DIAGRAM

- 1. Volumes
  - 2. Lanes, lane widths
  - 3. Movements by lane
  - 4. Parking locations
  - 5. Bay storage lengths
  - 6. Islands
  - 7. Bus stops
- E/B TOTAL -> 1022  
 v 0

S.E. Foster  
 E/W STREET  
 0  
 0 <^> 0  
 [ 0 ]  
 N/B TOTAL

TRAFFIC AND ROADWAY CONDITIONS

Ap pr	Grd. (%)	% HV	Adj. Y/N	Pkg. Lane Nm	Buses (Nb)	PHF	Cnf. Ped (pd/hr)	Pedstrn Y/N	Button Mn. Time	Arr. Type
EB	+0.0	2.0	N	0	0	0.96	0	Y	10	3
WB	+0.0	2.0	N	0	0	0.93	2	N	0	3
SB	+0.0	0.0	N	0	0	0.00	0	N	0	3
NB	+0.0	2.0	N	0	0	0.88	0	N	0	3

Grade: +up, -down Nb: buses stopping/hr Min. Timing: min. green for pedestrian crossing  
 HV: veh. > 4 whls PHF: peak-hour factor Arr. Type: Type 1-5  
 Nm: pkg. maneuvers/hr Cnf. Peds: Cnflctng peds/hr

PHASING

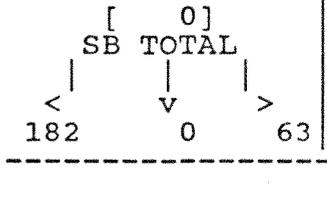
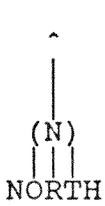
Diagram	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
D I A G R A M	+ <*****	* * <+**>						
Timing	G= 37.0 Y+R= 4	G= 15.0 Y+R= 4	G= 0.0 Y+R= 0					
Ptmd/Act								

Protected turns: \*\*\*\*^ oooo^ | Permitted turns: ++++^ | Cycle Length 60 Sec

INPUT WORKSHEET

Intersection: 136th and S.E. Foster Road Date: Existing  
 Analyst: Hanks Time Period Analyzed: 4:45 to 5:45 Area Type: CBD X Other  
 Project No. 995 City/State: Multnomah Co., Oregon

VOLUME AND GEOMETRICS



S.E. 136th N/S ST.  
 1  
 11.0  
 LTH  
 >  
 v

46 ^  
 -  
 362 <- [ 408 ]  
 -WB TOTAL  
 0 v  
 <^--RTH-12.0'-1

1-11.0'-LT---^  
 1-12.0'--TH--->

IDENTIFY IN DIAGRAM

- 1. Volumes ^ 249
- 2. Lanes, lane widths -
- 3. Movements by lane [1271] -> 1022
- 4. Parking locations E/B TOTAL -
- 5. Bay storage lngths v 0
- 6. Islands
- 7. Bus stops

S.E. Foster  
 E/W STREET  
 0  
 0 <^> 0  
 [ 0 ]  
 N/B TOTAL

TRAFFIC AND ROADWAY CONDITIONS

Ap pr	Grd. (%)	% HV	Adj. Y/N	Pkg. Lane Nm	Buses (Nb)	PHF	Cnf. Ped (pd/hr)	Pedstrn Y/N	Button Mn. Time	Arr. Type
EB	+0.0	2.0	N	0	0	0.96	0	Y	10	3
WB	+0.0	2.0	N	0	0	0.93	2	N	0	3
SB	+0.0	0.0	N	0	0	0.00	0	N	0	3
SB	+0.0	2.0	N	0	0	0.88	0	N	0	3

Grade: +up, -down Nb: buses stopping/hr Min. Timing: min. green for  
 HV: veh. > 4 whls PHF: peak-hour factor pedestrian crossing  
 Nm: pkg. maneuvers/hr Cnf. Peds: Cnflctng peds/hr Arr. Type: Type 1-5

PHASING

Diagram	PHF	Cnf. Ped	Pedstrn	Button	Arr. Type
D I A G R A M  + <*****  + *****>	* * <+***>				
Timing	G= 37.0 Y+R= 4	G= 15.0 Y+R= 4	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0	G= 0.0 Y+R= 0
Ptmd/Act					

Protected turns: \*\*\*\*^ oooo^ | Permitted turns: ++++^ | Cycle Length 60 Sec

Intersection: 136th and S.E. Foster Road Date: Existing  
 Analyst: Hanks Time Period Analyzed: 4:45 to 5:45 Area Type: CBD X Other  
 Project No. 995 City/State: Multnomah Co., Oregon

VOLUME ADJUSTMENT WORKSHEET

1 Appr.	2 Mvt.	3 Mvt. Volume (vph)	4 Peak Hour Factor PHF	5 Flow Rate Vp 3/4	6 Lane Group	7 Flw rt in Ln Grp Vg (vph)	8 Number of Lanes N	9 Lane Utiliz Fctr, U Tb 9-4	10 Adj. Flow V, vph 7 x 9	11 Prop. of LT or RT Plt , Prt
EB	LT	249	0.96	259	B	259	1	1.00	259	1.00 LT
	TH	1022	0.96	1065	E	1065	1	1.00	1065	* 0.00 RT
	RT	0	0.96	0						
WB	LT	0	0.93	0						0.00 LT
	TH	362	0.93	389	N	438	1	1.00	438	* 0.11 RT
	RT	46	0.93	49						
NB	LT	0	0.90	0						0.00 LT
	TH	0	0.90	0						* 0.00 RT
	RT	0	0.90	0						
SB	LT	63	0.88	72						0.26 LT
	TH	0	0.88	0	J	279	1	1.00	279	* 0.74 RT
	RT	182	0.88	207						

LANE GROUP DIAGRAMS-[\*\*\* = PROTCTD, +++ = PERMTTD, ### = PROTCTD & PERMTTD]

3	E	J	N
+		*	
++++	****>	****	****>
		*	+
		v	v

JRH TRANSPORTATION ENGINEERING, Eugene, Oregon, using NCAP by PSI

Intersection: 136th and S.E. Foster Road Date: Existing  
 Analyst: Hanks Time Period Analyzed: 4:45 to 5:45 Area Type: CBD X Other  
 Project No. 995 City/State: Multnomah Co., Oregon

SATURATION FLOW ADJUSTMENT WORKSHEET

LANE GROUP	3 Ideal Sat. Flow pcphgp	4 No. of Lns N	5 Ln.W. Fw T.9-5	6 HvyVeh Fhv T.9-6	7 Grade Fg T.9-7	8 Pkg. Fp T.9-8	9 BusBlk Fbb T.9-9	10 AreaTp Fa T.9-10	11 Rt Trn Frt T.9-11	12 Lt Trn Flt T.9-12	13 AdjSat FlwRt S (vphg)
1 Ap	B	1	0.970	0.990	1.000	1.000	1.000	1.000	1.000	0.536	926
EB	E	1	1.000	0.990	1.000	1.000	1.000	1.000	1.000	1.000	1782
WB	N	1	1.000	0.990	1.000	1.000	1.000	1.000	0.885	1.000	1577
NB											
SB	J	1	0.970	0.990	1.000	1.000	1.000	1.000	0.800	1.000	1383

LANE GROUP DIAGRAMS-[\*\*\* = PROTCTD, +++ = PERMTTD, ### = PROTCTD & PERMTTD]

	E	J	N
+		*	
++++	****>	****	****>
		*	+
		v	v

JRH TRANSPORTATION ENGINEERING, Eugene, Oregon, using NCAP by PSI

Intersection: 136th and S.E. Foster Road Date: Existing  
 Analyst: Hanks Time Period Analyzed: 4:45 to 5:45 Area Type: CBD X Other  
 Project No. 995 City/State: Multnomah Co., Oregon

SUPPLEMENTAL WORKSHEET FOR LEFT-TURN ADJUSTMENT FACTOR, FLT

INPUT VARIABLES/COMPUTATIONS	EB	WB	NB	SB
Cycle Length, C (sec)	60.00			60.00
Effective Green, g (sec)	37.00			15.00
Number of Lanes, N	1			1
Total Approach Flow Rate, Va (vph)	1324			279
Mainline Flow Rate, Vm (vph)	1065			207
Left-Turn Flow Rate, Vlt (vph)	259			72
Proportion of LT, Plt	1.00			0.26
Opposing Lanes, No	1			0
Opposing Flow Rate, Vo (vph)	438			0
Prop. of LT in Opp. Vol. Plto	0.00			0.00
Sop = $1800N_o / (1 + Plto[(400 + V_m) \text{ etc.}]$	1800			0
Yo = Vo/Sop	0.243			0.000
Gu = $(g - CY_o) / (1 - Y_o)$	29.60			15.00
Fs = $(875 - 0.625V_o) / 1000$	0.601			0.875
Pl = $Plt[1 + (N - 1)g / (FsGu + 4.5)]$	1.000			0.258
Gq = g - Gu	7.40			0.00
Pt = 1 - Pl	0.000			0.742
Gf = $2Pt[1 - Pt^{(.5Gq)}] / Pl$	0.000			0.000
El = $1800 / (1400 - V_o)$	1.871			1.286
Fm = $Gf/g + Gu/g * [1 / (1 + Pl \text{ etc.}]$	0.536			1.000
Flt = $(Fm + N - 1) / N$	0.536			1.000

JRH TRANSPORTATION ENGINEERING, Eugene, Oregon, using NCAP by PSI

Intersection: 136th and S.E. Foster Road Date: Existing  
 Analyst: Hanks Time Period Analyzed: 4:45 to 5:45 Area Type: CBD X Other  
 Project No. 995 City/State: Multnomah Co., Oregon

CAPACITY ANALYSIS WORKSHEET

LANE GROUP		3		4	5		6	7	8	9
1	2	Adjusted		Ad.Sat	Flow Ratio		Green	Ln.Grp	v/C	Crit.
Appr.	Mvmt.	Flow Rate		Flw.Rt	v/s		Ratio	Capac.	Ratio	?
		v		s	3/4		g / C	c, vph	X	Lane
		(vph)		(vphg)				4x6	3/7	Group
EB	B	259	-	926	0.280	-	0.617	571	0.454	-
	E	1065	-	1782	0.598	-	0.617	1099	0.969	***
WB	N	438	-	1577	0.278	-	0.617	972	0.450	-
NB										
SB	J	279	-	1383	0.202	-	0.250	346	0.807	***

Cycle Length= 60.0sec, Lost Time/Cycle, L= 8.0sec, S(v/s)ci= 0.799, Xc=0.922

LANE GROUP DIAGRAMS-[\*\*\* = PROTCTD, +++ = PERMTTD, ### = PROTCTD & PERMTTD]

B ^	E	J ^	N
+		*	
++++	*****>	****	*****>
		*	+
		v	v

JRH TRANSPORTATION ENGINEERING, Eugene, Oregon, using NCAP by PSI

Intersection: 136th and S.E. Foster Road Date: Existing  
 Analyst: Hanks Time Period Analyzed: 4:45 to 5:45 Area Type: CBD X Other  
 Project No. 995 City/State: Multnomah Co., Oregon

LEVEL-OF-SERVICE WORKSHEET

LANE GROUP		First Term Delay				Second Term Delay				Tot. Delay & LOS		
1	2	3	4	5	6	7	8	9	10	11	12	13
Ap	Mv	v/c Ratio X	Green Ratio g/C	Cycle Length C (sec)	Delay d1 sec/veh	Lane Group Cap, c (vph)	Delay d2 sec/veh	Prgrsn Factor PF T.9-13	Lane Gp Delay sec/veh (6+8)*9	Ln Gp LOS 9-1	Apprch Delay sec/veh	Apr LOS Tbl 9-1
EB	B	0.454	0.617	60.0	4.65	571	0.41	1.00	5.06	B		
	E	0.969	0.617	60.0	8.33	1099	14.93	1.00	23.26	C	19.70	C
WB	N	0.450	0.617	60.0	4.64	972	0.24	1.00	4.87	A	4.87	A
NB											0.00	*
SB	J	0.807	0.250	60.0	16.07	346	9.04	1.00	25.11	D	25.11	D

Intersection Delay 17.26 sec/veh, Intersection LOS C Table 9.1

LANE GROUP DIAGRAMS-[\*\*\* = PROTCTD, +++ = PERMTTD, ### = PROTCTD & PERMTTD]

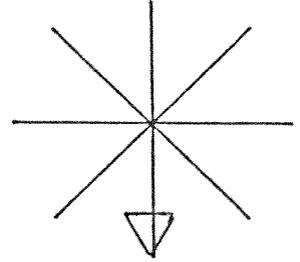
B ^ + ++++	E ****>	J ^ * **** * v	N ****> + v
---------------------	------------	-------------------------------	----------------------

JRH TRANSPORTATION ENGINEERING, Eugene, Oregon, using NCAP by PSI



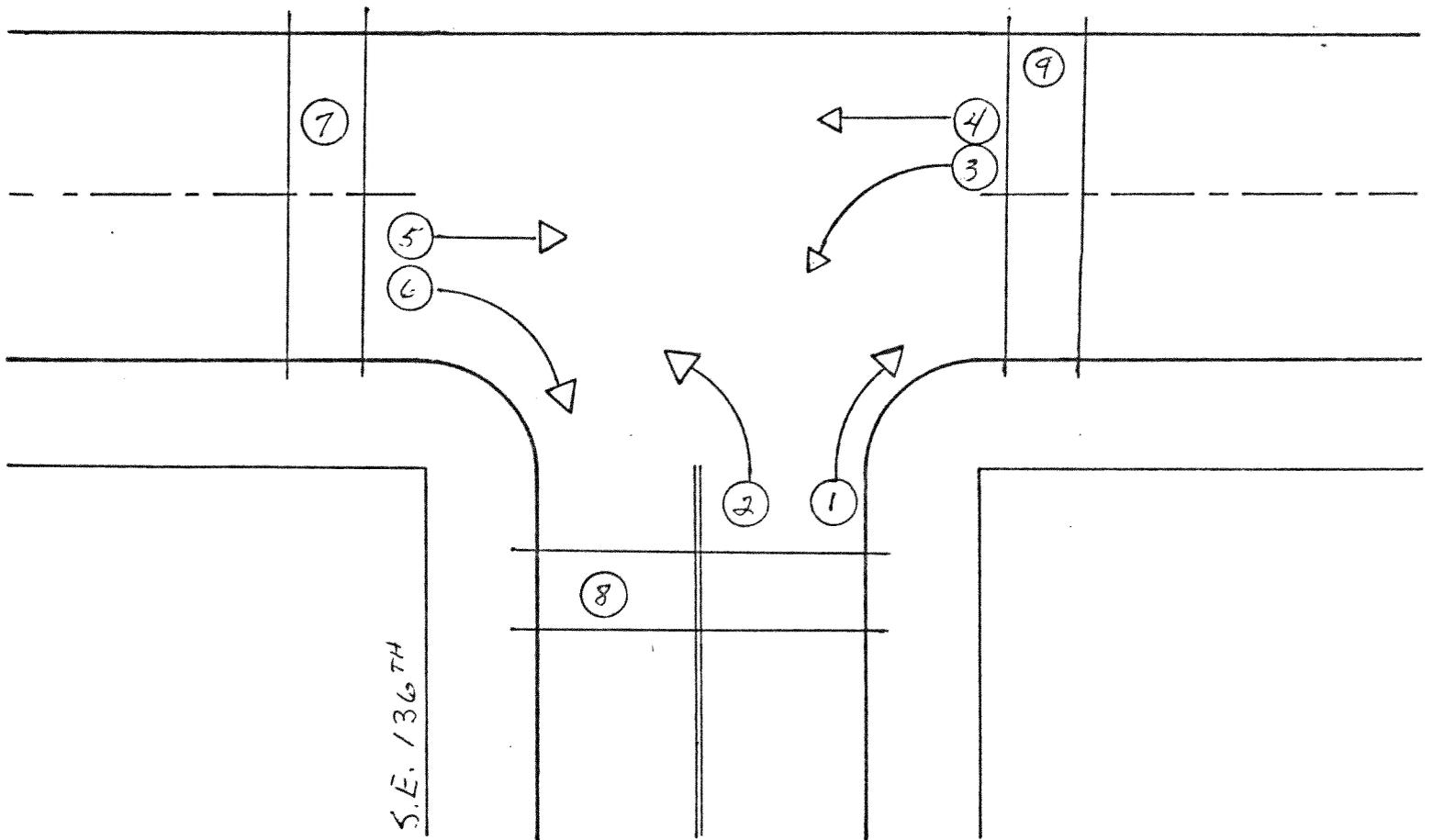


City of Portland



INDICATE NORTH

S. E. FOSTER RD.



S. E. 136<sup>TH</sup>

## TRAFFIC IMPACT OF BUS LAYOVER FACILITY

### S.E. 136th and S.E. FOSTER

- Addition of Bus Layover Facility with required widening will reduce delay and congestion of intersection.
- Bus turns in and out of Layover Facility will not adversely affect traffic flow.

#### Average Delay (seconds per vehicle)

<u>MOVEMENT</u>	<u>BEFORE CONSTRUCTION</u>	<u>AFTER CONSTRUCTION</u>	<u>DIFFERENCE</u>
Eastbound Foster	19.70	13.25	6.45
Westbound Foster	4.87	4.05	0.82
Southbound 136th	25.11	20.05	5.06
OVERALL	17.27	12.28	4.99

Board of County Commissioners  
Room 605, County Courthouse  
1021 S.W. Fourth Avenue  
Portland, Oregon 97204

CS 7-89 Public Hearing

Gentlemen:

With 2.5 acres for sale and a lot which is currently being used as a parking lot for tractor-trailer rigs, house trailers, and for-sale-cars adjacent to the Foster Food Mart (both possibly available and located in a commercial area), the use of the proposed site at 136th & Foster is hardly the best choice in view of the impact the proposed site would have on the immediate area. The proposed site is within two blocks of a fire station, school cross walks (school approximately four blocks away), and would interfere with David-Douglas school bus routes in area. Please note accompanying photographs 1 - 16 showing congestion.

A bus terminal, having a choice of four bus lines and with the probability that there would be at least one bus parked at the facility, at any given time, is bound to attract people who hate driving in rush hour traffic or parking in congested business areas. The narrow shoulders on both Foster and 136th, and the lack of parking facilities will force people to park on the side streets. The added influx of cars on the side streets would greatly increase the danger to children living and playing in what has been a fairly close knit residential neighborhood. The constant presence of strange cars will also render the detection of criminal activity much less likely thereby encouraging an increase in vandalism, burglary, drug trafficking, and other undesirable activities.

The increased pollution will undoubtedly have a detrimental effect on the many elderly home owners who still live in the area.

Trying to exit onto Foster Ave. westbound from 135th Ave. is already like playing Russian roulette with east bound traffic preparing to make a left turn onto 136th and west bound traffic

preparing to make a left turn onto 135th. Accidents, like the one shown in enclosed photograph 17, are a frequent occurrence. Making a left turn from 134th onto west bound Foster necessitates waiting for traffic from both directions to clear. Even now, during rush hours, only the generosity of drivers backed up waiting for the light at 136th allows for exits from either 134th or 135th. The property at the termination of 136th on Foster originally had a driveway that emptied onto Foster. When the stop light was installed, it became impossible to get out and the driveway was inverted and now empties out the back of the property onto 135th via Foster Place. The presence of the bus terminal across from 135th, with buses constantly trying to enter and exit, would create a similar situation for all of the people who must use 135th and 134th but with no viable alternate route.

All of these factors will have a very detrimental effect on the quality of life in the basically single family residential area that immediately surrounds the proposed site. The additional ~~traffic~~<sup>Noise</sup>, increased congestion caused by buses constantly entering and exiting, and the tremendous increase in pollution caused by diesel fumes cannot possibly be offset by a cement lot with mediocre landscaping and obnoxiously bright lights.

Sincerely,



Gale K. Gilliland  
6412 S.E. 135th Ave.  
Portland, OR 97236

Looking west along Foster  
From 135<sup>th</sup>

1.

01 34 N N N 1 0

Looking east along Foster  
From west of corner of  
proposed site

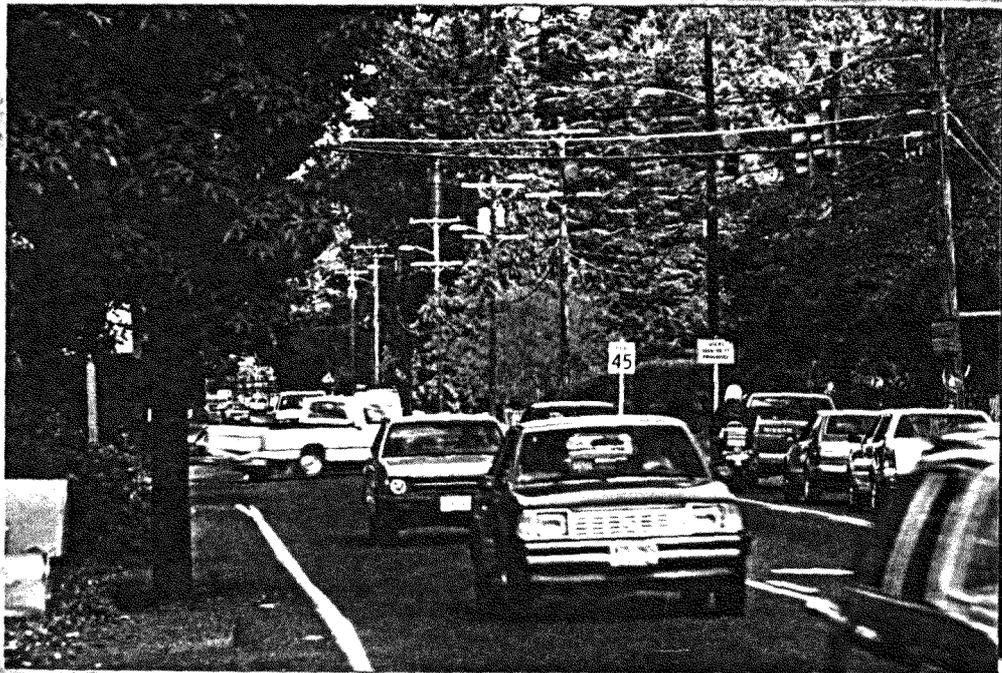
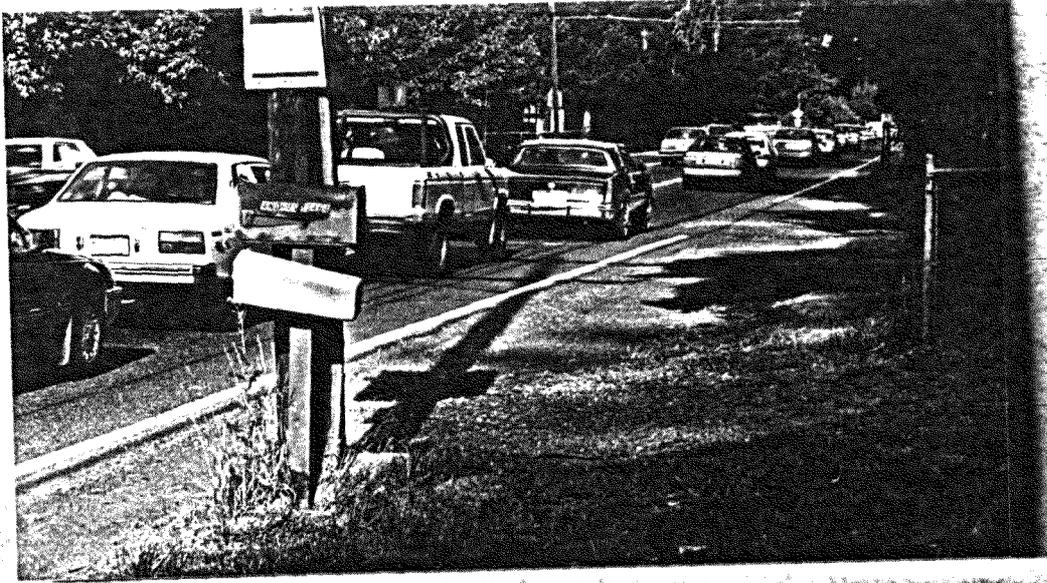
2

80 34 N N N 1 2

Looking east along Foster  
From west of 135<sup>th</sup> showing  
south corner of proposed site

3

80 34 N N N 1 0



Looking east along Foster  
showing CAR Trying to exit  
135<sup>th</sup>

4

01 34 N N N 1 2

Looking east along Foster showing  
135<sup>th</sup> ACROSS from site

5.

01 34 N N N 1 2

Looking east along Foster from  
north side at proposed site

6

01 34 N N N 1 2



Looking east along Foster from  
proposed site

7

73 34 N N N N 2

Looking east along Foster  
showing cars backed up behind  
bus trying to make left turn

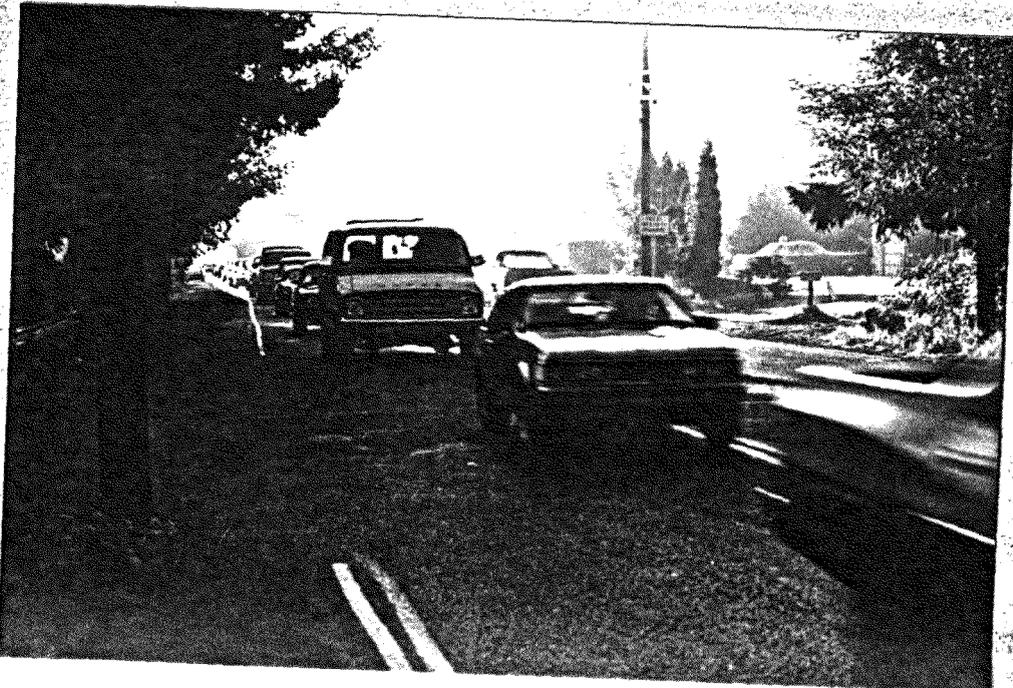
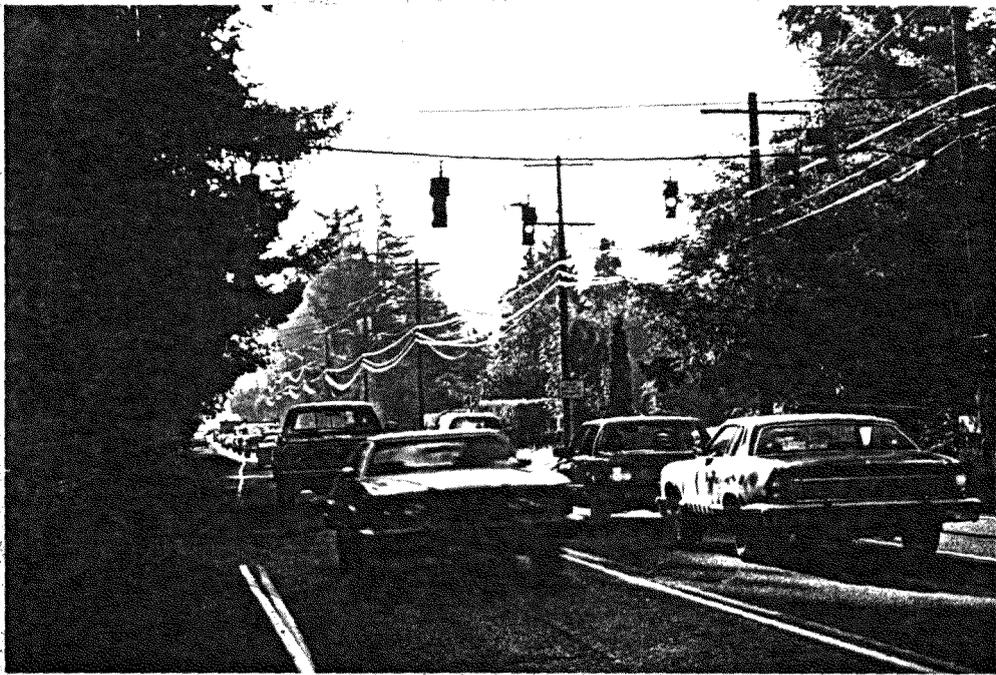
8

01 34 N N N N 2

Looking east along Foster showing  
light changing with traffic still  
trying make left turn on 136th

9

73 34 N N N N 2



Looking east from south side  
of Foster showing 135th

10

01 34 N N N N 2

Traffic headed east on Foster  
at 135th showing continuous  
line

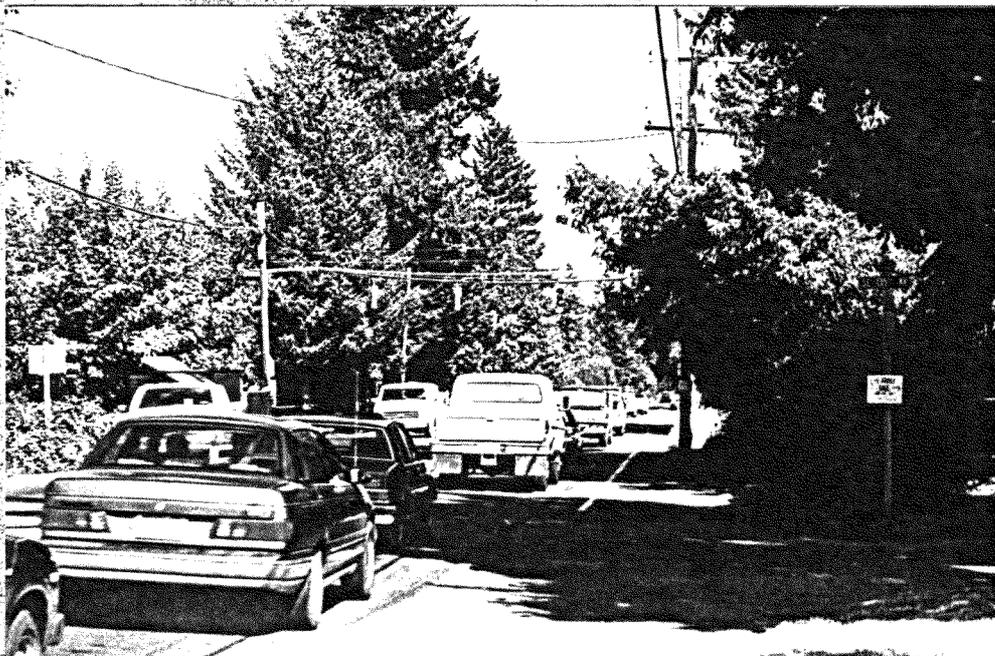
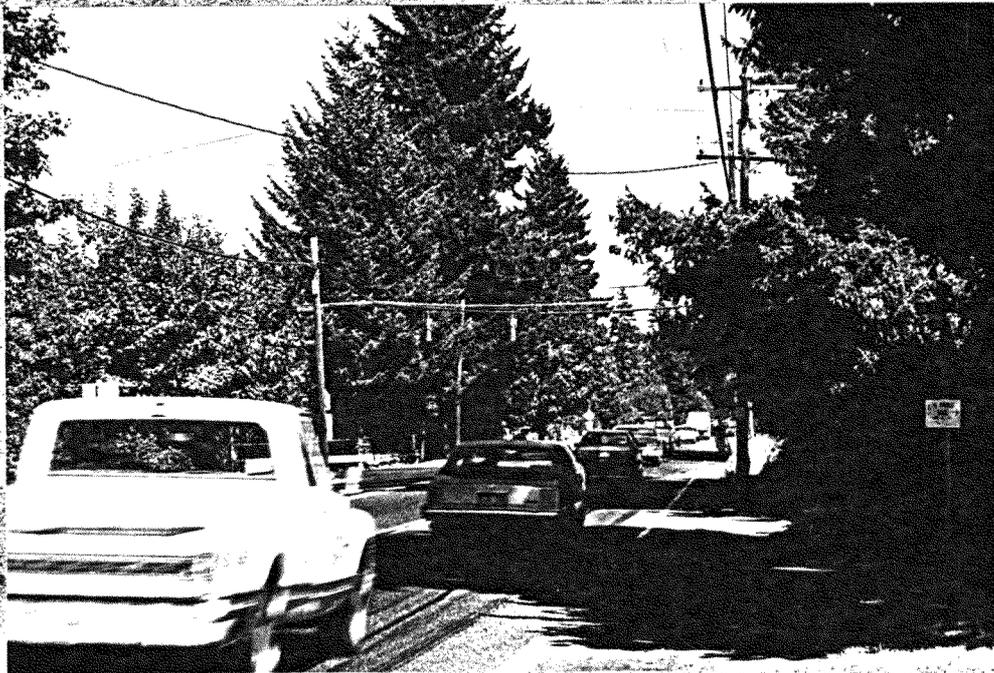
11

73 34 N N N 1 2

Looking west along Foster  
at 135th again showing  
steady stream of traffic

12

01 34 N N N N 2



Looking west along Foster  
from 135<sup>th</sup> observe fire station  
and school crossing signs

13

01 34 NNNN 2

Bus trying to make turn  
at 136<sup>th</sup> & Foster

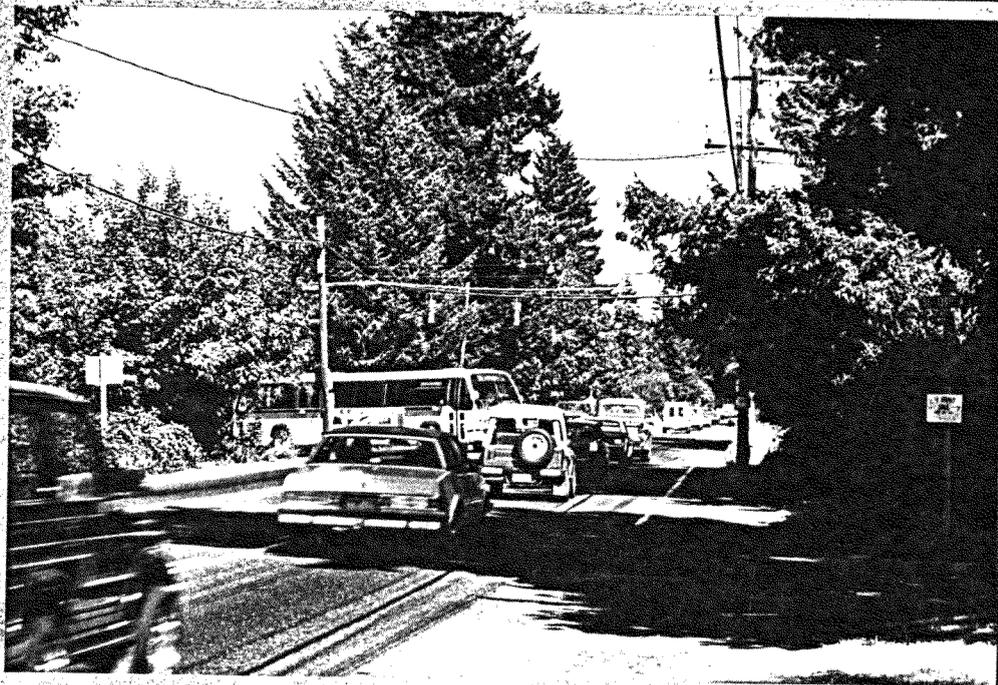
14

01 34 NNNN 2

Continuous line of traffic  
headed west on Foster at  
intersection of 136<sup>th</sup> & Foster

15

70 34 NNNN 2



And more traffic at 136th  
+ Foster

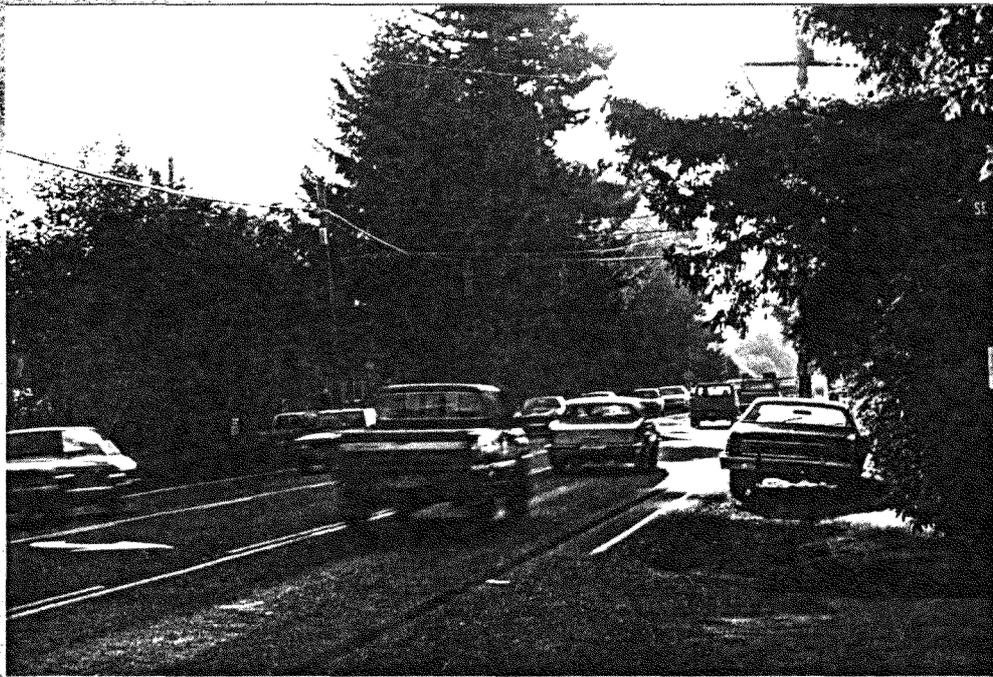
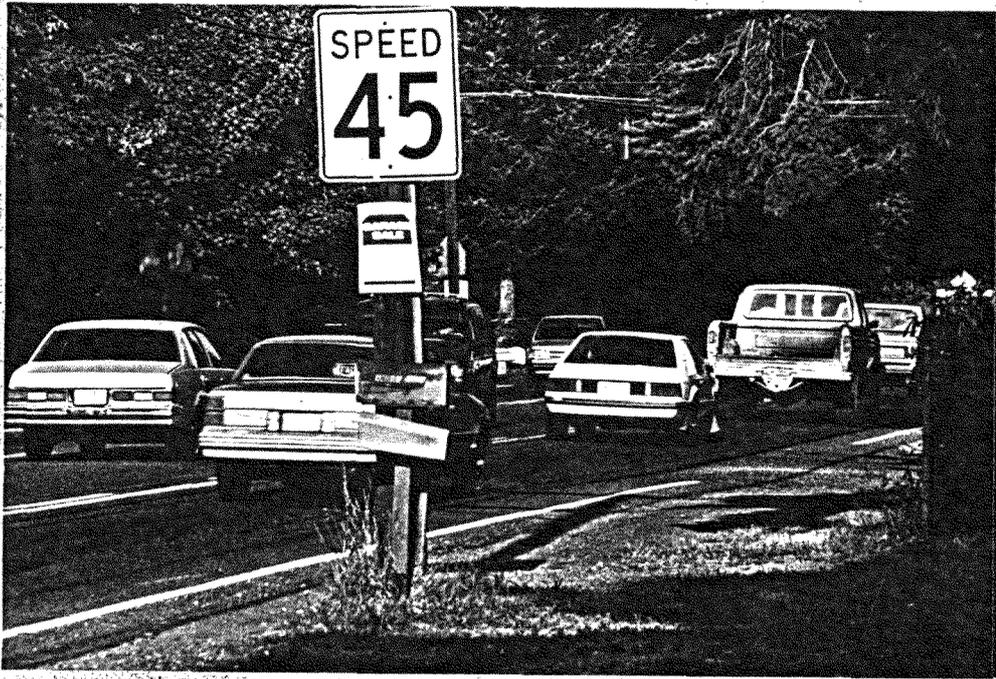
16

70 34 N N N 2

One of many frequent accidents  
& near accidents at 135th + Foster  
Two cars facing each other in  
center lane

17

01 34 N N N 3 2



BCC

JANE L. ANDRUS

13464 S.E. FOSTER RD.

PORTLAND, ORE 97236

STATE OF  
COUNTY COMMISSIONERS  
1989 AUG 28 PM 12:54  
CHAIRMAN  
MULTI-COUNTY  
BOARD OF COUNTY COMMISSIONERS  
OREGON

DEAR MADAM:

REGARDING CS7-89 - PUBLIC HEARING  
ABOUT TRI-MET TERMINUS FACILITY AT  
136<sup>th</sup> + S.E. FOSTER RD.: I AM OPPOSED  
TO THIS FACILITY FOR THE FOLLOWING REASONS:

1. THE PRESENT TRAFFIC ON FOSTER RD IS SO  
HEAVY NOW - BETWEEN 6AM - 8:30 AM + 3:30PM - 6 PM  
THAT IT IS IMPOSSIBLE TO GET OUT OF OUR DRIVE-  
WAY. WHEN THE LIGHT TURNS RED AT 136<sup>th</sup> - IT  
BACKS UP THE TRAFFIC FOR MANY BLOCKS WEST  
OF THE FIRE STATION AT 134<sup>th</sup> + FOSTER.

2. THE FIRE STATION ON 134<sup>th</sup> IS BLOCKED AND  
THE ENGINES HAVE TO GO OUT ON EMERGENCIES VERY  
OFTEN DURING THIS RUSH HOUR PERIOD, WE  
HAVE SEEN MANY NEAR ACCIDENTS AT THOSE  
TIMES.

3. THERE HAVE BEEN 3 ACCIDENTS AT 135<sup>th</sup>  
+ FOSTER IN THE PAST 6 WEEKS - PEOPLE TRYING  
TO GET OUT ON FOSTER RD.

4 - THE NOISE OF THE TRAFFIC AT PRESENT IS  
(over)

So Loud even with ALL the windows & doors shut,  
THAT IT IS VERY HARD TO HEAR ORDINARY CONVERSATION  
UNLESS WE RAISE OUR VOICES - AND TO HEAR TV or RADIO  
WE MUST TURN VOLUME UP HIGH. AND WE DO NOT  
NEED HEARING AIDS EITHER.

5- WE ARE ON THE DAVID DOUGLAS SCHOOL BUS ROUTE  
WHICH MEANS THOSE BUSES ARE ALSO TRYING TO  
MANUEVER THAT TIGHT INTERSECTION AT 136<sup>th</sup> & FOSTER

6- I HAVE ASTHMA & THE AIR POLLUTION HERE NOW  
(DIESEL FUMES) FROM BUSES - BIG DUMP TRUCKS &  
CARS MAKE THE ASTHMA WORSE - & EVERY AFTERNOON  
I HAVE TO TURN THE AIR CONDITIONER FROM 3:30 - 6 pm.

6. I AM PHYSICALLY HANDICAPPED & MUST WALK WITH  
2 CANES AND CAN'T GO TO THE HEARING. BUT I WANT  
THE COMMISSIONERS TO KNOW THAT WE ALREADY HAVE  
TRAFFIC, NOISE & HEALTH PROBLEMS ENOUGH ALREADY  
WITH OUT THE ADDED PROBLEMS THAT THIS TRI-MET  
FACILITY WILL UNDOUBTABLY BRING ON. MANY PEOPLE  
LIVING IN THIS AREA HAVE WORSE HEALTH PROBLEMS  
THAN I HAVE. AND THESE PROBLEMS WITH ALL THE  
EXTRA BUSES ARE MORE THAN THE ~~FULL~~ RESIDENTS  
HERE SHOULD HAVE TO PUT UP WITH.

Sincerely yours,

Jane L. Andrews  
134 & 4 SE FOSTER RD  
PORTLAND, OR 97236

Planning

BOARD OF MUN. COUNTY COMMISSIONERS

I AM WRITING ABOUT PUBLIC HEARING C.S. 7-89 ON  
SEPT. 5, 1989.

I WILL BE AT HEARING AND WOULD LIKE TO EXPRESS  
MY VIEWS AGAIN.

OUR DRIVEWAY IS ADJACENT TO THIS LOT AT  
13525 S.E. FOSTER RD. AND THERE IS TOO MUCH  
TRAFFIC HERE ALREADY. BESIDES THE NOISE &  
SMELL OF DIESEL FUMES, WHICH ACCORDING TO AN  
ARTICLE IN OREGONIAN, BUSES EMIT 17 TIMES  
MORE BAD STUFF IN AIR THAN AVERAGE AUTO.

TRI-MET PEOPLE SOMETIMES DO NOT TELL  
THE WHOLE TRUTH ABOUT THEIR NEEDS.

WHY SPEND MORE MONEY ON SOMETHING THAT IS  
FREE.

BUS WAITING AREAS ARE NEAR 7-11 MARKETS,  
SERVICE STATIONS AND ON PUBLIC STREETS.  
THEY, (TRI-MET) ALREADY LOSES A WHOLE  
LOT OF MONEY AND THEY WANT TO SPEND  
MORE OF OUR TAX DOLLARS, (FEDERAL & COUNTIES).  
THEY ALSO HAVE A HUGE AREA AT 97TH +  
POWELL, LESS THAN 10 MIN. FROM HERE.

WE ARE RETIRED PEOPLE AND WHO NEEDS  
THIS THING IN OUR FRONT YARD?

NO ONE IN THIS IMMEDIATE AREA IS IN  
FAVOR OF TRI-MET NO MATTER WHAT THEY SAY.  
PLEASE UPHOLD THE DECISION OF THE  
PLANNING COMMISSION, FOR THE SAKE OF THE  
OLDER PEOPLE AND SMALL CHILDREN IN AREA.

Joseph Chubini  
Rita K. Chubini

THANK YOU,  
MR. & MRS. JOSEPH CHUBINI  
13485 S.E. FOSTER RD.  
PORTLAND, ORE. 97231

BCC  
Planning

BOARD OF  
COUNTY COMMISSIONERS

1989 AUG 30 PM 3:52

MULTNOMAH COUNTY  
OREGON

TO - BOARD OF COUNTY COMMISSIONERS :

THIS LETTER IS IN REGARD TO ~~THE~~ PLANNING COMM  
REVIEW OF C.S. 7-89 - TRT-MET FACILITY AT  
136 TH + FOSTER RD.

I COULD NOT BE AT THE HEARING ON JULY 10, 1989,  
BECAUSE I MUST BE AT HOME IN ORDER TO  
TAKE CARE OF MY WIFE.

SHE HAS HAD A SEVERE STROKE AND NEEDS  
MY CONSTANT HELP.

I, LIKE ALL THE OTHER HOME OWNERS  
IN THIS AREA DO NOT WANT OR NEED THIS  
FACILITY.

I HAVE LIVED HERE AT 6235 S.E. 136TH  
SINCE 1955. IT WAS, AND I THOUGHT STILL IS  
A RESIDENTIAL ZONE.

WE DO NOT NEED THE NOISE, EXTRA TRAFFIC  
OR SMELL OF DIESEL BUSES. IT COULD CAUSE  
MORE SERIOUS PROBLEMS FOR MY WIFE.

THESE BUSES WILL BE OPERATING WITHIN  
15 TO 20 FEET OF OUR HOUSE. OUR PROP-  
ERTY ADJOINS LOT #13525 S.E. FOSTER RD.

CAN'T WE LIVE OUT OUR OLD AGE IN  
PEACE + QUIET WITHOUT OBNOXIOUS FUMES AND  
MORE TRAFFIC?

THANK YOU,  
MR. + MRS. JOHN LEE  
John W. Lee + Lucille

6235 SE 136<sup>th</sup>  
Portland 97236

9/5

BOARD OF COUNTY COMMISSIONERS  
1989 AUG 28 PM 12:54  
CHAIRMAN OF COUNTY  
MULTI-COUNTY OF OREGON  
BOARD OF COUNTY COMMISSIONERS.

- BCC  
JANE L. ANDRUS Planning  
13464 S.E. FOSTER RD.  
PORTLAND, ORE 97236

DEAR MADAM:

REGARDING CS 7-89 - PUBLIC HEARING  
ABOUT TRI-MET TERMINUS FACILITY AT  
136<sup>th</sup> & S.E. FOSTER RD. I AM OPPOSED  
TO THIS FACILITY FOR THE FOLLOWING REASONS:

1. THE PRESENT TRAFFIC ON FOSTER RD IS SO  
HEAVY NOW - BETWEEN 6 AM - 8:30 AM & 3:30 PM - 6 PM  
THAT IT IS IMPOSSIBLE TO GET OUT OF OUR DRIVE-  
WAY. WHEN THE LIGHT TURNS RED AT 136<sup>th</sup> - IT  
BACKS UP THE TRAFFIC FOR MANY BLOCKS WEST  
OF THE FIRE STATION AT 134<sup>th</sup> & FOSTER.

2. THE FIRE STATION ON 134<sup>th</sup> IS BLOCKED AND  
THE ENGINES HAVE TO GO OUT ON EMERGENCIES VERY  
OFTEN DURING THIS RUSH HOUR PERIOD, WE  
HAVE SEEN MANY NEAR ACCIDENTS AT THOSE  
TIMES.

3. THERE HAVE BEEN 3 ACCIDENTS AT 135<sup>th</sup>  
& FOSTER IN THE PAST 6 WEEKS - PEOPLE TRYING  
TO GET OUT ON FOSTER RD.

4 - THE NOISE OF THE TRAFFIC AT PRESENT IS  
(OVER)

So Loud even with ALL the windows & doors' shut,  
THAT IT IS VERY HARD TO HEAR ORDINARY CONVERSATION  
UNLESS WE RAISE OUR VOICES - AND TO HEAR TV OR RADIO  
WE MUST TURN VOLUME UP HIGH. AND WE DO NOT  
NEED HEARING AIDS EITHER.

5- WE ARE ON THE DAVID DOUGLAS SCHOOL BUS ROUTE  
WHICH MEANS THOSE BUSES ARE ALSO TRYING TO  
MANUEVER THAT TIGHT INTERSECTION AT 136<sup>th</sup> & FOSTER

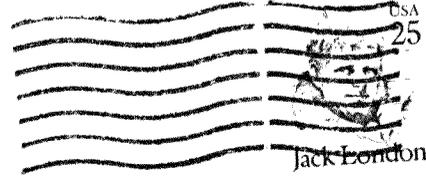
6- I HAVE ASTHMA & THE AIR POLLUTION HERE NOW  
(DIESEL FUMES) FROM BUSES - BIG DUMP TRUCKS &  
CARS MAKE THE ASTHMA WORSE - & EVERY AFTERNOON  
I HAVE TO TURN THE AIR CONDITIONER FROM 3:30 - 6 PM.

6. I AM PHYSICALLY HANDICAPPED & MUST WALK WITH  
2 CANES AND CAN'T GO TO THE HEARING. BUT I WANT  
THE COMMISSIONERS TO KNOW THAT WE ALREADY HAVE  
TRAFFIC, NOISE & HEALTH PROBLEMS ENOUGH ALREADY  
WITH OUT THE ADDED PROBLEMS THAT THIS TRI-MET  
FACILITY WILL UNDOUBTABLY BRING ON. MANY PEOPLE  
LIVING IN THIS AREA HAVE WORSE HEALTH PROBLEMS  
THAN I HAVE. AND THESE PROBLEMS WITH ALL THE  
EXTRA BUSES ARE MORE THAN THE ~~THE~~ RESIDENTS  
HERE SHOULD HAVE TO PUT UP WITH.

Sincerely yours,

Jane L. Andrews  
134 & 4 SE FOSTER RD  
PORTLAND, OR 97236

JANE L ANDRUS  
13464 SE FOSTER RD  
PORTLAND, OR 97236



BOARD OF COUNTY COMMISSIONERS  
ROOM 605, COUNTY COURTHOUSE - MULT.  
1021 S.W. FOURTH AVE  
PORTLAND, OREGON 97204

9-1-89

Dear Sirs,

This letter is on C. S. 7-89 Public Hearing on Property located at 13525 + S. E Foster Road, For Development For a Tri-met Trun Around For line 10-5-17 Buses. There is to much auto Congestion out here now with out making it worse.

There is to much air Polution all ready with out more Bus Polution added to it. We are against it all together, this is a residential area only + Zoned for it only.

Your Truly,

Mr. + Mrs. Thomas Anderson

6506 S. E. 135th

Portland Oregon

97236

Portland, Or.  
August 28, 1989

To: Mult. County Commissioners,

This is in response to the notice I received concerning Tri-Met still wanting a terminus built on the property at 13525 St. Foster Rd. It said a review of the July 10, 89 meeting. I thought it was denied and the matter closed — it should be. The lone serious traffic problems in this area — and the, so called, terminus would be right on the worst corner.

I am a homeowner on 135<sup>th</sup>, 6437 St. 135<sup>th</sup>, just off of Foster Rd, and have been for 25 years. Each year the traffic situation has compounded. It is now at on all time high.

Please take into consideration these points:

1. Foster Rd. narrows down from four lanes at 1<sup>st</sup> NW<sup>th</sup> Ave and becomes a two lane road. It is driven as if a freeway all the way to Damascus — which is a rapidly growing area — there is lots of traffic both coming and going.
2. 136<sup>th</sup> and Foster Rd intersection is a very tight intersection, at best, and there have been many accidents. It is impossible during rush hour to get in and out of side streets and drive ways along this stretch of Foster.

Thank you for your time.

Lucy Davis

Sept. 5, 1989

Board of County Commissioners

We believe that the Community service designation to allow development of a Tri-met Terminus facility for property located at 13525 S.E. Foster Road would have a very serious impact on the traffic at this location. During rush hours this area is already very congested, creating a hazard for school children and residents trying to gain access from their homes to Foster Road.

Further, the increased pollution would make my land unfit for food production, and the air unhealthy to breathe.

Harold Mullbock  
Ethel Mullbock  
13519 S.E. Harold St.

Sincerely

Harold & Morris  
Marjorie H. Morris  
5421 S.E. 136<sup>th</sup> Ave.  
Portland, Or, 97236

Sept. 5, 1989

Gentlemen:

We strongly object to  
the Tri-Met Terminus  
Facility at 13525 S.E. Foster  
Rd. for following reasons:

- ① Too little space.
- ② Too much noise.
- ③ Too much pollution.
- ④ Too much congestion.

Whole plan is ridiculous.

Mr & Mrs. L.C. Eakin  
13401 S.E. Foster Rd  
Rosalind, OK 97236

