

ANNOTATED MINUTES

*Tuesday, November 30, 1993 - 8:30 AM
Lake House at Blue Lake Park
21160 NE Blue Lake Road
Troutdale, OR*

BOARD WORK SESSION

WS-1 The Board of County Commissioners Will Meet to Discuss Board Relations and the Upcoming 1994-1995 Budget.

AM SESSION ATTENDED BY BEVERLY STEIN, GARY HANSEN, SHARRON KELLEY, TANYA COLLIER, DAN SALTZMAN, MICHAEL SCHRUNK, ROBERT SKIPPER, GARY BLACKMER, LARRY AAB, GINNIE COOPER, BETSY WILLIAMS, HAROLD OGBURN, RAY ESPANA, BILL FARVER, DWAYNE McNANNAY, TAMARA HOLDEN, BILLI ODEGAARD, JIM McCONNELL AND NANCY McCARTHY. FACILITATOR CHARLES HOSFORD.

PM SESSION ATTENDED BY BEVERLY STEIN, GARY HANSEN, SHARRON KELLEY, TANYA COLLIER, DAN SALTZMAN, MICHAEL SCHRUNK, ROBERT SKIPPER, GARY BLACKMER, LARRY AAB, GINNIE COOPER, BETSY WILLIAMS, HAROLD OGBURN, RAY ESPANA, BILL FARVER, DWAYNE McNANNAY, TAMARA HOLDEN, BILLI ODEGAARD, JIM McCONNELL, NANCY McCARTHY, DAVID WARREN AND MEGANNE STEELE. FACILITATOR JOE HERTZBERG. PUBLIC HEARING FORUM ON BENCHMARKS TO BE SCHEDULED FOR THURSDAY EVENING, JANUARY 13, 1994. STAFF TO SCHEDULE PERFORMANCE MEASURE BRIEFINGS AND WORK SESSIONS FOR DECEMBER. NEXT RETREAT SCHEDULED FOR TUESDAY, JANUARY 18, 1994.

*Thursday, December 2, 1993 - 9:30 AM
Multnomah County Courthouse, Room 602*

REGULAR MEETING

Chair Beverly Stein convened the meeting at 9:31 a.m., with Vice-Chair Gary Hansen, Commissioners Sharron Kelley, Tanya Collier and Dan Saltzman present.

CHAIR STEIN ANNOUNCED THE APPOINTMENT OF LOLENZO POE AS THE DIRECTOR OF THE NEWLY ESTABLISHED CHILDREN AND FAMILIES SERVICES DIVISION. COMMENTS FROM CHAIR STEIN AND MR. POE.

The meeting was recessed at 9:36 a.m. and reconvened at 9:45 a.m.

CONSENT CALENDAR

UPON MOTION OF COMMISSIONER HANSEN, SECONDED BY COMMISSIONER KELLEY, THE CONSENT CALENDAR (ITEMS C-1 THROUGH C-5) WAS UNANIMOUSLY APPROVED.

NON-DEPARTMENTAL

- C-1 *In the Matter of the Appointment of Luis Polanco, Citizen Representative; Debbie Lee, Mothers Against Drunk Drivers Representative; Jim Peterson, Treatment Agency Representative; Chocka Guiden, Youth Representative; Chuck Crist, Citizen Representative; and Ramon Herrera, Citizen Representative to the DUII Community Advisory Board, all Terms Expire November 30, 1995*

DEPARTMENT OF ENVIRONMENTAL SERVICES

- C-2 *ORDER in the Matter of Conveying a Deed For Certain Real Property to the Public for Road Purposes [N.E. HALSEY STREET, ITEM NO. 171*

ORDER 93-377.

- C-3 *ORDER in the Matter of Conveying a Deed for Certain Real Property to the Public for Road Purposes [N.E. HALSEY STREET, ITEM NO. 93-172]*

ORDER 93-378.

- C-4 *ORDER in the Matter of Conveying a Deed for Certain Real Property to the Public for Road Purposes [N.E. 238TH DRIVE, ITEM NO. 93-173]*

ORDER 93-379.

- C-5 *ORDER in the Matter of Conveying a Deed for Certain Real Property to the Public for Road Purposes [N.E. CHERRY PARK ROAD, ITEM NO. 93-174]*

ORDER 93-380.

REGULAR AGENDA

SHERIFF'S OFFICE

- R-1 *Budget Modification MCSO #10 Requesting Authorization to Transfer \$36,543 from an Administrative Secretary Position to Fund a .25 Community Service Officer and a 1.0 Office Assistant 2 Positions within the Enforcement Division Budget*

COMMISSIONER KELLEY MOVED, SECONDED BY COMMISSIONER HANSEN, APPROVAL OF R-1. LARRY AAB EXPLANATION. BUDGET MODIFICATION UNANIMOUSLY APPROVED.

- R-2 *Budget Modification MCSO #11 Requesting Authorization to Transfer \$11,487 from Enforcement Overtime, Fringe and Insurance, to other Personal Services Line Items within the Sheriff's Budget to pay for the Cost to Reclassify a Sheriff's Operations Technician Supervisor to a Sheriff's Operations Administrator Effective 5/23/92; and an Operations Supervisor to a MCSO Office Operations Supervisor, Effective 7/1/93*

COMMISSIONER KELLEY MOVED, SECONDED BY COMMISSIONER HANSEN, APPROVAL OF R-2. LARRY AAB EXPLANATION. BUDGET MODIFICATION UNANIMOUSLY APPROVED.

DEPARTMENT OF ENVIRONMENTAL SERVICES

- R-3 *RESOLUTION in the Matter of Amending Resolution 91-90 and Related Trust Deed to Permit Assignment of Tax Foreclosed Property to N.E.C.D.C. and Extension of Construction Time Period*

COMMISSIONER SALTZMAN MOVED, SECONDED BY COMMISSIONER COLLIER, APPROVAL OF R-3. H.C. TUPPER EXPLANATION. COMMENTS IN SUPPORT BY PETER WILCOX AND VICE-CHAIR HANSEN. RESOLUTION 93-381 UNANIMOUSLY APPROVED.

- R-4 *RESOLUTION in the Matter of Selecting the 3A Alternative Alignment of the 207th Connector as the Preferred Alternative*

COMMISSIONER HANSEN MOVED, SECONDED BY COMMISSIONER KELLEY, APPROVAL OF R-4. ED PICKERING EXPLANATION. COMMENTS IN SUPPORT BY FAIRVIEW CITY ADMINISTRATOR MARILYN HOLSTROM. RESOLUTION 93-382 UNANIMOUSLY APPROVED.

PUBLIC CONTRACT REVIEW BOARD

(Recess as the Board of County Commissioners and Convene as the Public Contract Review Board)

- R-5 *ORDER in the Matter of Exempting from Public Bidding to Establish Contracts with the Attached Energy Resource/Vendors for the Low Income Energy Assistance Program (LIEAP)*

COMMISSIONER SALTZMAN MOVED, SECONDED BY COMMISSIONER KELLEY, APPROVAL OF R-5. CILLA MURRAY EXPLANATION AND RESPONSE TO BOARD QUESTIONS. ORDER 93-383 UNANIMOUSLY APPROVED.

(Recess as the Public Contract Review Board and reconvene as the Board of County Commissioners)

NON-DEPARTMENTAL

- R-7 *First Reading of an ORDINANCE Amending Ordinance No. 767, in Order to Add, Delete and Revise Exempt Pay Ranges and to Remove the Pay Freeze on Employees with Annual Base Pay of \$60,000 and Above*

PROPOSED ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER COLLIER MOVED, SECONDED BY COMMISSIONER KELLEY, APPROVAL OF THE FIRST READING OF R-7. COMMISSIONER COLLIER PRESENTATION. TESTIMONY FROM JOHN WISH CONCERNING ITEMS R-7 AND R-6. COMMISSIONER COLLIER AND CURTIS SMITH RESPONSE TO QUESTIONS AND CONCERNS OF MR. WISH. MR. SMITH RESPONSE TO BOARD QUESTIONS. BOARD COMMENTS. FIRST READING OF R-7 UNANIMOUSLY APPROVED. SECOND READING SCHEDULED FOR THURSDAY, DECEMBER 9, 1993.

- R-6 *First Reading of an ORDINANCE Relating to Pay Administration for Employees not Covered by Collective Bargaining Agreement and Repealing Ordinance Nos. 764 and No. 742*

PROPOSED ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER COLLIER MOVED, SECONDED BY COMMISSIONER KELLEY, APPROVAL OF THE FIRST READING OF R-6. COMMISSIONER COLLIER PRESENTATION. CURTIS SMITH RESPONSE TO BOARD QUESTIONS. FIRST READING UNANIMOUSLY APPROVED. SECOND READING SCHEDULED FOR THURSDAY, DECEMBER 9, 1993.

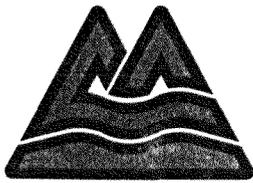
PUBLIC COMMENT

- R-8 *Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.*

There being no further business, the meeting was adjourned at 11:00 a.m.

OFFICE OF THE BOARD CLERK
FOR MULTNOMAH COUNTY, OREGON

By Wendy Bogstad



MULTNOMAH COUNTY OREGON

OFFICE OF THE BOARD CLERK
SUITE 1510, PORTLAND BUILDING
1120 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

BOARD OF COUNTY COMMISSIONERS		
BEVERLY STEIN •	CHAIR	• 248-3308
DAN SALTZMAN •	DISTRICT 1	• 248-5220
GARY HANSEN •	DISTRICT 2	• 248-5219
TANYA COLLIER •	DISTRICT 3	• 248-5217
SHARRON KELLEY •	DISTRICT 4	• 248-5213
CLERK'S OFFICE •	248-3277	• 248-5222

AGENDA

MEETINGS OF THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS

FOR THE WEEK OF

NOVEMBER 29, 1993 - DECEMBER 3, 1993

Tuesday, November 30, 1993 - 8:30 AM - Work Session Page 2
Lake House at Blue Lake Park
21160 NE Blue Lake Road
Troutdale, OR

Thursday, December 2, 1993 - 9:30 AM - Regular Meeting. Page 2

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

- Thursday, 10:00 PM, Channel 11 for East and West side subscribers
- Thursday, 10:00 PM, Channel 49 for Columbia Cable (Vancouver) subscribers
- Friday, 6:00 PM, Channel 22 for Paragon Cable (Multnomah East) subscribers
- Saturday 12:00 Noon, Channel 21 for East Portland and East County subscribers

INDIVIDUALS WITH DISABILITIES MAY CALL THE OFFICE OF THE BOARD CLERK AT 248-3277 OR 248-5222 OR MULTNOMAH COUNTY TDD PHONE 248-5040 FOR INFORMATION ON AVAILABLE SERVICES AND ACCESSIBILITY.

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REGULAR MEETING

CONSENT CALENDAR

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- C-5 ORDER in the Matter of Conveying a Deed for Certain Real Property to the Public for Road Purposes [N.E. CHERRY PARK ROAD, ITEM NO. 93-174]

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R-6 First Reading of an ORDINANCE Relating to Pay Administration for Employees not Covered by Collective Bargaining Agreement and Repealing Ordinance Nos. 764 and No. 742

R-7 First Reading of an ORDINANCE Amending Ordinance No. 767, in Order to Add, Delete and Revise Exempt Pay Ranges and to Remove the Pay Freeze on Employees with Annual Base Pay of \$60,000 and Above

PUBLIC COMMENT

R-8 Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.

0267C.W51/39-41
cap

MEETING DATE: DEC 02 1993

AGENDA NO: C-1

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: APPOINTMENTS

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: Tuesday December 2, 1993

Amount of Time Needed: Consent Agenda

DEPARTMENT: Nondepartmental DIVISION: County Chair's Office

CONTACT: Delma Farrell TELEPHONE #: X-3953

BLDG/ROOM #: 106/1410

PERSON(S) MAKING PRESENTATION: _____

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Appointments to DUII Community Advisory Board:

- Luis Polanco - Citizen Representative
- Debbie Lee - Mothers Against Drunk Drivers Representative
- Jim Peterson - Treatment Agency Representative
- Chocka Guiden- Youth Representative
- Chuck Crist - Citizen Representative
- Ramon Herrera- Citizen Representative

All Terms Expire November 30, 1995

SIGNATURES REQUIRED:

ELECTED OFFICIAL: Beverly Stein G

OR

DEPARTMENT MANAGER: _____

BOARD OF
 COUNTY COMMISSIONERS
 1993 NOV 22 AM 11:00
 MULTNOMAH COUNTY
 OREGON

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

0516C/63



MULTNOMAH COUNTY OREGON

BOARDS AND COMMISSIONS

INTEREST FORM FOR BOARDS AND COMMISSIONS

In order for the County Executive to more thoroughly assess the qualifications of persons interested in serving on a Multnomah County board or commission, you are requested to fill out this interest form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list)

Multnomah County DUII Community
Advisory Board

B. Name Luis Polanco

Address 5025 S.E Lincon

City Portland State Oregon Zip 97215

Do you live in _____ unincorporated Multnomah County or _____ a city within Multnomah County.

Home Phone 232-5727

C. Current Employer Diversion Associates

Address 1949 S.E 122nd Ave. P.O Box 16338

City Portland State Oregon Zip 97216

Your Job Title Counselor

Work Phone (503) 253-5459 (Ext) 224

Is your place of employment located in Multnomah County? Yes No

D. Previous Employers _____ Dates _____ Job Title _____

Volunteers of America- Amigos Program 1985-88 Director

NARA 1981-85 Counselor

Aguila Inc. 1979-1981 TX Coordinator

GLADYS McCOY, MULTNOMAH COUNTY CHAIR

1021 SW 4TH, ROOM 134

PORTLAND, OREGON 97204

(503) 248-3308

CONTACT:

E. Please list all current and past volunteer/civic activities.

Name of Organization	Dates	Responsibilities
Clackamas Co. Community Corrections	1992	
Multnomah Co. Regional Alcoholism Board	1975	Community Involment
Oregon Chicano Concilio	A/D Board 1974-19	Service for Hispanics

F. Please list all post-secondary school education.

Name of School	Dates	Degree/Course of Study
University of California	1971-73	Alcoholism and Family Counseling
University of California	1974-75-76	Management Training
Portland State University	1980	Counselors Training Program

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

Jeffery Kushner 500 Summerset N.E Salem, OR 97310 (503) 378-2163
Paula Manley 1024 Main St. Oregon City, OR 97045 (503) 655-8771

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

None

I. Affirmative Action Information

M Indio Mexicano
sex / racial ethnic background

birth date: Month 6 Day 6 Year 1927

My signature affirms that all information is true to the best of my knowledge and that I understand that any misstatement of fact or misrepresentation of credentials may result in this application being disqualified from further consideration or, subsequent to my appointment to a board/commission, may result in my dismissal.

Signature Raul Polanco Date 10-21-93

Resume

Luis R. Polanco
5025 SE Lincoln St
Portland OR 97215
(503) 232-5727

EDUCATIONAL HISTORY:

- 1971 - 1973 Alcoholism and Family Counseling
University of California, Santa Cruz
- 1974 Community Alcoholism Program (accredited)
University of California, Seattle, Washington
- 1974 Management Training
University of California, San Francisco
- 1975 - 1976 Management Training
University of California, Santa Cruz

EMPLOYMENT HISTORY:

- 1970 - 1978 **Director - Alcoholism Counseling & Recovery Program**
Portland, Oregon
Supervisor: John Spence
- 1978 - 1979 **Chairman/Co-founder/Director**
Oregon Latino Commission on Drug & Alcohol Abuse
Salem, Oregon
Supervisor: Juan Bautista
- 1979 - 1981 **Treatment Coordinator - Aguila Inc.**
Portland, Oregon
Supervisor: Lavar Gonzales
- 1981 - 1985 **Outpatient Counselor - Native American Rehabilitation Association**
3129 SE Hawthorne, Portland, Oregon 97216
Supervisor: Morris Brewer
- 1985 - 1988 **Treatment Coordinator/Director**
Volunteers of America, Amigos Program
537 SE Alder, Portland Oregon 97214
Supervisor: Jim M. LeBlanc
- 1988 - present **Treatment Coordinator, Hispanic Program - Diversion Associates**
1949 SE 122nd, Portland, Oregon 97216
Supervisors: Alex Vidal, Richard Drandoff

PROFESSIONAL EXPERIENCE:

Group Facilitator K.E.E.N. Club - Oregon State Penitentiary
Drug Counseling

Group Facilitator Chicano Culture Club - Oregon State Penitentiary
Alcohol and Drug Counseling

**Co-Chairman,
Board Member** Chicano Indian Study Center of Oregon

**Secretary
Member** Regional Alcoholism Board of Multnomah County
Oregon State Chicano Concilio

Member Chicano Alliance for Drug Abuse
El Paso, Texas

Board of Directors Oregon Legal Services

Co-Founder Harmony Houses - Alcoholism Half-way House
Wm. K. Downs Memorial House

Member Oregon Council on Alcohol and Drug Problems

Member Clackamas County Volunteer

Chairman Oregon Chicano Concilio on Alcohol and Drug Abuse

SPECIAL TRAINING:

1971 Program Coordination
University of Portland

1972 Transactional Analysis Workshop

1973 Alcoholism and Other Drug Dependencies
University of Utah, Salt Lake City

1974 Transactional Analysis Worksho

1974 Interpersonal Skills
P. M. S. C.

1974 Managment & Organizational Development

1975 Transactional Analysis & Communication Skills Development

1977 Training of Trainers
National Institute on Drug Abuse

1978 Training Workshop for Prevention Consultants
 Center for Multi-cultural Awareness

1980 Counselor Training Program
 Portland State University, Portland Oregon

1983 Certification-Northwest Indian Ceritification Board
 1408 East Spring St.
 Seattle, Washington 98122

1984 Oregon Institute of Alcoholism Studies

1984 Oregon Office for Alcohol and Drug Problems.
 Drug use, Misuse and Addiction.

1990 Northwest Indian Council on Chemical Dependency.
 Ethics workshop, Tacoma, Washington

1992 Oregon State Office of Alcohol and Drug Abuse Programs.

1993 (January) Northwest American Indian Training Consortium
 Follow the Circle, Physical-Mental-Social-Spiritual.

1993 (September) Washington State Council on Problem Gambling
 Advanced Training in Assesment, Diagnosis and Treatment.



MULTNOMAH COUNTY OREGON

BOARDS AND COMMISSIONS

INTEREST FORM FOR BOARDS AND COMMISSIONS

In order for the County Executive to more thoroughly assess the qualifications of persons interested in serving on a Multnomah County board or commission, you are requested to fill out this interest form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list)

Dull Board

B. Name Chocka Guider

Address 9424 N AIMA

City Portland State OR Zip 97203

Do you live in _____ unincorporated Multnomah County or a city within Multnomah County.

Home Phone 286-4090

C. Current Employer Toyota VPT

Address 10400 N Lombard

City Portland State OR Zip 97203

Your Job Title Secretary

Work Phone 286-5881 (Ext) _____

Is your place of employment located in Multnomah County? Yes No _____

D. Previous Employers _____ Dates _____ Job Title _____

_____ 1- _____ Barbersitter

CONTACT:

GLADYS McCOY, MULTNOMAH COUNTY CHAIR

1021 SW 4TH, ROOM 134
PORTLAND, OREGON 97204

E. Please list all current and past volunteer/civic activities.

Name of Organization	Dates	Responsibilities
ASSom	10-93-94	Vice-president
BSU	9-92-94	President
Student Council	9-92-94	Rep.

F. Please list all post-secondary school education.

Name of School	Dates	Degree/Course of Study
current student at Roosevelt H.S.		

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

Robbin Gunn	823-6828
Will Kolditz	286-5881

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

None

I. Affirmative Action Information

Em African-American
sex / racial ethnic background

birth date: Month 5 Day 6 Year 77

My signature affirms that all information is true to the best of my knowledge and that I understand that any misstatement of fact or misrepresentation of credentials may result in this application being disqualified from further consideration or, subsequent to my appointment to a board/commission, may result in my dismissal.

Signature Checker Guider Date 10-1-93



MULTNOMAH COUNTY OREGON

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A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list)

Mult. Co. DUII Community Advisory Board

B. Name Debra M. Lee

Address 805 SW Vista #203

City Portland State OR Zip 97205

Do you live in _____ unincorporated Multnomah County or yes a city within Multnomah County.

Home Phone 241-7355

C. Current Employer Sen. Dick Springer/Majority office

Address 5-223 State Capitol

City Salem State OR Zip 97205

Your Job Title Researcher/Leg. Assistant

Work Phone 986-1700 (Ext) _____

Is your place of employment located in Multnomah County? Yes _____ No

D. Previous Employers _____ Dates _____ Job Title _____

Mother's Against Drunk Driving '91-'93

Project Coord.
Electra Credit Union summer 89, vacations, 8/91-11/91

BOARDS AND COMMISSIONS

GLADYS McCOY, MULTNOMAH COUNTY CHAIR

1021 SW 4TH, ROOM 134

PORTLAND, OREGON 97204

(503) 248-3308

CONTACT:

E. Please list all current and past volunteer/civic activities.

Name of Organization	Dates	Responsibilities
MADD	11/91-Present	- MISC..
Gov. Advisory on DUII (non member)	5/91-Present	- participate in meetings

F. Please list all post-secondary school education.

Name of School	Dates	Degree/Course of Study
University of Oregon	9/67-6/91	Partial Science

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

Nancy Wolfe - 775-8061
 Sen. Dick Springer - 226-3732

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

I. Affirmative Action Information

Fe / Asian
 sex / racial ethnic background

birth date: Month 05 Day 14 Year 69

My signature affirms that all information is true to the best of my knowledge and that I understand that any misstatement of fact or misrepresentation of credentials may result in this application being disqualified from further consideration or, subsequent to my appointment to a board/commission, may result in my dismissal.

Signature Debra Lee Date 10/26/93



MULTNOMAH COUNTY OREGON

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A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list)

Multnomah County DUII Advisory Board

B. Name Chuck Crist

Address 1922 SW 3rd Dr.

City Gresham State Oregon Zip 97080

Do you live in _____ unincorporated Multnomah County or a city within Multnomah County.

Home Phone 667-8802

C. Current Employer BANK of America Oregon

Address 2525 SW First Ave, Suite 140

City Portland State Oregon Zip 97201

Your Job Title Manager, Printing Operations

Work Phone 275-1486 (Ext) _____

Is your place of employment located in Multnomah County? Yes No _____

D. Previous Employers _____ Dates _____ Job Title _____

CONTACT:

GLADYS McCOY, MULTNOMAH COUNTY CHAIR

1021 SW 4TH, ROOM 134

PORTLAND, OREGON 97204

(503) 248-3308

E. Please list all current and past volunteer/civic activities.

Name of Organization Dates Responsibilities

Community Policing Advisory Board, Gresham Central Zone
Current Board Member

F. Please list all post-secondary school education.

Name of School Dates Degree/Course of Study

PRC June 87 AS/Business mgt

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

DAN CROY
Loreen

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

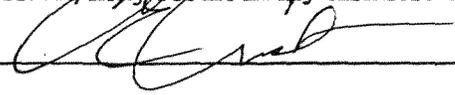
None

I. Affirmative Action Information

M
sex / racial ethnic background

birth date: Month 05 Day 24 Year 43

My signature affirms that all information is true to the best of my knowledge and that I understand that any misstatement of fact or misrepresentation of credentials may result in this application being disqualified from further consideration or, subsequent to my appointment to a board/commission, may result in my dismissal.

Signature  Date 11/02/93



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DUII ADVISORY COMMITTEE

B. Name RAMON R. HERRERA

Address 4151 S.E. CLINTON

City PORTLAND State ORE. Zip 97202

Do you live in _____ unincorporated Multnomah County or _____ a city within Multnomah County.

Home Phone (503) 232-1710

C. Current Employer Metropolitan Public Defender

Address 630 S.W. Fifth

City Portland State Or. Zip 9720

Your Job Title Trial Assistant Trainer

Work Phone 225-9100 (Ext) X 330

Is your place of employment located in Multnomah County? Yes No

D. Previous Employers	Dates	Job Title
State of Oregon	1991-1992	governor's asst. legislative asst.
Goodwill Industries	1983-1985	manager
NOSOTROS Bilingual Newspaper	1980-1983	writer, editor

GLADYS McCOY, MULTNOMAH COUNTY CHAIR

1021 SW 4TH, ROOM 134

PORTLAND, OREGON 97204

(503) 248-3308

CONTACT:

- Cascade AIDS Project - 1992 - Ethnic Input Comm.

E. Please list all current and past volunteer/civic activities.

Name of Organization	Dates	Responsibilities
Multnomah Affairs Committee	1992 - Present	Dept. of Corrections
Right To Privacy	1988 -	Board Member
Wash. City Interpreter Committee	1987-88	member
Police-Hispanic Community Relations	1986-87	member

F. Please list all post-secondary school education.

Name of School	Dates	Degree/Course of Study
Portland State	1971-73	Political Science
University of Oregon	1977-79	Community Service

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

Doug Peterson - 4331 N.E. 24th - Portland - 284-9505
Steve Tupper - 11815 N.E. Sacramento - Portland - 255-4237

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

None

I. Affirmative Action Information

M - Hispanic
sex / racial ethnic background

birth date: Month 01 Day 07 Year 52

My signature affirms that all information is true to the best of my knowledge and that I understand that any misstatement of fact or misrepresentation of credentials may result in this application being disqualified from further consideration or, subsequent to my appointment to a board/commission, may result in my dismissal.

Signature [Signature] Date _____



MULTNOMAH COUNTY OREGON

BOARDS AND COMMISSIONS

INTEREST FORM FOR BOARDS AND COMMISSIONS

In order for the County Executive to more thoroughly assess the qualifications of persons interested in serving on a Multnomah County board or commission, you are requested to fill out this interest form as completely as possible. You are encouraged to attach or enclose supplemental information or a resume which further details your involvement in volunteer activities, public affairs, civic services, published writing, affiliations, etc.

A. Please list, in order of priority, any Multnomah County boards/commissions on which you would be interested in serving. (See attached list)

DUII Advisory Board

B. Name James R. Peterson

Address 3968 NE 39th Avenue

City Portland State OR Zip 97212

Do you live in _____ unincorporated Multnomah County or a city within Multnomah County.

Home Phone (503) 288-9500

C. Current Employer Mainstream Youth Program, Inc.

Address 4531 SE Belmont, Suite 300

City Portland State OR Zip 97215

Your Job Title Executive Director

Work Phone (503) 234-3400 (Ext) FAX (503) 233-9424

Is your place of employment located in Multnomah County? Yes No _____

D. Previous Employers Washington Couty Health & Human Services Dates 10/79-5/93 Job Title Assistant Director

CONTACT:

GLADYS McCOY, MULTNOMAH COUNTY CHAIR

1021 SW 4TH, ROOM 134

PORTLAND, OREGON 97204

(503) 248-3308

E. Please list all current and past volunteer/civic activities.

<u>Name of Organization</u>	<u>Dates</u>	<u>Responsibilities</u>
Oregon Institute of addiction Studies	1989-Present	Board of Directors - Chair
Health Start, Inc.	1992-93	Board of Directors
Oregon Multicultural Work Group	1984-88	Founding Member Chair of various committees

F. Please list all post-secondary school education.

<u>Name of School</u>	<u>Dates</u>	<u>Degree/Course of Study</u>
University of NEvada	1969-73	BA/Social Psychology
Portland State University	1977-79	MSW/Social Work

G. Please list the name, address and telephone numbers of two people who may be contacted as references who know about your interests and qualifications to serve on a Multnomah County board/commission.

Norma Jaeger 426 SW Stark, 6th Floor, Portland, OR 97204 248-3696 x 6436

Jeffrey Kushner, Office Alcohol & Drug Abuse Programs, 500 Summer Street NE
Salem, OR 97310-1016 378-8467

H. Please list potential conflicts of interest between private life and public service which might result from service on a board/commission.

Mainstream Youth Program, Inc. is a contract youth alcohol & service provider
for Multnomah County and a provider of DUII and MIP services.

I. Affirmative Action Information

Male Caucasian
sex / racial ethnic background

birth date: Month May Day 28 Year 1945

My signature affirms that all information is true to the best of my knowledge and that I understand that any misstatement of fact or misrepresentation of credentials may result in this application being disqualified from further consideration or, subsequent to my appointment to a board/commission, may result in my dismissal.

Signature

James R. [Signature]

Date

9-3-93

ORIGINAL DOCUMENT
ITEM # 93-171

MEETING DATE: DEC 02 1993

AGENDA NO.: C-2

(Above Space for Board Clerk's Use Only)

AGENDA PLACEMENT FORM

SUBJECT: NE Halsey St./It.93-171/Deed-Road Purposes; Order Accepting

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: 5 minutes ? CONSENT

REGULAR MEETING: Date Requested: _____

DEPARTMENT: Environmental Services DIVISION: Transportation

CONTACT: John Dorst TELEPHONE #: Ext. 3599 3838

BLDG/ROOM #: Bldg. 425

PERSON(S) MAKING PRESENTATION: _____

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Request by Director of DES that the Chair be authorized to execute deed for certain county owned property to public for road purposes.

12/3/93 Certified true copy of order & original
deed to RECORDING with note to RETURN
to IKE AZAR. Certified true copy to
JOHN DORST

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
1993 NOV 22 AM 11:01

SIGNATURES REQUIRED:

ELECTED OFFICIAL _____

OR

DEPARTMENT MANAGER Betsy Willis

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

3706V/2829W

MEMORANDUM

TO: BOARD OF COUNTY COMMISSIONERS
FROM: Larry Nicholas/John Dorst-Transportation Division
TODAY'S DATE: November 2, 1993

REQUESTED PLACEMENT DATE: _____
RE: Deed and Order to authorize dedication of county property for road purposes. (NE Halsey St./Item #93-171)
Descriptive title using appropriate dates and wording such as Public Hearing, Resolution, Ordinances, etc.)

- I. Recommendation/Action Requested: That the Chair of the Board of County Commissioners be authorized to execute the attached deed (NE Halsey Street/Item #93-171) for road purposes, and that the executed Order and Deed be forwarded to the Recording Office for recording purposes.

- II. Background/Analysis: Requires Board Order to dedicate from the county to the county roads. The dedication of county property for road purposes has been standard practice prior to selling or conveying any county property. The dedication is needed to bring the current road (NE Halsey Street) right-of-way into compliance with the Multnomah County Functional Classifications Street Standards.

- III. Financial Impact: No impact to the county.

IV. Legal Issues: None

V. CONTROVERSIAL ISSUES: None

VI. Link to Current County Policies: This dedication request is consistent with current Multnomah County road standards.

VII. Citizen Participation: None

VIII. Other Government Participation: None



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S.E. 190TH AVE.
PORTLAND, OREGON 97233
(503) 248-5050

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN • CHAIR OF THE BOARD
DAN SALTZMAN • DISTRICT 1 COMMISSIONER
GARY HANSEN • DISTRICT 2 COMMISSIONER
TANYA COLLIER • DISTRICT 3 COMMISSIONER
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

November 2, 1993

Board of County Commissioners
Office of Clerk of Board
1120 SW Fifth Avenue/Room 1510
Portland, Oregon 97204

RE: Deed and Order Authorizing
Deed for County Road Purposes
NE Halsey Street/Item #93-171

Dear Commissioners:

A certain parcel of real property now owned by Multnomah County is required for road purposes.

Therefore, it is recommended that the Chair of the Board of County Commissioners be authorized to execute the attached Deed for Road Purposes, and that the executed Order and the Deed be ~~be~~ forwarded to the Recording Office for recording purposes.

Thank you.

Very truly yours,

BETSY WILLIAMS
Director
Dept. of Environmental Services

JKD/js
Encls.: Deed for Road Purposes and
Order Authorizing Deed

2829W

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Conveying a Deed
for Certain Real Property to the
Public for Road Purposes.

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ORDER AUTHORIZING DEED
FOR
COUNTY ROAD PURPOSES

93-377

N.E. HALSEY STREET
ITEM NO. 93-171

WHEREAS, Multnomah County is the owner of certain real property which is desirable and necessary for the improvement and reconstruction of county roads;

WHEREAS, the premises are suitable for use as part of the county road system based on the recommendation of the Director of the Department of Environmental Services;

NOW, THEREFORE, IT IS HEREBY ORDERED:

1. The deed for real property described below shall be executed by the Chair of the Board of County Commissioners to convey said described property to Multnomah County for road purposes.
2. The real property to be conveyed to Multnomah County by this Order is described as follows:

Beginning at a point on the southerly right-of-way line of N.E. Halsey Street, County Road No. 1180, said point being 40.00 feet right of Engineer's Centerline Station 330+37.71, N.E. Halsey Street; thence along said southerly right-of-way line the following courses: S 86°26'06" W, a distance of 59.62 feet to a point; southwesterly along the arc of a 5,688.79 foot radius tangent curve to the left, the chord of which bears S 82°46'03" W, 727.78 feet, an arc length of 728.28 feet to a point; S 79°06'00" W, a distance of 1,009.33 feet; thence S 0°06'02" E, leaving said southerly right-of-way line, a distance of 5.09 feet; thence along a line parallel to and 5.00 feet southerly of said southerly right-of-way line, the following courses: N 79°06'00" E, a distance of 1,010.79 feet to a point; northeasterly along the arc of a 5,683.79 foot radius tangent curve to the right, the chord of which bears N 82°46'03" E, 727.14 feet, an arc length of 727.64 feet to a point; N 86°26'06" E, a distance of 59.62 feet; thence N 03°33'54" W, leaving said offset line, a distance of 5.00 feet to the point of beginning.

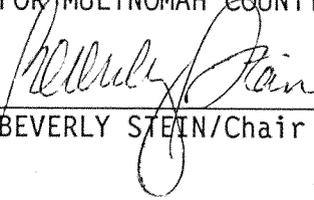
Containing 8,987 square feet, more or less.

ORDER AUTHORIZING DEED
FOR COUNTY ROAD PURPOSES
N.E. Halsey Street
Item No. 93-171
October 11, 1993

DATED this 2nd day of December, 1993.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

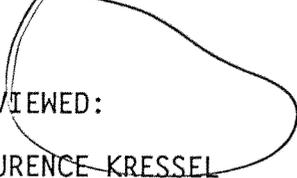


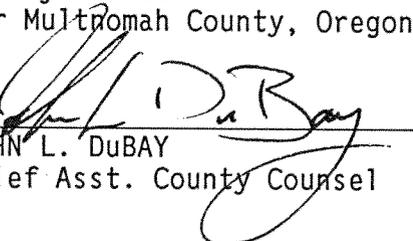
BEVERLY STEIN/Chair

LARRY F. NICHOLAS, P.E.
County Engineer
for Multnomah County, Oregon



REVIEWED:


LAURENCE KRESSEL
County Counsel
for Multnomah County, Oregon


JOHN L. DuBAY
Chief Asst. County Counsel

N.E. HALSEY STREET
East of N.E. 244th Avenue
Item No. 93-171
October 6, 1993

DEED FOR ROAD PURPOSES

MULTNOMAH COUNTY conveys to MULTNOMAH COUNTY, a political subdivision of the State of Oregon, for road purposes, the following described property:

A parcel of land situated in the southwest one-quarter of Section 26, T1N, R3E, W.M., Multnomah County, Oregon, and more particularly described as follows:

Beginning at a point on the southerly right-of-way line of N.E. Halsey Street, County Road No. 1180, said point being 40.00 feet right of Engineer's Centerline Station 330+37.71, N.E. Halsey Street; thence along said southerly right-of-way line the following courses: S 86°26'06" W, a distance of 59.62 feet to a point; southwesterly along the arc of a 5,688.79 foot radius tangent curve to the left, the chord of which bears S 82°46'03" W, 727.78 feet, an arc length of 728.28 feet to a point; S 79°06'00" W, a distance of 1,009.33 feet; thence S 0°06'02" E, leaving said southerly right-of-way line, a distance of 5.09 feet; thence along a line parallel to and 5.00 feet southerly of said southerly right-of-way line, the following courses: N 79°06'00" E, a distance of 1,010.79 feet to a point; northeasterly along the arc of a 5,683.79 foot radius tangent curve to the right, the chord of which bears N 82°46'03" E, 727.14 feet, an arc length of 727.64 feet to a point; N 86°26'06" E, a distance of 59.62 feet; thence N 03°33'54" W, leaving said offset line, a distance of 5.00 feet to the point of beginning.

Containing 8,987 square feet, more or less.

AFTER RECORDING, RETURN TO:
Ike Azar/Bldg. #425

FOR TAX STATEMENTS:
Multnomah County
Transportation Division
1620 SE 190th Avenue
Portland OR 97233

N.E. HALSEY STREET
East of N.E. 244th Avenue
Item No. 93-171
October 6, 1993
Page 2

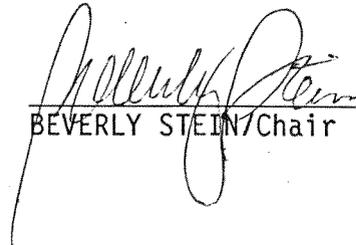
As shown on attached map marked EXHIBIT "A", and hereby made a part of this document.

The true and actual consideration for this conveyance is \$0.00.

DATED this 2nd day of December, 1993.



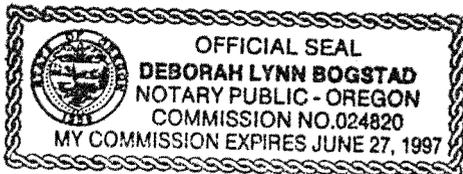
BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

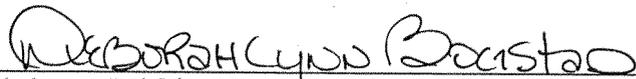


BEVERLY STEIN/Chair

STATE OF OREGON County of Multnomah

SIGNED BEFORE ME December 2, 1993, personally appeared Beverly Stein who, being sworn, stated that she is the Chair of the Board of County Commissioners of Multnomah County, Oregon, and that this instrument was voluntarily signed in behalf of said county by authority of its Board of County Commissioners. Before me:

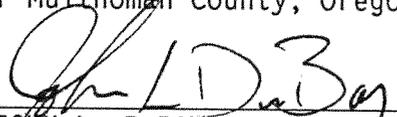




Notary Public for said State
My Commission expires June 27, 1997

REVIEWED:

LAURENCE KRESSEL
County Counsel
for Multnomah County, Oregon

By 

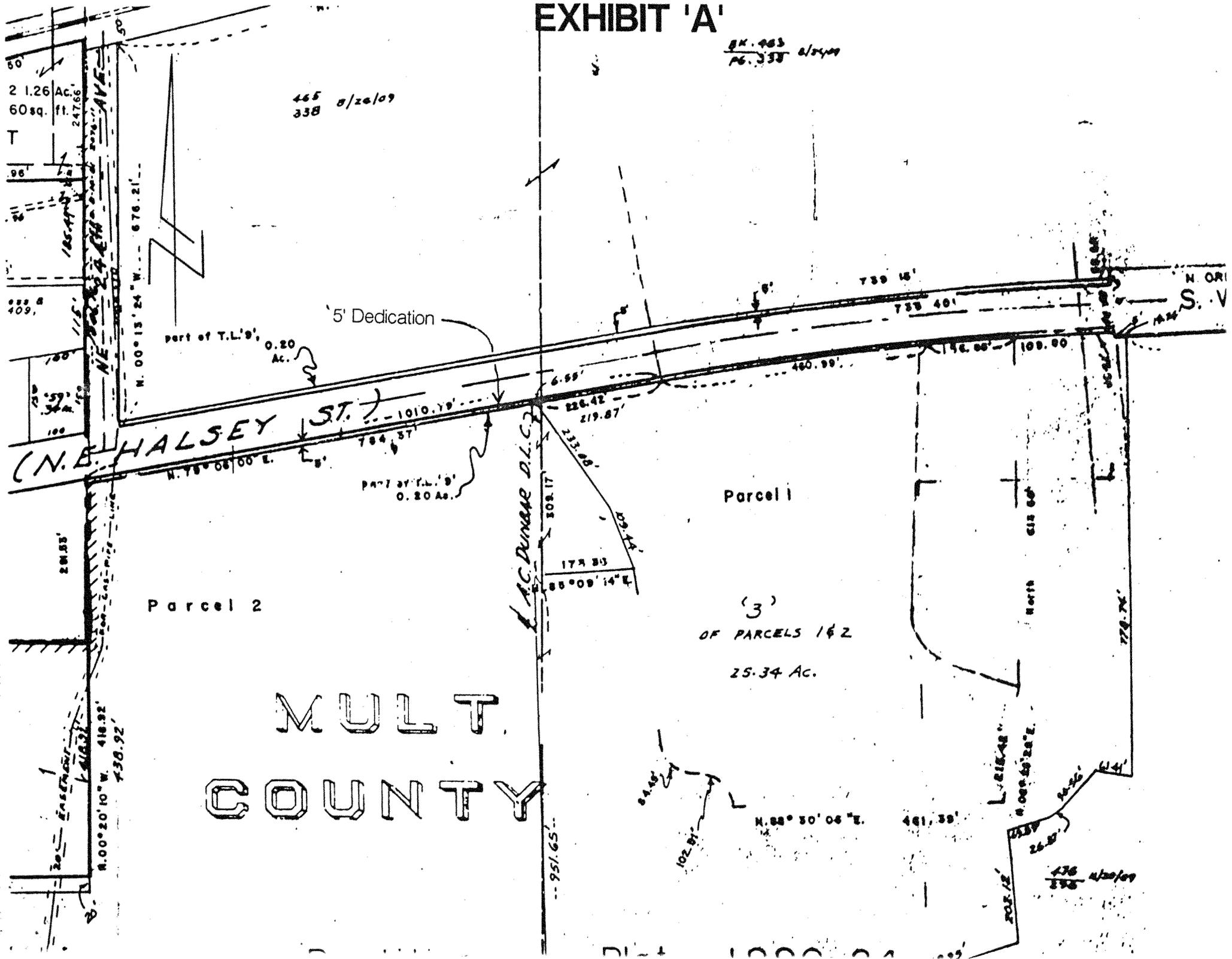
JOHN L. DuBAY
Chief Asst. County Counsel

0531W/2829W

EXHIBIT 'A'

OK. 463
16.358 also/09

465
338 8/26/09



ORIGINAL DOCUMENT
ITEM # 93-172

MEETING DATE: DEC 02 1993

AGENDA NO.: C-3

(Above Space for Board Clerk's Use Only)

AGENDA PLACEMENT FORM

SUBJECT: NE Halsey St./It.93-172/Deed-Road Purposes; Order Accepting

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: 5 minutes ? Consent

REGULAR MEETING: Date Requested: _____

DEPARTMENT: Environmental Services DIVISION: Transportation

CONTACT: John Dorst TELEPHONE #: Ext. ³⁵⁹⁹ 3838

BLDG/ROOM #: Bldg. 425

PERSON(S) MAKING PRESENTATION: _____

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Request by Director of DES that the Chair be authorized to execute deed for certain county owned property to public for road purposes.

12/3/93 certified true copy of order and original deed to recording with note to return to Ike. Certified true copy to John Dorst.

BOARD OF
COUNTY ADMINISTRATORS
MULTNOMAH COUNTY
OREGON
1993 NOV 22 AM 11:01

SIGNATURES REQUIRED:

ELECTED OFFICIAL _____

OR

DEPARTMENT MANAGER Betsy William

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

3706V/2830W

MEMORANDUM

TO: BOARD OF COUNTY COMMISSIONERS

FROM: Larry Nicholas/John Dorst/Transportation Division

TODAY'S DATE: November 2, 1993

REQUESTED PLACEMENT DATE: _____
RE: Deed and Order to authorize dedication of county property for road purposes. (NE Halsey St./Item #93-172)
Descriptive title using appropriate dates and wording such as Public Hearing, Resolution, Ordinances, etc.)

- I. Recommendation/Action Requested: That the Chair of the Board of County Commissioners be authorized to execute the attached deed (NE Halsey Street/Item #93-172) for road purposes, and that the executed Order and Deed be forwarded to the Recording Office for recording purposes.

- II. Background/Analysis: Requires Board Order to dedicate from the county to the county roads. The dedication of county property for road purposes has been standard practice prior to selling or conveying any county property. The dedication is needed to bring the current road (NE Halsey Street) right-of-way into compliance with the Multnomah County Functional Classifications Street Standards.

- III. Financial Impact: No impact to the county.

Page Two
Procedure for Staff Report

IV. Legal Issues: None

V. CONTROVERSIAL ISSUES: None

VI. Link to Current County Policies: This dedication request is consistent with current Multnomah County road standards.

VII. Citizen Participation: None

VIII. Other Government Participation: None



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S.E. 190TH AVE.
PORTLAND, OREGON 97233
(503) 248-5050

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN • CHAIR OF THE BOARD
DAN SALTZMAN • DISTRICT 1 COMMISSIONER
GARY HANSEN • DISTRICT 2 COMMISSIONER
TANYA COLLIER • DISTRICT 3 COMMISSIONER
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

November 2, 1993

Board of County Commissioners
Office of Clerk of Board
1120 SW Fifth Avenue/Room 1510
Portland, Oregon 97204

RE: Deed and Order Authorizing
Deed for County Road Purposes
NE Halsey Street/Item #93-172

Dear Commissioners:

A certain parcel of real property now owned by Multnomah County is required for road purposes.

Therefore, it is recommended that the Chair of the Board of County Commissioners be authorized to execute the attached Deed for Road Purposes, and that the executed Order and the Deed be ~~be~~ forwarded to the Recording Office for recording purposes.

Thank you.

Very truly yours,

BETSY WILLIAMS
Director
Dept. of Environmental Services

JKD/js
Encls.: Deed for Road Purposes and
Order Authorizing Deed

2830W

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Conveying a Deed
for Certain Real Property to the
Public for Road Purposes.

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ORDER AUTHORIZING DEED
FOR
COUNTY ROAD PURPOSES

93-378

N.E. HALSEY STREET
ITEM NO. 93-172

WHEREAS, Multnomah County is the owner of certain real property which is desirable and necessary for the improvement and reconstruction of county roads;

WHEREAS, the premises are suitable for use as part of the county road system based on the recommendation of the Director of the Department of Environmental Services;

NOW, THEREFORE, IT IS HEREBY ORDERED:

1. The deed for real property described below shall be executed by the Chair of the Board of County Commissioners to convey said described property to Multnomah County for road purposes.
2. The real property to be conveyed to Multnomah County by this Order is described as follows:

A parcel of land situated in the southwest one-quarter of Section 26, T1N, R3E, W.M., Multnomah County, Oregon, and more particularly described as follows:

Beginning at a point on the northerly right-of-way line of N.E. Halsey Street, County Road No. 1180, said point being 40.00 feet left of Engineer's Centerline Station 330+37.71, N.E. Halsey Street; thence along said northerly right-of-way line the following courses: S 86°26'06" W, a distance of 59.62 feet to a point; southwesterly along the arc of a 5,768.79 foot radius tangent curve to the left, the chord of which bears S 82°46'03" W, 738.02 feet, an arc length of 738.52 feet to a point; S 79°06'00" W, a distance of 933.99 feet to a point on the east right-of-way line of N.E. 244th Avenue, County Road No. 3122, 30.00 feet easterly, when measured at right angles, of the centerline thereof; thence N 0°13'24" W along said east right-of-way line, a distance of 5.09 feet; thence along a line parallel to and 5.00 feet northerly of said northerly right-of-way line the following courses: N 79°06'00" E, a distance of 933.05 feet to a point; northeasterly along the arc of a 5,773.79 foot radius tangent curve to the right, the chord of which bears N 82°46'03" E, 738.66 feet, an arc length of 739.16 feet to a point; N 86°26'06" E, a distance of 59.62 feet; thence S 03°33'54" E, leaving said offset line, a distance of 5.00 feet to the point of beginning.

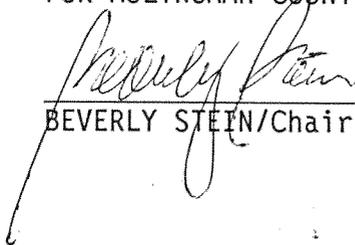
Containing 8,660 square feet, more or less.

ORDER AUTHORIZING DEED
FOR COUNTY ROAD PURPOSES
N.E. Halsey Street
Item No. 93-172
November 2, 1993

DATED this 2nd day of December, 1993.

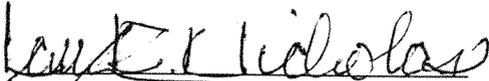


BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON



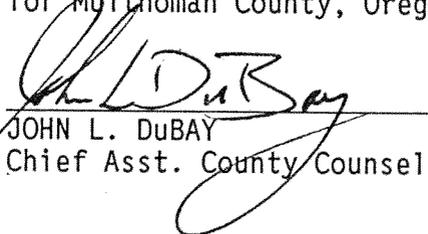
BEVERLY STEIN/Chair

LARRY F. NICHOLAS, P.E.
County Engineer
for Multnomah County, Oregon



REVIEWED:

LAURENCE KRESSEL
County Counsel
for Multnomah County, Oregon



JOHN L. DuBAY
Chief Asst. County Counsel

N.E. HALSEY STREET
East of N.E. 244th Avenue
Item No. 93-172
October 6, 1993

DEED FOR ROAD PURPOSES

MULTNOMAH COUNTY conveys to MULTNOMAH COUNTY, a political subdivision of the State of Oregon, for road purposes, the following described property:

A parcel of land situated in the southwest one-quarter of Section 26, T1N, R3E, W.M., Multnomah County, Oregon, and more particularly described as follows:

Beginning at a point on the northerly right-of-way line of N.E. Halsey Street, County Road No. 1180, said point being 40.00 feet left of Engineer's Centerline Station 330+37.71, N.E. Halsey Street; thence along said northerly right-of-way line the following courses: S 86°26'06" W, a distance of 59.62 feet to a point; southwesterly along the arc of a 5,768.79 foot radius tangent curve to the left, the chord of which bears S 82°46'03" W, 738.02 feet, an arc length of 738.52 feet to a point; S 79°06'00" W, a distance of 933.99 feet to a point on the east right-of-way line of N.E. 244th Avenue, County Road No. 3122, 30.00 feet easterly, when measured at right angles, of the centerline thereof; thence N 0°13'24" W along said east right-of-way line, a distance of 5.09 feet; thence along a line parallel to and 5.00 feet northerly of said northerly right-of-way line the following courses: N 79°06'00" E, a distance of 933.05 feet to a point; northeasterly along the arc of a 5,773.79 foot radius tangent curve to the right, the chord of which bears N 82°46'03" E, 738.66 feet, an arc length of 739.16 feet to a point; N 86°26'06" E, a distance of 59.62 feet; thence S 03°33'54" E, leaving said offset line, a distance of 5.00 feet to the point of beginning.

AFTER RECORDING, RETURN TO:
Ike Azar/Bldg. #425

FOR TAX STATEMENTS:
Multnomah County
Transportation Division
1620 SE 190th Avenue
Portland OR 97233

Containing 8,660 square feet, more or less.

As shown on attached map marked EXHIBIT "A", and hereby made a part of this document.

The true and actual consideration for this conveyance is \$0.00.

DATED this 2nd day of December, 1993.



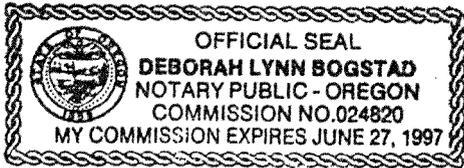
BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Beverly Stein

BEVERLY STEIN/Chair

STATE OF OREGON County of Multnomah

SIGNED BEFORE ME December 2, 1993, personally appeared Beverly Stein who, being sworn, stated that she is the Chair of the Board of County Commissioners of Multnomah County, Oregon, and that this instrument was voluntarily signed in behalf of said county by authority of its Board of County Commissioners. Before me:



Deborah Lynn Bogstad

Notary Public for said State

My Commission expires June 27, 1997

REVIEWED:

LAURENCE KRESSEL
County Counsel
for Multnomah County, Oregon

By *John L. DuBay*

JOHN L. DuBAY
Chief Asst. County Counsel

ORIGINAL DOCUMENT
ITEM # 93-173

MEETING DATE: DEC 02 1993

AGENDA NO.: C-4

(Above Space for Board Clerk's Use Only)

AGENDA PLACEMENT FORM

SUBJECT: NE 238th Dr./It.93-173/Deed-Road Purposes; Order Accepting

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: 5 minutes ? consent

REGULAR MEETING: Date Requested: _____

DEPARTMENT: Environmental Services DIVISION: Transportation

CONTACT: John Dorst TELEPHONE #: Ext. 3599 3838

BLDG/ROOM #: Bldg. 425

PERSON(S) MAKING PRESENTATION: _____

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Request by Director of DES that the Chair be authorized to execute deed for certain county owned property to public for road purposes.

12/3/93 Certified true copy of ORDER AND ORIGINAL DEED to Recorder with note to Return to IKE AZAR. Certified true copy to JOHN DORST.

BOARD OF
COUNTY COMMISSIONERS
MULTI NOMAH COUNTY
OREGON
1993 NOV 22 AM 11:01

SIGNATURES REQUIRED:

ELECTED OFFICIAL _____

OR

DEPARTMENT MANAGER [Signature] Betsy Wallace

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

3706V/2831W

MEMORANDUM

TO: BOARD OF COUNTY COMMISSIONERS

FROM: Larry Nicholas/John Dorst-Transportation Division

TODAY'S DATE: November 2, 1993

REQUESTED PLACEMENT DATE: _____

RE: Deed and Order to authorize dedication of county property for road purposes. (NE 238th Drive/Item #93-173)
Descriptive title using appropriate dates and wording such as Public Hearing, Resolution, Ordinances, etc.)

- I. Recommendation/Action Requested: That the Chair of the Board of County Commissioners be authorized to execute the attached deed (NE 238th Drive/Item #93-173) for road purposes, and that the executed Order and Deed be forwarded to the Recording Office for recording purposes.

- II. Background/Analysis: Requires Board Order to dedicate from the county to the county roads. The dedication of county property for road purposes has been standard practice prior to selling or conveying any county property. The dedication is needed to bring the current road (NE Halsey Street) right-of-way into compliance with the Multnomah County Functional Classifications Street Standards.

- III. Financial Impact: No impact to the county.

IV. Legal Issues: None

V. CONTROVERSIAL ISSUES: None

VI. Link to Current County Policies: This dedication request is consistent with current Multnomah County road standards.

VII. Citizen Participation: None

VIII. Other Government Participation: None



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S.E. 190TH AVE.
PORTLAND, OREGON 97233
(503) 248-5050

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN • CHAIR OF THE BOARD
DAN SALTZMAN • DISTRICT 1 COMMISSIONER
GARY HANSEN • DISTRICT 2 COMMISSIONER
TANYA COLLIER • DISTRICT 3 COMMISSIONER
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

November 2, 1993

Board of County Commissioners
Office of Clerk of Board
1120 SW Fifth Avenue/Room 1510
Portland, Oregon 97204

RE: Deed and Order Authorizing
Deed for County Road Purposes
NE 238th Drive/Item #93-173

Dear Commissioners:

A certain parcel of real property now owned by Multnomah County is required for road purposes.

Therefore, it is recommended that the Chair of the Board of County Commissioners be authorized to execute the attached Deed for Road Purposes, and that the executed Order and the Deed be ~~be~~ forwarded to the Recording Office for recording purposes.

Thank you.

Very truly yours,

BETSY WILLIAMS
Director
Dept. of Environmental Services

JKD/js
Encls.: Deed for Road Purposes and
Order Authorizing Deed

2831W

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Conveying a Deed
for Certain Real Property to the
Public for Road Purposes.

)
)
)
)
)
)

ORDER AUTHORIZING DEED
FOR
COUNTY ROAD PURPOSES

93-379

N.E. 238TH DRIVE
ITEM NO. 93-173

WHEREAS, Multnomah County is the owner of certain real property which is desirable and necessary for the improvement and reconstruction of county roads;

WHEREAS, the premises are suitable for use as part of the county road system based on the recommendation of the Director of the Department of Environmental Services;

NOW, THEREFORE, IT IS HEREBY ORDERED:

1. The deed for real property described below shall be executed by the Chair of the Board of County Commissioners to convey said described property to Multnomah County for road purposes.
2. The real property to be conveyed to Multnomah County by this Order is described as follows:

A parcel of land situated in the northwest one-quarter of Section 35, T1N R3E, W.M., Multnomah County, Oregon, and more particularly described as follows:

Beginning at a point on the easterly right-of-way line of N.E. 238th Drive, County Road No. 2529, 40.00 feet right of Engineer's Centerline Station 3+07.11; thence northeasterly along said right-of-way line, along the arc of a 1,392.36 foot radius curve to the right, the chord of which bears N 06°36'40" E, 168.61 feet, an arc length of 168.71 feet; thence S 79°54'40" E along a radial line of said curve, a distance of 5.00 feet; thence southwesterly parallel to and 5.00 feet easterly of said right-of-way line, along the arc of a 1,387.36 foot radius curve to the left, the chord of which bears S 06°37'26" W, 167.70 feet, an arc length of 167.80 feet; thence S 89°39'48" W, a distance of 5.00 feet to the point of beginning.

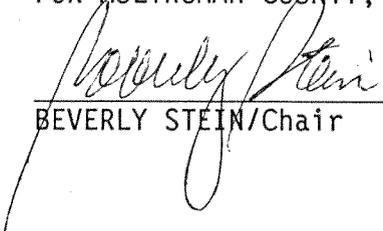
Containing 841 square feet, more or less.

ORDER AUTHORIZING DEED
FOR COUNTY ROAD PURPOSES
N.E. 238th Drive
Item No. 93-173
November 2, 1993

DATED this 2nd day of December, 1993.

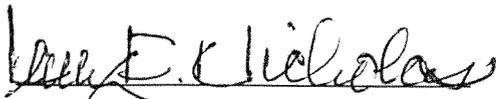


BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON



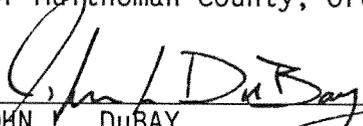
BEVERLY STEIN/Chair

LARRY F. NICHOLAS, P.E.
County Engineer
for Multnomah County, Oregon



REVIEWED:

LAURENCE KRESSEL
County Counsel
for Multnomah County, Oregon



JOHN L. DuBAY
Chief Asst. County Counsel

N.E. 238TH DRIVE
North of N.E. Glisan Street
Item No. 93-173
October 7, 1993

DEED FOR ROAD PURPOSES

MULTNOMAH COUNTY conveys to MULTNOMAH COUNTY, a political subdivision of the State of Oregon, for road purposes, the following described property:

A parcel of land situated in the northwest one-quarter of Section 35, T1N R3E, W.M., Multnomah County, Oregon, and more particularly described as follows:

Beginning at a point on the easterly right-of-way line of N.E. 238th Drive, County Road No. 2529, 40.00 feet right of Engineer's Centerline Station 3+07.11; thence northeasterly along said right-of-way line, along the arc of a 1,392.36 foot radius curve to the right, the chord of which bears N 06°36'40" E, 168.61 feet, an arc length of 168.71 feet; thence S 79°54'40" E along a radial line of said curve, a distance of 5.00 feet; thence southwesterly parallel to and 5.00 feet easterly of said right-of-way line, along the arc of a 1,387.36 foot radius curve to the left, the chord of which bears S 06°37'26" W, 167.70 feet, an arc length of 167.80 feet; thence S 89°39'48" W, a distance of 5.00 feet to the point of beginning.

Containing 841 square feet, more or less.

As shown on attached map marked EXHIBIT "A", and hereby made a part of this document.

The true and actual consideration for this conveyance is \$0.00.

AFTER RECORDING, RETURN TO:
Ike Azar/Bldg. #425

FOR TAX STATEMENTS:
Multnomah County
Transportation Division
1620 SE 190th Avenue
Portland OR 97233

N.E. 238TH DRIVE
North of N.E. Glisan Street
Item No. 93-173
October 7, 1993
Page 2

DATED this 2nd day of December, 1993.



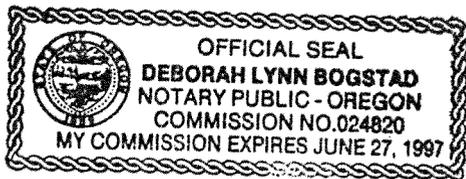
BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

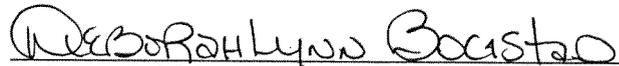


BEVERLY STEIN/Chair

STATE OF OREGON County of Multnomah

SIGNED BEFORE ME December 2, 1993, personally appeared Beverly Stein who, being sworn, stated that she is the Chair of the Board of County Commissioners of Multnomah County, Oregon, and that this instrument was voluntarily signed in behalf of said county by authority of its Board of County Commissioners. Before me:



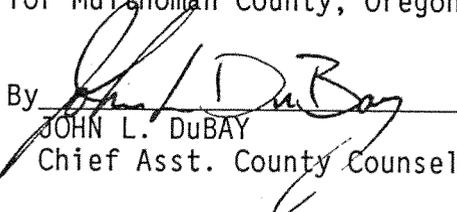


Notary Public for said State

My Commission expires June 27, 1997

REVIEWED:

LAURENCE KRESSEL
County Counsel
for Multnomah County, Oregon

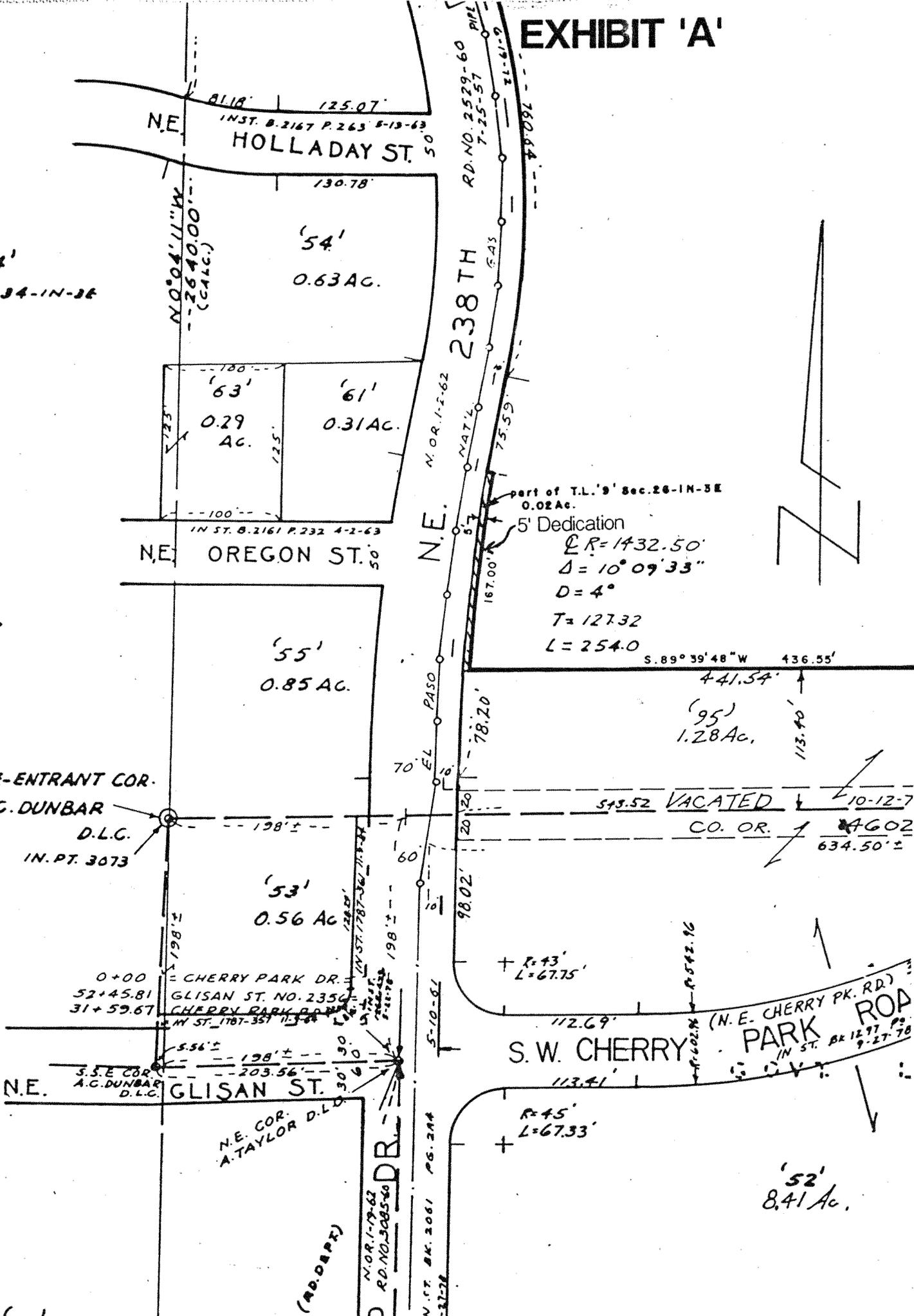
By 

JOHN L. DuBAY
Chief Asst. County Counsel

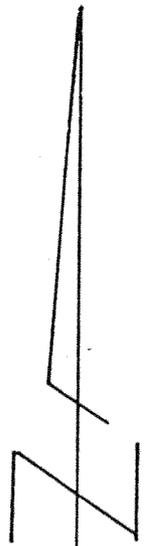
0531W/2831W

EXHIBIT 'A'

'84'
SEE 34-IN-38



MILLS LANDING



(ROAD PT)

N.O.R. 1-19-62
RD. NO. 3085-60
N.P.T. BK. 2061 PG. 284
2-22-78

+ R=43'
L=67.75'

+ R=45'
L=67.33'

'52'
8.41 Ac.

ORIGINAL DOCUMENT
ITEM # 93-174

MEETING DATE: DEC 02 1993

AGENDA NO.: C-5

(Above Space for Board Clerk's Use Only)

AGENDA PLACEMENT FORM

SUBJECT: NE Cherry Park Rd./It.93-174/Deed-Road Purposes/Ord.Accept.

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: 5 minutes ? Consent

REGULAR MEETING: Date Requested: _____

DEPARTMENT: Environmental Services DIVISION: Transportation

CONTACT: John Dorst TELEPHONE #: Ext. 3599

BLDG/ROOM #: Bldg. 425

PERSON(S) MAKING PRESENTATION: _____

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Request by Director of DES that the Chair be authorized to execute deed for certain county owned property to public for road purposes.

12/3/93 CERTIFIED TRUE COPY OF ORDER
AND ORIGINAL DEED TO RECORDING WITH
NOTE TO RETURN TO IKE AZAR. CERTIFIED
TRUE COPY TO JOHN DORST

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
1993 NOV 22 AM 11:01

SIGNATURES REQUIRED:

ELECTED OFFICIAL _____

OR

DEPARTMENT MANAGER Betsy Williams

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

3706V/2832W

MEMORANDUM

TO: BOARD OF COUNTY COMMISSIONERS

FROM: Larry Nicholas/John Dorst-Transportation Division

TODAY'S DATE: November 2, 1993

REQUESTED PLACEMENT DATE: _____

RE: Deed and Order to authorize dedication of county property for road purposes. (NE Cherry Park Road/Item #93-174)
Descriptive title using appropriate dates and wording such as Public Hearing, Resolution, Ordinances, etc.)

- I. Recommendation/Action Requested: That the Chair of the Board of County Commissioners be authorized to execute the attached deed (NE Cherry Park Road/Item #93-174) for road purposes, and that the executed Order and Deed be forwarded to the Recording Office for recording purposes.

- II. Background/Analysis: Requires Board Order to dedicate from the county to the county roads. The dedication of county property for road purposes has been standard practice prior to selling or conveying any county property. The dedication is needed to bring the current road (NE Cherry Park Road) right-of-way into compliance with the Multnomah County Functional Classifications Street Standards.

- III. Financial Impact: No impact to the county.

IV. Legal Issues: None

V. CONTROVERSIAL ISSUES: None

VI. Link to Current County Policies: This dedication request is consistent with current Multnomah County road standards.

VII. Citizen Participation: None

VIII. Other Government Participation: None



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S.E. 190TH AVE.
PORTLAND, OREGON 97233
(503) 248-5050

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN • CHAIR OF THE BOARD
DAN SALTZMAN • DISTRICT 1 COMMISSIONER
GARY HANSEN • DISTRICT 2 COMMISSIONER
TANYA COLLIER • DISTRICT 3 COMMISSIONER
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

November 2, 1993

Board of County Commissioners
Office of Clerk of Board
1120 SW Fifth Avenue/Room 1510
Portland, Oregon 97204

RE: Deed and Order Authorizing
Deed for County Road Purposes
NE Cherry Park Road/Item #93-174

Dear Commissioners:

A certain parcel of real property now owned by Multnomah County is required for road purposes.

Therefore, it is recommended that the Chair of the Board of County Commissioners be authorized to execute the attached Deed for Road Purposes, and that the executed Order and the Deed be ~~be~~ forwarded to the Recording Office for recording purposes.

Thank you.

Very truly yours,

BETSY WILLIAMS
Director
Dept. of Environmental Services

JKD/jjs
Encls.: Deed for Road Purposes and
Order Authorizing Deed

2832W

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Conveying a Deed)
for Certain Real Property to the)
Public for Road Purposes.)
)
)
)
ORDER AUTHORIZING DEED)
FOR) 93-380
COUNTY ROAD PURPOSES)
)
N.E. CHERRY PARK ROAD)
ITEM NO. 93-174)

WHEREAS, Multnomah County is the owner of certain real property which is desirable and necessary for the improvement and reconstruction of county roads;

WHEREAS, the premises are suitable for use as part of the county road system based on the recommendation of the Director of the Department of Environmental Services;

NOW, THEREFORE, IT IS HEREBY ORDERED:

1. The deed for real property described below shall be executed by the Chair of the Board of County Commissioners to convey said described property to Multnomah County for road purposes.
2. The real property to be conveyed to Multnomah County by this Order is described as follows:

Beginning at the intersection of the north right-of-way line of N.E. Cherry Park Road, County Road No. 571, 20.00 feet northerly, when measured at right angles, of the centerline thereof, and the southeasterly right-of-way line of N.E. Cherry Park Road, County Road No. 4849, 30.00 feet southeasterly, when measured at right angles, of the centerline thereof; thence N 89°39'48" E along said north right-of-way line, a distance of 79.79 feet to a point of non-tangent curvature; thence northwesterly along the arc of a 34.14 foot radius non-tangent curve to the right, the chord of which bears N 40°05'27" W, 52.50 feet, an arc length of 59.89 feet to a point on said southeasterly right-of-way line of N.E. Cherry Park Road; thence S 48°31'51" W along said right-of-way line, a distance of 61.36 feet to the point of beginning.

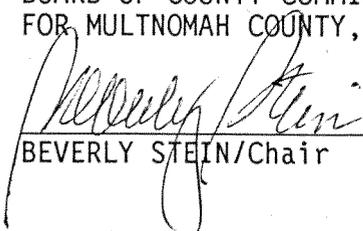
Containing 1,161 square feet, more or less.

ORDER AUTHORIZING DEED
FOR COUNTY ROAD PURPOSES
N.E. Cherry Park Drive
Item No. 93-174
November 2, 1993

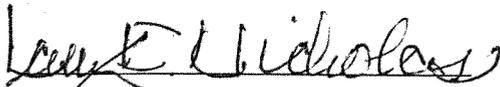
DATED this 2nd day of December, 1993.



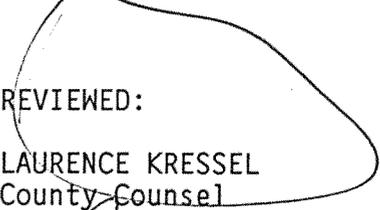
BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

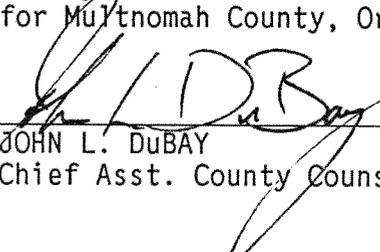

BEVERLY STEIN/Chair

LARRY F. NICHOLAS, P.E.
County Engineer
for Multnomah County, Oregon



REVIEWED:


LAURENCE KRESSEL
County Counsel
for Multnomah County, Oregon


JOHN L. DuBAY
Chief Asst. County Counsel

2832W

N.E. CHERRY PARK ROAD
East of N.E. 242nd Drive
Item No. 93-174
October 7, 1993

DEED FOR ROAD PURPOSES

MULTNOMAH COUNTY conveys to MULTNOMAH COUNTY, a political subdivision of the State of Oregon, for road purposes, the following described property:

A parcel of land situated in the northwest one-quarter of Section 35, T1N, R3E, W.M., Multnomah County, Oregon, and more particularly described as follows:

Beginning at the intersection of the north right-of-way line of N.E. Cherry Park Road, County Road No. 571, 20.00 feet northerly, when measured at right angles, of the centerline thereof, and the southeasterly right-of-way line of N.E. Cherry Park Road, County Road No. 4849, 30.00 feet southeasterly, when measured at right angles, of the centerline thereof; thence N 89°39'48" E along said north right-of-way line, a distance of 79.79 feet to a point of non-tangent curvature; thence northwesterly along the arc of a 34.14 foot radius non-tangent curve to the right, the chord of which bears N 40°05'27" W, 52.50 feet, an arc length of 59.89 feet to a point on said southeasterly right-of-way line of N.E. Cherry Park Road; thence S 48°31'51" W along said right-of-way line, a distance of 61.36 feet to the point of beginning.

Containing 1,161 square feet, more or less.

As shown on attached map marked EXHIBIT "A", and hereby made a part of this document.

The true and actual consideration for this conveyance is \$0.00.

AFTER RECORDING, RETURN TO:
Ike Azar/Bldg. #425

FOR TAX STATEMENTS:
Multnomah County
Transportation Division
1620 SE 190th Avenue
Portland OR 97233

N.E. CHERRY PARK ROAD
East of N.E. 242nd Drive
Item No. 93-174
October 7, 1993
Page 2

DATED this 2nd day of December, 1993.

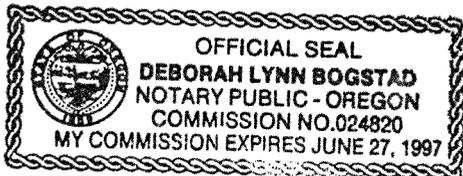


BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Beverly Stein
BEVERLY STEIN/Chair

STATE OF OREGON County of Multnomah

SIGNED BEFORE ME December 2, 1993, personally appeared Beverly Stein who, being sworn, stated that she is the Chair of the Board of County Commissioners of Multnomah County, Oregon, and that this instrument was voluntarily signed in behalf of said county by authority of its Board of County Commissioners. Before me:



Deborah Lynn Bogstad
Notary Public for said State

My Commission expires June 27, 1997

REVIEWED:

LAURENCE KRESSEL
County Counsel
for Multnomah County, Oregon

By John L. DuBay
JOHN L. DuBAY
Chief Asst. County Counsel

0531W/2832W

BUDGET MODIFICATION NO. MCSO 10

(For Clerk's Use) Meeting Date DEC 02 1993
 Agenda No. R-1

1. **REQUEST FOR PLACEMENT ON THE AGENDA FOR** November 23, 1993
 (Date)
DEPARTMENT Sheriff's Office **DIVISION** Enforcement
CONTACT Larry Aab **TELEPHONE** 251-2489
***NAME(s) OF PERSON MAKING PRESENTATION TO BOARD** _____

SUGGESTED AGENDA TITLE (to assist in preparing a description for the printed agenda)
 Budget modification requesting authorization to transfer the funding of an Administrative Secretary Position to a .25 Community Service Officer and an Office Assistant 2.

(Estimated Time Needed on the Agenda)

2. **DESCRIPTION OF MODIFICATION** (Explain the changes this Bud Mod makes. What budget does it increase? What do the changes accomplish? Where does the money come from? What budget is reduced? Attach additional information if you need more space.)
 PERSONNEL CHANGES ARE SHOWN IN DETAIL ON THE ATTACHED SHEET

This modification will delete the Administrative Secretary position budgeted in Enforcement Administration. It will fund the remaining 25% of a Community Service Officer that was partially funded by the Board on 10/28/93 (with revenue from ROCN and David Douglas School District). It will also fund an Office Assistant 2 position to perform clerical duties that would have been assigned to the Administrative Secretary.

BOARD OF COUNTY COMMISSIONERS
 1993 NOV 22 AM 11:02
 MULTNOMAH COUNTY OREGON

3. **REVENUE IMPACT** (Explain revenues being changed and the reason for the change)

Increase service reimbursement to insurance fund \$2,281

4. **CONTINGENCY STATUS** (to be completed by Finance/Budget)
 Contingency before this modification (as of _____) \$ _____
 (Specify Fund) (Date)
 After this modification \$ _____

Originated By	Date	Department Manager	Date
		<i>Bob Stripes</i>	11/12/93
Budget Analyst	Date	Personnel Analyst	Date
<i>David C. Warren</i>	11/18/93	<i>Shirlee Robertson</i>	11/17/93
Board Approval		Date	
<i>Deborah Coe</i>		12/2/93	

EXPENDITURE TRANSACTION EB []		GM []		TRANSACTION DATE _____		ACCOUNTING PERIOD _____		BUDGET FY _____			
Document Number	Action	Fund	Agency	Organization	Reporting Category	Object	Current Amount	Revised Amount	Change Increase (Decrease)	Sub-Total	Description
		100	025	3301		5100			(24,482)		Permanent
						5500			(6,595)		Fringe
						5550			(5,466)		Insurance
				3301		5100			19,147		Permanent
						5500			1,559		Fringe
						5550			3,765		Insurance
		100	025	3180		5100			7,824		Permanent
						5500			266		Fringe
						5550			3,982		Insurance
		400	050	7531		6580			2,281		Insurance
//////									2,281		TOTAL EXPENDITURE CHANGE

REVENUE TRANSACTION RB []		GM []		TRANSACTION DATE _____		ACCOUNTING PERIOD _____		BUDGET FY _____			
Document Number	Action	Fund	Agency	Organization	Reporting Category	Revenue Source	Current Amount	Revised Amount	Change Increase (Decrease)	Sub-Total	Description
		400	050	7040		6600			2,281		General Fund
//////									2,281		TOTAL REVENUE CHANGE

PERSONNEL DETAIL FOR BUD MOD NO. _____

5. ANNUALIZED PERSONNEL CHANGES (Compute on a full year basis even though this action affects only a part of the fiscal year.)

FTE Increase (Decrease)	POSITION TITLE	Annualized			TOTAL Increase (Decrease)
		BASE PAY Increase (Decrease)	Increase (Decrease) Fringe	Ins.	
(1)	Administrative Secretary	(24,482)	(6,595)	(5,466)	(36,543)
1	Office Assistant 2	19,147	1,559	3,765	24,471
.25	Community Service Officer	7,824	266	3,982	12,072
TOTAL CHANGE (ANNUALIZED)		2,489	(4,770)	2,281	0

6. CURRENT YEAR PERSONNEL DOLLAR CHANGES (calculate costs or savings that will take place within this fiscal year; these should explain the actual dollar amounts being changed by this Bud Mod.)

Permanent Positions, Temporary, Overtime, or Premium	Explanation of Change	Current FY			TOTAL Increase (Decrease)
		BASE PAY Increase (Decrease)	Increase (Decrease) Fringe	Ins.	
	Same as Above				

**BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM BRIEFING
STAFF REPORT SUPPLEMENT**

TO: BOARD OF COUNTY COMMISSIONERS

FROM: LARRY AAB, FISCAL MANAGER

TODAY'S DATE: 10/29/93

REQUESTED PLACEMENT DATE: ASAP

RE: BUDGET MODIFICATION

I. Recommendation/Action Requested:

Approval of budget modification deleting one Administrative Secretary position and funding .25 of a Community Service Officer for the David Douglas Safety Action Team and an Office Assistant 2 position for Enforcement Administration.

II. Background/Analysis:

The Board approved funding for a 75% of a Community Service Officer when we requested funding for the entire position out of contingency on 10/28/93. This modification will fund the remaining 25% of the position, and will fund an Office Assistant 2 by deleting the funding for the Administrative Secretary position in Enforcement Administration.

III. Financial Impact:

None

IV. Legal Issues:

None

V. Controversial Issues:

None

VI. Link to Current County Policies:

None

VII. Citizen Participation:

None

VIII. Other Government Participation:

None

BUDGET MODIFICATION NO. MCSO 11

(For Clerk's Use) Meeting Date DEC 02-1993
Agenda No. R-2

1. REQUEST FOR PLACEMENT ON THE AGENDA FOR November 23, 1993
(Date)

DEPARTMENT Sheriff's Office DIVISION _____
CONTACT Larry Aab TELEPHONE 251-2489
*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD _____

SUGGESTED AGENDA TITLE (to assist in preparing a description for the printed agenda)

Budget modification requesting authorization to transfer \$11,487 from Enforcement overtime to other line items to pay for the reclassification of two employees.

(Estimated Time Needed on the Agenda)

2. DESCRIPTION OF MODIFICATION (Explain the changes this Bud Mod makes. What budget does it increase? What do the changes accomplish? Where does the money come from? What budget is reduced? Attach additional information if you need more space.)

PERSONNEL CHANGES ARE SHOWN IN DETAIL ON THE ATTACHED SHEET

This modification will transfer \$11,487 from Enforcement overtime fringe and insurance, to other personal services line items within the Sheriff's budget to pay for the cost of the reclassification of a Sheriff's Operations Administrator effective 5/23/92.

It will also pay for the cost of the reclassification of a Operations Supervisor to a MCSO Office Operations Supervisor effective 7/1/93.

3. REVENUE IMPACT (Explain revenues being changed and the reason for the change)

Increase service reimbursement to insurance fund \$533.

MULTI-COUNTY BOARD OF COUNTY COMMISSIONERS
1993 NOV 22 AM 11:02
MULTI-COUNTY REGION

4. CONTINGENCY STATUS (to be completed by Finance/Budget)

Contingency before this modification (as of _____) \$ _____
(Specify Fund) (Date)
After this modification \$ _____

Originated By	Date	Department Manager	Date
		<i>Bob Skipp Jr.</i>	11/12/93
Budget Analyst	Date	Personnel Analyst	Date
<i>David A. Warren</i>	11/18/93	<i>Shirlee Robertson</i>	11/17/93
Board Approval		Date	
<i>Deborah Coates</i>		12/2/93	

Document Number	Action	Fund	Agency	Organization	Activity	Reporting Category	Object	Current Amount	Revised Amount	Budget FY Change Increase (Decrease)	Sub-Total	Description
		100	025	3605			5100			3,924		Permanent
							5500			1,057		Fringe
							5550			251		Insurance
				4017			5100			4,705		Permanent
							5500			1,268		Fringe
							5550			282		Insurance
				3301			5300			(8,121)		Overtime
							5500			(2,870)		Fringe
							5550			(496)		Insurance
		400	051	7531			6580			37		Insurance
TOTAL EXPENDITURE CHANGE										37		TOTAL EXPENDITURE CHANGE

Document Number	Action	Fund	Agency	Organization	Activity	Reporting Category	Revenue Source	Current Amount	Revised Amount	Budget FY Change Increase (Decrease)	Sub-Total	Description
		400	050	7040			6600			37		General Fund
TOTAL REVENUE CHANGE												TOTAL REVENUE CHANGE

PERSONNEL DETAIL FOR BUD MOD NO. _____

5. ANNUALIZED PERSONNEL CHANGES (Compute on a full year basis even though this action affects only a part of the fiscal year.)

FTE Increase (Decrease)	POSITION TITLE	Annualized			
		BASE PAY Increase (Decrease)	Increase (Decrease) Fringe	Ins.	TOTAL Increase (Decrease)
(1)	Operations Supervisor	(33,451)	(9,012)	(7,968)	(50,431)
(1)	Sheriff's Operations Tech. Supervisor	(29,831)	(8,036)	(7,660)	(45,527)
1	MCSO Office Operations Supervisor	37,375	10,069	8,219	55,663
1	Sheriff's Operations Administrator	34,536	9,304	7,942	51,782
0	TOTAL CHANGE (ANNUALIZED)	8,629	2,325	533	11,487

6. CURRENT YEAR PERSONNEL DOLLAR CHANGES (calculate costs or savings that will take place within this fiscal year; these should explain the actual dollar amounts being changed by this Bud Mod.)

Permanent Positions, Temporary, Overtime, or Premium	Explanation of Change	Current FY			
		BASE PAY Increase (Decrease)	Increase (Decrease) Fringe	Ins.	TOTAL Increase (Decrease)
	Same as above				

**BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM BRIEFING
STAFF REPORT SUPPLEMENT**

TO: BOARD OF COUNTY COMMISSIONERS

FROM: LARRY AAB, FISCAL MANAGER

TODAY'S DATE: 10/29/93

REQUESTED PLACEMENT DATE: ASAP

RE: BUDGET MODIFICATION

I. Recommendation/Action Requested:

Approval of budget modification transferring \$11,487 from enforcement overtime to pay for the reclassification of two employees.

II. Background/Analysis:

Reclassification requests were approved for these two positions by our Employee Services Personnel Analyst.

III. Financial Impact:

This will reduce the enforcement overtime \$11,487. Overtime is expected to be spent at 100% of the budgeted level, as are all Sheriff's Office personal services budget allocations. Since it is not the policy of the Board to fund these positions out of contingency, cutting our personal services budget is our only alternative since the increases must be paid.

V. Legal Issues:

None

V. Controversial Issues:

According to Bargaining Unit agreements, increased salaries must be paid.

VI. Link to Current County Policies:

None

VII. Citizen Participation:

None

VIII. Other Government Participation:

None

MEETING DATE: DEC 02 1993
~~November 23, 1993~~

AGENDA NO: R-3

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Request to amend resolution 91-90 to permit transfer of tax foreclosed property to Northeast Community Development Corporation (NECDC) and extend construction period.

BOARD BRIEFING: Date Requested: _____.

Amount of Time Needed: _____.

REGULAR MEETING: Date Requested: November 23, 1993.

Amount of Time Needed: 5 minutes.

DEPARTMENT: Environmental Services DIVISION: Administration

CONTACT: Rich Payne TELEPHONE #: 248-3632.

BLDG/ROOM #: 412/206.

PERSON(S) MAKING PRESENTATION: Rich Payne.

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

On June 27, 1991, the Multnomah County Board of Commissioners, by Resolution 91-90, approved the transfer of title to tax foreclosed property, at the Southwest corner of NE 6th Ave and Going Street, to the Architectural Foundation of Oregon and the subsequent transfer to Innovative Housing, Inc., for the purpose of building and selling affordable housing by September 3, 1993.

The project has been fully designed and is ready for construction, however Innovative Housing, Inc. has since changed the emphasis of its work to rental properties and wishes to not pursue this construction/sale project to conclusion. Meanwhile, NECDC has emerged as a major builder of affordable housing within Northeast Portland and has agreed to carry this project forward to conclusion.

A one year extension of the construction period is now needed to complete this project.

12/3/93 copies to Rich Payne and Beverly Scott, TAX TIME

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: Betsy H. Williams

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OR
DEC 17 11 08 AM '93

TO: BOARD OF COUNTY COMMISSIONERS

bcc-place

FROM: RICHARD C. PAYNE
Environmental services Department

DATE: November 15, 1993

REQUESTED PLACEMENT DATE: November 23, 1993

RE: AGENDA ITEM BRIEFING - STAFF REPORT SUPPLEMENT:
REQUEST TO AMEND RESOLUTION 91-90 TO PERMIT TRANSFER OF TAX
FORECLOSED PROPERTY TO N.E.C.D.C. AND EXTEND CONSTRUCTION PERIOD

I. RECOMMENDATION / ACTION REQUESTED:

Board Order to amend Resolution 91-90 and approve transfer of Tax Foreclosed property from Innovative Housing, Inc. to Northeast Community Development Corporation (NECDC) and extend the prescribed affordable housing construction completion date until September 3, 1994.

II. BACKGROUND / ANALYSIS

On June 27, 1991, the Multnomah County Board of Commissioners, by Resolution 91-90, approved transfer of title to tax foreclosed property, at southwest corner of NE 6th Avenue and Going Street, to Architectural Foundation of Oregon, and subsequent transfer to Innovative Housing, Inc., for purpose of building and selling affordable housing by September 3, 1993.

The project has been fully designed and is ready for construction. However, Innovative Housing, Inc. has since changed the emphasis of its work to rental properties and wishes to not pursue this construction/sale project to conclusion. Meanwhile, NECDC has emerged as major builder of affordable housing within Northeast Portland and has agreed to carry this project forward to conclusion as designed (see attachments).

III. FINANCIAL IMPACT: None

IV. LEGAL ISSUES: No legal problems will develop as result of this action.

V. CONTROVERSIAL ISSUES: No public controversy is expected to develop.

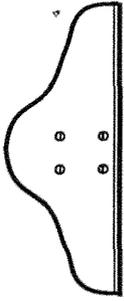
VI. LINK TO CURRENT COUNTY POLICIES:

No conflict with County current policies governing transfer and use of Tax Foreclosed Properties.

VII. CITIZEN PARTICIPATION: None

VIII. OTHER GOVERNMENT PARTICIPATION:

The Architectural Foundation of Oregon and Innovative Housing, Inc. have requested the recommended action (see attachments).



Portland Community Design

2000 NE Martin Luther King, Portland, Oregon 97212 - 281-8011 / 281-8012 Fax

29 September 1993

Ms. Betsy Williams, Director
Multnomah County Dept. of Environmental Services
2115 SE Morrison Street
Portland, OR 97214

Dear Betsy:

Regarding "Lots 11 & 12 and the north 5' of Lot 10, Block 21 of the Highland Addition," in Northeast Portland which were transferred to the Architectural Foundation of Oregon and thence to Innovative Housing Inc. for the purpose of developing and selling affordable houses: this letter is to request approval by Multnomah County to allow the Northeast Community Development Corporation (NECDC) to assume the obligations of the trust deed in favor of the county, take ownership of the property and redevelop the lot as affordable housing. The only change to the original transfer terms we would request is to extend the construction completion date for one year from today.

An architectural competition was held under the auspices of the A.I.A. Housing Committee, which I Chaired, and a winning design selected about two years ago. The winning architect was hired and completed construction documents have been prepared. Innovative Housing Inc. has changed the emphasis of its work to rental housing and in the meantime NECDC has demonstrated a strong development track record for projects of this scope in the very area in which this property is located. NECDC has agreed to develop the houses according to the selected design; I have attached a copy of that agreement.

I believe that NECDC is both the logical and the most competent developer which we could find to complete this project and so I strongly urge the County to take the next step by helping us get the site into NECDC's ownership while extending the term of the development agreement. Both AFO and IHI are in full agreement with this proposal; shortly you will be receiving letters showing their support.

I have been trying unsuccessfully to facilitate this transfer for many months; thank you for your timely assistance.

Sincerely yours,

R. Peter Wilcox, A.I.A.
Executive Director



Portland Community Design

2000 NE Martin Luther King, Portland, Oregon 97212 - 281-8011 / 281-8012 Fax

24 June 1993

Jaki Walker, Exec. Director and Michael Trower AIA
Northeast Community Development Corp.
4114 North Vancouver Ave.
Portland, OR 97217

Dear Jaki & Michael:

This letter is our agreement for the development of the so called AIA Housing Competition site under Portland Community Design's control at NE 6th and Going.

For its part, PCD will: (1) Secure the transfer of title to NECDC, (2) Provide NECDC with construction documents and specifications for three attached houses designed for the site, (3) Make available three completed FHA appraisal packages, (4) Make available \$1250.00 for J. Timothy Richards et al for Construction Administration services (this money may only be used for this purpose), (5) Be available on a limited basis for periodic design, development and public relations consultation for this project before and during construction.

For their part, NECDC agrees to: (1) Develop the property substantially as shown in the drawings and specifications prepared by Tim Richards et al (the winning entry in the AIA Essential Housing Competition), (2) Contract with Walsh Construction, if feasible, for the actual construction, (3) Market the houses to low- and moderate income persons, or as agreed otherwise, while meeting all of the County's stipulations for the transfer of the property, (4) Provide project signage and other publicity which credits PCD as well as all other project contributors (PCD will provide this information as needed), (5) Reimburse Innovative Housing Inc. for their previous direct costs in the amount of \$1448.60, (6) Pay PCD the amount of \$2000 for the aforementioned development consulting plus work already done on the project - items (5) and (6) to be paid in two equal installments at start and end of construction, (7) Hold both PCD and IHI harmless for any further expenses or financial liability.

Should NECDC be unable to develop the property as agreed, NECDC agrees to either develop the property in a mutually acceptable manner or return the property to the County.

Please sign one copy of this memo and fax it to us as a sign of your agreement with these terms.

X Jaki Walker, NECDC
Date 6/24/93

Accepted by:

PORTLAND COMMUNITY DESIGN

By: R. F. Walker, PCD

Date: 6.25.93

**Architectural
Foundation
of Oregon**

950 Lloyd Center, Box 44
Portland, Oregon 97232
Phone/Fax: (503) 287-8296

October 11, 1993

Ms. Betsy Williams, Director
Multnomah County Department of Environmental Services
2115 SE Morrison
Portland, OR 97214

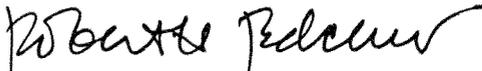
Dear Ms. Williams:

As a sponsor of the American Institute of Architects Design Competition for construction of three houses at NE 9th and NE Going Streets, Portland, we agree with and support the Portland Community Design request to you to transfer project implementation from Innovative Housing, Inc., to Northeast Commercial Housing Corporation.

The Foundation shares PDC's eagerness to realize this important project and we appreciate your strong interest in its success.

Please call me if I can offer further information.

Sincerely yours,



Robert H. Belcher, AIA
President

RHB:jjf:9374L



INNOVATIVE HOUSING, INC.

developing and preserving low-income housing

(503) 226-4368 1214 S.W. Washington Portland, OR 97205

September 30, 1993

Betsy Williams, Director
Bureau of Environmental Services
Multnomah County
215 SE Morrison
Portland, Oregon 97214

Dear Ms. Williams:

Innovative Housing, Inc., a non-profit community development corporation, received a tax foreclosed lot from Multnomah County at NE 6th and Going for the purpose of constructing 3 row houses in conjunction with the Architectural Foundation. The design was part of a region-wide AIA competition to encourage high quality design of units suitable for in-fill housing in Portland.

For a variety of reasons, mostly internal, IHI is no longer able to proceed directly with the intended development. Since the work was initiated through Peter Wilcox, now of the non-profit organization, Portland Community Design, IHI contacted Peter about finding another suitable non-profit to continue the work.

It is my understanding that he has obtained a commitment from NECDC to take over the intended project.

I wish to give you IHI's assurances that we very much wish to see the project succeed and are willing to work with Peter, the Foundation, the AIA, and NECDC in every way possible to help them implement this excellent concept. That cooperation, of course, begins with the transferring of the property if that is acceptable to Multnomah County.

Please let me know if I can provide you with any further information or if there are any immediate steps you would like us to take on this matter.

I'd also like to take this opportunity to compliment the county staff, especially Cecil Pitts and H.C. Tupper, on the excellent work and cooperation they have provided on this program. Our failure to proceed in no way should reflect on the value of the program or their assistance to IHI.

Sincerely,


Tom Benjamin
Executive Director

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Amending Resolution)
91-90 and Related Trust Deed to)
Permit Assignment of Tax Foreclosed)
Property to N.E.C.D.C. and Extension)
of Construction Time Period)

RESOLUTION

WHEREAS, on June 27, 1991, the Multnomah County Board of Commissioners, by Resolution 91-90, approved transfer of title to foreclosed property, at southwest corner of NE 6th Avenue and Going Street, to Architectural Foundation of Oregon, and subsequent transfer to Innovative Housing, Inc., for purpose of building and selling affordable housing, and

WHEREAS, on September 3, 1991, a Trust Deed for said property was recorded which established terms and obligations of use of the transferred foreclosed property, and

WHEREAS, a nationwide architectural competition was completed by Architectural Foundation of Oregon to design housing for the said property, and

WHEREAS, Innovative Housing, Inc. has changed the emphasis of its work to rental properties and wishes to not pursue this construction/sale project to conclusion, and

WHEREAS, Northeast Community Development Corporation (N.E.C.D.C.) has emerged as a major builder of affordable housing within Northeast Portland and has agreed to carry this project forward to conclusion as designed, and

WHEREAS, The Architectural Foundation of Oregon and Innovative Housing, Inc. have requested that title of said property be deeded to N.E.C.D.C. to complete said project, and

WHEREAS, due to unforeseen delays, the project can no longer be completed within the originally stipulated time frame.

THEREFORE IT IS RESOLVED by the the Board of County Commissioners that:

1. The Board consents to the assignment of Grantor's interest in the Trust Deed dated September 3, 1993, from Architectural Foundation of Oregon, as Grantor, to First American Title Company, as Trustee, for Multnomah County, as Beneficiary, which Trust Deed as recorded in Book 2536 at pages 775-777, Multnomah County Mortgage Records, to Northeast Community Development Corporation as Assignee, and the assumption by said Assignee of all the terms and obligations of the Trust Deed and the Promissory Note secured by the Trust Deed, and
2. The Board approves modification of the Trust Deed described above by amending condition of default No. 1 requiring completion of construction by September 3, 1993, by extending the time for completion to September 3, 1994, and

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Amending Resolution)
91-90 and Related Trust Deed to)
Permit Assignment of Tax Foreclosed)
Property to N.E.C.D.C. and Extention)
of Construction Time Period)

RESOLUTION

93-381

WHEREAS, on June 27, 1991, the Multnomah County Board of Commissioners, by Resolution 91-90, approved transfer of title to foreclosed property, at southwest corner of NE 6th Avenue and Going Street, to Architectural Foundation of Oregon, and subsequent transfer to Innovative Housing, Inc., for purpose of building and selling affordable housing, and

WHEREAS, on September 3, 1991, a Trust Deed for said property was recorded which established terms and obligations of use of the transferred foeclosed property, and

WHEREAS, a nationwide architectural competition was completed by Architectural Foundation of Oregon to design housing for the said property, and

WHEREAS, Innovative Housing, Inc. has changed the emphasis of its work to rental properties and wishes to not pursue this construction/sale project to conclusion, and

WHEREAS, Northeast Community Development Corporation (N.E.C.D.C.) has emerged as a major builder of affordable housing within Northeast Portland and has agreed to carry this project forward to conclusion as designed, and

WHEREAS, The Architectural Foundation of Oregon and Innovative Housing, Inc. have requested that title of said property be deeded to N.E.C.D.C. to complete said project, and

WHEREAS, due to unforeseen delays, the project can no longer be completed within the originally stipulated time frame.

THEREFORE IT IS RESOLVED by the the Board of County Commissioners that:

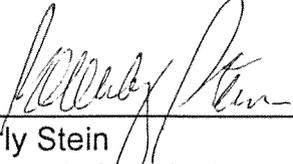
1. The Board consents to the assignment of Grantor's interest in the Trust Deed dated September 3, 1991, from Architectural Foundation of Oregon, as Grantor, to First American Title Company, as Trustee, for Multnomah County, as Beneficiary, which Trust Deed as recorded in Book 2536 at pages 775-777, Multnomah County Mortgage Records, to Northeast Community Development Corporation as Assignee, and the assumption by said Assignee of all the terms and obligations of the Trust Deed and the Promissory Note secured by the Trust Deed, and
2. The Board approves modification of the Trust Deed described above by amending condition of default No. 1 requiring completion of construction by September 3, 1993, by extending the time for completion to September 3, 1994, and

3. The Board authorizes the Chair to sign such documents as may be necessary to consent to the assignment and assumption of the obligations in the Trust Deed and Promissory Note as described above and to modify the condition of default as above described.

APPROVED this 2nd day of December, 1993.

MULTNOMAH COUNTY, OREGON

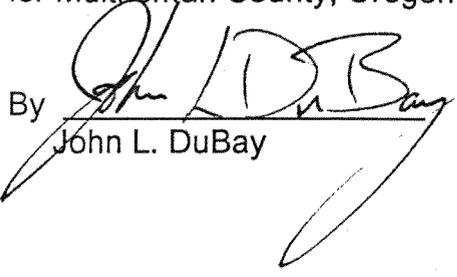


by 
Beverly Stein
Multnomah County Chair

REVIEWED:

Laurence Kressel, County Counsel
for Multnomah County, Oregon

By


John L. DuBay

MEETING DATE: DEC 02 1993

AGENDA NO: R-4

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Selection of 207th Connector Preferred Alternative

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: December 2, 1993

Amount of Time Needed: 10 minutes

DEPARTMENT: Environmental Services DIVISION: Transportation

CONTACT: Ed Pickering TELEPHONE #: 248-3636

BLDG/ROOM #: 425

PERSON(S) MAKING PRESENTATION: _____

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

The 207th Avenue Connector Environmental Assessment (EA) has been prepared according to federal and state guidelines. The County Board of Commissioners, as the local decision authority, is required to determine the Preferred 207th Avenue Alternative from among the among the three Build Alternatives and the No Build Alternative evaluated in the EA. Alternative 3A is the recommended preferred alternative. Alternative 3A has the least impact on both the natural and built environments. Completion of the EA process will qualify the 207th Avenue Connector project for federal funding. The local funding match has been budgeted in the 1993-94 Transportation Division capital budget.

12/3/93 copied to Ed Pickering

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

494 DEPARTMENT MANAGER: Betsy H Williams

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

BOARD OF
COUNTY COMMISSIONERS
1993 NOV 22 AM 10:51
MULTNOMAH COUNTY
OREGON



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S.E. 190TH AVE.
PORTLAND, OREGON 97233
(503) 248-5050

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN • CHAIR OF THE BOARD
DAN SALTZMAN • DISTRICT 1 COMMISSIONER
GARY HANSEN • DISTRICT 2 COMMISSIONER
TANYA COLLIER • DISTRICT 3 COMMISSIONER
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

MEMORANDUM

TO: BOARD OF COUNTY COMMISSIONERS
FROM: Larry Nicholas *KB*
TODAY'S DATE: November 19, 1993
REQUESTED PLACEMENT DATE: December 2, 1993
RE: Adoption of Resolution No. 93- regarding the NE 207th Avenue Connector Preferred Alternative

I. Recommendation/Action Requested:

The Board is requested to adopt Resolution No. 93- which recommends Alternative 3A as the 207th Avenue Connector Preferred Alternative.

II. Background/Analysis:

The proposed 207th Avenue Connector is located in Fairview and would connect the new 207th/I-84 Interchange with the intersection of 223rd Ave. and Glisan St. (See the attached 207th Avenue Connector Environmental Assessment Report.) The new arterial road will convey substantial traffic from the interstate to Gresham and will include: four travel lanes, bike lanes, sidewalks, and provisions for transit service. Also included will be storm sewers and stormwater filtering systems to capture and dissipate pollutants. Care will be taken to protect the Fairview Creek habitat and riparian migration routes.

An environmental assessment is required for the project to qualify for federal funding support. The 207th Avenue Environmental Assessment identifies and evaluates potential impacts to the natural and built environments of four project alternatives. A No Build Alternative is considered, plus three Build Alternatives that were recommended by the 207th Citizen Advisory Committee. As the local decision authority, the Board of Commissioners are required to determine the preferred project alternative. While each of the build alternatives meets project objectives, Alternative 3A has the least overall impact on the environment.

III. Financial Impact:

Completion of the environmental assessment process to the satisfaction of the Federal Highway Administration will qualify the project for approximately \$3.0 million in federal funds for project construction. Without federal funds, the full cost of the project will be borne with local county funds.

The 3A Alternative is the least expensive build alternative and is estimated to cost \$3.0 million. Alternative 2A is \$3.8 million, and 1E Alternative is \$4.2 million. Local matching funds to construct the project are budgeted in the County's 1993-94 Annual Budget.

IV. Legal Issues:

Successful completion of the environmental assessment process may result in a Finding of No Significant Environmental Impact by the Federal Highway Administration. Without this finding, federal funding can not be approved.

V. Controversial Issues:

Any reduction in wetland area due to construction of the project must be replaced with wetland mitigation areas, with other wetland enhancements and preservation efforts as required by federal and state permitting authorities.

The project area has been identified by Metro as a greenspace.

The project area is located within the Portland Regional Urban Growth Boundary and the City of Fairview Urban Service Area so that urban services to the site are consistent at this location. The project area is planned and zoned for urban development by Fairview. The new 207th Avenue Interchange at I-84 provides for greater accessibility and development potential in Fairview and in the project area. The addition of the 207th Avenue Connector in this area may add to the development potential in the project area in the short term but is not inconsistent with long-range land use and service plans.

The Friends of Fairview Creek are concerned that the creek and creek habitat will suffer from any of the build alternatives. County naturalists and water quality professionals are working with state resource agencies to assure that the vitality of Fairview Creek will not be jeopardized. This group advocates selection of Alternative 1E.

V. Controversial Issues: (continued)

The City of Fairview has passed a resolution in support of Alternative 3A. The City of Wood Village has stated their opposition to Alternative 1E because NE Halsey Street, which is an important east/west arterial, would be discontinued under the 1E alternative. Tri-Met has stated their opposition to Alternative 1E because their Halsey St. line would need to be rerouted. The City of Gresham supports the 2A alignment which is the most direct travel route north and south.

VI. Link to Current County Policies:

The project is consistent with County transportation plans and policies. Policy 7 of the County Natural Area Protection and Management Plan states that transportation systems should avoid or minimize impacts to Fairview Creek. The environmental assessment process identifies potential impacts and impact mitigations to Fairview Creek. The No Build Alternative would have the least impact; however, either the 1E or 3A Alternatives would have relatively minor impacts to Fairview Creek which can be mitigated through the permit process.

VII. Citizen Participation:

The 207th Connector Citizen Advisory Committee made up of neighborhood, city and business representatives, recommended that the three build alternatives be considered from among eleven original alternatives identified.

The public was invited to review and comment on the Draft 207th Avenue Connector Environmental Assessment during a 40-day public review period. A public hearing was held where public testimony was taken on the information published in the environmental assessment.

Public comments and responses to public concerns will be published as part of the environmental assessment process.

VIII. Other Government Participation:

The Cities of Fairview, Wood Village, and Gresham have been informed throughout the process. The City of Fairview will be most affected by the new facility and has been actively involved throughout the process.

Inherent in the environmental assessment review and revision process is involvement by representatives of each state and federal agency having an interest in the project. The Oregon Department of Transportation is administering the 207th Connector environmental assessment process for the Federal Highway Administration.

VIII. Other Government Participation: (continued)

Metro has been involved in programming federal funds for this project. Metro has also included the project in the Regional Transportation Plan, regional and state Transportation Improvement Plans, and in air quality conformity modeling.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Selecting the)
the 3A Alternative Alignment) RESOLUTION
of the 207th Connector as the) 93- 382
Preferred Alternative.)

WHEREAS, Multnomah County proposes to develop the 207th Avenue Connector street, including sidewalks and bike lanes, connecting to the 207th Avenue/ I-84 Interchange at Halsey Street and extending southeasterly to 223rd Avenue at Glisan Street, to meet community objectives identified in the 207th Connector Design Study Report, September 1989; and

WHEREAS, Multnomah County has undertaken an environmental assessment study of the proposed 207th Connector project which identifies potential impacts of three Build Alternatives as recommended by the 207th Avenue Connector Citizens Advisory Committee, and the No Build Alternative; and

WHEREAS, the 207th Avenue Connector Environmental Assessment analyzed and evaluated potential impacts of the four alternatives studied, on the natural and built environments in a manner that is consistent with federal requirements and will qualify the project for federal funding assistance; and

WHEREAS, a public hearing was held on August 31, 1993, to solicit public comments on information published in the Draft 207th Avenue Connector Environmental Assessment, with the public comment period established from August 1, 1993, to September 10, 1993, as required of the environmental assessment process; and

WHEREAS, each of the three Build Alternatives is consistent with the Fairview Comprehensive Plan, the Regional Transportation Plan, and Multnomah County transportation plans and meets transportation objectives identified by the 207th Avenue Citizens Advisory Committee; and

WHEREAS, impacts from Alternative 3A to wildlife habitats and wildlife movement corridors, and impacts to 2.38 acres of wetland can be effectively mitigated as required by permitting authorities by replacing wetland areas, enhancing riparian habitat, and preserving wildlife habitat at creek crossings; and

WHEREAS, a reasonable conclusion can be drawn from the evaluation of all information included in the environmental assessment that Alternative 3A will have the least overall impact of the four alternatives considered on the built and natural environments;

NOW, THEREFORE, Alternative 3A is determined to be the 207th Avenue Connector Preferred Alternative.

DATED this 2nd day of December, 1993.



LAWRENCE KRESSEL, COUNTY COUNSEL
for Multnomah County, Oregon

By

John L. DuBay
Assistant County Counsel
John L. DuBay

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH, COUNTY, OREGON

By

Beverly Stein
Beverly Stein, Chair



207TH AVENUE CONNECTOR ENVIRONMENTAL ASSESSMENT

Prepared for

Multnomah County

Oregon Department of Transportation
Region 1

Federal Highway Administration

July 1993

DEPARTMENT OF
TRANSPORTATION

TECHNICAL SERVICES
Environmental Section

FILE CODE:

TO REVIEWERS of the Environmental Assessment
207th Avenue Connector
I-84 to 223rd Avenue (Fairview)
Multnomah County
Federal Aid No. IX-9867 (-)

This Environmental Assessment is being circulated for public and agency review. All comments should be mailed or delivered within 30 days to:

Environmental Services
Oregon Department of Transportation
1158 Chemeketa Street N.E.
Salem, OR 97310

Sincerely,



for Eb Engelmann
Manager

cjs



1158 Chemeketa St. NE
Salem, OR 97310
(503) 378-8486
FAX (503) 373-0939



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
207th Avenue Connector
I-84 to 223rd Avenue (Fairview)
Multnomah
IX-9867 (-)

ENVIRONMENTAL ASSESSMENT

Submitted pursuant to 42 U.S.C. 4332(2)(c)

U.S. Department of Transportation
Federal Highway Administration
and
Oregon Department of Transportation

6/11/93

Approval Date

Thomas D. Lulay, P.E.
Technical Services Managing Engineer

7/1/93

Approval Date

Federal Highway Administration Official

The following persons may be contacted for additional information:

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Abstract: This Environmental Assessment considers a No Build Alternative and three Build Alternatives for a southerly extension of N.E. 207th Avenue from its currently approved terminus at N.E. Halsey Street to a new terminus at the intersection of N.E. 223rd Avenue and N.E. Glisan Street. Each Build Alternative is within the City of Fairview, Multnomah County, Oregon. Alternative 1E would be an east-west oriented roadway that would intersect with N.E. 223rd Avenue and N.E. Glisan Street would be widened and improved with each Build Alternative. In addition, each would affect wetlands and cross Fairview Creek, resulting in impacts to 1.18 to 2.57 acres of wetlands.

TABLE OF CONTENTS

	Page
PROJECT IDENTIFICATION	vii
DESCRIPTION	vii
SECTION 1	
PROJECT HISTORY, PURPOSE, AND NEED	1
HISTORY	1
PURPOSE	2
NEED	3
SECTION 2	
PROJECT ALTERNATIVES	4
ALTERNATIVES ADVANCED FOR DETAILED STUDY	4
ALTERNATIVES CONSIDERED AND NOT ADVANCED	5
OTHER CONCEPTS CONSIDERED AND NOT ADVANCED	7
SECTION 3	
PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES	9
SECTION 4	
PROBABLE PERMIT NEEDS	11
SECTION 5	
RIGHT-OF-WAY AND UTILITIES IMPACTS	12
RIGHT-OF-WAY	12
UTILITIES	14
SECTION 6	
IMPACTS ON BUSINESSES AND RESIDENTIAL AREAS	18
BUSINESSES	18
RESIDENTIAL AREAS	22

	Page
SECTION 7	
LAND USE, COMPREHENSIVE PLAN, AND ZONING; CONSISTENCY WITH LOCAL AND REGIONAL PLANS, STATEWIDE PLANNING GOALS, AND FARMLAND PROTECTION POLICY ACT	25
LAND USE, COMPREHENSIVE PLAN, AND ZONING	25
CONSISTENCY WITH LOCAL AND REGIONAL PLANS	32
CONSISTENCY WITH STATEWIDE PLANNING GOALS	33
TRANSPORTATION PLANNING RULE AND OREGON TRANSPORTATION PLAN	33
FARMLAND PROTECTION POLICY ACT	34
SECTION 8	
IMPACT ON RIVERS, STREAMS, AND FLOOD PLAINS; GROUNDWATER; WATER QUALITY; WETLANDS; AND NATURAL RESOURCES AND THREATENED AND ENDANGERED SPECIES	35
RIVERS, STREAMS, AND FLOOD PLAINS	35
GROUNDWATER	38
WATER QUALITY	39
WETLANDS	42
NATURAL RESOURCES, AND THREATENED AND ENDANGERED SPECIES	47
SECTION 9	
IMPACTS ON HISTORICAL PROPERTIES, ARCHAEOLOGICAL RESOURCES, AND SECTION 4(F) LANDS	53
HISTORICAL PROPERTIES	53
ARCHAEOLOGICAL RESOURCES	55
SECTION 4(F) LANDS	56
SECTION 10	
GEOTECHNICAL AND SOIL CONCERNS; MATERIALS AND SOURCES	57
GEOTECHNICAL AND SOIL CONCERNS	57
MATERIALS AND SOURCES	59
SECTION 11	
POTENTIAL PRESENCE OF HAZARDOUS MATERIALS	60
SECTION 12	
IMPACT ON TRAFFIC, SAFETY, AND ALTERNATIVE TRANSPORTATION MODES	62
ALTERNATIVE TRANSPORTATION MODES	68

	Page
SECTION 13	
CONFORMANCE WITH AIR QUALITY STANDARDS	71
SECTION 14	
TRAFFIC NOISE	75
SECTION 15	
CONSTRUCTION ACTIVITIES AND STAGING	80
CONSTRUCTION ACTIVITIES	80
STAGING	84
SECTION 16	
CUMULATIVE IMPACTS	85
I-84/207TH AVENUE INTERCHANGE AND CONNECTOR	85
OTHER CUMULATIVE IMPACTS	86
SECTION 17	
SUMMARY OF LONG-TERM MITIGATION MEASURES	88
RIGHT-OF-WAY	88
HYDROLOGY	88
WATER QUALITY	88
WETLANDS	89
NATURAL RESOURCES	90
SOILS	90
SECTION 18	
COMMENTS AND COMMUNICATION	91
CITIZENS ADVISORY COMMITTEE	91
CONTINUING PUBLIC INVOLVEMENT	92
SECTION 19	
LIST OF PREPARERS	93
SECTION 20	
REFERENCES	95
SECTION 21	
LIST OF TECHNICAL REPORTS	97

APPENDICES

- A. Typical Cross Sections
- B. ODOT Land Acquisition Program Pamphlet
- C. Typical Wetlands Mitigation Concepts
- D. Letter from Oregon State Historic Preservation Office
- E. Level of Service Definitions
- F. Intersection Configurations

LIST OF TABLES

No.	Title	Page
5-1.	Summary of Right-of-Way Impacts and Costs	12
7-1.	Summary of Impacts on Planned Land Uses (Zoning)	28
8-1.	Results of Wetland Functional Value Assessment	43
8-2.	Wetlands and Riparian Zone Impacts	45
8-3.	Impacts to Vegetative Communities	50
12-1.	2015 Estimated PM Peak Hour Levels of Service	65
13-1.	Predicted Peak Hour Local Carbon Monoxide Concentrations	72
14-1.	Noise Measurement Data	76
14-2.	FHWA Roadway Noise Abatement Criteria (dBA)	77
14-3.	Modeled Leq for Existing Conditions and Alternatives	78

LIST OF FIGURES

No.	Title	Follows Page
1-1.	Vicinity Map	2
2-1.	207th Avenue Connector Alignment Alternatives	5
2-2.	Concepts 4A and 4B	7
5-1.	Right-of-Way Impacts--Alternative 1E	13
5-2.	Right-of-Way Impacts--Alternative 2A	13
5-3.	Right-of-Way Impacts--Alternative 3A	13
7-1.	Existing Land Uses	26
7-2.	Existing Comprehensive Plan Designations	26
7-3.	Existing Zoning	26
8-1.	Fairview Creek Drainage Basin	36
8-2.	100-Year Flood Plain	36
8-3.	Wetlands	42
8-4.	Habitats	44
12-1.	No Build Alternative--2015 Traffic Volume, PM Peak Hour	63
12-2.	Alternative 1E--2015 Traffic Volume, PM Peak Hour	67
12-3.	Alternative 2A--2015 Traffic Volume, PM Peak Hour	67
12-4.	Alternative 3A--2015 Traffic Volume, PM Peak Hour	67
13-1.	Carbon Monoxide Receptors	72
14-1.	Noise Measurement Locations	76

ENVIRONMENTAL ASSESSMENT

PROJECT IDENTIFICATION

Project Name	<u>207th Avenue Connector</u>		
Highway Name	<u>not applicable</u>	Funding Source	<u>FAIX</u>
Highway Number	<u>not applicable</u>	Cost Estimate	<u>Alt. 1E: \$4,253,500</u>
			<u>Alt. 2A: \$3,823,900</u>
			<u>Alt. 3A: \$3,012,800</u>
County	<u>Multnomah</u>	City	<u>Fairview</u>
		ODOT Region	<u>1</u>
Begin. Milepoint	<u>not applicable</u>	End Milepoint	<u>not applicable</u>
		Length	<u>0.9 to 1.0 mile</u>

DESCRIPTION

This Environmental Assessment considers a No Build Alternative and three Build Alternatives for a southerly extension of N.E. 207th Avenue from its currently approved terminus at N.E. Halsey Street to a new terminus at the intersection of N.E. 223rd Avenue and N.E. Glisan Street. Each Build Alternative is within the City of Fairview, Multnomah County, Oregon. Alternative 1E would be an east-west oriented roadway that would intersect with N.E. 223rd Avenue; Alternative 2A would extend southeasterly, then easterly to N.E. 223rd Avenue; and Alternative 3A would proceed south and intersect with N.E. Glisan Street. Portions of N.E. 223rd Avenue and N.E. Glisan Street would be widened and improved with each Build Alternative. In addition, each would affect wetlands and cross Fairview Creek, resulting in impacts to 1.18 to 2.57 acres of wetlands.

	Existing:	Proposed:
Roadway Width	--	<u>72 feet, curb to curb</u>
Number of Traffic Lanes	--	<u>four 12-foot lanes</u>
Median (Yes/No:Type)	--	<u>yes: 14 feet, surfaced and striped</u>
Shoulders	--	<u>5 feet, bikeway</u>
Right-of-Way Width	--	<u>90 feet</u>
Average Daily Traffic Volume (and Year)	--	<u>18,000-28,500 (year 2015)¹</u>
Operational Speed (MPH)	--	<u>45 MPH</u>
Alignment (New, Combined, Existing)	--	<u>new</u>
Access Control (Yes/No)	--	<u>yes</u>
Structures (Bridge No.)	--	<u>(not applicable)</u>
Additional Facilities (Bikeways, Curbs, Sidewalks, Signals, etc.)	--	<u>5-foot shoulder bike lanes, curbs 5-foot sidewalks, signals</u>

¹ ADT range for new roadway reflects variation among the three Build Alternatives.

SECTION 1 PROJECT HISTORY, PURPOSE, AND NEED

HISTORY

Project Location

As shown in Figure 1-1, the project study area for this Environmental Assessment (EA) is located in the City of Fairview within Multnomah County. The project area is bounded by N.E. Halsey Street, N.E. Glisan Street, and N.E. 223rd Avenue to the north, south, and east, respectively. To the west, the project area ends in the vicinity of the high voltage power lines operated by Portland General Electric (PGE) and Pacific Power and Light (PP&L).

N.E. Glisan Street is the boundary between the City of Fairview to the north and the City of Gresham to the south. N.E. 223rd Avenue is the boundary between the City of Fairview to the west and the City of Wood Village to the east.

Project Background

East Multnomah County, Oregon, which includes the incorporated cities of Gresham, Troutdale, Fairview, and Wood Village, is a rapidly growing part of the Portland metropolitan area. Interstate 84 (I-84) (the Banfield Freeway/Columbia River Highway) acts as a major east-west link between these east county communities and the central city. Access to and from I-84 in the area is currently provided by three north-south arterials, including N.E. 181st Avenue in Gresham, N.E. 238th Drive in Wood Village, and N.E. 257th Drive in Troutdale.

The Oregon Department of Transportation (ODOT) has completed environmental studies and is preparing design plans for widening I-84 from four to six lanes and constructing a new interchange at N.E. 207th Avenue. In cooperation with Multnomah County, ODOT has also completed planning and environmental studies, and is currently constructing a four-lane roadway to link the interchange with N.E. Sandy Boulevard and N.E. Halsey Street. The Final Environmental Impact Statement (EIS) that addressed the above-described projects, entitled *181st Avenue to Sandy River--Columbia River Highway (I-84) Final Environmental Impact Statement*, was approved by the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA) in February 1992; and the corresponding Record of Decision was approved in May 1992. Hereinafter, for ease of reference in this document, the EIS will be referred to as the "I-84 FEIS."

Construction of the interchange is projected to start in 1993. When the interchange and N.E. 207th Avenue south to N.E. Halsey Street are completed, motorists from Gresham and the east county area will be provided with access to the freeway via the local street network including N.E. 207th Avenue, N.E. Halsey Street, N.E. 223rd Avenue, and N.E. 201st Avenue.

However, N.E. Halsey Street, N.E. 201st Avenue, and N.E. 223rd Avenue (from N.E. Glisan Street north) are two-lane roadways with substandard shoulders and lane widths. To improve the connection between N.E. 207th Avenue and N.E. 223rd Avenue at N.E. Glisan Street, Multnomah County conducted a study to prepare and evaluate alternative design concepts for an extension of N.E. 207th Avenue from N.E. Halsey Street south to N.E. Glisan Street. As a result of the study, three Build Alternatives were recommended by the 207th Connector Citizens Advisory Committee (CAC) to be evaluated in this EA. These alternatives are shown on Figure 1-1 and described in detail in the Project Alternatives section.

Existing Conditions

Within the project area, all existing roadways are two-way and two-lane, except as noted below. The major north-south streets are N.E. 201st/202nd Avenue and N.E. 223rd Avenue. N.E. 201st/202nd Avenue is classified by Multnomah County as a Neighborhood Collector, while N.E. 223rd Avenue is a Minor Arterial south of N.E. Halsey Street. The major east-west streets are N.E. Glisan Street, which is a Major Arterial, and N.E. Halsey Street, which is designated as a Minor Arterial. N.E. 223rd Avenue has three lanes from the intersection with N.E. Glisan Street, north about 1,000 feet (past the entrance to the Multnomah Kennel Club). N.E. Glisan Street has four lanes immediately east of its intersection with N.E. 202nd Avenue, but quickly narrows to two lanes. East of N.E. 219th Avenue, it widens to three lanes, with two lanes eastbound and one lane westbound.

West Arata Road is an east-west Neighborhood Collector. In addition to providing access to adjacent homes and businesses, this road is used in conjunction with Old Barr Road by some motorists to bypass the intersection of N.E. 223rd Avenue and N.E. Halsey Street.

The following intersections have traffic signals: N.E. 202nd Avenue at N.E. Glisan Street, N.E. 223rd Avenue at N.E. Glisan Street, and N.E. 223rd Avenue at N.E. Halsey Street. Old Barr Road and W. Arata Road have stop signs at their intersections with N.E. 223rd Avenue. The intersection of N.E. 201st Avenue and N.E. Halsey Street is a four-way stop.

N.E. 201st/202nd Avenue, N.E. 223rd Avenue, N.E. Glisan Street, and N.E. Halsey Street are designated as bikeways in Multnomah County's *Bicycle Master Plan*. Currently, N.E. 201st Avenue has no signing or striping for a bikeway. N.E. 223rd Avenue south of N.E. Glisan Street has bike lanes, but has no bikeways in the project area. N.E. Glisan Street and N.E. Halsey Street have paved shoulders suitable for shoulder bikeways.

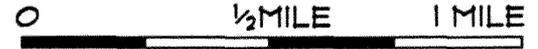
PURPOSE

As stated in Multnomah County's *207th Connector Design Study Report*, the primary purpose of the 207th Avenue Connector is to improve north-south traffic flow in East Multnomah County by constructing an arterial street connecting the I-84/207th Avenue interchange to the county

LEGEND:

- EXISTING ROADWAYS
- - - CITY LIMITS
- - - - PLANNED N.E.20TH AVE. AND INTERCHANGE
- - - - STUDY ALTERNATIVES
- - - - PGE AND PP&L HIGH VOLTAGE TRANSMISSION LINES

MILES



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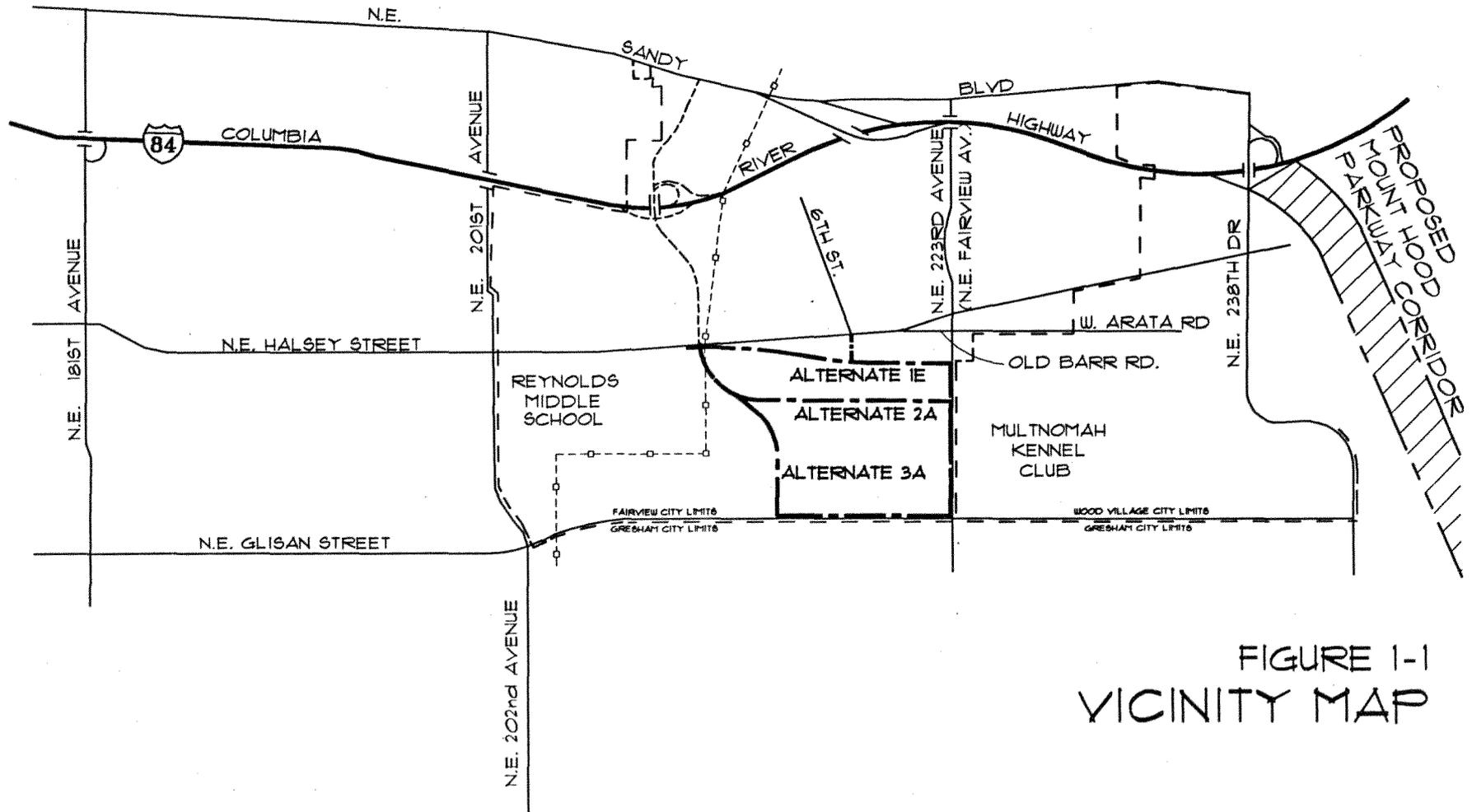


FIGURE 1-1 VICINITY MAP

arterial street system via N.E. 223rd Avenue at N.E. Glisan Street. Nine secondary objectives of the project are to:

- Provide safe, convenient access for adjacent property owners;
- Minimize impact to neighborhoods;
- Design alignments which meet Multnomah County and American Association of State Highway and Transportation Officials (AASHTO) standards for arterial streets;
- Enhance development potential for industrially designated land;
- Minimize environmental impacts;
- Provide level of service "D" or better;
- Minimize impact to existing businesses;
- Minimize impact to existing road system;
- Minimize costs of construction, acquisition, and mitigation.

NEED

As noted above, when the interchange and N.E. 207th Avenue south to N.E. Halsey Street are completed, motorists from Gresham and the east county area will be provided with access to the freeway via the local street network including N.E. 207th Avenue, N.E. Halsey Street, N.E. 223rd Avenue, and N.E. 201st Avenue. However, N.E. Halsey Street, N.E. 201st Avenue, and N.E. 223rd Avenue (from N.E. Glisan Street north) are two-lane roadways with substandard shoulders and lane widths. Under the No Build Alternative, projected traffic volumes will exceed the existing capacity of several key intersections, including N.E. 223rd Avenue at N.E. Halsey Street and N.E. Glisan Street; N.E. 202nd Avenue at N.E. Glisan Street; and N.E. 201st Avenue at N.E. Halsey Street. It is projected that, without a project, these intersections would operate at level of service "F" in 2015. The project is needed to improve the connection between N.E. 207th Avenue and N.E. 223rd Avenue at N.E. Glisan Street to a level that provides adequate capacity and meets the applicable county, state, and AASHTO design standards.

SECTION 2 PROJECT ALTERNATIVES

ALTERNATIVES ADVANCED FOR DETAILED STUDY

As noted in Section 1 and shown in Figure 2-1, three alternatives were recommended by the 207th Connector CAC for evaluation in the EA. These schemes, along with the No Build Alternative, comprise all of the options to be considered. In each of the Build Alternatives, the 207th Avenue Connector is designed for 45 miles per hour, with four 12-foot lanes, a 14-foot center left-turn lane, 5-foot bike lanes, and 5-foot sidewalks. (See typical roadway cross sections in Appendix A.) Each Build Alternative also includes closing Old Barr Road at N.E. 223rd Avenue to improve traffic flow at the N.E. 223rd Avenue/W. Arata Road intersection. Under the Build Alternatives, Old Barr Road would be used only for local access. Existing signals at N.E. 223rd Avenue and N.E. Halsey Street, and N.E. 223rd Avenue and N.E. Glisan Street would remain. Intersection configurations for each Build Alternative are presented in Appendix E.

No Build Alternative

It is assumed that, with this alternative, all facilities under consideration would remain substantially as they are today, with the exception that Multnomah County has the following funded and committed project in the project area:

- The intersection of N.E. 223rd Avenue and N.E. Halsey Street will be improved. Under the No Build Alternative, the intersection would include four through lanes and a center left-turn lane on both N.E. Halsey Street approaches. (Lane requirements for this intersection will vary if one of the Build Alternatives is selected.) Two through lanes and a center left-turn lane will be provided on each N.E. 223rd Avenue approach. In addition, this will require relocation of a portion of Fairview Creek and construction of a pond to mitigate impacts to the creek.

Alternative 1E

The major characteristic of Alternative 1E is its east-west orientation, overlapping some of the current N.E. Halsey Street right-of-way. It would be located immediately south of existing development along N.E. Halsey Street and Old Barr Road. N.E. Halsey Street would terminate at its intersection with N.E. 207th Avenue and begin again at N.E. 213th Avenue. N.E. Halsey Street would no longer be a continuous east-west through route. Through east-west traffic would use N.E. 223rd Avenue to travel between the new 207th Avenue Connector and N.E. Halsey Street. In addition, Sixth Street would be extended south from its intersection with N.E. Halsey Street to the Alternative 1E alignment. N.E. 207th Avenue would continue until it intersected

N.E. 223rd Avenue. N.E. 223rd Avenue would then be widened to three lanes to the north to its intersection with N.E. Halsey Street and five lanes to the south to its intersection with N.E. Glisan Street, and the intersection of N.E. Glisan Street and N.E. 223rd Avenue would be reconstructed. The intersection of N.E. 207th Avenue and N.E. Halsey Street and the intersection of N.E. 207th Avenue and N.E. 223rd Avenue would be signalized.

Alternative 2A

Alternative 2A would proceed in a southeasterly direction from the intersection of N.E. 207th Avenue and N.E. Halsey Street, then extend easterly to N.E. 223rd Avenue. N.E. 223rd Avenue would then be widened to three lanes to the north to its intersection with N.E. Halsey Street and five lanes to the south to its intersection with N.E. Glisan Street. In comparison to Alternative 1E, the roadway would follow a more southerly alignment, thus extending farther into the undeveloped property to the south. This alignment allows N.E. Halsey Street to continue through from N.E. 207th Avenue to N.E. 213th Avenue, unlike the Alternative 1E alignment. All new intersections would be signalized, and the intersection at N.E. 223rd Avenue and N.E. Glisan Street would be reconstructed.

Alternative 3A

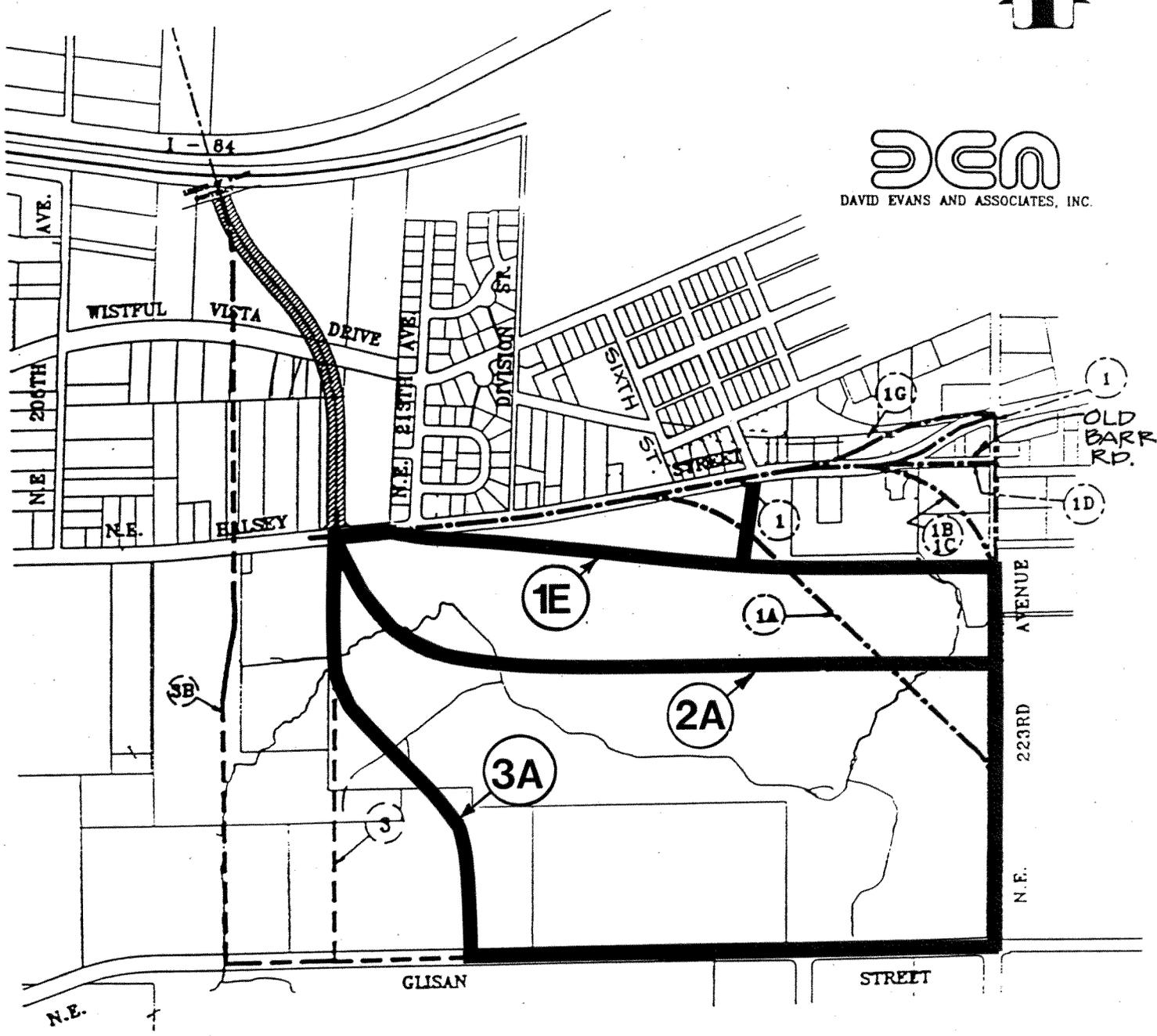
In this alternative, N.E. 207th Avenue would proceed south from its intersection with N.E. Halsey Street, curving first southeast, then south toward a "T" intersection with N.E. Glisan Street. N.E. Glisan Street would then be widened to five lanes eastward to its intersection with N.E. 223rd Avenue. This alignment would avoid the ponds in the southwest corner of the project area, and would minimize impacts to the two major parcels in the southern portion of the project area by following the property line between them. (See Figure 8-3 in Section 8.) All new intersections would be signalized, and the intersection at N.E. 223rd Avenue and N.E. Glisan Street would be reconstructed. North of the intersection, N.E. 223rd Avenue would not be widened except as needed to provide lane tapers at the intersection approach.

ALTERNATIVES CONSIDERED AND NOT ADVANCED

In addition to the schemes described above, eight other alternatives (1, 1A, 1B, 1C, 1D, 1G, 3, and 3B) were presented to the CAC. Figure 2-1 shows these alternatives, along with the three that were selected. All alternatives were rated on the basis of the nine secondary objectives chosen by the CAC. The reasons for dropping eight of the alternatives are summarized below.



DEA
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Source: Multnomah County Department of Environmental Services, Transportation Division, 207th Connector Design Study Report (September 1989), p. 5.

-  ALTERNATIVES ADVANCED FOR DETAILED STUDY.
-  ROAD IMPROVEMENTS PREVIOUSLY ADDRESSED IN 181ST AVENUE TO SANDY RIVER, COLUMBIA RIVER HIGHWAY (I-84), (SUPPLEMENTAL DRAFT) ENVIRONMENTAL IMPACT STATEMENT.

FIGURE 2-1
 207TH AVE. CONNECTOR
 ALIGNMENT ALTERNATIVES

Alternatives 1, 1B, 1C, 1D

Alternatives 1, 1B, 1C, and 1D follow the existing alignment of N.E. Halsey Street from N.E. 207th Avenue eastward past Sixth Street, differing only in the eastern part of the alignments. Alternative 1 would follow N.E. Halsey Street all the way to N.E. 223rd Avenue, Alternatives 1B and 1C would turn southward at Old Barr Road and meet N.E. 223rd Avenue at an angle, and Alternative 1D would follow Old Barr Road to N.E. 223rd Avenue. These alternatives were dropped due to access issues, neighborhood and business impacts, and high right-of-way acquisition costs. They would provide poor access for existing developed lots on the north side of N.E. Halsey Street. These alternatives would also impact both residences and businesses in the area of the intersection of N.E. 223rd Avenue and N.E. Halsey Street, resulting in high right-of-way acquisition costs.

Alternative 1A

Alternative 1A would follow N.E. Halsey Street, then turn southeast near Sixth Street and continue until it meets N.E. 223rd Avenue at an angle. This alignment would greatly disrupt arterial traffic on both N.E. 223rd Avenue and N.E. Halsey Street and would require one more intersection than the other alternatives. Alternative 1A was dropped in favor of Alternative 1E which would better meet the access, design standards, business impact, and roadway impact objectives of the project.

Alternative 1G

Alternative 1G would reconstruct N.E. Halsey Street to follow the existing alignment of N.E. Halsey Street, then turn northeast between the intersections with Sixth Street and Old Barr Road, turning east again to meet N.E. 223rd Avenue at a right angle at the existing intersection of N.E. Halsey Street and N.E. 223rd Avenue. Alternative 1G was dropped because of its impact on neighborhoods and businesses near the intersection of N.E. 223rd Avenue and N.E. Halsey Street, leading to high right-of-way acquisition costs similar to Alternatives 1, 1B, 1C, and 1D.

Alternative 3

Alternative 3 would proceed due south from the intersection of N.E. Halsey Street and N.E. 207th Avenue until it met N.E. Glisan Street at a "T" intersection. Unlike Alternative 3A, this alignment would not curve eastward and would affect the excavated ponds. Alternative 3 is similar to Alternative 3A, except that its construction and acquisition costs, and its environmental effects and mitigation requirements would be greater. For these reasons it was not recommended for further consideration.

Alternative 3B

Alternative 3B would require a different alignment for the section of the 207th Avenue Connector north of N.E. Halsey Street. It would proceed south from the new N.E. 207th Avenue interchange, intersect N.E. Halsey Street at a right angle and meet N.E. Glisan Street in a "T" intersection. Alternative 3B would be more difficult to construct to appropriate design standards than Alternative 3A. In addition, it would have greater impact on neighborhoods north of N.E. Halsey Street.

OTHER CONCEPTS CONSIDERED AND NOT ADVANCED

Alignment Concepts

As part of the analysis of potential transportation improvements for the project area, two other alignments for the 207th Avenue Connector were considered at a conceptual level. The alignment concepts, labeled as 4A and 4B, were evaluated to determine if future traffic operations could be optimized by reducing the number of turning movements for some of the major traffic flows, as compared to the three Build Alternatives.

As shown on Figure 2-2, Concept 4A would eliminate turning movements for north-south traffic between the I-84/207th Avenue interchange and N.E. 223rd Avenue south of N.E. Glisan Street. At the intersection of N.E. Glisan Street and N.E. 223rd Avenue, the 207th Avenue Connector would replace N.E. 223rd Avenue on the northerly approach. North of N.E. Glisan Street, N.E. 223rd Avenue would "T" into the 207th Avenue Connector.

Concept 4B would provide for direct connections between the I-84/207th Avenue interchange and N.E. Glisan Street west of N.E. 223rd Avenue, thus accommodating the major south-to-east movement during the PM peak hour, and the west-to-north movement in the AM peak hour. At the intersection of N.E. Glisan Street and N.E. 223rd Avenue, the 207th Avenue Connector would replace N.E. Glisan Street on the westerly approach. N.E. Glisan Street would "T" into the 207th Avenue Connector, with N.E. Glisan Street forming the minor approach.

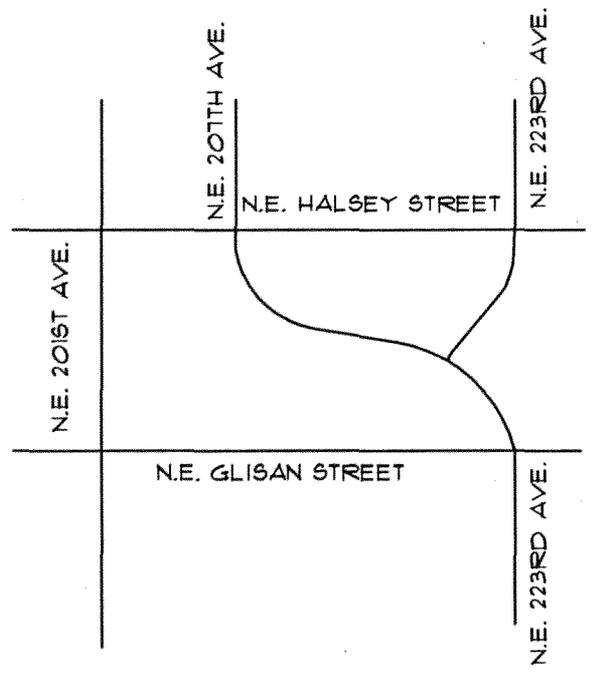
A similar concept (Alternative 1A) had been previously considered and dropped by the CAC, because it would disrupt traffic on N.E. 223rd Avenue and N.E. Glisan Street (see previous section). Since the analyses indicated that Concepts 4A and 4B would not represent any improvement in traffic operations over the three Build Alternatives, they were not considered further.

Non-Alignment Concepts

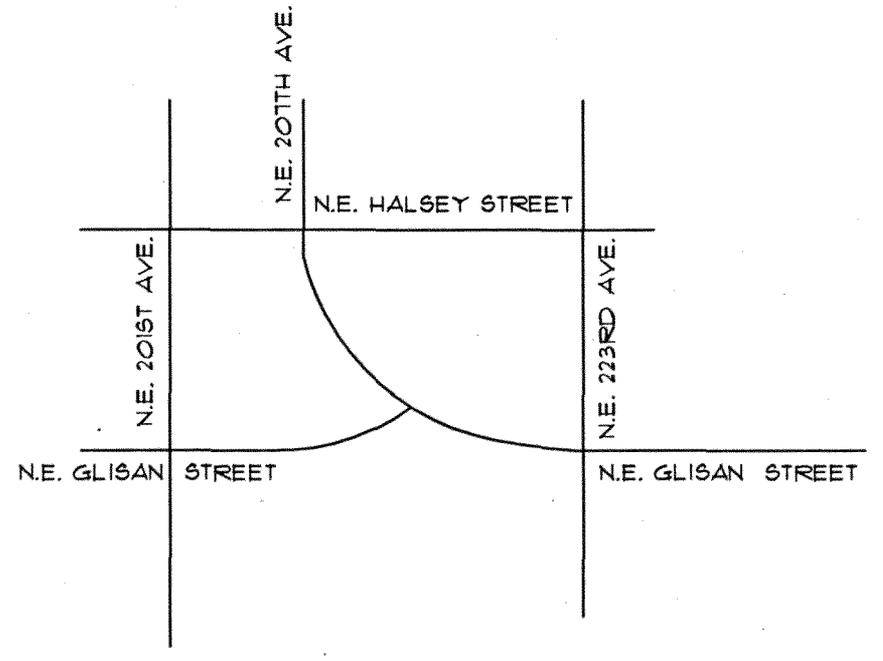
The 207th Avenue Connector project is specifically intended to improve north-south traffic flow in East Multnomah County by constructing an arterial street connecting the I-84/207th Avenue



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CONCEPT 4A



CONCEPT 4B

FIGURE 2-2
CONCEPTS 4A AND 4B

interchange to the county arterial system via N.E. 223rd Avenue at N.E. Glisan Street. Non-alignment alternatives, such as transportation demand management or increased emphasis on transit, were not considered in detail because they would not achieve the goal of enhancing traffic flow through the study area.

SECTION 3
PRELIMINARY IDENTIFICATION OF AREAS
OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Identification of areas of critical concern has progressed through a number of stages: 1) initial scoping of issues, 2) adoption of goals and objectives that reflect the key issues and helped to guide the development and evaluation of the alternatives, 3) preparation of the Design Study Report, 4) recommendation of alternatives to be advanced for further study, and 5) technical evaluation of those alternatives. No areas of controversy have been identified during this process.

The project goals and objectives listed in Section 1 correspond to the key issues raised by the CAC (see discussion in Section 18). In general, these issues included level of service of roadways, impacts of property acquisition on residential areas and businesses, impacts on neighborhoods, environmental impacts, and development potential of industrially zoned property.

Through the preparation of the technical reports (see list in Section 21) and this Draft EA for the project, the above issues have been evaluated. The following issues remain of concern. These issues will require careful mitigation to resolve, and close coordination with the applicable regulatory and resource agencies.

- **Growth Inducement.** The proposed project would improve access and travel conditions in the vicinity of the project, and could lead to increased growth pressures in the area. This is not considered an area of controversy since local and regional agencies anticipate this growth (the project area is within the Urban Growth Boundary (UGB)). However, the rate of growth could increase as a result of the project and the approved I-84/207th Avenue interchange. As development projects are proposed, they will be reviewed to ensure consistency with the local comprehensive plan and compliance with zoning regulations, both of which provide for the orderly and efficient transition from rural to urban land uses.
- **Hydrology/Flooding.** The project area lies within the Fairview Creek flood plain. Alterations to the hydrology characteristics of the area would occur, but would not be significant provided that the roadway and creek crossings are designed, constructed, and maintained to prevent hydraulic restrictions in the floodway from occurring.
- **Wetlands, Habitat, and Migration Corridor Impacts.** Regardless of which of the three Build Alternatives are selected, fragmentation of wetland areas, wildlife habitats, and movement corridors would occur within the project area. These impacts will require careful mitigation, primarily in the form of wetlands replacement and minimizing habitat impacts at creek crossings. The time lag between mitigation actions such as wetland creation and the resumption of wetland functions is a concern unless mitigation actions are undertaken well in advance of impacts. In conjunction with the application for the

Section 404 permit from the U.S. Army Corps of Engineers (ACOE) and the Removal/Fill Permit from the Oregon Division of State Lands (DSL), final mitigation plans will be developed in coordination with these agencies and the U.S. Fish and Wildlife Service (USFWS) and the Oregon Department of Fish and Wildlife (ODFW).

**SECTION 4
PROBABLE PERMIT NEEDS**

Prior to construction of the project evaluated in this EA, the following permits shall be secured from the appropriate responsible agencies.

<u>Responsible Agency</u>	<u>Permit</u>
■ U.S. Army Corps of Engineers	Dredge/Fill (Section 404) Permit
■ Oregon Division of State Lands	Removal/Fill Permit
■ Oregon Department of Environmental Quality	National Pollutant Discharge Elimination System (NPDES) Permit Indirect Source Permit
■ City of Fairview	Flood Plain (FP) Permit Significant Environmental Concern (SEC) Permit Grading/Fill Permit

**SECTION 5
RIGHT-OF-WAY AND UTILITIES IMPACTS**

RIGHT-OF-WAY

Impacts

No Build Alternative

The No Build Alternative would not result in any right-of-way impacts.

Build Alternatives

As summarized in Table 5-1, the three Build Alternatives evaluated would affect from 7 to 12 properties from which land, structures, or improvements would be acquired. Types of acquisition would range from a minor road frontage acquisition, or disruption of a horse stable, to a partial loss of business parking. Typical road sections are presented in Appendix A and described in Section 2. A description of ODOT's land acquisition program is presented in Appendix B. This documentation would also be provided to all affected property owners. No displacements are anticipated under any of the Build Alternatives.

TABLE 5-1

SUMMARY OF RIGHT-OF-WAY IMPACTS AND COSTS

	<u>Alternatives</u>		
	1E	2A	3A
Number of Parcels	14	8	8
Number of Properties ¹	12	7	7
Acres	8.6	9.7	7.5
Residential Relocations	None	None	None
Business Relocations	None	None	None
Other Relocations	None	None	None
Estimated Cost ²	\$553,000	\$524,000	\$413,000

¹ Certain parcels are under the same property ownership.

² Exclusive of legal costs if acquisition(s) requires the use of condemnation.

The right-of-way impacts estimated for each of the Build Alternatives can be described as "partial acquisitions." These partial acquisitions are not considered to be significant because they affect vacant property or small areas of landscaping, parking, or fencing. Only one structure, a horse stall, is affected by Alternative 1E.

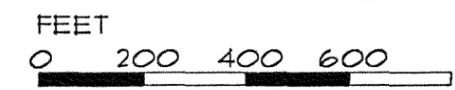
Figures 5-1 through 5-3 illustrate the estimated area of effect on properties for each of the Build Alternatives. The index numbers on the figures correspond to the following list of properties (unaffected properties are not shown on the figures). Estimated effects on these properties are summarized below.

Alternative 1E

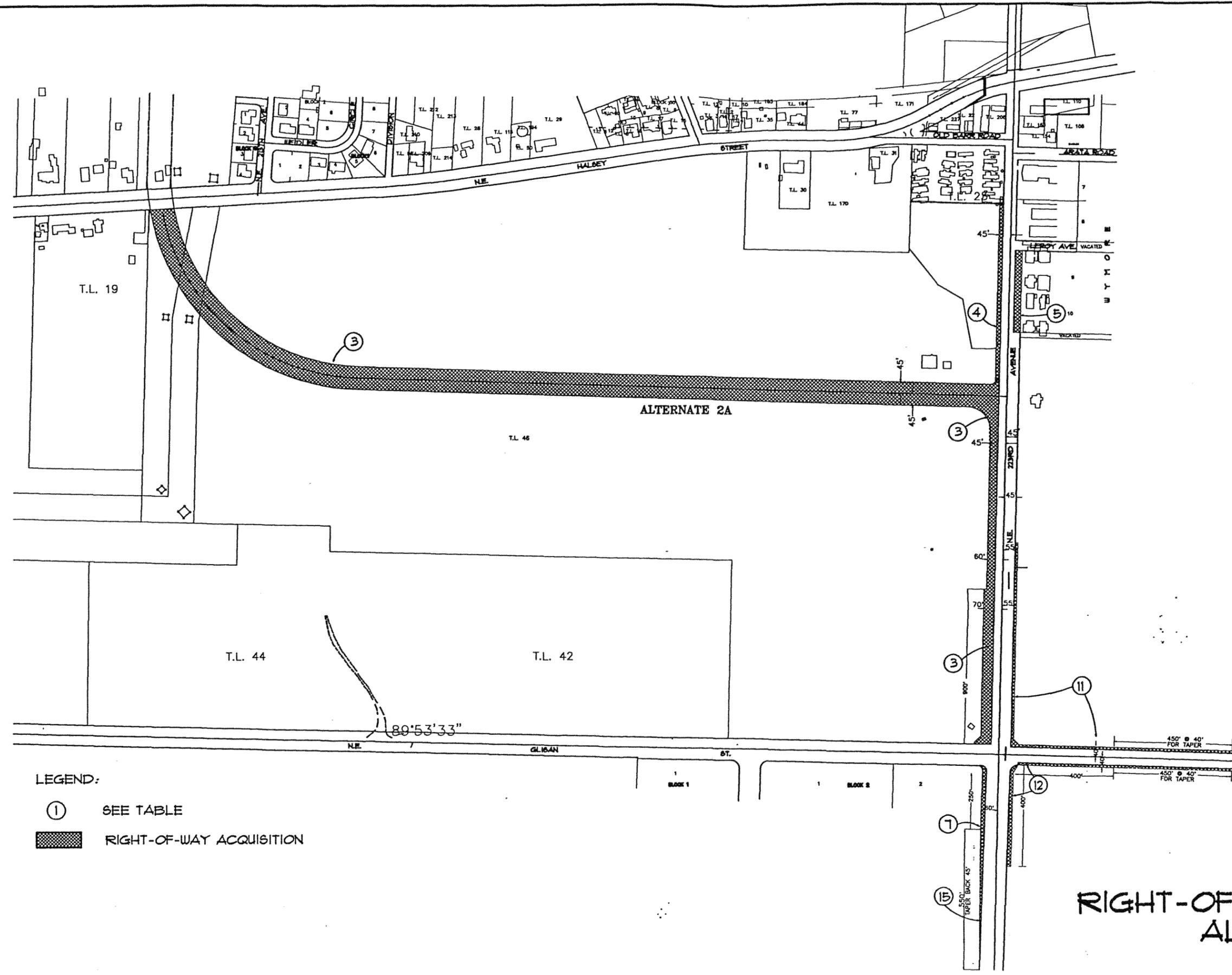
- Index No. 1 Fencing, a metal gate, and a portion of a covered horse stall would need to be acquired for the proposed right-of-way.
- Index No. 3 Due to its remaining size and shape, this undeveloped property would have diminished development potential.
- Index No. 5 Parts of the landscaping on this property, currently used as a mobile home park, would need to be removed.
- Index No. 6 All landscaping, trees, a sign, and fencing would need to be removed on this property, currently used for a mini storage business and office.
- Index No. 9 Parking area on this property, currently used for a convenience store, would need to be removed. Although the loss of parking would make this a non-conforming use, some parking would remain. It may be possible to reconfigure or restripe the parking lot to compensate for the loss of existing parking.
- Index Nos. 4, 7, 8, 10, 11, 12 Right-of-way acquisition would affect only small areas of landscaping, parking, or unimproved land.
- Index Nos. 2, 13, 14 These properties would not be affected by Alternative 1E.

Alternative 2A

- Index No. 5 Right-of-way impacts to this property would be the same as those described for Alternative 1E.



DEA
DAVID EVANS AND ASSOCIATES, INC.



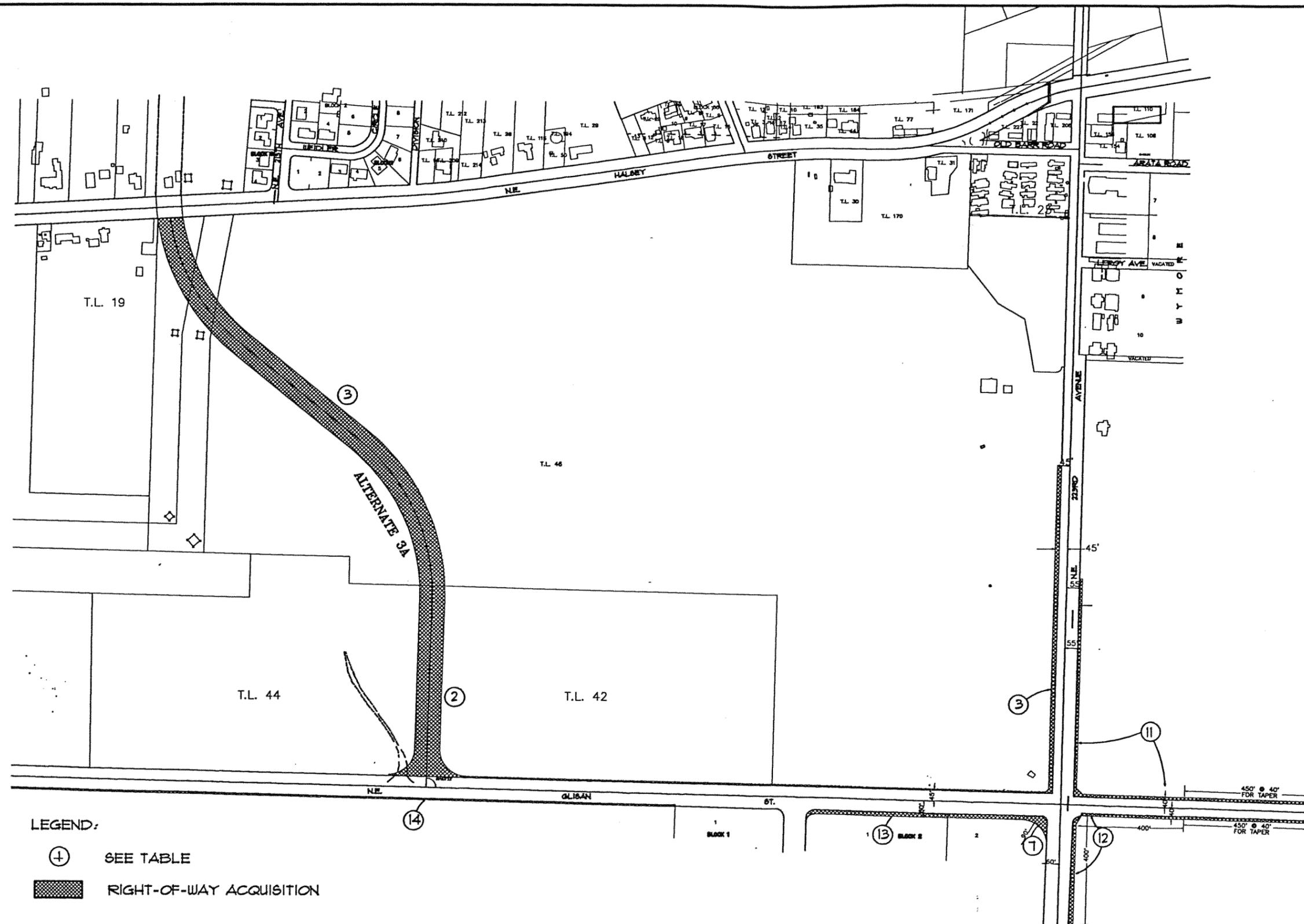
LEGEND:
① SEE TABLE
[Hatched Box] RIGHT-OF-WAY ACQUISITION

FIGURE 5-2
RIGHT-OF-WAY IMPACTS
ALTERNATIVE 2A



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LEGEND:



SEE TABLE



RIGHT-OF-WAY ACQUISITION

FIGURE 5-3
RIGHT-OF-WAY IMPACTS
ALTERNATIVE 3A

Index Nos. 3, 4, 7, 11, 12, 15 Right-of-way acquisition would affect only small areas of landscaping, parking, or unimproved land. Although a larger area is affected for the No. 3 property with Alternative 2A than with Alternative 1E, there would be no damage to the additional area.

Index Nos. 1, 2, 6, 8, 9, 10, 13, 14 These properties would not be affected by Alternative 2A.

Alternative 3A

Index No. 11 Fencing and a minimal amount of landscaping would be affected on this property, which is the location of the Multnomah Kennel Club. The large sign located on N.E. 223rd Avenue would need to be relocated.

Index No. 13 Landscaping and lawn on this property, which is the site of the Clear Creek Business Park, would need to be removed.

Index No. 14 Parts of the cyclone fencing on this property would be affected.

Index Nos. 2, 3, 7, 12 Right-of-way acquisition would affect small areas of landscaping, fencing, or unimproved land.

Index Nos. 1, 4, 5, 6, 8, 9, 10, 15 These properties would not be affected by Alternative 3A.

Mitigation Measures

Owners of affected properties will be paid fair market value for land acquired and for any damages to remaining property. For Alternative 1E, fencing, a metal gate, and a portion of the covered horse stall will need to be acquired for the proposed right-of-way.

UTILITIES

Existing Conditions

The following utilities and corresponding service providers are currently operating in or adjacent to the project area:

- **Electric Power** Portland General Electric Co. (PGE)
Pacific Power & Light Co. (PP&L)
- **Telephone** General Telephone Co. of the Northwest (GTE)
- **Cable Television** Paragon Cable TV
- **Natural Gas** Northwest Natural Gas Co. (NW Natural Gas)
- **Domestic Water** Rockwood Water District
City of Fairview
City of Gresham
- **Sanitary Sewer** City of Gresham
City of Fairview
- **Storm Sewer** Multnomah County

All existing utilities in the project area that are potentially impacted by the Build Alternatives lie within the existing roadway corridors of N.E. Halsey Street, N.E. 223rd Avenue, and N.E. Glisan Street, except for high voltage overhead transmission lines. The overhead transmission lines, which are operated by PGE and PP&L, pass through the northwest portion of the project area and cross N.E. Halsey Street just east of the proposed intersection with N.E. 207th Avenue. Beyond these roadway and overhead transmission line corridors, all three Build Alternatives would pass through undeveloped parcels of land that contain no known utilities.

Impacts

No Build Alternative

This report assumes that the No Build Alternative would not impact any of the existing utilities within the project area, except for those utilities that will be impacted by the funded and committed project discussed in Section 2. It is possible that these utilities may be abandoned, upgraded, or replaced as part of normal maintenance activities or to accommodate future urban development and road improvements. However, it is assumed for the purposes of this study that all existing utilities will adequately serve their current and near term purposes until at least the year 2015.

Build Alternatives

There are no major environmental issues associated with the potential impacts on utilities. Local jurisdictions have not identified any planned, major utility improvements that would affect or

be affected by this project. Impacts are described in terms of the need to relocate existing utilities and the cost of their relocation. Most of the expected impacts to existing utilities occur within the portion of the Build Alternatives that would widen N.E. 223rd Avenue or N.E. Glisan Street. Otherwise, the Build Alternatives pass through what is largely undeveloped property where no utility impacts are likely.

Where the alternative requires excavation of an existing roadway, any underground utility within 45 inches of the existing road grade surface is potentially vulnerable to damage. Based on existing information about the utilities present, natural gas, electricity, telephone, domestic water, and storm sewer lines would need to be relocated with each of the Build Alternatives.

All three of the Build Alternatives would avoid the existing high voltage electrical transmission towers. It was assumed that the proposed roadway alternatives could be designed to provide sufficient clearance beneath the existing transmission lines. However, most other existing overhead utilities would need to be relocated wherever the Build Alternatives widen N.E. Halsey Street, N.E. 223rd Avenue, or N.E. Glisan Street. This is because existing utility poles generally lie within the construction limits of the proposed roadways.

Relocation of both overhead and underground utilities may also require removal of existing vegetation within the roadway corridors for each proposed alternative. This could include removal of existing trees to provide required clearance for any relocated overhead facilities.

Costs for the possible relocation or replacement of existing utilities are assumed to be the responsibility of the utility provider. In those cases where the utility is located within the County right-of-way, the individual utility provider would be solely responsible for any relocation or replacement costs resulting from project construction. In cases where the utility is outside of the County right-of-way, financial responsibility would depend upon the existing utility permit language and any other existing agreements between the applicable government agency and the utility provider.

Alternative 1E

The estimated total cost for utilities relocation for this alternative is \$424,400.

Alternative 2A

This alternative would require less relocation of utilities than Alternatives 1E and 3A. The estimated total cost for utilities relocation for this alternative is \$346,350.

Alternative 3A

This alternative requires the greatest amount of utilities relocation. The estimated total cost for utilities relocation for this alternative is \$645,050.

Indirect Impacts

No indirect impacts to utilities are expected as a result of the Build Alternatives.

Mitigation Measures

Where necessary, utility lines will be re-established in right-of-way or easements negotiated for that purpose.

SECTION 6 IMPACTS ON BUSINESSES AND RESIDENTIAL AREAS

BUSINESSES

Existing Conditions

Employment and Economic Characteristics

The majority of Fairview's labor force work outside of Fairview, although there are several large employers in the general area. The largest employers include Portland Hospital Services (a laundry for hospitals), Townsend Farms (a berry farm), Hyster Company (prototype testing facility), and the Reynolds School District.

According to a 1987 report by Economic Development Services, Fairview and the surrounding area have been identified as a future growth area for retail trade, self-employment, and service industries, with retail trade continuing to provide the largest number of jobs. Agricultural jobs will continue to decline.

The majority of businesses in the project area provide services to meet the needs of Fairview and Wood Village residents. The Thriftway grocery store, a larger commercial establishment in the vicinity of the project area, also serves a local market. The Multnomah Kennel Club (in Wood Village) and Clear Creek Business Park (in Gresham) are also larger employers, but are oriented to markets of a regional scale.

According to the Economic Development Services report, the area immediately surrounding the intersection of N.E. Glisan Street and N.E. 223rd Avenue has been identified as an emerging high technology industrial area, and the Clear Creek Business Park provides the anchor for this new development. There are currently eight acres of land available for development within the Clear Creek Business Park. Fujitsu Microelectronics may also have plans to develop their property located south of N.E. Glisan Street and west of the planned Gresham Middle School site (located at the southwest corner of N.E. Glisan Street and N.E. 219th Avenue). Further development of this area for a microelectronics industry would be consistent with the concept of a high technology industrial area at this location.

Impacts

No Build Alternative

Under the No Build Alternative, traffic conditions would worsen at two intersections that provide access to existing and future local businesses: N.E. Halsey Street at N.E. 223rd Avenue, and N.E. Glisan Street at N.E. 223rd Avenue. Projected traffic volumes would exceed capacity at

these intersections. Traffic safety conflicts would also be expected to increase. This could have an adverse effect on local businesses, as some patrons would choose alternative routes to avoid congestion and delays, or avoid stopping at local businesses because of congestion and access problems.

The No Build Alternative would not result in any right-of-way acquisition. Therefore, it would not result in any direct effect on property tax revenues.

Build Alternatives

Long-Term Economic Effects. Although each Build Alternative has unique features and related impacts, there are a number of similarities among them. Impacts common to each of the alternatives are presented first, followed by a discussion of any unique impacts associated with each of the Build Alternatives.

- No businesses would be displaced due to right-of-way acquisition.
- Existing businesses, especially highway-related businesses, would be expected to benefit from improved access, visibility, and safety.

Construction Impacts to Economy. The estimated cost of construction for the three Build Alternatives ranges from \$2.6 to \$3.7 million. The actual number of jobs created in the Fairview area will vary depending on how much of the goods and services used for construction are purchased locally. Since Fairview has limited commercial and industrial facilities, construction-related purchases would probably occur throughout the Portland-Vancouver metropolitan area. Furthermore, construction-related jobs will provide short-term employment opportunities, lasting for the duration of construction activities.

Benefits to the local community would include purchases made by construction workers for food and gasoline. The businesses at the intersection of N.E. 223rd Avenue and N.E. Halsey Street would be expected to benefit indirectly from construction activities in Fairview. However, some businesses may be adversely impacted during construction. (See Section 15.)

Alternative 1E

Right-of-way acquisition for Alternative 1E would affect several improved commercial properties with frontage on the east side of N.E. 223rd Avenue. However, as noted above, the right-of-way acquisition would not result in displacements of these businesses. Effects would include loss of parts of the landscaping, signage, fencing, and parking for five businesses (Royal Mini Storage, Fairview East, Minit Mart, Village Flower Shop, and Circle S Landscape Supplies).

Properties that would lose some off-street parking due to widening along N.E. 223rd Avenue are in a City of Fairview General Commercial (C-2) district. Using the parking requirements for Commercial/General Office (Section 4.134(F)(13) of the City of Fairview Zoning Code), Minit Mart would not meet the zoning code requirements with the removal of three spaces. It may be possible to reconfigure or restripe the parking lot to compensate for the loss of existing parking spaces.

Undeveloped, commercially-zoned property east of the N.E. Sixth Street extension and west of N.E. 223rd Avenue would benefit from increased visibility at the new intersection and potential access from the new road. Right-of-way acquisition would reduce the length of this property's N.E. 223rd Avenue frontage.

Although some traffic would bypass the intersection of N.E. 223rd Avenue and N.E. Halsey Street, traffic volumes are still projected to increase over No Build conditions. Therefore, an adverse effect to highway-related businesses is not expected.

Collectively, the area to be acquired currently contributes approximately \$9,600 in property tax revenues.

Alternative 2A

Alternative 2A would have less of an effect on commercial properties than Alternative 1E since it would not require acquisition of commercial properties north of W. Arata Road, nor affect their limited parking areas. Although Alternative 2A also provides an east-west alignment, visibility and access would not be increased for undeveloped commercial properties south of the mobile home park on Old Barr Road and N.E. 223rd Avenue, unlike Alternative 1E.

Alternative 2A would create a new intersection with N.E. 223rd Avenue, thereby providing more direct access between I-84 and the Multnomah Kennel Club. Therefore, this alternative would provide a benefit to this business by improving access and visibility.

Collectively, the area to be acquired currently contributes approximately \$9,800 in property tax revenues.

Alternative 3A

With Alternative 3A, right-of-way acquisition from improved commercial properties would be more limited than with the other Build Alternatives. Only the Multnomah Kennel Club and Clear Creek Business Park properties would be affected.

Travelers to and from the new I-84 freeway interchange would bypass the commercial center at the N.E. Halsey Street and N.E. 223rd Avenue intersection. Traffic volumes on N.E. Halsey

Street and N.E. 223rd Avenue would be less with Alternative 3A than with No Build Alternative. Therefore, there may be some adverse effect on this center. This effect is not anticipated to be significant since most of these businesses serve the local community (i.e., the majority of them are not highway-related).

Of the three Build Alternatives, Alternative 3A would provide the most direct access and visibility to the emerging high technology industrial area at N.E. Glisan Street and N.E. 223rd Avenue.

Collectively, the area to be acquired currently contributes approximately \$7,600 in property tax revenues.

Indirect Impacts

As noted above, employment opportunities in the retail trade and service industries are expected to grow in Fairview and other parts of East Multnomah County. The No Build Alternative (which includes the construction of the I-84/207th Avenue interchange and of N.E. 207th Avenue north of N.E. Halsey Street) will provide improved access to the regional and local roadway system. This could indirectly accelerate the rate of employment (and population) growth expected to occur in East Multnomah County depending on economic trends, available services, and other factors.

Any of the Build Alternatives would also be expected to accelerate the rate of urban growth in and around the project area. In addition, even though the project area is already designated for future development with industrial, commercial, and residential uses, each Build Alternative could influence where business or service commercial establishments are placed (i.e., more concentrated along the alternative's route, or at intersections where levels of service are improved by the project).

During construction, local businesses would benefit indirectly from the project through goods and services purchased by construction workers.

Mitigation Measures

No mitigation other than those measures identified for right-of-way impacts are required.

RESIDENTIAL AREAS

Existing Conditions

Population and Housing Characteristics

The 1990 Census estimated the City of Fairview's population to be 2,391, or 0.4 percent of the Multnomah County's population of 583,887. According to the Economic Development Services report, a large portion of the future growth in the County is expected to occur in East Multnomah County through 2005.

The City of Fairview planning area had a 1.3 percent annual growth rate in population between 1980 and 1987 (including annexations). From 1980 to 1985, Multnomah County had a slightly higher annual growth rate of 1.7 percent.

According to Fairview's Final Local Review Order, all buildable residential lands are planned for low or medium density development. The City has designated 271 acres of buildable vacant and agricultural land for low density residential and 222 acres have been designated medium density residential. Rezoning of the residential areas close to the new N.E. 207th Avenue interchange from low density to medium density residential is anticipated.

Residential Areas

Low and medium density residential uses are adjacent to portions of N.E. Halsey Street and N.E. 223rd Avenue. The medium density uses in this area include two mobile home parks. Residential developments in the vicinity of the project area comprise cohesive, well-defined neighborhoods. The commercial zone at the intersection of N.E. Halsey Street and N.E. 223rd Avenue includes several non-conforming residential uses (i.e., they are not consistent with the current zoning ordinance).

Impacts

No Build Alternative

Under the No Build Alternative there would be no acquisition of right-of-way, and existing residences and businesses would be expected to continue at their current locations. Existing residential neighborhoods and commercial areas would also be expected to remain as cohesive units. There are no other known projects that would divide or alter the character of existing developments. Traffic volumes and traffic-related noise along the edges of the existing neighborhoods would increase with or without a Build Alternative.

Build Alternatives

Each Build Alternative requires the acquisition of small amounts of right-of-way from residential properties. There would be no residential displacements due to right-of-way acquisition, nor would the character of established residential areas change. The Build Alternatives would not divide or isolate existing neighborhoods. Traffic flow patterns would be altered, as would traffic-related noise levels. (See Sections 12 and 14 regarding traffic and noise impacts.)

Alternative 1E

Two residential properties would be affected but not displaced by right-of-way acquisition. A portion of a covered horse stall (associated with a residence) west of the extension of N.E. 207th Avenue and on the south side of N.E. Halsey Street would need to be acquired for the new right-of-way. The residence on this property would not be affected by right-of-way acquisition, since the effect would be a minor widening of an existing road.

The front yard of the Poplar Mobile Manor on N.E. 223rd Avenue includes a lawn, fence, hedge, and large deciduous and evergreen trees which currently buffer residents from traffic on N.E. 223rd Avenue. The lawn and a majority of the deciduous trees would be removed and acquired for right-of-way. The removal of these buffers could result in adverse effects to residents in units adjacent to N.E. 223rd Avenue. Adverse effects would include exposure to increased traffic-related noise, closer proximity to traffic, and reduced privacy.

As N.E. Halsey Street would no longer function as a through street between N.E. 207th Avenue and N.E. 223rd Avenue, traffic volumes on N.E. Halsey Street east of N.E. 207th Avenue would be reduced, with the majority of traffic shifting to the new east-west roadway. The section of N.E. Halsey Street east of N.E. Sixth Street would function as a residential collector. Therefore, reduced traffic volumes and noise levels would provide a benefit for residents on N.E. Halsey Street, and the residential character of the area north of N.E. Halsey Street would be preserved and strengthened.

Alternative 2A

Similar to Alternative 1E, right-of-way widening on N.E. 223rd Avenue would remove landscaping in the front yard of the Poplar Mobile Manor, which could have an adverse effect on residents closest to N.E. 223rd Avenue.

Alternative 3A

There would be no right-of-way acquisition from improved residential properties and no direct effects to the residential neighborhood north of N.E. Halsey Street with Alternative 3A.

Immediately north of N.E. Glisan Street, Alternative 3A would create a buffer between residentially-zoned areas to the west and industrially-zoned areas to the east.

Indirect Impacts

As noted earlier, population (and employment) are projected to increase in Fairview and East Multnomah County. Although this growth is projected, improved access and decreased travel times associated with the Build Alternatives may enable development within the project area and in its vicinity to occur more rapidly than with the No Build Alternative. It is also noted that the I-84/207th Avenue interchange project, which will occur under either the No Build or any of the Build Alternatives, could contribute to a faster rate of growth in East Multnomah County since it would provide access to a regional transportation facility.

Mitigation Measures

No mitigation measures are required.

SECTION 7
LAND USE, COMPREHENSIVE PLAN, AND ZONING;
CONSISTENCY WITH LOCAL AND REGIONAL PLANS,
STATEWIDE PLANNING GOALS,
AND FARMLAND PROTECTION POLICY ACT

LAND USE, COMPREHENSIVE PLAN, AND ZONING

Existing Conditions

General Setting

The project area lies entirely within the City of Fairview city limits and the Portland metropolitan area UGB. The cities of Gresham and Wood Village abut the project area on the southern and eastern borders, respectively (see Figure 1-1). The project area is relatively flat, with mostly undeveloped forest land and agriculture uses. It includes the largest undeveloped area in Fairview. A portion of Fairview Creek and associated wetlands and flood plain are also located within the project area.

The original subdivision plat for Fairview (the town center) is north of the project area and is characterized by single-family residences in a grid pattern street system. Fairview's City Hall, Police Department, Post Office, and Elementary School are located in the town center.

Existing Land Uses, Comprehensive Plan, and Zoning Designations

As shown in Figure 7-1, the primary land use categories present within the project area include: undeveloped, commercial, residential, and agricultural. These land uses are described below, along with the applicable Comprehensive Plan and zoning designations. (See Figures 7-2 and 7-3.)

Undeveloped. Much of the project area is unimproved forest and agricultural land characterized by deciduous trees, open fields, wetlands, and riparian vegetation associated with Fairview Creek. A large portion of this undeveloped land (approximately 136 acres) is within an industrial district between N.E. Halsey Street and N.E. Glisan Street, west of N.E. 223rd Avenue. This area is designated General Industrial on the Fairview Comprehensive Plan and zoned General Manufacturing (M-2). The balance of the undeveloped area is planned for Low Density and Medium Density Residential uses on Fairview's Comprehensive Plan. These areas correspond to Single-Family Residential (R-10) and Apartment Residential (A-2) zoning, respectively.

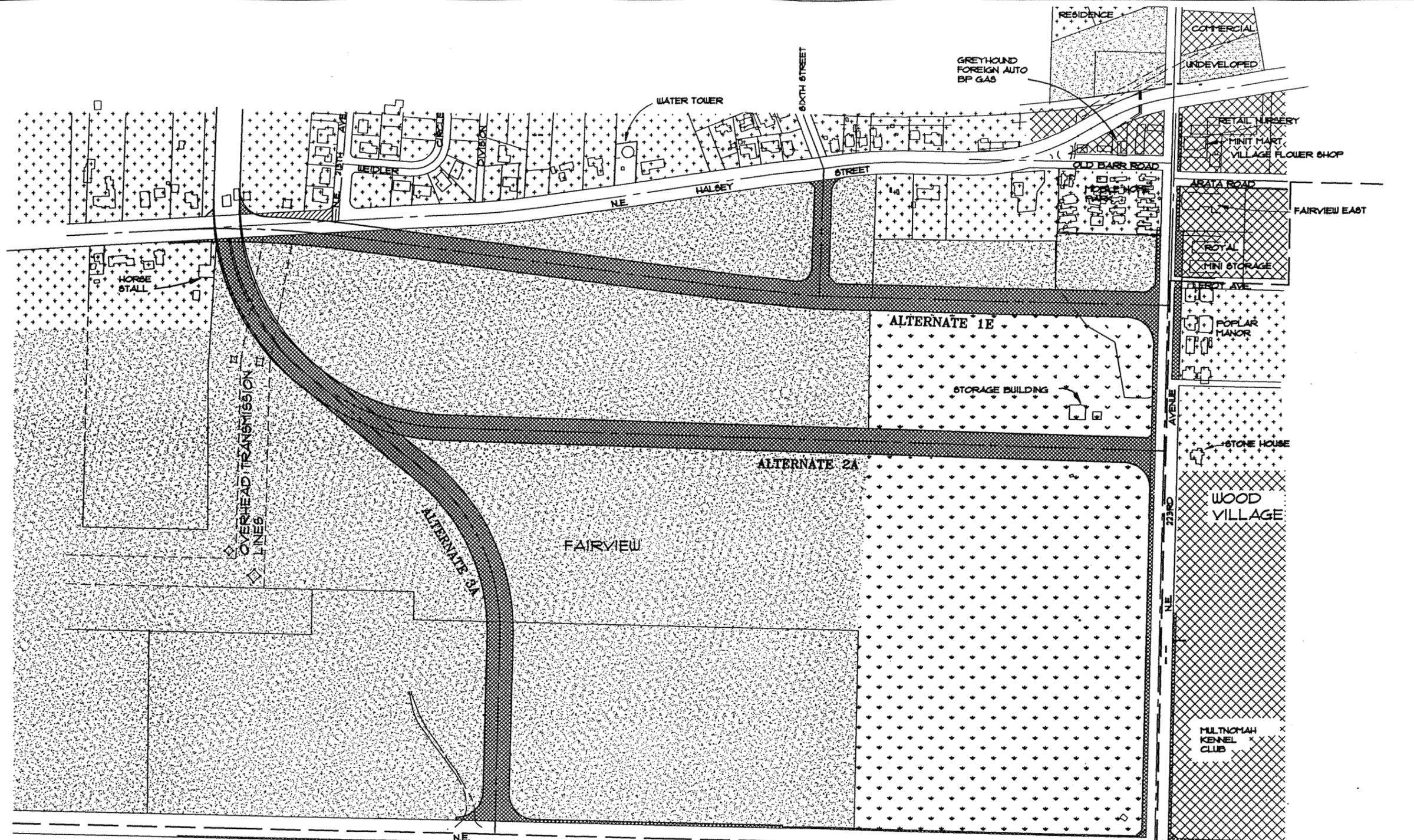
Commercial. A local commercial district is located at the intersection of N.E. Halsey Street and N.E. Old Barr Road with N.E. 223rd Avenue. These uses are designated Commercial on the Comprehensive Plan and zoned General Commercial (C-2). Commercial uses west of N.E. 223rd Avenue include: the Kritter Hut (pet grooming), Fairview Laundromat, Foreign Auto Repair, and a BP Gas Station. One commercial building is currently vacant.

Other commercial uses at or near this intersection include Circle S Landscape Supplies (a retail nursery), Minit Mart (a convenience market), Village Flower Shop, Fairview East (which includes a variety of professional services), and Royal Mini Storage. A Thriftway supermarket is located east of this intersection on N.E. Halsey Street and is the largest commercial business in this area. The Country Inn Restaurant is located on N.E. 223rd Avenue north of the intersection. These are locally-oriented businesses which primarily serve the needs of Fairview and Wood Village residents. This commercial district includes several non-conforming residential land uses.

The Clear Creek Business Park is located on a 12-acre site near the southwest corner of N.E. Glisan Street and N.E. 223rd Avenue, within the Gresham city limits. The site is designated Business Park (BP) on the Gresham Comprehensive Plan and Zoning map. Current use of Clear Creek is approximately 25 percent office use and 75 percent light industrial, warehouse, and wholesale operations on a four-acre parcel. Approximately eight acres are available for development. West of the Clear Creek Business Park, on the southwest corner of N.E. 219th Avenue and N.E. Glisan Street, a 20-acre parcel (also zoned BP) is the site of a new middle school for the Gresham School District, which is currently under construction and scheduled to be completed by Fall 1993.

The Multnomah Kennel Club Race Track, a greyhound racing track with a grandstand and clubhouse, is located on the northeast corner of N.E. 223rd Avenue and N.E. Glisan Street within the City of Wood Village. The Wood Village zoning map designates this property as Light Manufacturing (M-3) with a Community Service (CS) overlay. Peak weekday attendance at the Multnomah Kennel Club is approximately 5,000 persons, and peak weekend attendance increases to approximately 7,000 persons. The primary entrance to the Multnomah Kennel Club is on N.E. 223rd Avenue. A secondary entrance is located on N.E. Glisan Street. The Multnomah Kennel Club has also added a nine-hole golf course and driving range to this site. A flea market is held in the parking lot every weekend.

Residential. Residential uses are located primarily north of N.E. Halsey Street. This area is designated as Low Density Residential on the City of Fairview Comprehensive Plan and zoned Single Family Residential (R-10). There is also a Medium Density Residential area, zoned A-2, within the Fairview town center. Other areas of residential uses are located south of N.E. Halsey Street west of the proposed N.E. 207th Avenue extension (this area is designated as Medium Density Residential and zoned A-2), and at the corner of N.E. Halsey Street/Old Barr Road and N.E. 223rd Avenue. Residential uses in this latter location are considered to be non-conforming since the area is zoned as General Commercial (C-2).



LEGEND:

-  RESIDENTIAL
-  COMMERCIAL
-  AGRICULTURE
-  UNDEVELOPED
-  PUBLIC
-  RIGHT-OF-WAY ACQUISITION
-  RIGHT-OF-WAY TO BE VACATED

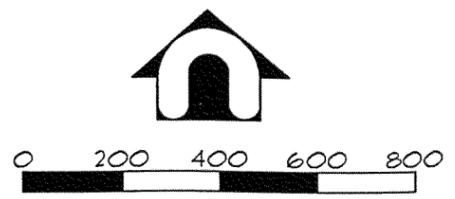
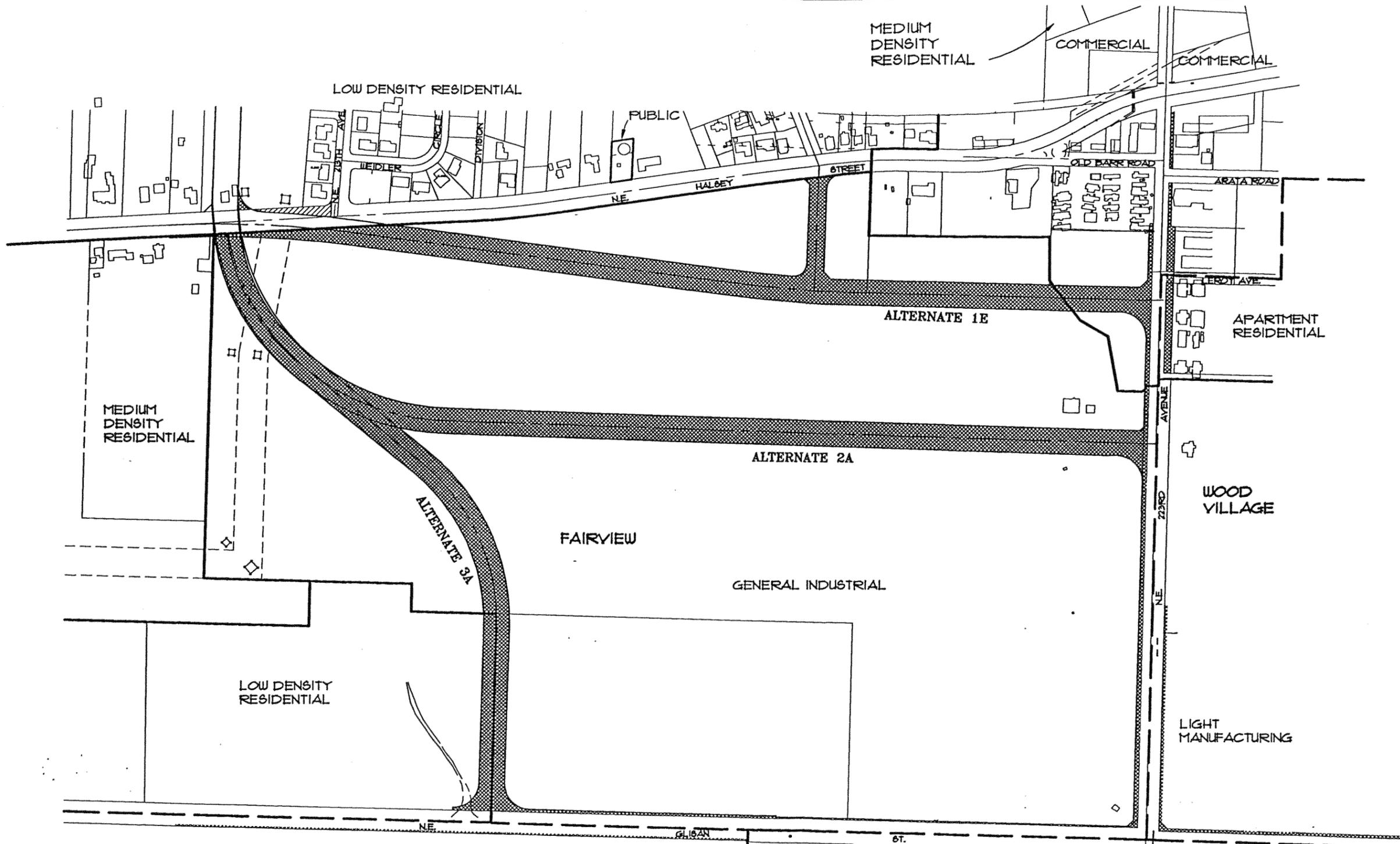


FIGURE 7-1
EXISTING LAND USES
6-12-92



LEGEND:

- CITY LIMITS (AND PLAN DISTRICT BOUNDARY)
- PLAN DISTRICT BOUNDARY
- ▨ RIGHT-OF-WAY ACQUISITION
- ▩ RIGHT-OF-WAY TO BE VACATED

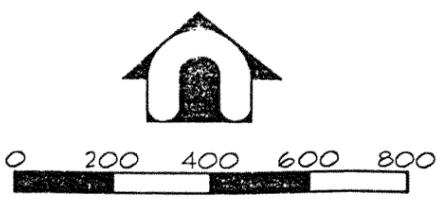
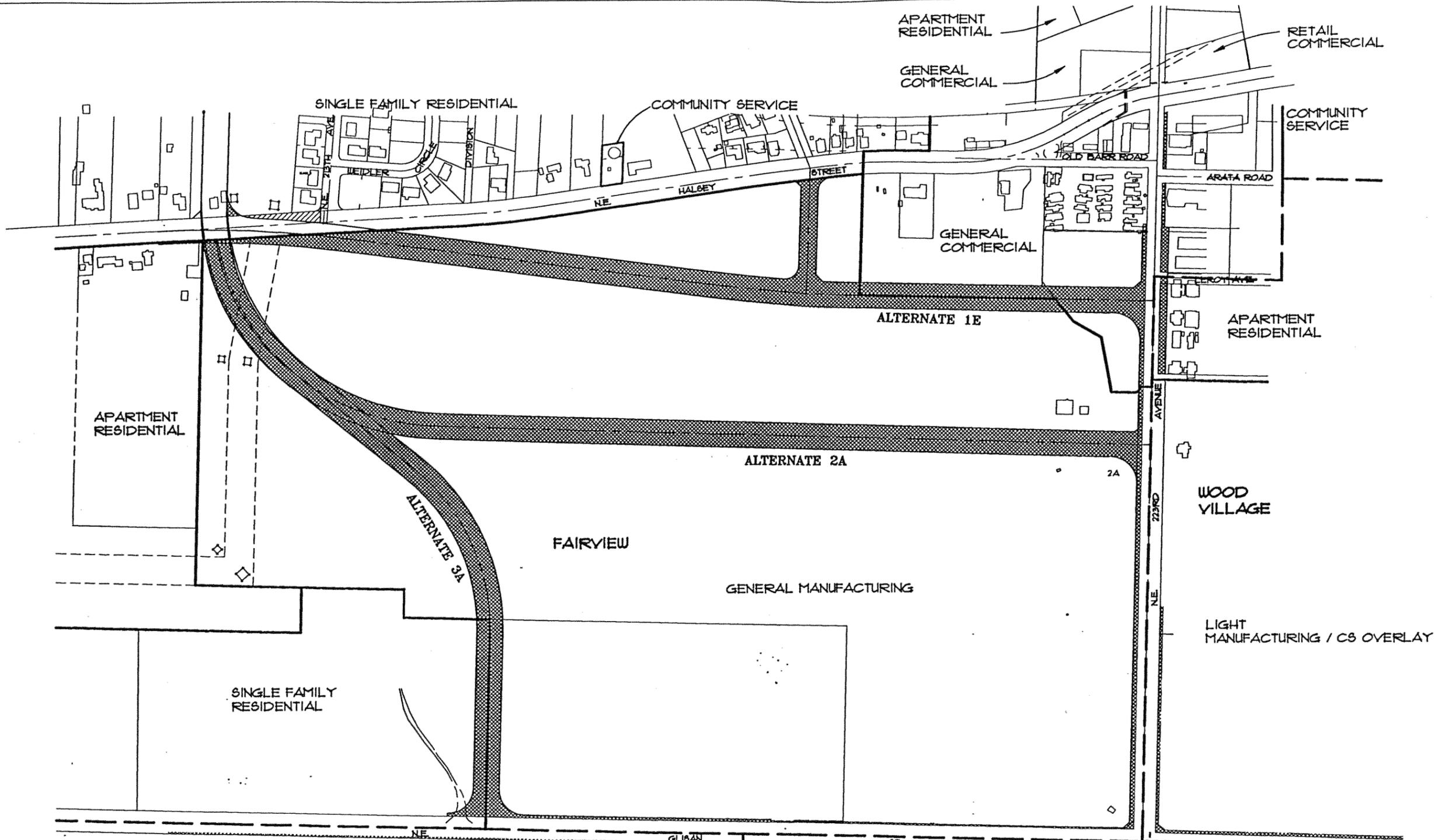


FIGURE T-2
EXISTING COMPREHENSIVE
PLAN DESIGNATIONS
6-12-92



LEGEND:

- CITY LIMITS (AND ZONING BOUNDARY)
- ZONING BOUNDARY
- ▨ RIGHT-OF-WAY ACQUISITION
- ▩ RIGHT-OF-WAY TO BE VACATED

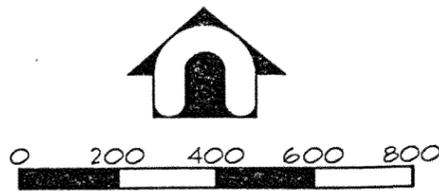


FIGURE 7-3
EXISTING ZONING
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The Poplar Mobile Manor, a mobile home park, is located within the City of Wood Village on the east side of N.E. 223rd Avenue. This site is designated Residential on the Wood Village Comprehensive Plan and zoned Apartment Residential (A-2).

Agricultural. Much of the area south of N.E. Halsey Street, west of N.E. 223rd Avenue, and north of N.E. Glisan Street is currently in agricultural use (seasonal row crops). A storage building used for farm implements is located west of N.E. 223rd Avenue and was probably associated with a residence formerly on the site. A small farm stand is located at the northwestern corner of the intersection at N.E. Glisan Street and N.E. 223rd Avenue. This area is inside the UGB and designated General Industrial on the Comprehensive Plan and zoned for General Manufacturing (M-2). Agricultural uses are not permitted in the M-2 zone according to the Fairview Zoning Ordinance. Therefore, the current agricultural use of this area is not consistent with the Comprehensive Plan and Zoning Ordinance and is not protected as a Goal 3 (Agricultural Lands) resource.

Impacts

No Build Alternative

Under the No Build Alternative, existing land uses would not be impacted. Future development in the project area is presumed to be consistent with existing Comprehensive Plan and zoning designations. The rate of development in the project area and vicinity would be expected to be slower with the No Build Alternative than with any of the Build Alternatives. However, the I-84/207th Avenue interchange will facilitate regional growth in East Multnomah County with or without the Build Alternatives. Projected population and employment growth is addressed in Section 6.

Build Alternatives

As shown on Figure 7-1, all three Build Alternatives would traverse the undeveloped area designated for future industrial development. In addition, Alternatives 1E and 2A would traverse the agricultural area designated for future industrial use, and Alternative 3A would border undeveloped land designated for future residential development.

Right-of-way acquisition would affect properties designated for residential, commercial, and industrial uses, but would not alter the uses of, or access to, these properties (see right-of-way discussion in Section 5). Traffic circulation effects of this project on land uses are discussed in Section 12. Overall, impacts to existing businesses and residential areas are considered minor. Table 7-1 presents a summary of the impacts on planned land uses (based on zoning) for each of the Build Alternatives.

TABLE 7-1

SUMMARY OF IMPACTS ON PLANNED LAND USES (ZONING) ¹

ALTERNATIVE 1E			
Zoning	Acres		Total
	Developed	Undeveloped	
Residential	0.22	0.00	0.22
Commercial & Business Park	0.54	1.11	1.65
Manufacturing ²	0.20	6.56	6.76
TOTAL	0.96	7.67	8.63

ALTERNATIVE 2A			
Zoning	Acres		Total
	Developed	Undeveloped	
Residential	0.20	0.00	0.20
Commercial & Business Park	0.29	1.11	1.40
Manufacturing ²	0.20	7.85	8.05
TOTAL	0.69	8.96	9.65

ALTERNATIVE 3A			
Zoning	Acres		Total
	Developed	Undeveloped	
Residential	0.00	0.78	0.78
Commercial & Business Park	0.46	0.12	0.58
Manufacturing/Industrial ²	0.38	5.80	6.18
TOTAL	0.84	6.70	7.54

¹ This table addresses Build Alternatives only; there would be no right-of-way acquisition with the No Build Alternative.

² Includes Multnomah Kennel Club property, which is zoned for Light Manufacturing with a Community Service overlay.

According to Fairview's Final Local Review Order, the updated inventory of developable lands excludes 33 acres for the proposed I-84 interchange and the 207th Avenue Connector. Therefore, the City's inventory of developable lands would not be affected by right-of-way acquisition associated with the three Build Alternatives.

All three Build Alternatives would affect natural resources (Fairview Creek, riparian vegetation, deciduous trees, and wetlands). The level of this impact is addressed in Section 8. As noted above, the project area is designated for industrial and residential uses in Fairview's Comprehensive Plan, and is included in Fairview's future service area plans.

Construction impacts on the various land uses would be similar for each of the Build Alternatives. These impacts are discussed in Section 15.

Alternative 1E

Alternative 1E would create a 12-acre remnant parcel (from the existing 136-acre parcel) on the north side of the new right-of-way. Fairview's Zoning Ordinance requires a 50-foot setback for uses in the M-2 district that abut a residential zone. This parcel would abut a residential zone on the north side, thereby reducing the buildable area to approximately 10 acres.

A second industrial remnant parcel (approximately 1.5 acres) would be created on the east side of the N.E. Sixth Street extension. The balance of the area east of the N.E. Sixth Street extension and north of the 207th Avenue Connector is zoned for General Commercial use. Therefore, there is potential for this area to be rezoned for commercial use consistent with adjoining uses.

Near its intersection with N.E. 223rd Avenue, Alternative 1E would cross the General Commercial district, forming a 3.9-acre commercial area north of the new roadway and a 0.9-acre remnant commercial area south of the roadway.

Of all of the Build Alternatives, Alternative 1E is most consistent with the City's vision to see the project area develop as a unit. Although Alternative 1E creates two small remnant parcels, it also leaves the majority of the site available for a comprehensive development plan. It does not, however, provide internal access to the majority of the project area.

Alternative 1E could displace approximately two acres of agricultural use at the northern perimeter of the agricultural area (depending on the status of the farm operation at the time of acquisition).

Alternative 2A

Unlike Alternatives 1E and 3A, which would essentially provide peripheral access to the project area, Alternative 2A would divide the industrially zoned property south of N.E. Halsey Street and provide a centrally located arterial that could provide access to the industrial development planned for the area. It would not create remnant parcels.

Like Alternative 1E, Alternative 2A could displace approximately two acres of agricultural uses (depending on the status of the farm operation at the time of acquisition). Assuming the farm is still in operation, it would be divided by the new road.

Alternative 3A

Similar to Alternative 1E, Alternative 3A would create a 12-acre remnant parcel (assuming no development is permitted in the PP&L utility easement and a 50-foot setback from a residential zone). This parcel would also have a triangular configuration, but would have a greater lot depth than the remnant created by Alternative 1E. An arterial in this location could provide access to both the industrial and residential developments planned for the project area.

Indirect Impacts

Indirect land use impacts are caused by the project. These impacts would occur later in time and/or be farther removed in distance, but are still reasonably foreseeable. ODOT's *I-84 FEIS* addressed secondary and cumulative impacts for the larger project area (see Section 16).

Induced growth includes new development associated with improved access and travel conditions provided by the I-84/207th Avenue interchange (to occur with or without the project) and any of the Build Alternatives. Although the amount of growth is not expected to change because of these projects, the rate could be more accelerated with them than without them.

In addition, altering the visibility of properties and the access patterns in the project area and vicinity could result in pressures to rezone certain areas from residential or industrial to commercial. The City of Fairview's Final Local Review Order identified a relatively large inventory of vacant lands designated for residential and industrial uses (approximately 500 acres of each) and a small amount of vacant land designated for commercial use (26 acres). In general, pressures for commercial development under existing zoning or commercial rezoning could be expected at any newly created intersections on N.E. Halsey Street, N.E. 223rd Avenue, or N.E. Glisan Street.

For Alternatives 2A and 3A, no access points have been identified along the new alignment. Alternative 1A identifies only one intersection at Sixth Street. However, as development occurs, some access points will be created. Therefore, all of the Build Alternatives would provide some

degree of internal access within the large, undeveloped parcel south of N.E. Halsey Street, west of N.E. 223rd Avenue, and north of N.E. Glisan Street and, thus, would make this parcel more attractive for future industrial development for each Build Alternative.

Although no development is planned for the project area at this time, Fairview may require a comprehensive development plan for the larger undeveloped parcels in the project area to maximize development potential and ensure the orderly provision of services. Extensions of the city's water and sewer systems would be needed to serve future development in the project area. The area between N.E. Halsey and N.E. Glisan Streets is not currently served by water or sewer, but is included in Fairview's future service area plans. Therefore, until services are extended, new development within the project area would likely occur along the periphery of these properties (i.e., along N.E. Halsey Street, N.E. Glisan Street, and N.E. 223rd Avenue) where access is readily available, and would displace agricultural and undeveloped land in these locations.

New commercial development or redevelopment at N.E. 223rd Avenue and N.E. Halsey Street could be expected with all of the alternatives (Build and No Build), although greater pressure would be expected with the No Build Alternative and Alternative 1E. Since this area is part of a larger commercial district, strip commercial development would not be expected, although properties adjacent to the arterial system may develop first. Additional commercial development could be expected south of N.E. Old Barr Road and west of N.E. 223rd Avenue with Alternative 1E because of increased access and visibility for this area. New commercial development could encourage the removal of existing non-conforming residential uses in this area. All of the alternatives could add pressure to develop commercial uses at the corner of N.E. 223rd Avenue and N.E. Glisan Street.

The City of Fairview's Final Local Review Order has forecast increased development pressures along N.E. Halsey and N.E. Glisan Streets and along Sandy Boulevard including higher densities of residential, commercial, and industrial development. Industrial uses are anticipated to develop to the north along N.E. 223rd Avenue. Improved access and connections with I-84 would likely accelerate development rates with all of the alternatives, including the No Build Alternative.

With Alternative 2A there could be pressure to rezone a relatively small portion of the existing industrial area along N.E. 223rd Avenue to a commercial zone in order to provide highway-related uses at this intersection.

Improved regional and East Multnomah County access and connections to I-84 with all of the alternatives (Build and No Build) could also create additional residential and commercial growth pressures in Gresham and Wood Village. Development of the vacant eight-acre parcel at Clear Creek Business Park could be expected with improved access to I-84 (the No Build Alternative), and any of the Build Alternatives. The rate of growth would depend on the amount of developable land, existing vacancy rates, and regional economic trends.

Mitigation Measures

Measures to reduce impacts associated with right-of-way acquisition, traffic noise, and construction activities are addressed in the relevant sections of this document.

CONSISTENCY WITH LOCAL AND REGIONAL PLANS

Oregon's Statewide Planning Goals are implemented through local comprehensive plans and related ordinances. The Land Conservation and Development Commission (LCDC) reviews the local plans to ensure consistency with the goals. When LCDC accepts the plans as consistent with the goals, the plan is "acknowledged." The Fairview Comprehensive Plan was acknowledged on July 10, 1980. Fairview is nearly finished with the mandatory update of the Comprehensive Plan, called the "periodic review" process. The 207th Avenue Connector is addressed in Fairview's Final Local Review Order (adopted by the City on July 18, 1990).

In 1979, the Fairview Comprehensive Plan included the following statement:

"The entire [planning] area is experiencing serious traffic problems due to the lack of adequate north-south arterials with access to Interstate 80 [sic] and conflicts between local and intra-state traffic movement patterns."

In 1990, the Final Local Review Order restated policy 6 of the Comprehensive Plan to demonstrate coordination with ODOT for proposed highway improvements:

"Fairview will continuously participate in transportation and circulation systems planning for the East Multnomah County area, and seek to maintain a transportation and circulation system functional for both local and area-wide transportation requirements."

Additionally, the Final Local Review Order specifically excludes 33 acres from its inventory of developable lands for the proposed I-84 interchange and north-south collector. Therefore, Fairview's comprehensive planning process incorporates this project.

The project is identified in the Multnomah County Five-Year 1990-1994 Transportation Capital Improvement Program, and the Multnomah County Master Transportation Plan, Phase 1. Planning for the regional transportation system in East Multnomah County is conducted by Multnomah County in cooperation with the East Multnomah County Transportation Committee (EMCTC), which consists of representatives of Multnomah County and the cities of Fairview, Gresham, Troutdale, and Wood Village. Through its participation in the EMCTC, Fairview has acknowledged the County Five-Year Capital Improvement Program and the Master Transportation Plan, and thus the 207th Avenue Connector project.

The City of Fairview does not have a transportation master plan or element as part of its Comprehensive Plan since all of its streets are within the jurisdiction of the County or State of Oregon. Fairview's City Council will, however, participate in the alignment selection process by recommending a preferred alternative.

The Metropolitan Service District's (Metro) Regional Transportation Plan (RTP; 1992 revision of the 1988 update) recommends, in addition to other I-84 improvements, construction of ". . . a new interchange in the vicinity of 207th," in order to improve connectivity and access in East Multnomah County. Further, the RTP recommends ". . . constructing all or part of a new N.E. 207th Avenue arterial between Sandy Boulevard and Glisan" as a 10-year priority project.

The No Build Alternative would not be consistent with the City or County Comprehensive Plan. Under the alternative, projected traffic volumes would exceed the existing capacity of several key intersections in the project area. The No Build Alternative would not meet applicable county, state, and AASHTO design standards and would not contribute to better circulation in the area.

CONSISTENCY WITH STATEWIDE PLANNING GOALS

As detailed in the Land Use technical report (see Section 21), the proposed project is consistent with each goal identified in the City of Fairview's acknowledged Comprehensive Plan. The acknowledgement process certifies that the Comprehensive Plan is consistent with the Statewide Planning Goals.

TRANSPORTATION PLANNING RULE AND OREGON TRANSPORTATION PLAN

According to Oregon's Transportation Planning Rule (Oregon Administrative Rule (OAR) 660-12), the 207th Avenue Connector is a committed transportation facility because it is consistent with an acknowledged comprehensive plan and has approved funding. Alternative transportation modes (pedestrian and bicycle) are accommodated by the proposed project. This is consistent with the purpose of the rule, which is to reduce reliance on the automobile.

Similarly, the incorporation of bicycle and pedestrian facilities into the 207th Avenue Connector is consistent with the policies and action plans of the Oregon Transportation Plan associated with a balanced transportation system (Action IA.1: "Design systems and facilities that accommodate multiple modes within corridors . . .") and an accessible system (Action IC.4: "Develop public transit, bicycle and pedestrian systems in urban and rural areas."). Moreover, the 207th Avenue Connector satisfies Action IE.1 of the Connectivity Among Plans policy ("Identify a multimodal network of facilities to meet requirements for the movement of people, goods, and services throughout Oregon and develop a plan to implement that system."). Finally, one of the foremost principles of the Oregon Transportation Plan is to preserve the existing infrastructure by further

developing local circulation systems, which would be accomplished by the 207th Avenue Connector, particularly in reducing traffic demand at the I-84/238th Avenue interchange.

FARMLAND PROTECTION POLICY ACT

The project area is within the UGB for the Portland metropolitan area and, therefore, is not subject to review under the Farmland Protection Policy Act.

SECTION 8
IMPACT ON RIVERS, STREAMS, AND FLOOD PLAINS;
GROUNDWATER; WATER QUALITY; WETLANDS; AND NATURAL
RESOURCES AND THREATENED AND ENDANGERED SPECIES

RIVERS, STREAMS, AND FLOOD PLAINS

Existing Conditions

Hydrologic and Hydraulic Conditions

The project area is within the Fairview Creek Drainage Basin, which encompasses an area of approximately five square miles (see Figure 8-1). Fairview Creek is the major watercourse within the basin, beginning in the City of Gresham near Grants Butte. It meanders through Gresham, enters the City of Fairview near N.E. Glisan Street, and ultimately flows into Fairview Lake and the Columbia Slough. One major unnamed tributary joins the creek between I-84 and Fairview Lake. A portion of Fairview Creek lies within the immediate study area for this project.

A number of studies have addressed the hydrologic and hydraulic characteristics of Fairview Creek's drainage basin, including the *1991 Federal Emergency Management Agency (FEMA) Flood Insurance Study for the City of Fairview* (FEMA, 1991), the *1988 Fairview Creek Drainage Master Plan for the City of Gresham* (Kramer, Chin & Mayo, Inc., 1988), and the *1986 Drainage Master Plan for the City of Fairview* (CH2M Hill, 1986). These studies provide information on the existing and extreme hydrologic and hydraulic conditions within the Fairview Creek drainage basin, and make recommendations for system improvements to address stormwater and flooding concerns. Recommended system improvements in the cities of Fairview and Gresham include such measures as pipe replacement, parallel piping, additional storm drains, and detention basins. In the vicinity of the study area for this EA, the City of Fairview and City of Gresham studies recommend a detention basin at the gravel pit north of N.E. Glisan Street to improve existing stormwater control and flooding conditions.

The estimated existing (1988) flow rates for Fairview Creek range from 490 cubic feet per second (cfs) at the mouth of the creek to 200 cfs at the light rail crossing. Under extreme conditions (future land uses without restrictions) the flow rates would range from 900 cfs to 410 cfs at the same locations (Kramer, Chin & Mayo, Inc., 1988). A regional detention facility is recommended in the drainage plans for the cities of Gresham and Fairview. It is estimated that this facility would reduce extreme flow rates by 330 cfs. This facility has not yet been constructed.

Flood Plain Characteristics

Flood plain analyses associated with the existing and extreme flow rates in Fairview Creek have also been performed. Flood elevations would increase due to development. Results of the analyses are shown on Figure 8-2.

No flood plain analysis has been conducted with the recommended detention facility, since it is only conceptual in the city master plans. Once the facility has been constructed and put into operation, however, the flood plain elevations below the detention facility will be a function of the operation and storage capacity of the detention facility.

Impacts

No Build Alternative

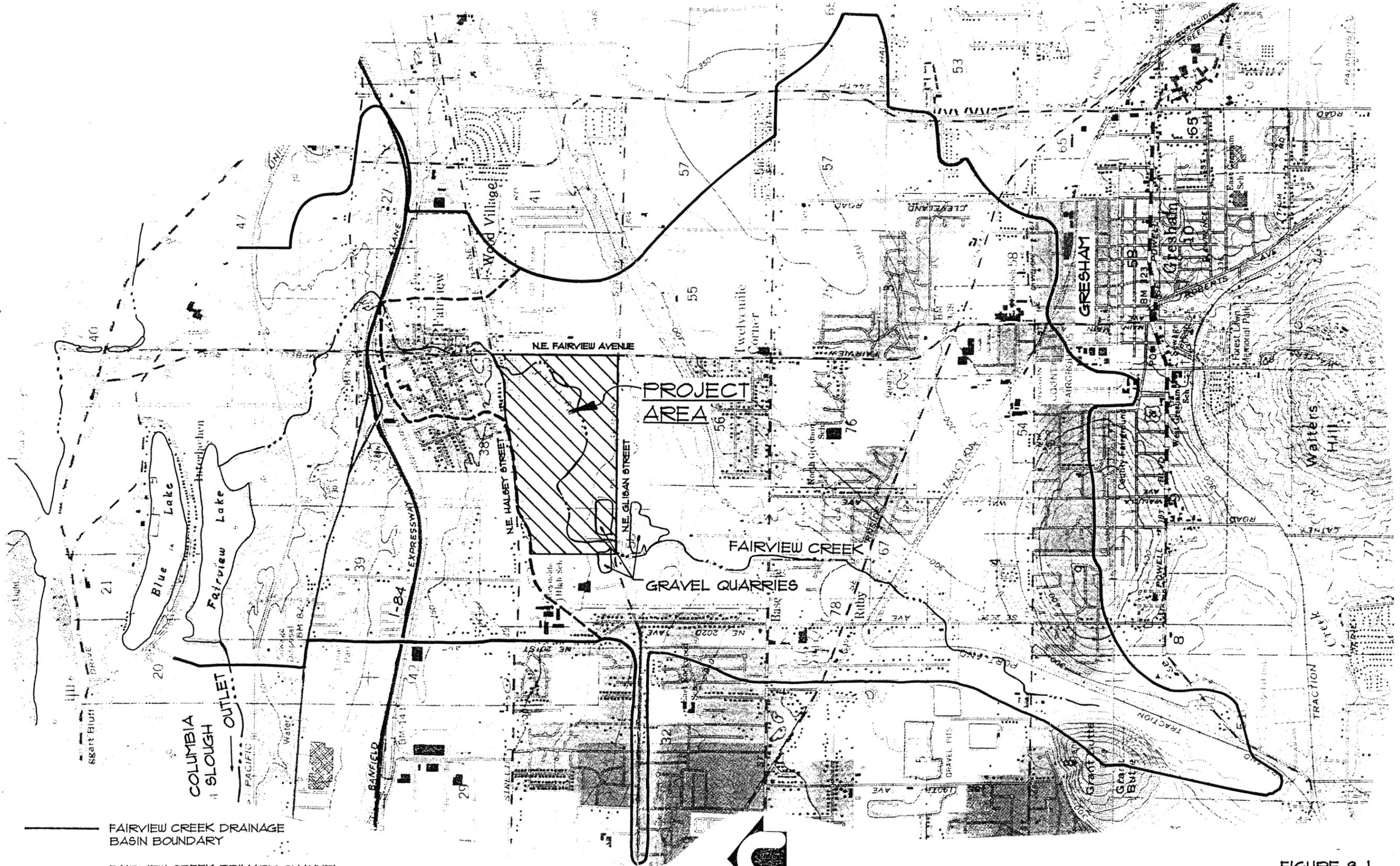
Selection of the No Build Alternative would result in maintenance of existing roadway configurations and conditions. Under this alternative, existing hydrologic and hydraulic conditions would remain. Currently, existing conditions result in seasonal flooding of some low-lying areas within the basin. Construction of the proposed regional stormwater detention facility and the recommended drainage system improvements noted above is intended to address these flooding problems. The recommended improvements for stormwater control in the Fairview Creek Drainage Basin could be implemented regardless of the status of the proposed road project.

Build Alternatives

All three of the Build Alternatives would affect the hydrologic and hydraulic characteristics of the basin. However, the direct impacts would be minor. The Build Alternatives would add 9 to 10 acres of impervious area to the drainage basin, representing a one percent increase in peak flow rates for Fairview Creek. This marginal increase in flow rates would not substantially affect existing hydraulic conditions. Impacts to the Fairview Creek flood plain would be nonexistent or minor provided that the creek crossings and roadways associated with each Build Alternative are constructed outside of the creek's floodway. The floodway widths at the proposed creek crossings range from approximately 30 to 80 feet.

For each of the Build Alternatives, the hydraulic structure used for each creek crossing would be sized to accommodate peak flows so that no hydraulic restrictions would develop. For each alternative, preliminary hydraulic calculations using Manning's Equation indicate that a 16-square-foot box culvert would accommodate existing peak flows and a 25-square-foot box culvert would accommodate extreme peak flows. The final type and size of hydraulic structure selected for each crossing would be determined during the design phase of the project, with consideration

COLUMBIA RIVER



- FAIRVIEW CREEK DRAINAGE BASIN BOUNDARY
- - - FAIRVIEW CREEK PRIMARY CHANNEL
- - - FAIRVIEW CREEK DRAINAGE BASIN BOUNDARY TO I-84

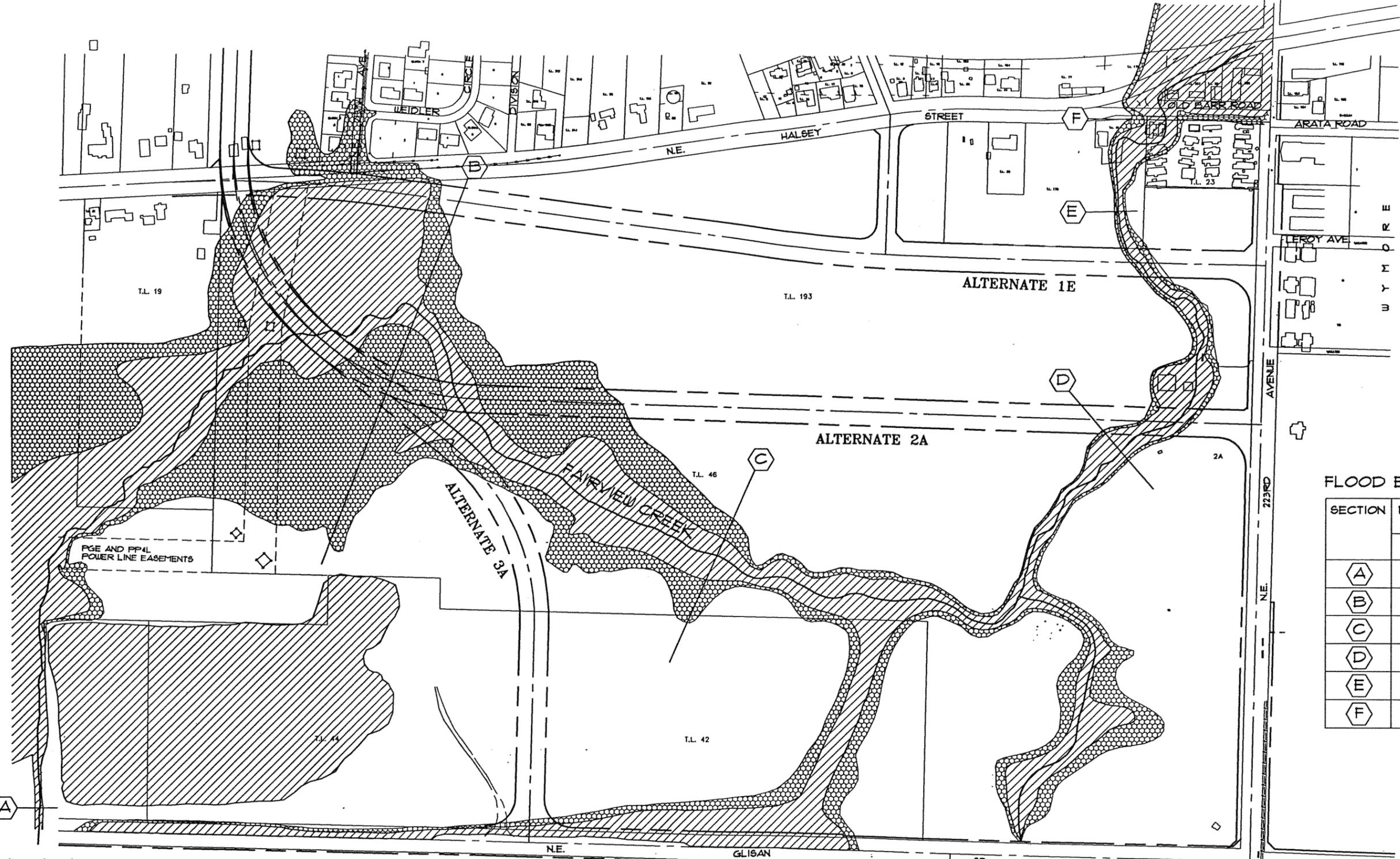
SOURCE 1986 DRAINAGE MASTER PLAN FOR CITY OF FAIRVIEW BY CH2M-HILL



SCALE: 1" = 2000'

FIGURE 8-1
FAIRVIEW CREEK DRAINAGE BASIN

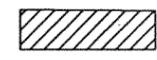
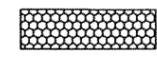
6-12-92



FLOOD ELEVATION DATA

SECTION	100-YR FLOOD PLAIN ELEVATIONS	
	EXIST.	FUTURE
A	205.4	205.8
B	193.9	195.7
C	189.6	191.1
D	173.7	174.9
E	159.4	159.9
F	156.9	157.6

LEGEND

-  EXISTING 100-YEAR FLOOD PLAIN
(Area inundated by 100-year flood under current conditions)
-  FUTURE 100-YEAR FLOOD PLAIN
(Additional area inundated by 100-year flood under extreme future conditions, excluding possible construction of any proposed detention facilities)

SOURCES: JUNE 17, 1991, FLOOD INSURANCE STUDY FOR CITY OF FAIRVIEW BY FEMA
1986 DRAINAGE MASTER PLAN FOR CITY OF FAIRVIEW BY CH2M-HILL

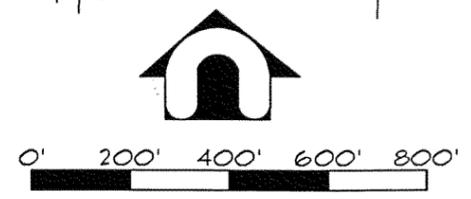


FIGURE 8-2
100-YEAR FLOOD PLAIN

given to peak flows, the effect of the regional stormwater detention facility, maximum stream velocities for safe fish passage, and FEMA floodway requirements.

Alternative 1E

Construction of Alternative 1E would involve one creek crossing near N.E. 223rd Avenue. The floodway width at this location would be approximately 30 feet.

Alternative 1E would add approximately 10.4 acres of impervious area to the drainage basin, thereby increasing the peak flow rate of Fairview Creek by approximately 6 cubic feet per second (cfs) for the 100-year storm event. This represents a minor increase in flow rates; the increase of 6 cfs represents approximately 1.2 percent over the existing peak, 100-year flow rate.

Alternative 2A

Construction of Alternative 2A would result in three creek crossings: two near N.E. Halsey Street and one near N.E. 223rd Avenue. The floodway width at the first crossing would be approximately 70 feet, at the second crossing approximately 75 feet, and at the third crossing approximately 50 feet.

Alternative 2A would add approximately 9.5 acres of impervious area to the drainage basin and increase the flow rate of Fairview Creek by approximately 4 cfs for the 100-year storm event. This flow rate increase would have a relatively minor impact on the hydraulic characteristics of Fairview Creek.

Alternative 3A

Alternative 3A would result in two creek crossings: a crossing of Fairview Creek near N.E. Halsey Street, and a crossing of an unnamed Fairview Creek tributary just south of the first crossing. The floodway width at the first crossing would be approximately 70 feet. The floodway width at the crossing of the unnamed tributary has not been determined.

Alternative 3A would add approximately 9.0 acres of impervious area to the drainage basin and increase the peak flow rate of Fairview Creek by approximately 3 cfs during the 100-year storm event.

Indirect Impacts

Implementation of the proposed project could lead to an accelerated rate of development within the project area and vicinity. However, because future flood flows were estimated based on build-out conditions within the drainage basin according to the comprehensive plans, the amount of impervious area within the basin would not increase due to the proposed project. Therefore, the degree to which hydrologic and flooding conditions would be altered would not be expected to change.

The regional stormwater detention basin recommended by the cities of Fairview and Gresham would improve flooding conditions along Fairview Creek and would be necessary to accommodate extensive future urban development in the watershed.

Mitigation Measures

Proper design, construction, and maintenance of the drainage facilities associated with the proposed project will prevent hydrologic and hydraulic problems from occurring. For example, creek crossing structures will be sized to accommodate peak flows and velocities for flood control and safe fish passage; and the internal roadway drainage system, consisting of inlets, catch basins, and pipes will be maintained on a regular basis.

GROUNDWATER

Existing Conditions

The project area is underlain by two water supply aquifers: the Troutdale Sandstone Aquifer and the Troutdale Gravel Aquifer. Groundwater (possibly perched) is estimated to be at relatively shallow depths throughout the site. (Groundwater is "perched" when it rests on an impermeable surface (e.g., clay or rock) which is above the surrounding water table.) These depths vary seasonally, but are estimated to range from the ground surface in the winter and spring months, to 10 feet below the ground surface in the summer and fall. The groundwater gradient is estimated to slope downward to the northeast. Groundwater flows in a northerly direction toward the Columbia River.

Water in the gravel quarry impoundments north of N.E. Glisan Street is primarily from groundwater due to the depths of the excavations and the site topography.

Impacts

No Build Alternative

Under the No Build Alternative, the amount of impermeable surface within the project area would remain unchanged from existing conditions. Thus, the amount of groundwater recharge would be expected to remain the same.

Build Alternatives

All Build Alternatives would result in a slight reduction in the amount of groundwater recharge area within the project area. Potential effects on groundwater quality are addressed in the following section.

Indirect Impacts

Implementation of the proposed project could facilitate an accelerated rate of development in the project area and vicinity. However, because future flood flows are estimated based on build-out conditions within the drainage basin, the proposed project is not expected to increase the amount of urban land uses or impervious surfaces within the basin beyond levels planned for in the Comprehensive Plan. Therefore, groundwater recharge conditions would not be expected to change beyond those projected.

Mitigation Measures

No mitigation measures are required.

WATER QUALITY

Existing Conditions

Surface Water

As discussed earlier in this report, Fairview Creek is the major surface watercourse in the area. The water quality of this creek has been impacted heavily from upstream urban activities (i.e., channel rerouting and routing of the creek into culverts, creation of impoundments, removal of native riparian vegetation, trash and debris dumping, and general urbanization).

Fairview Creek has not been monitored extensively to determine ambient water quality characteristics. Based on available data and recent sampling, Fairview Creek has moderately

high concentrations of phosphorus, fecal bacteria, and zinc (David Evans and Associates, Inc., 1992, and Metro, 1992).

Groundwater

There are two water supply aquifers located beneath the project area, and they are contaminated with trichloroethylene (TCE) and other halogenated organics. Contamination is widespread; it has not been attributed to a single source. The Oregon Department of Environmental Quality (DEQ) is currently investigating the problem. Groundwater monitoring and contaminant transport modeling are being conducted by contractors to DEQ.

Water in the adjacent gravel quarry impoundments is primarily supplied by groundwater due to the depths of the excavations and site topography. Therefore, a direct connection between surface water and groundwater exists, and surface pollutants could potentially enter groundwater at these locations.

Water Quality Standards and Beneficial Uses

The water quality standards for Fairview Creek are a subset of the larger Willamette Basin. OAR 340-41-442 contains these standards, which are intended to protect recognized beneficial uses of the water body. Beneficial uses of the Willamette River Basin include domestic and industrial water supply, agricultural uses, fish habitat, wildlife and hunting, fishing, boating, recreation, aesthetics, power, and transportation (OAR 340-41-442).

Highway Runoff Characteristics

The major sources of pollutants in highway runoff are deposition from vehicles, transport from adjacent lands, pavement wear, and certain maintenance activities. FHWA, in its report *Pollutant Loadings and Impacts from Highway Stormwater Runoff*, observed that heavy metals (copper, lead, and zinc) are the dominant toxic pollutants contributed by highway stormwater runoff into receiving surface waters.

Impacts

No Build Alternative

Selection of the No Build Alternative would not result in any direct change to water quality conditions. Water quality studies for the area indicate that water quality is currently being impacted by urbanization. The limited information that is available on the chemical characteristics of Fairview Creek indicate that phosphorus, bacteria, and zinc concentrations are

moderately high. These impacts are presumably due to land use practices in the watershed and natural soil conditions.

The potential for water quality impacts from accidental spills of liquid chemicals or other materials on the existing roadways, or the new N.E. 207th Avenue north of N.E. Halsey Street, would exist with the No Build Alternative. However, as noted in the *I-84 FEIS*, few vehicles containing hazardous materials are expected to use N.E. 207th Avenue. If a major spill occurred, water quality could be significantly impacted if the spilled material entered the creek or migrated into the groundwater. These impacts would be short-term but potentially catastrophic to the creek depending on the nature of the spilled material.

Build Alternatives

Each of the Build Alternatives could cause unavoidable, but minor, impacts to water quality. These impacts could include temporary increases in turbidity during construction and added pollutant loadings from highway runoff. These impacts would not cause water quality standards to be violated or beneficial uses of the receiving stream to be impaired. Construction impacts are addressed in Section 15.

As with the No Build Alternative, there is potential for water quality impacts from accidental spills of liquid chemicals or other materials along the new roadway with any of the Build Alternatives. However, the likelihood is low due to the few vehicles expected to carry such materials via N.E. 207th Avenue (ODOT, 1992). The impacts would be short-term but potentially catastrophic to Fairview Creek, depending on the nature of the spilled material. Construction of Alternative 2A would result in the greatest threat to surface water quality in this regard because it would involve a greater number of creek crossings than the other Build Alternatives.

In the long term, minor impacts could occur with any of the Build Alternatives as pollutants that have collected on the roadway surface are discharged into the creek following storm events. Because these discharges would occur intermittently, the major water quality concern would be the potential for acute metal toxicity. Computer modelling of potential copper, lead, and zinc concentrations in Fairview Creek resulting from stormwater discharges indicates that Alternative 1E would result in the highest concentration of metals, and Alternative 3A the lowest concentration. However, based on the results of the analyses, the acute metal toxicity criteria are not expected to be exceeded with any of the Build Alternatives.

Since the proposed Build Alternatives are all located downstream from the gravel quarries, it is unlikely that groundwater quality would be significantly impacted at the gravel quarry sites due to the proposed project.

Indirect Impacts

The No Build and Build Alternatives could facilitate an accelerated rate of development--but would not increase the amount of development--expected to occur in the project area and vicinity. Urban development of the project area and other areas in the Fairview Creek watershed would contribute to cumulative loadings of urban pollutants entering the creek. Local land use decisions and stormwater control measures are the primary methods for mitigating urban runoff pollutant loadings. The cities of Gresham and Fairview both have acknowledged Comprehensive Plans that would guide and control development in the project area.

Mitigation Measures

Pollutant loadings from constructed roadway surfaces would be reduced by adding design features that convey stormwater runoff to controlled areas rather than allowing random runoff to occur. For example, curbs and gutters could be used to route runoff to catch basins and sewers that would convey stormwater to a central area where sedimentation, filtration, and other pollutant removal mechanisms would reduce the pollutant loadings to the receiving stream. Grass-lined swales would be an appropriate method of centralized treatment.

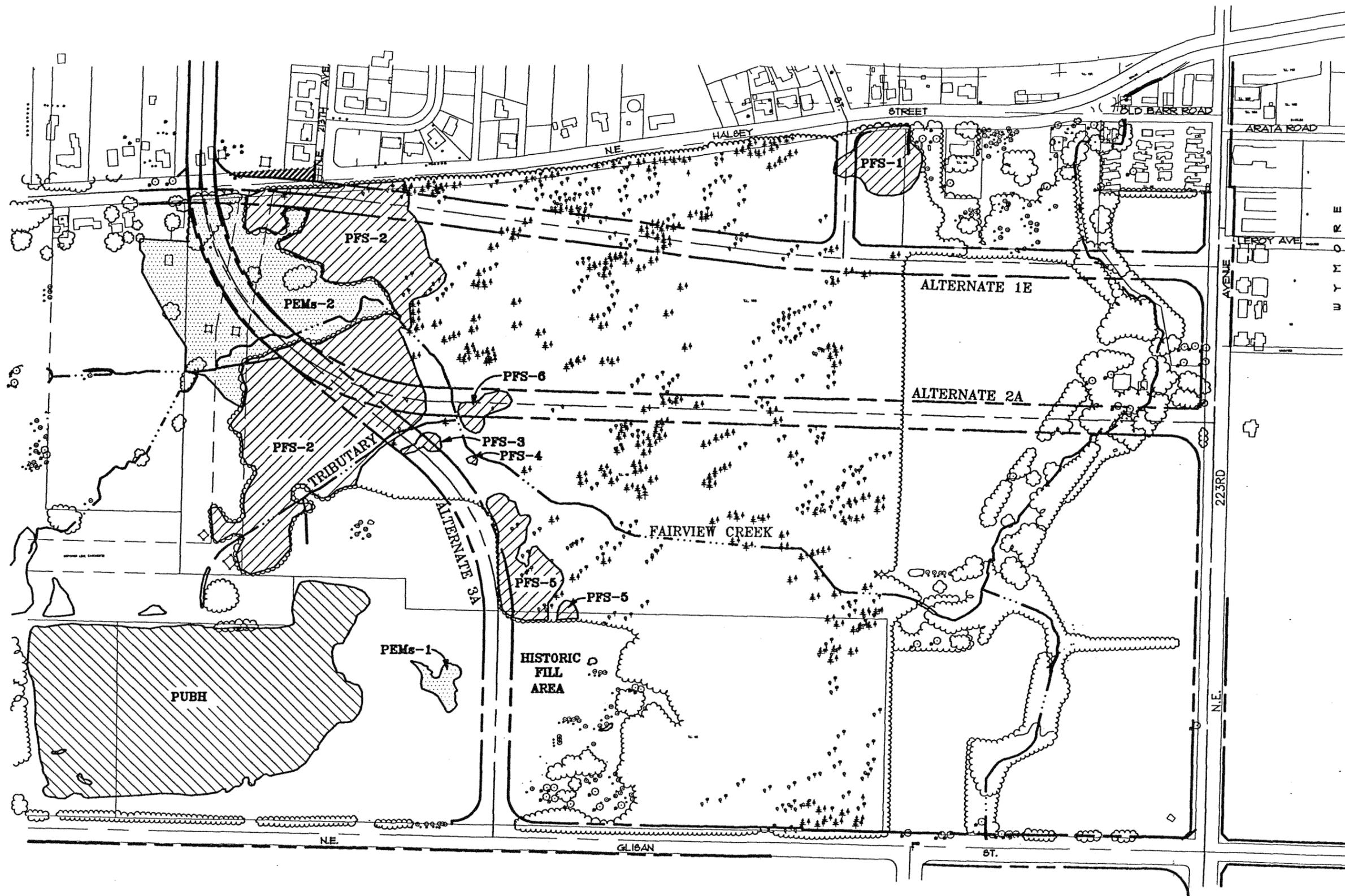
To protect surface water and groundwater from impacts due to accidental spills, the grass-lined swales could be designed with detention capacity. They could be lined with clay or other impervious materials and have controlled discharge or sufficient hydraulic detention time to allow spilled materials to be removed from the basin before discharge occurs.

WETLANDS

Existing Conditions

The wetlands evaluation addressed areas within 200 feet of the right-of-way associated with each of the Build Alternatives. Wetlands were delineated using the triple parameter method which evaluates soils, vegetation, and hydrologic conditions. The methodology used to evaluate the wetlands, the Wetland Functional Value Assessment Criteria (WFVAC) technique, uses easily gathered attributes to assign high, medium, or low values to five wetland functions: water quality improvement, floodflow alteration and storage, groundwater discharge, groundwater recharge, and natural biological support.

Figure 8-3 identifies the eight wetland areas delineated within the project area. The results of the WFVAC evaluation for these wetlands are summarized in Table 8-1.



LEGEND

- | | | | |
|--|---|---|-------------------------------|
|  | PALUSTRINE FORESTED SYSTEM (PFS) |  | WETLAND BOUNDARY |
|  | PALUSTRINE EMERGENT SYSTEM (PEM) |  | VEGETATION BOUNDARY LINE |
|  | ELIMINATION OF ROAD (ALT 1E) |  | EVERGREEN AND DECIDUOUS TREES |
|  | PALUSTRINE UNCONSOLIDATED BOTTOM (PUBH) |  | CREEK |



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**FIGURE 8-3
WETLANDS**

TABLE 8-1

RESULTS OF WETLAND FUNCTIONAL VALUE ASSESSMENT

Function	Wetland Area Designation ¹							
	PEMs-1	PEMs-2	PFS-1	PFS-2	PFS-3	PFS-4	PFS-5	PFS-6
Water Quality Improvement	LOW	MOD	MOD	HIGH	LOW	LOW	MOD	LOW
Floodflow Alteration and Storage	LOW	MOD	MOD	HIGH	LOW	LOW	MOD	LOW
Groundwater Discharge	LOW	MOD	MOD	MOD	LOW	LOW	LOW	LOW
Groundwater Recharge	LOW	MOD	MOD	MOD	LOW	LOW	LOW	LOW
Natural Biological Support	LOW	MOD	MOD	MOD	LOW	LOW	MOD	MOD

¹ See Figure 8-3.

Legend:

PEMs = Palustrine Emergent System
PFS = Palustrine Forested System

Dominant plant species are used to characterize the various wetlands. A complete species list for the project area is provided in the Natural Resources technical report (see Section 21). As shown on Figure 8-4, four distinct habitats are present in the project area: agricultural, forested, shrubby-herbaceous, and filled area.

Wetland conditions were not found to occur in the fields where agricultural crops are being grown. The fields are divided by Fairview Creek, and wetlands were found to exist only at the toe of the creek banks.

The dominant vegetation of the forested wetlands consists of an overstory of Oregon ash (*Fraxinus latifolia*) and Pacific willow (*Salix lasiandra*), and a ground cover of slough sedge (*Carex obnupta*). The shrub layer varied with each wetland. All six of the wetlands had Douglas spiraea (*Spiraea douglasii*) as a dominant species. Other dominant species in the understory include thimbleberry (*Rubus parviflorus*), red elderberry (*Sambucus racemosa*), Indian plum (*Oemleria cerasiformis*), and vine maple (*Acer circinatum*).

Two palustrine emergent wetland systems (PEMs-1 and PEMs-2) are within the project area. These wetlands are dominated by herbaceous-grassy ground cover with an intermixture of shrubs, and have no canopy cover. Dominant species include common cattail (*Typha latifolia*), meadow foxtail (*Alopecurus pratensis*), water smartweed (*Polygonum coccineum*), creeping spikeweed (*Eleocharis palustris*), great bulrush (*Scirpus validus*), common rush (*Juncus effusus*), curly dock (*Rumex crispus*), and blue bindweed (*Solanum dulcamara*). Douglas spiraea and Pacific willow are the dominant species in the canopy and shrubby understory.

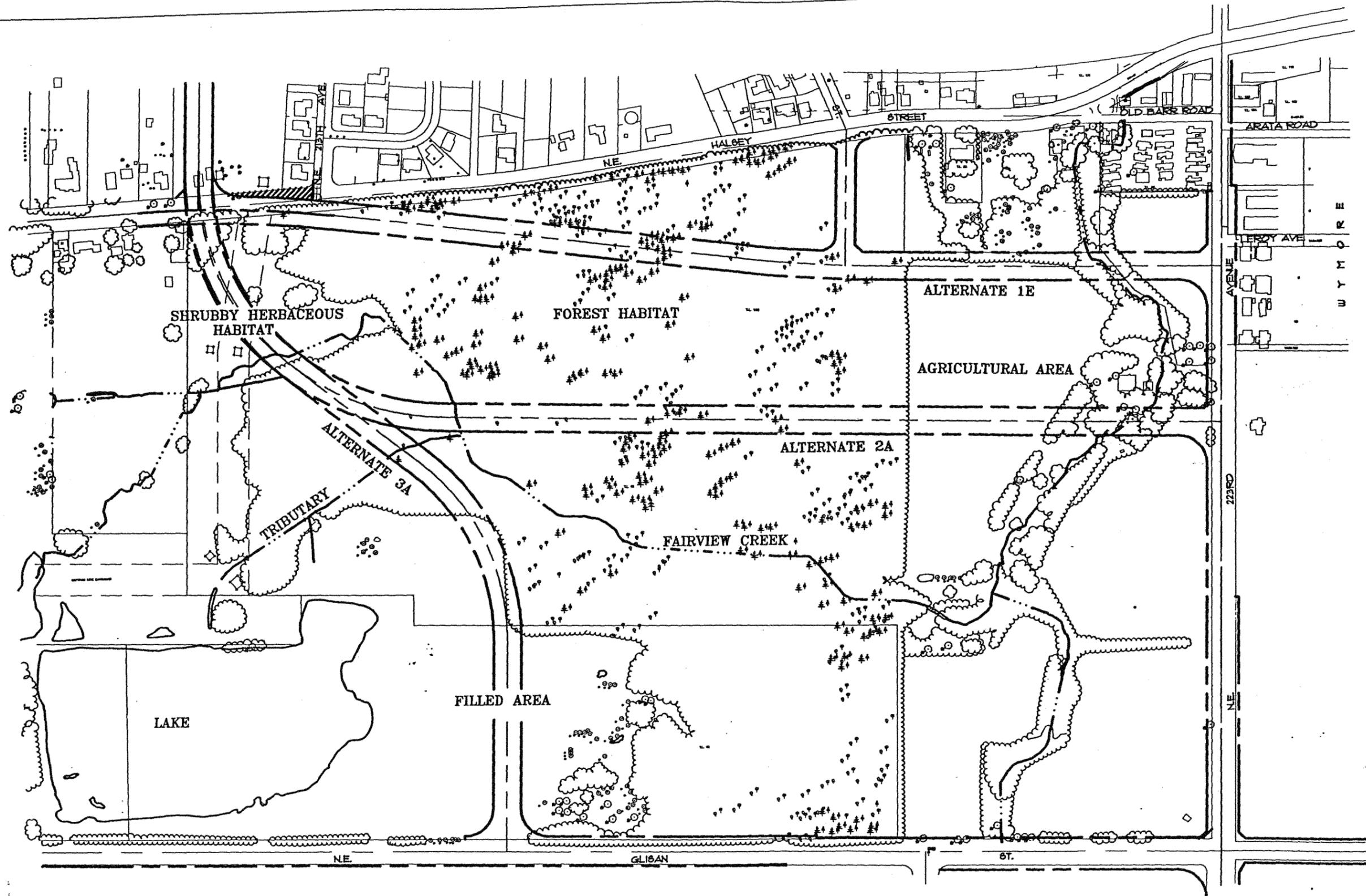
Impacts

No Build Alternative

Selection of the No Build Alternative would result in no impacts to wetland conditions in the project area. Current conditions result in seasonal flooding of the low lying areas within the basin. (See Figure 8-3.) The wetlands that exist within the project area (especially PFS-2 and PEMs-2) help control flooding by absorbing stormwater runoff. This retention of stormwater saturates or inundates the soil for many months.

Build Alternatives

All three Build Alternatives involve impacts to palustrine forested and palustrine emergent wetlands along with impacts to the Fairview Creek system. A summary of impacts to wetlands and riparian areas is given by alternative and wetland type in Table 8-2. The largest amount of



- LEGEND**
-  VEGETATION BOUNDARY LINE
 -  CREEK
 -  EVERGREEN AND DECIDUOUS TREES
 -  ELIMINATION OF ROAD (ALT. 1E)

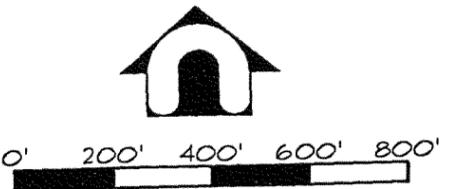


FIGURE 8-4
HABITATS

TABLE 8-2

WETLANDS AND RIPARIAN ZONE IMPACTS

Section	Area (acres)	Wetland Area within Right-of-Way (acres)		
		Alternative 1E	Alternative 2A	Alternative 3A
PEMs-1	0.27	---	---	---
PEMs-2	6.32	0.11	1.15	1.15
PFS-1	1.00	0.12	---	---
PFS-2	10.37	0.88	1.02	0.95
PFS-3	0.11	---	---	0.07
PFS-5	1.27	---	---	0.15
PFS-6	0.29	---	0.21	---
Western Creek Crossing	0.75	---	0.11	0.06
Eastern Creek Crossing	<u>0.84</u>	<u>0.07</u>	<u>0.08</u>	<u>---</u>
Total	21.22	1.18	2.57	2.38

PEMs = Palustrine Emergent System
PFS = Palustrine Forested System

acreage impacted would result from implementation of Alternative 2A with 2.57 acres of impacts, followed by Alternative 3A with 2.38 acres of impacts, and Alternative 1E with the smallest total acreage of impacts, 1.18 acres.

In addition to the actual area of wetland impacted by each Build Alternative, the level at which each wetland functions must be considered. Fragmentation of habitat in wetland areas would occur with each of the Build Alternatives. Additionally, the time lag between mitigation actions, such as wetland creation and the resumption of wetland functions, cannot be avoided unless mitigation actions are undertaken well in advance of impacts.

Indirect Impacts

The proposed project is not expected to change the amount of future development in the area, but may contribute to an increased rate of urban growth. The value for each wetland would decrease as a result of impacts caused by future development of the project area and other projects in the vicinity due to isolation or fragmentation of portions of habitats, increased stormwater runoff and impervious surfaces, loss of surrounding habitat, and the potential for wetland isolation.

Mitigation Measures

If a particular wetland cannot be avoided by simply altering the alignment of a given alternative, then specific design considerations such as bridging, steepening roadway shoulders, constructing retaining walls, installing bioswales, or a combination of the above must be considered first to reduce impacts to the wetland. Once the best method for impact reduction is selected, then compensation for those impacts which are unavoidable must be designed. The assessment of wetland values is used to design appropriate compensatory mitigation to replace those wetland functional values that would be lost by implementation of the selected roadway alternative.

Mitigation actions described below are conceptual; acreages needed for mitigation will be based on the applicable replacement-to-loss ratios. These ratios must be approved by both DSL and ACOE before final mitigation plans are developed. Detailed mitigation plans will be developed if a Build Alternative is selected for advancement.

Recommended mitigation measures for the selected alternative include the following:

- replacement of lost basin storage volume due to roadway construction;
- incorporation of retention or detention ponds;
- incorporation of bioswales and other biofiltration methods into the design to cleanse roadway runoff prior to discharge into the Fairview Creek system;

- enhancement of existing wetlands or creation of new wetlands on a scale at least equal to that lost; and
- removal and stockpiling of topsoil from impacted wetlands to be used in mitigation areas.

Crossing Fairview Creek would involve construction of a bridge or box culvert. In either case, construction would involve the removal of riparian vegetation. In addition, construction of a box culvert would disturb the natural creek bottom, typically increasing downstream turbidity during construction, and if done incorrectly, could potentially cause erosion of bottom and bank sediments for years to come. Mitigation could be accomplished by excavating recently deposited sediments from the channel, widening the creek channel, regrading the creek banks to form gentler slopes, and then revegetating. These actions will help control erosion, decrease water temperature and siltation, and provide a more diverse habitat for wildlife. Fish habitat improvements such as log weirs, pool and riffle creation, boulder installation, and planting of overshadowing vegetation would be appropriate.

Removal of a portion of the old fill north of N.E. Glisan Street and east of Alternative 3A, or enlargement of the borrow pit to create a shallow wetland littoral shelf zone, would be the two most effective wetland mitigation actions. Grading and planting these areas to create both shallow emergent zones and a forested fringe could provide the correct type of wetland functional replacement, in addition to allowing for effective groundwater discharge and recharge. The biological support function would also be replaced effectively by successful wetland creation in either of these two locations, with a mix of shallow emergent marsh and forested swamp zones positioned to create good protective cover for waterfowl and other wildlife. Drawings of typical mitigation designs are provided in Appendix C.

NATURAL RESOURCES, AND THREATENED AND ENDANGERED SPECIES

Existing Conditions

As noted in the Wetlands section, four distinct habitats occur within the proposed project area: agricultural, forest, shrubby-herbaceous, and filled area. (See Figure 8-4.) The agricultural area is divided by Fairview Creek into different-sized fields. The creek flows through a dense forest west of the agricultural area. This forest is primarily a mixed deciduous woodland with a few coniferous trees interspersed, turning wet along its border with the wet shrubby-herbaceous meadow on the west. A filled area is located on the southern portion of the property next to the evacuated lake.

Wetlands identified in the vicinity of the three Build Alternatives are shown on Figure 8-3 and were determined to be of low to moderate functional value according to the WFWAC test criteria. A detailed description of each wetland can be found in the Wetlands section above.

Vegetative Communities

Vegetative communities are described by dominant and unique vegetative combinations. A complete species list can be found in the Natural Resources technical report (see Section 21).

Agricultural Fields. Currently, domestic vegetables (including corn and cucumbers) are grown in the agricultural fields. Wetlands were found to occur only along the banks of the creek that traverses the agricultural fields.

Forested Habitat. Six palustrine forested systems (PFS) were delineated within the forested habitat and within 200 feet of the proposed right-of-way (Figure 8-3). Oregon ash is the dominant species found in the canopy of the forested habitat. Other species found intermixed in the canopy include Oregon white oak, red alder, Pacific willow, big leaf maple (*Acer macrophyllum*), Douglas fir (*Pseudotsuga menziesii*), and western red cedar (*Thuja plicata*).

The western side of the forest is within the present 100-year flood plain (Figure 8-2) and is typically wetter than the eastern side. The riparian border on the western side has a dense canopy of Oregon ash and an herbaceous understory dominated by slough sedge. To the north and south of Fairview Creek the understory is more diverse.

The upland areas of the forest have a more diverse canopy than the palustrine forested wetlands. Douglas fir, big leaf maple, and western red cedar are incorporated into the canopy of the upland area more frequently. The understory is diverse.

Shrubby-Herbaceous Habitat. Vegetation found in the area northwest of the forested edge includes: meadow foxtail, common rush, great bulrush, and large barnyard grass (*Echinochloa crusgalli*). Also included were patches of common cattail, blue bindweed, curly dock, water smartweed, and Pacific water parsley (*Oenanthe sarmentosa*).

Filled Area. The filled area east of the excavated lake is a heavily disturbed field vegetated by opportunistic species. The fill material was placed on this site as an overburden from the gravel extraction quarries. Filling this area altered the natural hydrology. One highly disturbed wetland (PEMs-1) was found contained within a depression in the fill material (Figure 8-3). It is not known if the vegetation found within this highly disturbed wet pocket represents the naturally occurring vegetation or is a result of the highly altered surroundings.

Wildlife

The vegetative communities found in the project area provide diverse habitats for wildlife species. Species known to occur in freshwater marshes, grasslands and savannas, and deciduous and oak woodlands would be expected to be found inhabiting this site. A complete list of wildlife species known to occur, or that could occur, on this site is provided in the Natural Resources technical report (see Section 21).

The proximity of the water sources and foraging grounds to the forested area adds to the functional value of this site as a whole. The forested area offers optimal thermal cover (the combination of both thermal and hiding cover). Wildlife use cover for two reasons: security from predators (hiding cover), and protection against the elements (thermal cover).

The lakes on the southwest side of the project area provide a source of water for wildlife. Wintering and migratory waterfowl use the lakes for cover and as a food source. The surrounding shrubs provide cover and potential nesting sites.

Another important wildlife feature is Fairview Creek. The creek connects the four different habitats and allows animals passage during migration, dispersal, and foraging.

Sensitive, Threatened, and Endangered Species

There were no indications of state sensitive, federal candidates, threatened, or endangered (STE) listed plant or animal species using or inhabiting the project area during the field investigation. The project site does not contain unique habitats required by any STE species. In addition, USFWS, ODFW, and the Oregon Natural Heritage Database have no record of any of these species being known to inhabit the project site.

Impacts

No Build Alternative

This alternative would have no direct adverse effect on the habitat communities located in the project area. Edge-dependent species--those that use the forested area for cover during the day and come out to forage at night--are known to use this area and would continue avoidance of existing disturbed forested edges.

Build Alternatives

There would be no adverse impacts to STE species with the implementation of any of the Build Alternatives. However, all three Build Alternatives would adversely affect natural resources in the project area. Each alternative would alter the existing vegetative community and riparian areas. Table 8-3 presents a summary of the vegetative impacts associated with each Build Alternative.

TABLE 8-3
IMPACTS TO VEGETATIVE COMMUNITIES

Alternative	Habitat Types (acres)					
	<u>Forested</u>		<u>Shrubby-Herbaceous</u>		Agricultural	Riparian*
	Upland	Wetland	Upland	Wetland		
1E	3.18	0.92	0.77	0.11	3.29	0.07
2A	3.89	1.23	0	1.15	3.34	0.19
3A	0.64	1.23	0	1.15	2.46	0.06

* Riparian acreages are included within the acreages of upland and wetland habitats.

Crossings of Fairview Creek or its tributary by the Build Alternatives would require removal of riparian vegetation. The degree of impacts to riparian habitat and wildlife travel corridors would be determined, in part, by the type of structure used for the stream crossing. Bridges minimize impacts to the stream channel and banks. If culverts are used, some additional impacts would be expected. For either type of structure, openings would be sized to prevent stream flows from exceeding the maximum safe velocity for fish passage.

The Build Alternatives, especially 2A and 3A, would create new disturbed habitat edges which wildlife would avoid due to the introduction of audible and visual traffic-related disturbances.

Alternative 1E

Of the Build Alternatives, Alternative 1E would have the least impact on natural resources. As shown on Table 8-3, this alternative would remove approximately 4.10 acres of forested habitat, 0.88 acre of shrubby-herbaceous habitat, and 3.29 acres of agricultural land. Included within these habitats are 0.11 acre of palustrine emergent wetland, 0.92 acre of palustrine forested wetland, and 0.07 acre of riparian habitat.

With this alternative, the existing disturbed edge along N.E. Halsey Street would be located further south, but would result in minimal fragmentation of existing habitat. In addition, the extension of Sixth Street would create two small pieces of habitat that would be of little functional value for wildlife utilization. The alignment would isolate a palustrine forested

wetland (PFS-1) from surrounding habitat on three sides. This is currently rated a moderate wetland in overall functional assessment and would decrease in value with the implementation of this alignment.

Alternative 2A

As shown in Table 8-3, construction of Alternative 2A would remove approximately 1.15 acres of shrubby-herbaceous habitat, 5.12 acres of forested habitat, and 3.34 acres of agricultural land. Included in these habitats are 1.15 acres of palustrine emergent wetland (PEMs-2), 1.23 acres of palustrine forested wetlands, and 0.19 acre of riparian habitat.

The western end of Alternative 2A would divide the shrubby-herbaceous area. A small pocket on the east side of the right-of-way would be isolated, thus reducing its functional value. The functional value of the remaining large shrubby-herbaceous area would also decrease since the area is extensively used by a diverse group of wildlife, and the alternative would introduce increased noise and visual disturbances that do not currently exist in the area.

Alternative 2A would divide the contiguous forested area into two separate habitats and eliminate any connection between the resulting north and south sections. The northern section would have a low functional value due to a large amount of disturbed edge, lack of connection to other habitats, and minimal interior habitat. The remaining southern forested area would maintain a connection to other habitats but would also decline in functional value (probably to moderate) because it would not have sufficient evergreen vegetation to offer thermal cover or enough understory to provide hiding cover in the winter.

Alternative 3A

As shown in Table 8-3, selection of Alternative 3A would remove approximately 1.15 acres of shrubby-herbaceous habitat, 1.87 acres of forested habitat, and 2.46 acres of disturbed field habitat. Included in these habitats are 1.15 acres of palustrine emergent wetland, 1.23 acres of palustrine forested wetland, and 0.06 acre of riparian habitat.

The northwestern end of Alternative 3A would divide the shrubby-herbaceous area and isolate a small pocket of this habitat to the east of the right-of-way, thus reducing its habitat value by reducing its size and introducing road-related disturbances. The functional value of the remaining large, shrubby-herbaceous area would also decrease with Alternative 3A, since it is extensively used by a diverse group of wildlife. This alternative would result in increase noise and visual disturbances that currently do not exist in this area.

Although the removal of forested habitat by this alternative would be relatively limited, it is considered to reduce the effective habitat utilization in the project area. This alternative would disconnect east-west ground travel by wildlife and separate the vegetative connection of habitats;

it would separate the forested area from the lake and the shrubby-herbaceous area, and would replace the existing edge with a highly disturbed edge. The forested area would remain connected to the highly disturbed filled area on the south and the agricultural area to the east, which has limited wildlife habitat value. This alternative would have the greatest effect on edge-dependent species.

Indirect Impacts

The proposed project is not expected to increase the amount of development (or impacts to natural resources) which would eventually occur in the project area and vicinity, but it could accelerate the rate of this development. Thus, effects on natural resources in and near the project area are expected to occur with or without the project. Any future development of the project area will be reviewed in accordance with city, county, state, and federal regulations regarding wetlands and natural resources.

Mitigation Measures

Mitigation for wetlands that would be impacted by any of the proposed Build Alternatives is discussed above in the Wetlands section. Habitat enhancement and creation would be incorporated into any wetland mitigation plan. Possible mitigation measures for wildlife could include:

- Sizing of hydraulic structures at creek crossings to prevent exceeding the maximum safe velocity for fish passage.
- Enhancement of riparian areas along Fairview Creek to lower water temperature, prevent erosion of banks and turbidity, and improve wildlife habitat.
- Enhancement of shrubby-herbaceous habitat to increase foraging and breeding ground value.
- Enhancement of lake area to improve year-round usage by wildlife by providing nest boxes, increasing foraging potential, and improving vegetative connections with other habitats.

SECTION 9
IMPACTS ON HISTORICAL PROPERTIES, ARCHAEOLOGICAL
RESOURCES, AND SECTION 4(F) LANDS

HISTORICAL PROPERTIES

Existing Conditions

There are no properties within the City of Fairview that are currently listed on the National Register of Historic Places (NRHP) and thus protected under Section 106 of the National Historic Preservation Act.

In the general vicinity of the proposed project, six structures (all residences) were identified as historical on the City of Fairview's recently completed historical survey and evaluation. One of the six residences identified, located at 21225 N.E. Halsey Street, is within the study area addressed in other environmental documents for improvements to I-84 (ODOT, 1992). The historic value of this structure has previously been reviewed, and it was not considered to meet the eligibility criteria for the NRHP.

One of the five remaining residences is located at 20932 N.E. Halsey Street. Although the residence was included in the Level 1 historic inventory, it was not considered worthy of protection under the City's historic resource protection ordinance. There is a covered horse stall on this property that would be affected by Alternative 1E (see Section 5.) However, the Historic Resource Survey Form for this residence does not note the presence of the horse stall. Therefore, the horse stall is not considered to be an historic property.

Of the remaining four residences, one (located at 21745 N.E. Halsey Street) is recommended to receive protection under the City of Fairview's historic resource protection ordinance. However, as noted above, it would not be affected by any of the Build Alternatives. The remaining residences are not recommended for protection under the City's ordinance.

Another structure, located within the large undeveloped area bounded by N.E. Halsey Street, N.E. 223rd Avenue, N.E. Glisan Street, and the power lines, was not included in the City's historic inventory. This building, which is currently used to store farm equipment, is in poor repair and was probably associated with a former residence on this site. It was not evaluated for NRHP eligibility since it would not be affected by any of the Build Alternatives.

Another structure in the vicinity of the project area, called the Stone House, is located on the east side of N.E. 223rd Avenue, within the City of Wood Village. This residence was built in 1899 and was associated with a dairy on the property. It is not designated as an historic property by Wood Village or on the NRHP. It is adjacent to and owned by the Multnomah Kennel Club. It was not further evaluated for NRHP eligibility since it would not be affected by any of the Build Alternatives.

Four resources of possible historic interest were recorded during field studies performed for this EA: two abandoned dirt tracks; a small, abandoned stand of fruit trees; and a survey stone. The dirt tracks and the trees appear to date from the last 50 years and were determined not to meet the eligibility criteria for listing on the NRHP. The survey stone may be older than 50 years but it lacks association with important events or persons and is not likely to yield important information. Therefore, the stone was also not considered to meet the criteria for NRHP listing.

Impacts

No Build Alternative

Under the No Build Alternative, no property would be acquired, thus, there would be no effects on potentially significant historic properties.

Build Alternatives

The properties that are potentially affected by right-of-way acquisition for the Build Alternatives are not considered to be historically significant, as discussed under Existing Conditions. The five residences in the project vicinity that were identified in the City's inventory would not be affected by right-of-way acquisition for any of the alternatives, nor would the use or immediate environment of these structures change. The Build Alternatives would not affect any properties listed on the NRHP. The Oregon State Historic Preservation Office (SHPO) concurs that the Build Alternatives would have no effect on historic resources. (See Appendix D.)

Alternative 1E

If Alternative 1E is selected, the covered horse stall associated with the residence at 20932 N.E. Halsey Street would require some minor modifications; however, as noted above, the horse stall is not considered a significant historical resource. Right-of-way acquisition would allow a slight widening of N.E. Halsey Street in front of the horse stall, but would not affect the use of the residence or the character of its physical setting. Although the residence was identified in the City's inventory, the City does not consider it to require protection under the City's historic resource protection ordinance.

Alternative 2A

Improvements associated with Alternative 2A are not in the vicinity of the four residences on the north side of N.E. Halsey Street identified during the City's Level 1 historic inventory. The horse stall associated with the residence at 20932 N.E. Halsey Street is not affected by right-of-way acquisition for Alternative 2A.

The Stone House would not be affected by right-of-way acquisition, nor is it adjacent to areas to be acquired for right-of-way. The area across from this residence, west of 223rd Avenue, that would be acquired for right-of-way, is undeveloped and forested but zoned for General Manufacturing use. The new road and vegetation removal on the south side of N.E. Halsey Street would not alter the use of this residence, nor significantly affect its visual context or physical setting. According to a representative of the Multnomah Kennel Club (owner of the Stone House), there are no existing plans to create a four-way intersection with Alternative 2A and N.E. 223rd Avenue, which could require removal of the Stone House.

Alternative 3A

The four residences on the north side of N.E. Halsey Street and the residence on the south side of N.E. Halsey Street (with the horse stall) identified during the City's Level 1 historic inventory are not affected by Alternative 3A. The storage building would not be directly affected by right-of-way acquisition. As noted above, the storage building was not included in the City's historic inventory.

Indirect Impacts

No indirect impacts to historical properties or any properties protected under Section 106 of the National Historic Preservation Act are expected as a result of the new roadway.

Mitigation Measures

No mitigation measures are required.

ARCHAEOLOGICAL RESOURCES

Existing Conditions

A review of the archaeological, ethnographic, and historical literature as well the files of SHPO, Multnomah County, and the City of Fairview produced no record of any known prehistoric, historic, or Native American resources in the immediate project area. In addition to the literature search, a systematic pedestrian survey for cultural resources was conducted of the proposed alternative alignments. The pedestrian survey was supplemented by limited subsurface testing at selected locations.

The field survey did not find any archaeological resources considered significant or potentially eligible for listing on the NRHP, nor was any evidence of prehistoric use or occupation of the site discovered.

Impacts

No Build Alternative

There would be no impacts to archaeological resources under this alternative.

Build Alternatives

No resources listed or potentially eligible for listing on the NRHP would be affected by any of the Build Alternatives, nor are there any locations within project impact areas that are recommended for further study. SHPO concurs with this finding. (See Appendix D.)

Indirect Impacts

No indirect impacts to any known archaeological resources are expected to occur.

Mitigation Measures

Should archaeological resources or Indian burials be encountered during project construction, work would cease in the vicinity and the Oregon State Museum of Anthropology, Multnomah County, FHWA, SHPO, and ODOT would be notified. Construction would only resume when recommended salvage and/or mitigation measures have been completed and approved by SHPO.

SECTION 4(F) LANDS

The proposed project would not affect any historical sites or any publicly-owned park, recreation area, or wildlife and waterfowl refuge. Therefore, no Section 4(f) evaluation is required.

SECTION 10
GEOTECHNICAL AND SOIL CONCERNS;
MATERIALS AND SOURCES

GEOTECHNICAL AND SOIL CONCERNS

Existing Conditions

Topographic conditions in the project area are typical of the Portland Basin with generally level to gently sloping terrain except where eroded by Fairview Creek and tributary drainage courses. Elevations within the project area range from approximately 160 to 210 feet above mean sea level (MSL). Slope gradients generally vary from 0 to 3 percent, but are up to 20 percent near stream channels.

Soils in the project area are anticipated to consist of a surficial layer of brown silt with variable amounts of subsurface sand and clay over sandy gravel with cobbles and boulders. The U.S. Soil Conservation Service's 1983 Soil Survey of Multnomah County, Oregon, assigned five soil names to the materials in the project area: 1) Aloha, 2) Aloha - Urban Land, 3) Latourell - Urban Land, 4) Quatama, and 5) Wollent. The most prevalent designation is Wollent silt loam. The project area appears to be free of extensive deposits of extremely soft or highly organic soils, although localized zones of organic soils may be present near Fairview Creek.

An area of suspected fill is located in the southwest portion of the project area. The fill depths are estimated to be a maximum of five feet in this area; the fill material source appears to be from the quarry operation that was located at the southwest corner of the project area. Minor amounts of fill may have also been placed in the vicinity of the power lines at the west side of the site and the plowed field at the east side of the site.

As noted in Section 8 of this report, groundwater (possibly perched) is estimated to be at relatively shallow depths (0 to 10 feet below ground surface depending on the season) throughout the site. The groundwater gradient is estimated to slope downward to the northeast.

No signs of geologic or soil hazards, such as slope instability, active local faulting, highly expansive soils, or recent volcanic activity were observed or are known to exist within or near the project area. The liquefaction potential during a seismic event is expected to be low to very low.

Impacts

No Build Alternative

This alternative would not result in construction within the project area; thus no geotechnical constraints or soil limitations would occur.

Build Alternatives

No major geologic or soil hazards are known to exist within the project area; thus, no major geotechnical constraints are identified for any of the Build Alternatives. Relatively uniform soil and groundwater conditions exist along the alternative alignments, with the exception of Alternative 3A which would encounter an area of fill (see discussion below).

Geotechnical constraints that must be considered during earthwork and construction activities for all the Build Alternatives include: silt soils which tend to liquefy during wet periods; high groundwater levels; and large cobbles or boulders in utility trench backfill.

Alternative 1E

This alternative would not encounter any unique geotechnical constraints other than those noted under Build Alternatives, above.

Alternative 2A

Alternative 2A may encounter more soft and/or organic soils, and greater pile length requirements than the other Build Alternatives due to the greater number of creek crossings.

Alternative 3A

Alternative 3A would traverse the fill area in the southwest portion of the site and would require that the fill be removed over a length of approximately 1,300 feet. Due to the number of stream crossings, this alternative could potentially encounter more soft and/or organic soils, and greater pile length requirements than Alternative 1E, but less than Alternative 2A.

Indirect Impacts

No indirect effects would be expected as a result of geotechnical or soil constraints.

Mitigation Measures

The stability of road embankments and the underlying soils would be assured by using measures approved by professional engineering geologists or geotechnical engineers.

MATERIALS AND SOURCES

Topsoil, undocumented fill, and organic soils would likely need to be removed from pavement areas. Undocumented fill may be useable as structural fill if it is free of trash, organics, and hazardous materials, and if any oversize pieces are removed. It may be possible to stockpile topsoil for reuse in landscaping and wetland mitigation areas. Waste materials would be disposed of at commercially available sites in the area.

Imported fill and processed aggregate sources would be readily available and proximate to the project site from existing commercial sources, and would not constitute a constraint to the project or lead to additional environmental impacts.

SECTION 11 POTENTIAL PRESENCE OF HAZARDOUS MATERIALS

Existing Conditions

Project Area Survey

No visible evidence of agricultural chemical concentrations was found during a visual survey of the project area. Also, no areas with high hazardous material potential were identified, and none of the affected areas contain underground storage tanks. Thus, no Level I site analysis was performed.

Impacts

No Build Alternative

The hazardous material spill potential of the No Build Alternative (as well as the Build Alternatives) is considered to be low. Road traffic speed in all alternatives is restricted. Normal traffic would not be carrying hazardous materials. Any hazardous material traffic, such as petroleum product transportation, would be an exception rather than the norm.

Build Alternatives

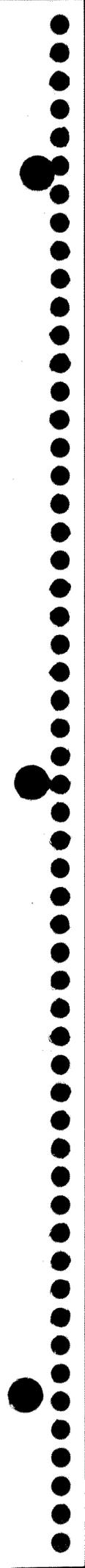
The hazardous material spill potential of each of the alternatives is considered to be low (see discussion above under No Build Alternative). If a hazardous materials spill did occur, Alternative 1E would have the lowest potential for contaminating Fairview Creek since it has only one crossing. Alternative 2A has three crossings, and Alternative 3A has two crossings. However, with the water quality mitigation measures proposed (see Section 8), there is no appreciable difference between the three Build Alternatives; each one would actually provide better protection than the No Build Alternative which does not incorporate runoff control measures.

Indirect Impacts

No additional indirect impacts associated with hazardous materials are expected.

Mitigation Measures

No mitigation measures are required.



SECTION 12 IMPACT ON TRAFFIC, SAFETY, AND ALTERNATIVE TRANSPORTATION MODES

Existing Conditions

1991 Traffic Network

Currently, vehicular traffic enters and departs East Multnomah County over a variety of routes. The most frequently used route is I-84 to the N.E. 181st Avenue, N.E. 238th Avenue, and N.E. 257th Avenue interchanges, and from the interchanges to the arterial system. Most of the vehicular traffic flow on N.E. 181st Avenue continues south, but a portion travels eastbound along N.E. Halsey Street into the project area. Similarly, most vehicular traffic using the N.E. 238th Avenue/I-84 interchange travels southbound on that route, but some travels westbound along N.E. Halsey Street and enters the project area at N.E. 223rd Avenue. N.E. 223rd Avenue accommodates the greatest north-south traffic volume of any route between N.E. 181st Avenue and N.E. 238th Drive. The status and designations of the existing roadways in the vicinity of the project area are described in Section 1.

1991 Traffic Circulation

Existing traffic data indicate that the greatest travel demands in the project area are the eastbound to southbound PM peak hour traffic flows. The heaviest midblock traffic flow demands are found during the PM peak hour on N.E. 223rd Avenue southbound (620 vehicles per hour (vph)), N.E. 202nd Avenue southbound (435 vph), and N.E. Glisan Street eastbound (395 vph). Approach demands are greatest at N.E. Halsey Street eastbound at N.E. 201st Avenue (645 vph), N.E. 223rd Avenue southbound at N.E. Glisan Street (620 vph), and N.E. Glisan Street eastbound at N.E. 202nd Avenue (535 vph).

1991 Traffic Safety

Accident statistics for the years 1983 through 1989 (provided by Multnomah County) indicate that no major traffic safety conflicts exist in the project area. No locations had an accident rate greater than one accident per million entering vehicles, the guidelines used by ODOT for safety analyses of intersections in the Portland metropolitan area.

Year 2015 Conditions

Traffic Network

The base street network projected for the design year (2015) analyses is the 2005 network found in the RTP plus those projects planned by Multnomah County.

Traffic Circulation

Year 2010 forecasts from Metro were extrapolated to provide the basis for year 2015 vehicular traffic volumes. These forecasts indicate that the dominant traffic flow demands will be similar to existing conditions, i.e., predominantly eastbound to southbound during the PM peak hour. For analysis purposes, the AM peak hour traffic volume was assumed to be 87 percent of the PM peak hour demand, as indicated by 1991 traffic volume counts.

These forecasts also indicate that vehicular traffic demands would grow substantially in the project area by the year 2015 because of East Multnomah County's growth in population and employment, and corresponding traffic demand. New roadway access would be offered by the I-84/207th Avenue interchange and the new N.E. 207th Avenue link between N.E. Sandy Boulevard and N.E. Halsey Street. A large portion of traffic would leave the project area via the intersection of N.E. Glisan Street and N.E. 223rd Avenue. In contrast, some portions of the project area would experience reduced traffic flow demand. Completion of the new I-84/207th Avenue interchange and connection to N.E. Halsey Street would reorient many motorists away from the I-84/181st Avenue interchange. This would result in reduced vehicular volume compared with existing traffic on some portions of N.E. Halsey Street and N.E. 223rd Avenue.

Impacts

No Build Alternative

Traffic Circulation. Under the No Build Alternative, the dominant traffic flow demand pattern during the PM peak hour would be N.E. 207th Avenue southbound to N.E. Halsey Street, eastbound to N.E. 223rd Avenue, and then southbound on N.E. 223rd Avenue. Other important traffic flow patterns are expected to occur on N.E. Halsey Street westbound, then southbound on N.E. 201st Avenue. Figure 12-1 shows the 2015 PM peak hour volumes for the No Build Alternative.

Level of Service. Existing and design year intersection analyses were conducted using the *Highway Capacity Manual* methodology for signalized and unsignalized intersection operations. Intersection operation is expressed as a level of service (LOS), using a grading scale of A through F, with A describing free-flow travel conditions and F describing extreme



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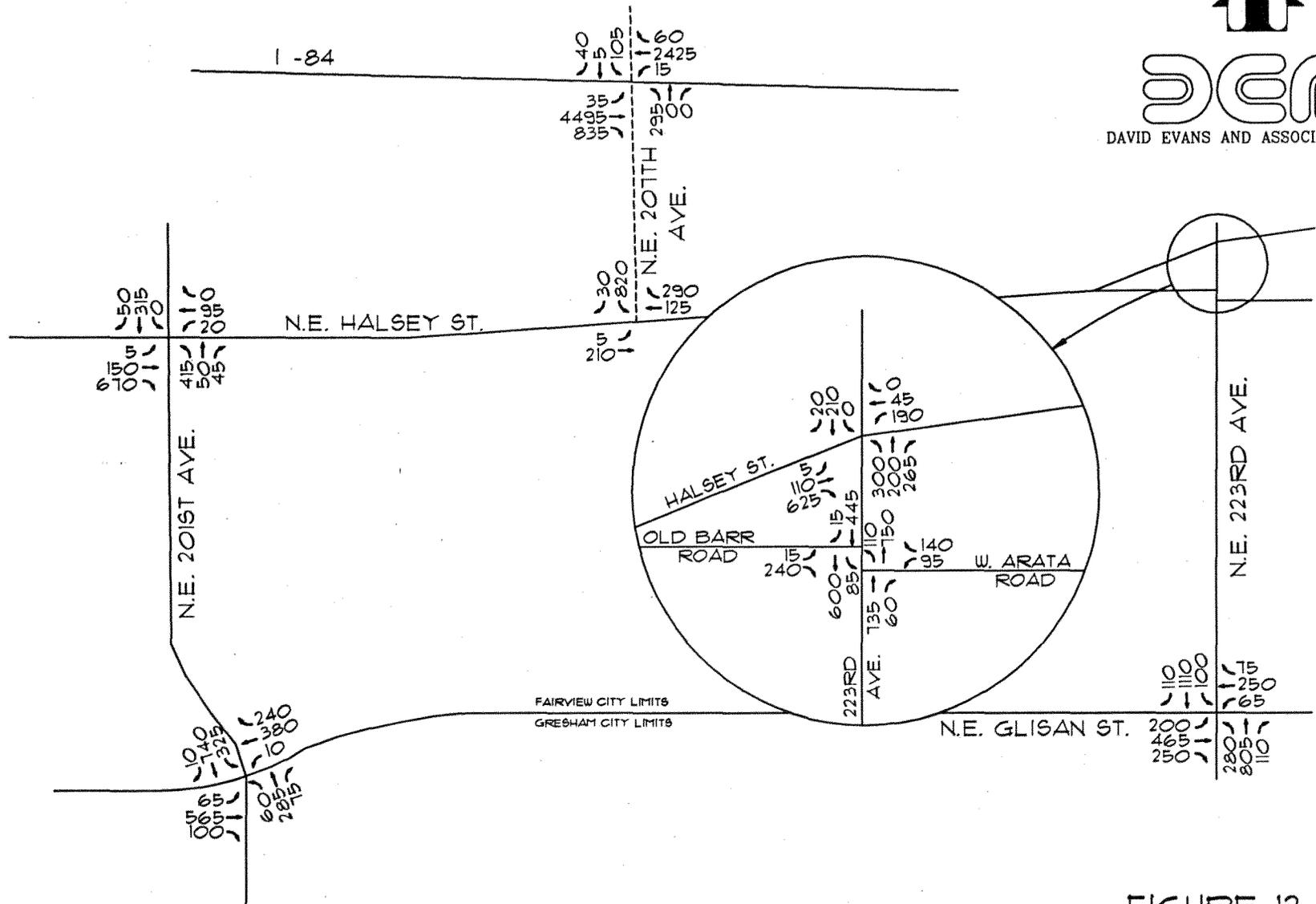


FIGURE 12-1
2015 NO BUILD ALTERNATIVE
TRAFFIC VOLUME
P.M. PEAK HOUR

congestion. (See Appendix E for more detailed LOS definitions.) LOS D is the Multnomah County design standard and generally considered an acceptable condition in urban areas.

Table 12-1 shows the 2015 levels of service for intersections in the project area. The intersections of N.E. 201st Avenue, N.E. 207th Avenue, and N.E. 223rd Avenue with N.E. Halsey Street would be signalized, as would the intersections of N.E. 202nd Avenue and N.E. 223rd Avenue with N.E. Glisan Street. The intersections of N.E. Halsey Street and Sixth Avenue, W. Arata Road and N.E. 223rd Avenue, and N.E. Old Barr Road and N.E. 223rd Avenue, would be unsignalized.

In general, signalized intersections would operate worse under the No Build Alternative than under any of the Build Alternatives. All signalized intersections would operate at LOS F except the intersection of N.E. 207th Avenue and N.E. Halsey Street, which would operate at LOS A. In contrast, all unsignalized intersections would operate at an equal or better level of service under the No Build Alternative as compared to the Build Alternatives.

Traffic Safety. Future traffic safety conditions can be forecast by reviewing the level of congestion and the level of roadway design in an area. Despite planned improvements projected for project area roadways and intersections (such as widening and signal system modernization), the number of potential traffic safety conflicts in the area can be expected to increase with increases in traffic demand and incidents of intersection failure (i.e., LOS F conditions) under the No Build Alternative.

Emergency Vehicle Services. It is anticipated that emergency vehicle service reaction times to the project area from I-84 will be improved under the No Build Alternative over the existing street system patterns and operations. For example, emergency vehicles arriving from I-84 must circulate from either the N.E. 181st or N.E. 238th Avenue interchanges to reach the project area. The I-84/207th Avenue interchange constructed under the No Build Alternative would provide more direct access to the cities of Fairview and Gresham. However, response time may increase with the No Build Alternative over existing conditions due to increased traffic demands with no increase in roadway capacity.

Build Alternatives

Under each of the Build Alternatives, area roadways would be brought up to current County standards. As a result, all signalized intersections would operate at a better level of service under the Build Alternatives than under the No Build Alternative. With the exception of N.E. 201st Avenue and N.E. Halsey Street under Alternative 3A, all signalized intersections would operate at LOS D or better. These improvements are expected to result in overall reductions in the number of potential safety conflicts in the project area compared to the No Build Alternative. Appendix F presents proposed intersection configurations for each of the Build Alternatives.

TABLE 12-1

2015 ESTIMATED PM PEAK HOUR LEVELS OF SERVICE

Location	No Build	Alternative 1E	Alternative 2A	Alternative 3A
NE 201st & Halsey	*,F	0.86,C	*,D	*,E
NE 223rd & Halsey	*,F	0.78,C	0.84,D	0.71,C
NE 223rd & Glisan	*,F	0.80,C	0.84,C	0.90,D
NE 202nd & Glisan	*,F	0.93,C	0.86,C	0.86,C
NE 207th & Halsey	0.26,A	0.59,B	0.86,C	0.90,D
NE 207th & 223rd	■	0.84,B	0.80,B	■
NE 207th & Glisan	■	■	■	0.66,B
NE 207th & Sixth	■	B/F/A	■	■
NE Halsey & Sixth	A/A/A	A/A/A/A/A	■	--
W Arata & NE 223rd	A/D/A	0.90,D	0.94,D	0.84,D
NE Old Barr & 223rd	A/C/A	■	■	■

Legend:

* = Volume-to-capacity ratios exceed 1.00, i.e., volume exceeds theoretical capacity.

0.26,A = 26% of intersection capacity in demand, level of service A.

B/F/A = Level of service at unsignalized three-way intersection: Major street left turn/Minor street left turn/Minor street right turn.

A/B/C/D/E = Level of service at unsignalized four-way intersection: Major street left turn/Minor street 1 left turn/Minor street 1 right turn/Minor street 2 left turn/Minor street 2 right turn.

-- = Not analyzed.

■ = Intersection does not exist under this alternative.

Each of the Build Alternatives is generally expected to result in improved emergency service vehicle response times in comparison to the No Build Alternative. The primary reason for this would be the extension of the 207th Avenue Connector to more direct connections to the arterial street system. In addition, all of the Build Alternatives would increase the capacity of the N.E. 223rd Avenue and N.E. Glisan Street intersection, which would result in improved LOS, shorter queue lengths, and reduced delay over the No Build Alternative. Traffic operations at the intersection of N.E. 223rd Avenue and W. Arata Road would be more constrained under the Build Alternatives than the No Build Alternative, which could result in poor response time upstream and downstream from this location. Finally, while traffic flow operations at the intersection of N.E. 201st Avenue and N.E. Halsey Street would be improved over the No Build Alternative under Alternatives 2A and 3A, traffic conditions would continue to be constrained.

Alternative 1E

Traffic Network. Alternative 1E would have several features not shared by the other Build Alternatives. The section of N.E. Halsey Street between N.E. 207th Avenue and N.E. 213th Avenue would be removed. In addition, Sixth Street would be extended south from its intersection with N.E. Halsey Street to meet N.E. 207th Avenue. N.E. 207th Avenue would extend easterly from its intersection with N.E. Halsey Street to a new "T" intersection with N.E. 223rd Avenue.

Traffic Circulation. Alternatives 1E and 2A would include the widening to five lanes of N.E. 223rd Avenue between N.E. 207th Avenue and N.E. Glisan Street. Construction of the 207th Avenue Connector from N.E. Halsey Street to N.E. 223rd Avenue would permit more direct access for motorists oriented to the dominant PM peak hour traffic flow demand pattern (i.e., from the west to points south of the 207th Avenue Connector). Consequently, the 207th Avenue Connector is expected to attract much of the area's through traffic away from other roadways. Figure 12-2 shows these volumes for Alternative 1E.

Level of Service Analysis. With the Alternative 1E alignment, all but one area intersection would operate at LOS D or better (see Table 12-1). The three-way unsignalized intersection of Sixth Street and the 207th Avenue Connector would operate at LOS F for the minor street left-turn movements. This condition results from infrequent gaps in the heavy major street traffic stream for motorists seeking to make left turns at the intersection. However, the traffic conditions would not warrant a traffic signal (according to warrant 11 in the *Manual on Uniform Traffic Control Devices*) until year 2015.

Emergency Vehicle Services. Alternative 1E would have a disadvantage over the other Build Alternatives for emergency vehicles because under this alignment N.E. Halsey Street would be discontinuous, which would eliminate direct east-west travel on N.E. Halsey Street.

Alternative 2A

Traffic Network. The route for the 207th Avenue Connector under Alternative 2A would be similar to the route under Alternative 1E, but farther south. As a result, Sixth Avenue would not extend south from N.E. Halsey Street to N.E. 207th Avenue, and the intersection of N.E. 207th Avenue and N.E. 223rd Avenue would be farther south. The design of the intersection of N.E. 223rd Avenue and N.E. Glisan Street would be the same as in Alternative 1E. Unlike Alternative 1E, Alternative 2A would feature a continuous N.E. Halsey Street.

Traffic Circulation. Vehicular traffic in Alternative 2A would follow patterns similar to those described for Alternative 1E, with the exception that east-west traffic flow on N.E. Halsey Street would continue east and not terminate at the 207th Avenue Connector. Figure 12-3 shows these traffic volumes.

Level of Service Analysis. Under Alternative 2A, all intersections would operate at LOS D or better, similar to Alternative 1E. However, the volume-to-capacity (v/c) ratio at the intersection of N.E. 201st Avenue and N.E. Halsey Street would be significantly higher than in Alternative 1E. In addition, the intersection of N.E. 223rd Avenue and W. Arata Road would have two movements operating at worse than LOS D: the northbound through movement and the westbound left-turn movement. See Table 12-1 for the levels of service at individual intersections.

Alternative 3A

Traffic Network. The alignment of the 207th Avenue Connector under Alternative 3A would be different from the other two Build Alternatives. In Alternative 3A, the 207th Avenue Connector would terminate in a "T" intersection with N.E. Glisan Street, not N.E. 223rd Avenue. Consequently, N.E. Glisan Street would be widened to five lanes between N.E. 207th and N.E. 223rd Avenues.

Traffic Circulation. As a result of the southerly orientation of Alternative 3A, traffic circulation would be slightly different than in the other two Build Alternatives. (See Figure 12-4.) The southerly orientation would alter the dominant southbound to eastbound traffic flow during the PM peak hour. Vehicle demands would increase on the eastbound approach of the intersection of N.E. Glisan Street and N.E. 223rd Avenue, as compared to the other alternatives. At the intersection of N.E. 223rd Avenue and N.E. Glisan Street, the dominant movement would be the eastbound right-turn movement. Conversely, vehicular demands would be reduced on many of the approaches to the intersections of N.E. Halsey Street and N.E. 223rd Avenue, and N.E. 202nd Avenue and N.E. Glisan Street.

Level of Service Analysis. Unlike the other two Build Alternatives, Alternative 3A contains one signalized intersection with an overall LOS E: the intersection of N.E. 201st Avenue and N.E. Halsey Street. The v/c ratio of this intersection would also be significantly



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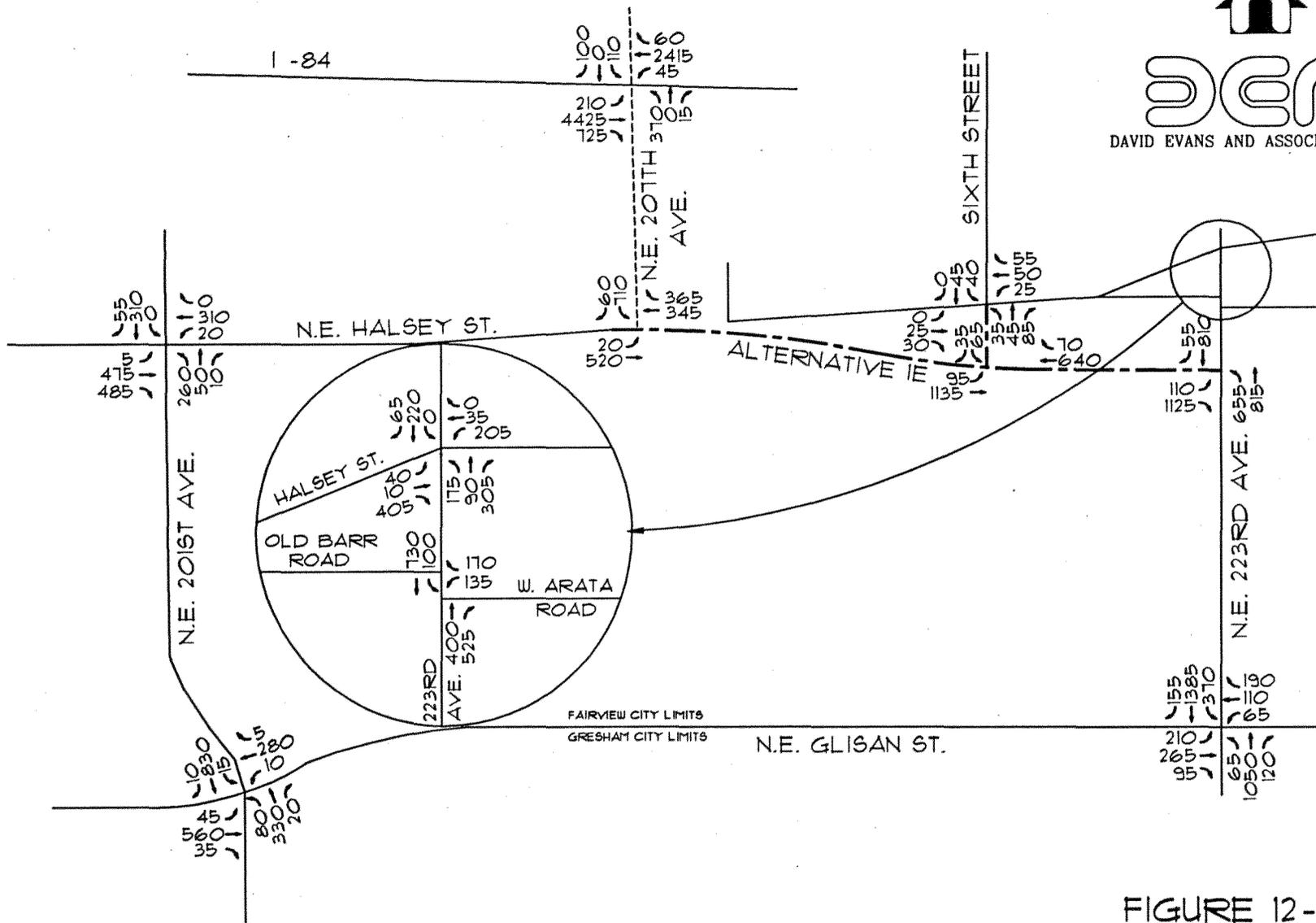


FIGURE 12-2
ALTERNATIVE 1E
2015 TRAFFIC VOLUME
PM PEAK HOUR



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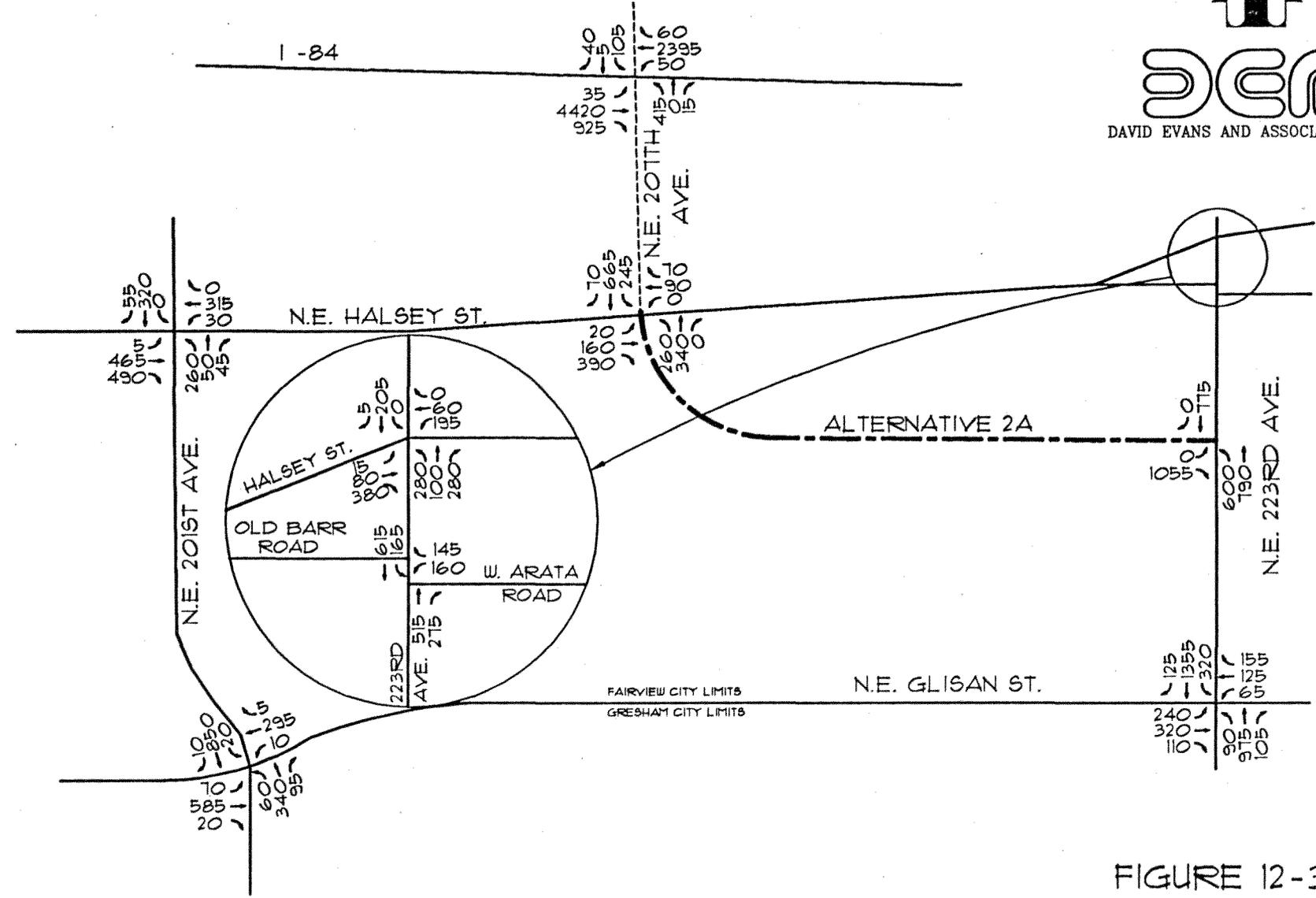


FIGURE 12-3
ALTERNATIVE 2A
2015 TRAFFIC VOLUME
PM PEAK HOUR



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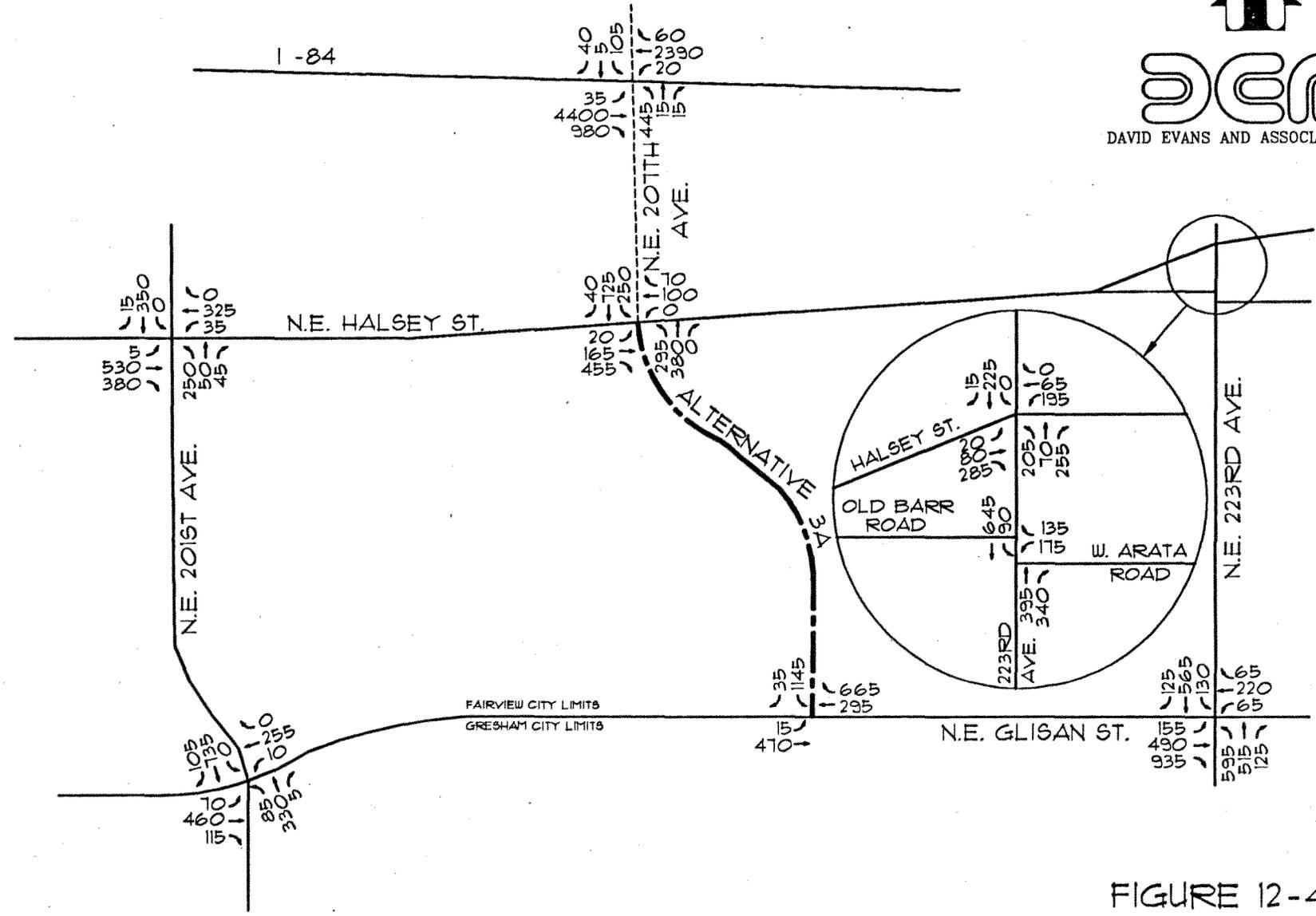


FIGURE 12-4
ALTERNATIVE 3A
2015 TRAFFIC VOLUME
PM PEAK HOUR

higher than in Alternative 1E. However, Alternative 3A represents an improvement in traffic conditions at the N.E. 201st Avenue/N.E. Halsey Street intersection over the No Build Alternative. Table 12-1 shows the overall levels of service for other intersections (all of which are LOS D or better).

Indirect Impacts

In general, the proposed project would be indirectly beneficial to the relief of traffic congestion, and the reduction of travel and emergency response times. As noted previously, the project could facilitate an acceleration in the rate of growth in the region. If growth occurs faster than projected, traffic volumes may similarly increase at an accelerated rate, thus resulting in lower levels of service in the 2015 design year.

Mitigation Measures

No mitigation measures would be required.

ALTERNATIVE TRANSPORTATION MODES

Existing Conditions

Transit Service

Currently, three Tri-Met bus routes pass through the project area (routes 24, 81, and 80). A park-and-ride lot for route 24 is provided at the intersection of N.E. 201st Avenue and N.E. Halsey Street.

Access to MAX, the region's light rail system, is available from the Gateway and Rockwood Transit Centers. These locations are connected to the project area via bus routes 24 and 81.

Pedestrian and Bicycle Facilities

Multnomah County street standards require sidewalks on all urban streets. In addition to N.E. 201st/N.E. 202nd Avenue, N.E. 223rd Avenue, N.E. Glisan Street, and N.E. Halsey Street, the 207th Avenue Connector is a designated bikeway in Multnomah County's *Bicycle Master Plan*.

Railroads

The Union Pacific Railroad owns track on the south side of I-84, north of the project area. In the future, the at-grade crossing near the I-84/238th Avenue interchange will be a grade-separated crossing. No substantial changes would be made to this rail corridor by the 207th Avenue Connector project, which would also be grade-separated from the tracks near the I-84/207th Avenue interchange.

Impacts

No Build Alternative

Under the No Build Alternative, increased vehicular volume without concurrent roadway improvements would increase congestion and bus travel times. This alternative would not connect a bikeway between the existing facility on N.E. 223rd Avenue south of N.E. Glisan Street and the bike path being constructed along I-84, nor would it provide any additional pedestrian facilities in the project area.

Build Alternatives

The Build Alternatives would generally represent an improvement in bus travel time and passenger pickup/discharge operation because of the generally improved intersection operations that would result from the proposed alignments. Under Alternative 1E, buses on N.E. Halsey Street would be diverted to the 207th Avenue Connector between N.E. 207th Avenue and N.E. 223rd Avenue, thus potentially offsetting any travel time savings resulting from improved traffic operations in the area, and locating bus stops further from residential neighborhoods.

There are currently no plans to add transit service on any of the alternative alignments. None of the Build Alternatives would impact current service or routes, except for potential minor changes in bus stop locations and as noted previously for Alternative 1E.

New roadway construction associated with the Build Alternatives would include the provision of five-foot sidewalks on each side of the street. As a major arterial, County standards require that the 207th Avenue Connector should be signed as a bikeway, either with a shared roadway or a striped bike lane (Multnomah County, 1990). The conceptual cross section for the roadway includes a striped bicycle lane on each side of the roadway.

Indirect Impacts

No indirect impacts to alternative transportation modes would be expected. The project could accelerate the growth rate in the region, and if growth occurs faster than projected, demand for alternative transportation modes could also increase at an accelerated rate.

Mitigation Measures

No mitigation measures would be required.

SECTION 13 CONFORMANCE WITH AIR QUALITY STANDARDS

Existing Conditions

Air Quality Management

The project area is located within the Portland-Vancouver Air Quality Maintenance Area (AQMA). DEQ is the governing air pollution control agency for the Portland area. The region is currently designated as a non-attainment area for ozone and carbon monoxide (CO).

Ambient Air Quality Conditions

Several ambient air quality monitoring stations are maintained in the Portland-Vancouver AQMA. Data from stations close to the project show a downward trend in CO levels. Ambient CO levels for the project area are projected to be 1.9 parts per million (ppm) in the year 1990, 1.8 ppm in the year 1995, 1.7 ppm in years 2000 and 2010, and 1.5 ppm in 2015. There is no annual National Ambient Air Quality Standard (NAAQS) for CO; the eight-hour CO NAAQS is 9 ppm, and the one-hour NAAQS is 35 ppm. Average mean ozone levels have been increasing in the Portland-Vancouver AQMA since reaching a low point in 1983.

Impacts

Construction Activities

Air quality effects of construction are addressed in Section 15.

Local Air Quality/Carbon Monoxide (CO) Analysis

Results of the localized air quality/CO analysis for existing, No Build, and Build conditions are presented on Table 13-1. CO concentrations were estimated at 11 different receptor locations (see Figure 13-1):

Peak CO concentrations for existing conditions and all of the alternatives are expected to be far below the one-hour standard of 35 ppm and the eight-hour standard of 9 ppm. (U.S. Environmental Protection Agency (EPA) guidelines suggest multiplying the one-hour CO value by .7 to estimate the eight-hour level.) Thus, it is not expected that the CO standard would be exceeded with any of the alternatives.

TABLE 13-1

PREDICTED PEAK HOUR LOCAL CARBON MONOXIDE CONCENTRATIONS (parts per million)

Receptor	Existing 1991 CO Conc.	2015 No Build		2015 Alternative 1E			2015 Alternative 2A			2015 Alternative 3A		
		CO Conc.	Change vs. Existing	CO Conc.	Change vs. Existing	Change vs. No Build	CO Conc.	Change vs. Existing	Change vs. No Build	CO Conc.	Change vs. Existing	Change vs. No Build
1	2.3	1.8	-0.5	1.7	-0.6	-0.1	1.7	-0.6	-0.1	1.7	-0.6	-0.1
2	2.1	1.7	-0.4	1.6	-0.5	-0.1	1.6	-0.5	-0.1	1.7	-0.4	0.0
3	2.3	1.8	-0.5	1.6	-0.7	-0.2	1.6	-0.7	-0.2	1.7	-0.6	-0.1
4	2.2	1.7	-0.5	1.6	-0.6	-0.1	1.6	-0.6	-0.1	1.8	-0.4	0.1
5	2.5	2.0	-0.5	2.1	-0.4	0.1	2.0	-0.5	0.0	1.9	-0.6	-0.1
6	2.4	2.1	-0.3	2.1	-0.3	0.0	2.2	-0.2	0.1	1.9	-0.5	-0.2
7	2.5	2.1	-0.4	2.2	-0.3	0.1	1.9	-0.6	-0.2	1.9	-0.6	-0.2
8	2.6	2.0	-0.6	2.2	-0.4	0.2	1.9	-0.7	-0.1	1.9	-0.7	-0.1
9	2.1	1.7	-0.4	2.1	0.0	0.4	1.6	-0.5	-0.1	1.5	-0.6	-0.2
10	2.1	1.7	-0.4	1.6	-0.5	-0.1	1.9	-0.2	0.2	1.6	-0.5	-0.1
11	1.9	1.5	-0.4	1.5	-0.4	0.0	1.5	-0.4	0.0	1.8	-0.1	0.3

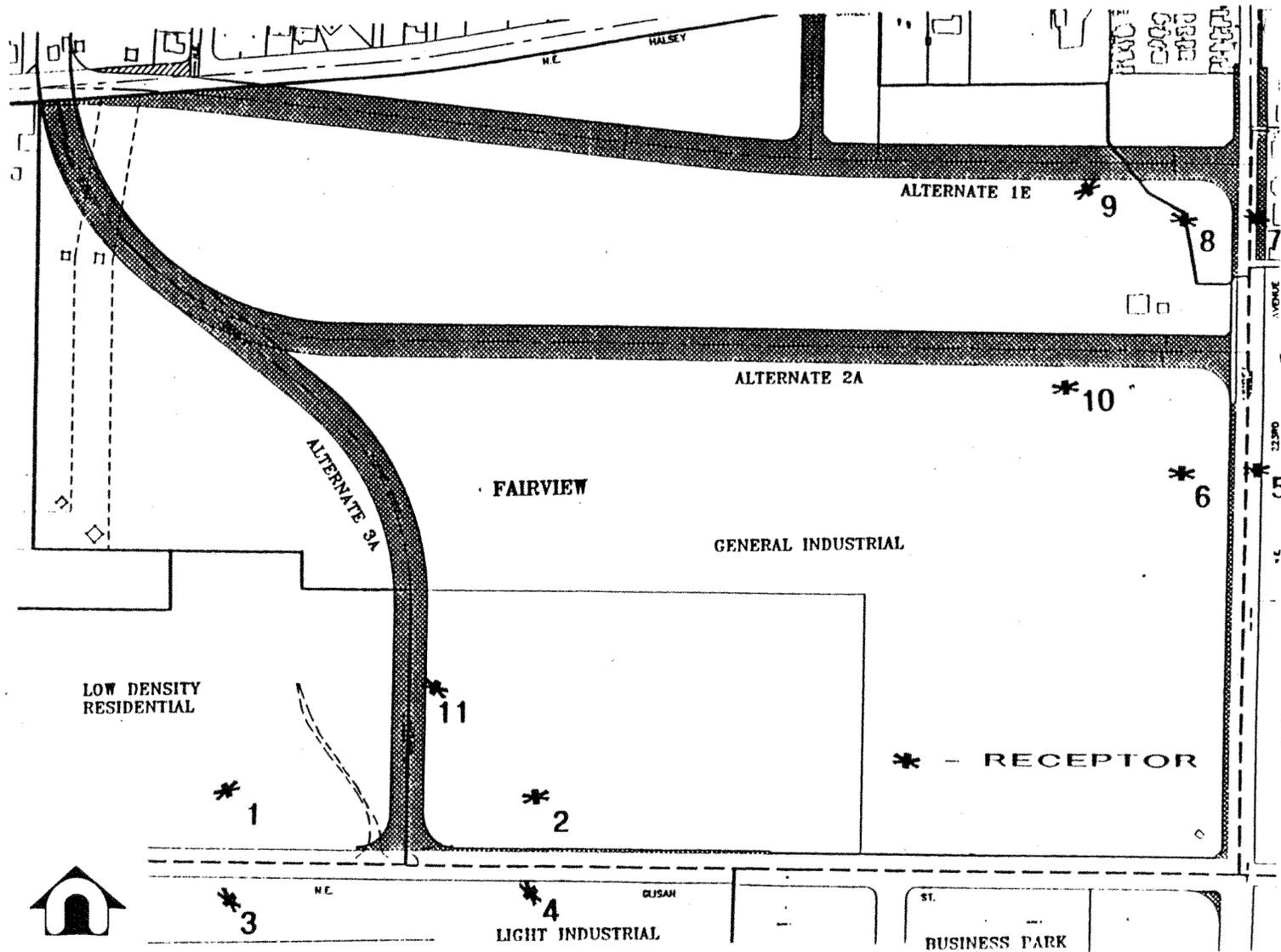
Receptor location descriptions:

Receptors 1, 2, 3, and 4: 400 feet from the proposed intersection of Alternative 3A and N.E. Glisan Street, 12 feet from the nearest travel lane at the northwest, northeast, southwest and southeast corners.

Receptors 5 and 6: 400 feet south of the proposed intersection of Alternative 2A and N.E. 223rd Avenue, 12 feet from the nearest travel lane on the east and west sides of N.E. 223rd Avenue.

Receptors 7 and 8: 200 feet south of the proposed intersection of Alternative 1E and N.E. 223rd Avenue, 12 feet from the nearest travel lane on the east and west sides of N.E. 223rd Avenue. Receptor 7 is representative of the southern part of the Poplar Mobile Manor and the residence north of the Multnomah Kennel Club.

Receptors 9, 10, and 11: Midblock receptors located 12 feet from the nearest travel lane of Alternatives 3A, 2A, and 1E, respectively.




DEA
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 SOURCE: TRC
 1993

FIGURE 13-1
**CARBON MONOXIDE
 RECEPTORS**

Conformity with the State Implementation Plan

Non-attainment areas are required under the Clean Air Act to have state implementation plans (SIP) for control of pollutants which exceed National Ambient Air Quality Standards (NAAQS). The Clean Air Act Amendments of 1990 (CAAA) require revision of the existing SIP, including the criteria and procedures for assessing the conformity of transportation plans, programs, and projects.

The interim period between CAAA enactment and approval of a revised SIP for the Portland-Vancouver AQMA is divided into two phases. Phase 1 is the period between enactment and promulgation of the EPA/USDOT final rule which contains the criteria and procedures required for determining conformity. Phase 2 is the period between promulgation of the EPA/USDOT final rule and EPA approval of the revised SIP.

The conformity determination for this project was assessed using the criteria and procedures for determining conformity during Phase 1 of the interim period. Project conformity during Phase 1 is based on the following specific requirements:

- The project is included in Metro's Transportation Improvement Program (TIP) for the Portland metropolitan area. Conformity for the TIP for fiscal years 1993 through post-1996 was determined by the Metropolitan Planning Organization (MPO) on September 1, 1992, and by FHWA on September 30, 1992.
- The design concept and scope of the project have not changed since the TIP was found to conform.
- An analysis of CO emissions shows that the project will eliminate or reduce the number and severity of CO NAAQS violations in the project area, and that the project will not cause or contribute to any new CO violations.

The 207th Avenue Connector project meets the specific requirements for project conformity determination during Phase 1 of the interim period, therefore, this project conforms to the SIP for the Portland-Vancouver AQMA.

Indirect Impacts

No indirect adverse air quality impacts would be expected as a result of the proposed project. In conjunction with the I-84/207th Avenue interchange and other committed projects for the area, the improvements to the street system will decrease localized air quality impacts through improved traffic circulation.

SECTION 14 TRAFFIC NOISE

The human ear responds to a wide range of sound intensities. The decibel (dB) scale used to describe sound is a logarithmic rating system which accounts for the large differences in audible sound levels. This scale expresses the human perception of a doubling of loudness as an increase of 10 dB. Therefore, a 70 dB sound level will be perceived as twice as loud as a 60 dB sound level. When addressing the effects of noise on people, the frequency-weighting most often used is "A-weighting," and measurements are reported in "A-weighted decibels" or dBA.

Existing Conditions

Ambient noise levels were measured at five sites in the project area (see Figure 14-1 and Table 14-1). The noise measurements consisted of noise from traffic, aircraft, and trains, as well as from domestic animals. All of these noise sources are common to the project area. The modeled existing conditions show FHWA noise abatement criteria are not exceeded. (See Table 14-2 for criteria.) During field observations, measurement sites 3 and 5, two of the most likely residences to be affected by the project, matched or exceeded FHWA standards of 67 dBA for receiving residences.

According to the Portland International Airport 1988 Noise Abatement Report, the area of this project falls within the Ldn 55 noise contour zone. The Ldn noise descriptor is an average of the nighttime (10:00 PM to 7:00 AM) and daytime noise levels, giving extra weight to the quieter times at night.

Impacts

Construction Activities

Noise from construction activities is addressed in Section 15.

Long-Term/Operational Noise--No Build and Build Alternatives

Table 14-3 presents a summary of modeled noise levels for the No Build and Build Alternatives. The calculated noise levels are results of Stamina 2.0 modeling using traffic volumes. Note that, to facilitate comparison with other modeled scenarios, the 1991 existing case is based on modeled traffic, not on field observations. The differences between the field measurements and the calculated noise levels are accounted for by sound events the model cannot incorporate. The receptors represent the nearest residences to existing alignments as well as nearest sensitive locations to future Build Alternatives.

TABLE 14-1
NOISE MEASUREMENT DATA

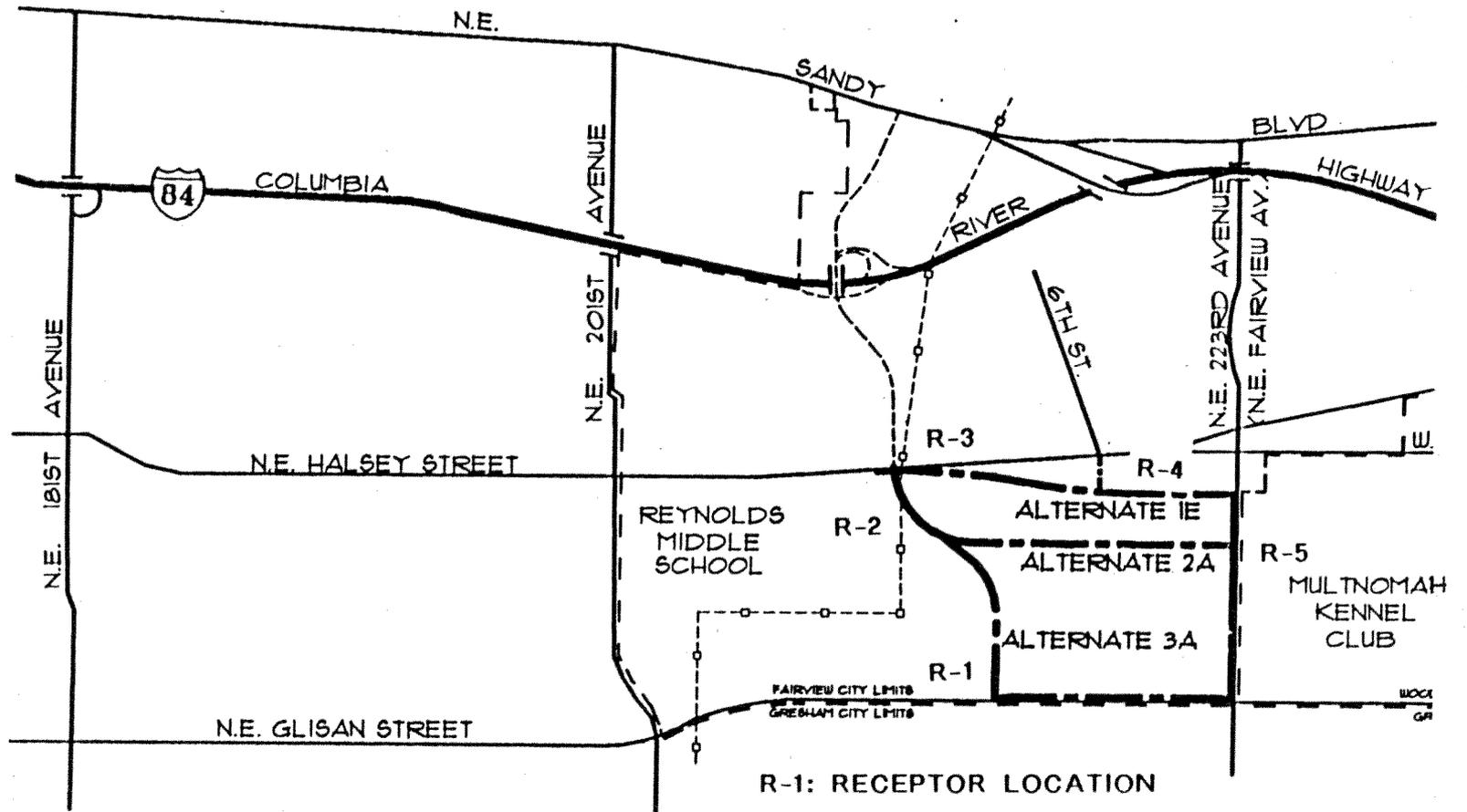
Measurement Site ¹	Date & Time	Equivalent Hour Traffic Data	Distance From Center of Road (ft.)	Measured Leq ² Level	Calc. Leq Level ³
1	11/14/91 16:05	Ambient noise	212	57	---
2	11/14/91 16:35	Ambient noise	219	56	---
3	11/14/91 16:59	Cars-474 M.Trucks-5 H.Trucks-11	56	67	61
4	11/14/91 17:25	Ambient noise	350	57	---
5	11/14/91 17:52	Cars-871 M.Trucks-9 H.Trucks-20	56	67	64

¹ Comments on site locations:

- Site 1: On currently undeveloped land, 212 feet north of N.E. Glisan Street and 1/2 mile west of N.E. 223rd Avenue.
- Site 2: At property line behind stables, where people work, 219 feet south of N.E. Halsey Street, and 80 feet west of power lines.
- Site 3: Back yard of house at northwest corner of N.E. 213th Avenue and N.E. Halsey Street (number of residence not visible), 56 feet from center of N.E. Halsey Street.
- Site 4: Property line of southwestern-most mobile home in mobile home park on southwest corner of Old Barr Road and N.E. 223rd Avenue, 350 feet west of N.E. 223rd Avenue.
- Site 5: Front yard of residence adjacent to, and north of, the Multnomah Kennel Club, 56 feet from the center of N.E. 223rd Avenue.

² Leq = Equivalent sound level: a constant sound level that has the same sound energy as the actual fluctuating sound.

³ Values for measurement sites exclude major extraneous (non-traffic) noise sources.



dea

DAVID EVANS AND ASSOCIATES, INC.

SOURCE: TRC
1993

FIGURE 14-1
NOISE MEASUREMENT
LOCATIONS

TABLE 14-2

FHWA ROADWAY NOISE ABATEMENT CRITERIA (dBA)

Land Use Category	Hourly Leq (dBA)
(A) Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	57 (exterior)
(B) Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.	67 (exterior)
(C) Developed lands, properties, or activities not included in the above categories.	72 (exterior)
(D) Undeveloped lands.	---
(E) Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.	52 (interior)

Note: Substantial Increase criteria also exist. A "substantial increase" is considered to be an increase of 10 or more decibels.

Source: Oregon Department of Transportation, Environmental Section, Oregon State Highway Division, *Traffic Noise Analysis and Mitigation Manual* (January 1990), Sec. 3.306.

TABLE 14-3

MODELED Leq FOR EXISTING CONDITIONS AND ALTERNATIVES

Receptor	1991 Modeled (Measured) ¹	2015 No Build	2015 Alt. 1E	2015 Alt. 2A	2015 Alt. 3A
1 (ambient)	53(57)	56	54	55	59
2 (barnyard)	54(56)	57	64	66	66
3 (213th & Halsey)	61(67)	63	64	62	62
4 (mobile homes)	56(57)	59	62	57	56
5 (adjacent to Multnomah Kennel Club)	64(67)	67	72	67	64

¹ The Stamina 2.0 noise model results for existing conditions are presented to permit comparison with future predicted noise levels. Measured levels at receptors 3 and 5 were elevated by noise events which the model does not account for; therefore, existing modeled results are compared with future modeled *traffic* noise.

Measurement location 2 (the barnyard receptor south of N.E. Halsey Street) would experience noise level increases over existing conditions of 10, 12, and 12 decibels for Alternatives 1E, 2A, and 3A, respectively. According to ODOT, a traffic noise impact is defined to be "an increase of 10 decibels or more in traffic noise." Therefore, all three Build Alternatives would result in a traffic noise impact at receptor location 2. Receptor 5, the residence adjacent to the Multnomah Kennel Club, and receptor 3, at N.E. 213th Street and N.E. Halsey Street, are locations where the noise levels currently approach or exceed 67 dBA. All other receptors satisfy FHWA and ODOT criteria for noise levels.

As noted above, receptor 2 would be impacted by traffic noise levels rising 10 or more decibels due to traffic generated by any of the Build Alternatives. However, the residences near the barnyard are at least twice as far as the barn from the proposed alignments and would experience less than a 10-decibel increase under any Build Alternative. Barnyard activity falls within land use category C (see Table 14-2). Noise barriers are typically not proposed for category C land uses.

The major noise contributor at receptor 5 is traffic, including truck compression brakes. The effect of these devices, which is not included in the Stamina model results, is to increase the equivalent sound level (Leq) by 4 to 6 dBA. (Leq represents a constant sound level that has the same sound energy as the actual fluctuating sound.) These intermittent and extremely loud events are more annoying than a steady drone of noise.

Receptor 5 is also considered to be representative of those residences at the nearby Poplar Mobile Manor that are closest to N.E. 223rd Avenue. A mitigation option would be a traffic noise barrier between the residences and N.E. 223rd Avenue. However, since the residences depend on driveway access to and from N.E. 223rd Avenue, such a barrier would not be feasible.

Irregular pavement near receptor 3 causes elevated, intermittent noise levels when heavy trucks drive over it. Stamina modeling shows that the traffic noise level, in the absence of the loud noises caused by trucks going over a bump, would fall below 67 dBA.

Indirect Impacts

No indirect or secondary noise sources are expected as a result of the proposed project.

Mitigation Measures

Mitigation measures to reduce construction noise are addressed in Section 15.

As discussed above, a noise barrier along the east side of N.E. 223rd Avenue to reduce traffic noise levels in the Poplar Mobile Manor would not be feasible since the development is dependent on driveway access from the roadway.

SECTION 15 CONSTRUCTION ACTIVITIES AND STAGING

CONSTRUCTION ACTIVITIES

This section summarizes impacts associated with construction activities for the project. In addition, measures to mitigate these impacts are presented.

Impacts

Economic Benefits

The Build Alternatives would be expected to create between 42 (with Alternative 3A) and 59 (with Alternative 1E) jobs from construction activities, based on ODOT's factor of 16 jobs created for every \$1 million spent on highway construction. The actual number of jobs created would depend on the construction duration. Benefits to the local community would include purchases made by construction workers for food and gasoline.

Land Uses

Disruption of businesses and residences would occur in the short term. Alternative 3A would have the least impact, since the majority of affected properties are unimproved. Construction activities associated with Alternative 1E would affect residential land uses on N.E. Halsey Street and N.E. 223rd Avenue, as well as commercial uses on N.E. 223rd Avenue. Alternative 2A would affect fewer commercial properties than Alternative 1E because there would be no right-of-way acquisition near the intersection of N.E. 223rd Avenue with N.E. Halsey Street and Old Barr Road. Similarly, Alternative 2A is farther away from N.E. Halsey Street than Alternative 1E. Therefore, impacts to residences along N.E. Halsey Street from construction activities would be less with Alternative 2A than with Alternative 1E.

Noise, Dust, and Traffic Congestion

Construction-related impacts affecting urban uses typically include noise from construction equipment and truck traffic; airborne dust and settled dust on parked cars, building windows, and facades; and temporary access changes. Residents and businesses would not lose access during construction, although access may be temporarily altered. Increased traffic congestion could occur due to the presence of construction equipment.

Noise from construction activities may affect use of a covered horse stall on the south side of N.E. Halsey Street west of the N.E. 207th Avenue extension. If construction noise and

activities are disruptive to these horses, the property owners could temporarily relocate the horses on the same property.

Wetlands and Water Quality

Construction activity for all three Build Alternatives would affect Fairview Creek, riparian vegetation, deciduous trees, and wetlands. These resources are currently in a relatively natural condition. Local FP and SEC permits would be required in addition to permits for wetland fills from ACOE and DSL.

Crossing Fairview Creek would involve construction of a bridge or box culvert at each crossing. In either case, construction would involve removal of riparian vegetation. In addition, construction of a box culvert would disturb the natural creek bottom, typically causing downstream turbidity increases during construction and could potentially cause erosion of bottom and bank sediments for years to come.

The discharge of sediment and other solids into Fairview Creek is a concern because these materials add turbidity and can affect beneficial uses. Turbidity can reduce light penetration and photosynthesis, hinder fish respiration, and reduce visibility which affects predation. Minor short-term impacts would occur during construction.

The short-term impacts associated with sediment runoff from construction areas could increase turbidity in Fairview Creek. In this regard, Alternative 2A could cause greater impacts than the other Build Alternatives because it would involve three creek crossings. Alternatives 1E and 3A would involve one and two creek crossings, respectively. There is also potential for pollutants from construction equipment to be carried into the creek.

EPA/DEQ recently developed a program to control stormwater pollution. As part of that program, NPDES permits are required for construction activities that disturb more than five acres of land. Each of the proposed Build Alternatives would result in at least five acres of disturbance. Therefore, a general stormwater permit (1200-CA) would be obtained from DEQ and conditions of the permit would have to be met if any of the three Build Alternatives are constructed.

The primary intent of the stormwater permits issued for construction activities is to prevent erosion and the subsequent discharge of sediment into receiving waters. The permits require preparation of erosion control plans and implementation of the plans during construction. No significant impacts to water quality would occur due to construction of any of the Build Alternatives provided that methods mandated by the stormwater permit are employed.

Wildlife

Construction activity has proven to be stressful to wildlife, causing displacement, increased mortality, destruction of movement corridors, and isolation of habitats. No adverse impacts to sensitive, threatened, or endangered (STE) species would be expected since they are not present in the project area.

Mitigation Measures

Water Resources

The following conditions would be observed during construction:

- All work in the water would be confined to the low flow period between June 1 and October 5, or as otherwise specified by ODFW.
- Adequate measures would be taken to minimize turbidity which could arise during construction.
- No pollutants of any type, such as petroleum products, fresh concrete, silt, etc. would be allowed to enter the waterway.
- Soils disturbed by the project would be stabilized and vegetation replanted as soon as it is practicable.
- All project debris would be removed from the stream.

In addition, permits to be obtained from ACOE, DSL, DEQ, and the City of Fairview may require additional water quality protection measures.

Erosion

As noted above, an NPDES general stormwater permit (1200-CA) would have to be obtained from DEQ and conditions of the permit would have to be met if any of the three Build Alternatives are constructed. The primary intent of the stormwater permit is to prevent erosion and the subsequent discharge of sediment into receiving waters. The permit requires preparation and implementation of erosion control plans. The plans must consider the use of erosion control methods such as stormwater diversion, settling ponds, filters, and seeding. Erosion control features must be inspected regularly by the permittee during the construction period.

The amount of bare ground exposed at a given time would be kept to a minimum as directed by the project manager. The contractor may be required to stabilize disturbed areas and provide other temporary erosion control measures.

Sedimentation fences would be placed as needed at the base of bare slopes to protect waterways and wetlands from excessive siltation. The contractor would be required to prevent the spilling or dumping of petroleum products or other polluting or toxic agents. Approved erosion control plans would be implemented.

In addition, permits to be obtained from ACOE, DSL, DEQ, and the City of Fairview may require additional erosion control measures.

Air Quality

Dust control measures, such as watering, would be used as needed during construction.

Noise

The following construction noise abatement measures would be included in the project specifications:

- No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 PM and 7:00 AM on other days, without the approval of the project manager.
- All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
- All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.
- No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 PM and 7:00 AM on other days, without the approval of the project manager.
- The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the project manager.

Should a specific noise complaint occur during project construction, the contractor, at his own expense, may be required to implement one or more of the following noise mitigation measures as directed by the project manager:

- Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
- Shut off idling equipment.
- Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
- Notify nearby residents whenever extremely noisy work will be occurring.
- Install temporary or portable acoustic barriers around stationary construction noise sources.

Local governments may have noise ordinances which control construction noise. Construction activities shall be in compliance with any local noise ordinance.

Historical Resources

If the City of Fairview applies the HR overlay zone to one or more of the residences on the north side of N.E. Halsey Street that were identified in the Level 1 historic inventory, then protection from noise, dust, and vibrations associated with construction may be required. If the HR overlay is applied, the sensitivity of these buildings to construction activity should be investigated.

Archaeological Resources

Should archaeological resources or Indian burials be encountered during project construction, work would cease in the vicinity and the Oregon State Museum of Anthropology, FHWA, SHPO, and ODOT would be notified. Construction would only resume when any recommended salvage and/or mitigation measures have been completed and approved by SHPO.

STAGING

Some traffic delays could be expected during construction of any of the Build Alternatives. No detours would be necessary. Construction would be staged with the implementation of temporary traffic control devices, flagging, and signing.

SECTION 16 CUMULATIVE IMPACTS

I-84/207TH AVENUE INTERCHANGE AND CONNECTOR

The I-84/207th Avenue interchange, scheduled to begin construction in 1993, will link the freeway with N.E. Halsey Street and N.E. Sandy Boulevard. The 207th Avenue Connector project would extend the improved five-lane roadway south and east to the N.E. Glisan Street/N.E. 223rd Avenue intersection. As noted previously, the interchange project is part of planned improvements to I-84 from N.E. 181st Avenue to the Sandy River, and has been evaluated in the Supplemental Draft EIS and Final EIS for that project. By dispersing the traffic bound to/from I-84, it will generally improve traffic circulation and operations in the east county area.

Because the 207th Avenue interchange and Connector projects would be physically linked and would both be in the same geographic area, it is important to recognize the potential cumulative impacts from the two projects, particularly in the following topic areas:

Right-of-Way

The I-84 widening will displace 7 businesses and 27 residences, and will require partial acquisition of 33 parcels without displacement of structures. The I-84/207th Avenue interchange project will affect 20 parcels, and will displace 10 mobile homes and four single family residences. No additional impacts would result if the No Build Alternative is selected for the 207th Avenue Connector project. If a Build Alternative is selected, the number of additional parcels affected would be between 7 (Alternatives 2A and 3A) and 12 (Alternative 1E). No additional displacements would result from the 207th Avenue Connector project.

Traffic Noise

In general, cumulative noise levels will increase on roadways in the vicinity of the project area with or without the proposed 207th Avenue Connector project (see Table 14-3 in Section 14 which presents estimated year 2015 noise levels). Noise walls will be constructed in the vicinity of the 207th Avenue interchange and along I-84 to mitigate noise impacts in the vicinity of the freeway and interchange areas. (An indirect effect could result if the walls block any protected visual resources.) Noise walls would not be required for the section of N.E. 207th Avenue extending south from the interchange to N.E. Halsey Street. Construction of a noise barrier to reduce the potentially significant noise increase estimated to occur in the residential areas along N.E. 223rd Avenue (with Alternative 1E only) is not considered feasible. (See Section 14.)

Air Quality

Neither the I-84/207th Avenue interchange nor the 207th Avenue Connector, individually or jointly, is expected to result in ambient carbon monoxide (CO) concentrations in excess of federal standards. Future CO emissions are expected to decrease, even with increasing traffic volumes, because more efficient CO emission controls are forecast.

Visual Resources

Views to and from the freeway will be affected by the construction of noise walls at the interchange, as noted above. South of N.E. Halsey Street, the generally flat terrain and existing vegetation limit views to or from the 207th Avenue connector where the alignment options pass through undeveloped parcels. Those segments of the connector along existing transportation corridors (N.E. 223rd Avenue or N.E. Glisan Street) would not impact any significant visual resources, nor would the Build Alternatives significantly change views of the roadway.

OTHER CUMULATIVE IMPACTS

In addition to the improvements to I-84 and construction of the 207th Avenue interchange, there are several other transportation projects planned or recently completed within the general vicinity of the project area, including:

- I-84 widening from four to six lanes between N.E. 111th Avenue and N.E. 181st Avenue (ODOT--completed);
- Reconstruction of the I-84 interchange at N.E. 181st Avenue (ODOT--completed);
- Airport Way widening and extending the present terminus at N.E. 138th Avenue to N.E. Sandy Boulevard at N.E. 181st Avenue (local--under construction);
- Mount Hood Parkway from I-84 to U.S. 26 in Gresham (ODOT--project development);
- Birdsdale Bypass (local--planned); and
- Towel-Regner Collector (local--planned).

These current and future projects are located in the Portland metropolitan area's rural-urban fringe, and are aimed at serving existing and planned urban growth. On a cumulative basis, they would improve the traffic circulation of the area. Depending on how these projects are staged, the construction activities of these projects could overlap, and could result in cumulative

construction-related impacts (e.g., traffic congestion, increased dust and noise, increased potential for erosion, etc.).

In the long term, development of these roadway projects, along with the existing and planned urban development they would serve, would result in cumulative impacts to the environment (e.g., disturbance of natural resources and wetlands, water quality degradation, increased noise, etc.). These impacts would, for the most part, be limited to areas within the UGB. Land uses within the UGB are designated by the comprehensive plans of the local jurisdictions.

For the area in the vicinity of the proposed project and other roadway improvements described above, most existing agricultural and undeveloped areas will eventually be converted to urban uses in accordance with local comprehensive plans. The roadway improvements would serve existing and future urban uses, but they are not expected to alter the amount of urban development in the UGB. They could, however, accelerate the rate of development in their vicinity. In addition, they could create pressures on local jurisdictions to rezone some properties from residential or industrial uses to commercial uses (e.g., properties adjacent to new or improved roadways where visibility and access may be improved). However, this would not be expected to significantly alter potential environmental effects since development would occur with or without the roadway improvements.

As part of the *I-84 FEIS*, potential cumulative wetlands impacts resulting from the I-84 project, and other roadway and land use development projects in the vicinity of the I-84 project, were evaluated. It was estimated that, in addition to impacts to a number of stream corridors, approximately 450 acres of wetlands would be affected. Although significant effects to these wetlands could be minimized by wetlands replacement or other measures, it was acknowledged that some loss of wetlands acreage and functional wildlife habitat could occur. The FEIS also concluded that there could be cumulative effects on wetlands due to changes in water quality or drainage patterns as a result of urban development.

Measures to mitigate environmental effects associated with development of urban uses and the roadway improvements that serve them are addressed in the comprehensive plans and zoning ordinances of the local jurisdictions, and by regulatory agencies (i.e., ACOE, ODFW, DEQ, etc.). For example, local comprehensive plans and zoning ordinances outline policies, regulations, and land use designations with which individual development projects must comply in accordance with statewide planning laws and goals, and local, state, and federal laws that protect natural resources. Also, when individual projects affect natural resources protected under local, state, and/or federal regulations (e.g., wetlands, air quality, or water quality), review and permit regulations are in place that require the responsible agencies to take into account the potential cumulative effects of numerous individual development projects on a protected resource, and to require changes to the projects or mitigation measures that would reduce potential cumulative impacts.

SECTION 17

SUMMARY OF LONG-TERM MITIGATION MEASURES

This section presents a summary of measures proposed to mitigate impacts of the proposed project. These measures are primarily to address long-term or operational impacts. Measures to reduce the effects of construction activities are presented in Section 15.

RIGHT-OF-WAY

Owners of affected properties would be paid fair market value for land acquired, and for any damages to remaining property. For Alternative 1E, fencing, a metal gate, and a portion of the covered horse stall would need to be acquired for the proposed right-of-way.

HYDROLOGY

Proper design, construction, and maintenance of the drainage facilities associated with proposed project would prevent near-site hydrologic and hydraulic problems from occurring. For example, creek crossing structures would be sized to accommodate peak flows and velocities for flood control and safe fish passage; and the internal roadway drainage system, consisting of inlets, catch basins, and pipes would be maintained on a regular basis.

WATER QUALITY

Pollutant loadings from constructed roadway surfaces would be reduced by adding design features that convey stormwater runoff to controlled areas rather than allowing random runoff to occur. For example, curbs and gutters could be used to route runoff to catch basins and sewers that would convey stormwater to a central area where sedimentation, filtration, and other pollutant removal mechanisms would reduce the pollutant loadings to the receiving stream. Grass-lined swales would be an appropriate method of centralized treatment.

To protect surface water and groundwater from impacts due to accidental spills, the grass-lined swales could be designed with detention capacity. They could be lined with clay or other impervious materials and have controlled discharge or sufficient hydraulic detention time to allow spilled materials to be removed from the basin before discharge occurs.

WETLANDS

If a particular wetland cannot be avoided by simply altering the alignment of a given alternative, then specific design considerations such as bridging, steepening roadway shoulders, constructing retaining walls, installing bioswales, or a combination of the above, must be considered first to reduce impacts to the wetland. Once the best method for impact reduction is selected, then compensation for those impacts that are unavoidable must be designed. Wetland value assessment is used to design appropriate compensatory mitigation to replace those wetland functional values that would be lost by implementation of the selected roadway alternative.

Mitigation actions described herein are conceptual; acreages needed for mitigation would be based on replacement-to-loss ratios. These ratios must be approved by both DSL and ACOE before final mitigation plans are developed. Detailed mitigation plans will be developed if a Build Alternative is selected for advancement.

Recommended mitigation measures for the selected alternative include the following:

- replacement of lost basin storage volume due to roadway construction;
- incorporation of retention or detention ponds;
- incorporation of bioswales and other biofiltration methods into the design to cleanse roadway runoff prior to discharge into the Fairview Creek system; and
- enhancement of existing wetlands or creation of new wetlands on a scale at least equal to that lost.

Crossing Fairview Creek would involve construction of a bridge or box culvert. In either case, construction would involve removal of riparian vegetation. In addition, construction of a box culvert would disturb the natural creek bottom, typically causing downstream turbidity increases during construction, and if done incorrectly, could potentially cause erosion of bottom and bank sediments for years to come. Mitigation could be accomplished by excavating recently deposited sediments from the channel, widening the creek channel, regrading the creek banks to form gentler slopes, and then revegetating. These actions would help control erosion, decrease water temperature and siltation, and provide a more diverse habitat for wildlife. Fish habitat improvements such as log weirs, pool and riffle creation, boulder installation, and planting of overshadowing vegetation would be appropriate.

Removal of a portion of the old fill north of N.E. Glisan Street and east of Alternative 3A, or enlargement of the borrow pit to create a shallow wetland littoral shelf zone, would be the two most effective wetland mitigation actions. Grading and planting these areas to create both shallow emergent zones and a forested fringe could provide the correct type of wetland functional replacement, in addition to allowing for effective groundwater discharge and recharge. The biological support function would also be replaced effectively by successful wetland creation

in either of these two locations, with a mix of shallow emergent marsh and forested swamp zones positioned to create good protective cover for waterfowl and other wildlife.

NATURAL RESOURCES

Habitat enhancement and creation would be incorporated into any wetland mitigation plan. Possible mitigation measures for wildlife could include:

- Sizing of hydraulic structures at creek crossings to prevent exceeding the maximum safe velocity for fish passage.
- Enhancement of riparian areas along Fairview Creek to lower water temperature, prevent erosion of banks and turbidity, and improve wildlife habitat.
- Enhancement of shrubby-herbaceous habitat to increase foraging and breeding ground value.
- Enhancement of lake area to improve year-round usage by wildlife by providing nest boxes, increasing foraging potential, and improving vegetative connections with other habitats.

SOILS

The stability of road embankments and the underlying soils will be assured by using measures approved by professional engineering geologists or geotechnical engineers.

SECTION 18 COMMENTS AND COMMUNICATION

CITIZENS ADVISORY COMMITTEE

A 207th Connector Citizens Advisory Committee (CAC) representing residents and businesses in the project area was formed in 1989 and held three meetings to provide input during the development of the alternatives. The meetings were open to the public. The following parties were represented on the CAC:

- City of Fairview
- City of Wood Village
- Multnomah Kennel Club
- Tektronix
- Fujitsu Microelectronics
- Riedel Resources
- Fairview Travel
- Wistful Vista/Halsey Neighborhood
- Minit Mart Store #35

A summary of the three CAC meetings is presented below.

CAC Meeting #1--July 21, 1989

The CAC was presented with three general corridor concepts for the 207th Avenue Connector south of N.E. Halsey Street and 11 alternative alignments within the three corridors. In addition, two alignments were refined for the north segment corridor alternatives. Issues raised at the meeting included concerns for: traffic control at N.E. Halsey Street and N.E. 207th Avenue, traffic volumes on N.E. Halsey Street, property acquisition effects, need for a barrier to protect residential areas, impacts on schools, effects on Fairview Creek, impact of splitting the large area zoned for industrial use, and construction costs. In addition, the CAC identified a set of nine objectives for the proposed project (the objectives listed in Section 1).

CAC Meeting #2--August 24, 1989

At the second CAC meeting, Multnomah County presented its draft design study report and the results of its evaluation of the alternatives. County staff had evaluated the 11 south alignment alternatives and two north segment alignment alternatives against the project objectives in a matrix format. After discussion, the CAC approved the evaluation process and formally adopted the nine project objectives. In addition, the CAC requested that Alternative 3A be realigned to

more closely parallel the ponds in the vicinity of the 207th Avenue Connector and N.E. Glisan Street intersection.

CAC Meeting #3--September 28, 1989

At the third meeting, the CAC reviewed the evaluation matrix that had been adjusted to reflect the revision to Alternative 3A. Following discussion, the CAC determined that Alternatives 1E, 2A, and 3A of the south alignment, and the easternmost alignment of the northern segment should be carried into the environmental process. The CAC found that, of the three south alternatives, Alternative 1E is not desirable due to its disruption of N.E. Halsey Street traffic circulation, but it would avoid much of the environmentally sensitive natural area. Alternatives 2A and 3A were considered the most desirable by the CAC, but the committee suggested that their alignments be adjusted to recognize the Multnomah Kennel Club parking area and existing lot lines where development is anticipated. Public comments received at the third CAC meeting raised concerns regarding traffic circulation and noise effects.

CONTINUING PUBLIC INVOLVEMENT

A public hearing or hearings will be held to receive public comment prior to selection of a preferred alternative.

SECTION 19
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Transportation Research Board. *Highway Capacity Manual*, Special Report 209. National Research Council, Washington D.C. 1985.

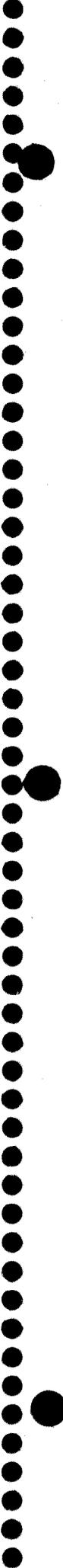
SECTION 21
LIST OF TECHNICAL REPORTS

The following 16 technical reports were prepared as the basis for the EA the 207th Avenue Connector in Multnomah County, Oregon. Each technical report is bound individually.

1. Engineering Design Report
2. Transportation Report
3. Air Quality Report
4. Acoustic Report
5. Right-of-Way Report
6. Land Use Report
7. Socioeconomic Report
8. Hazardous Materials Report
9. Preliminary Hydraulics Report
10. Wetlands and Conceptual Mitigation Report
11. Water Quality Report
12. Natural Resources Report
13. Archaeological Resources Report
14. Historical and Cultural Resources Report
15. Preliminary Soils Report
16. Preliminary Utilities Report

Copies of the technical reports are available for review at Environmental Services Department, Multnomah County, 1620 S.E. 190th Avenue, Portland, Oregon 97223.

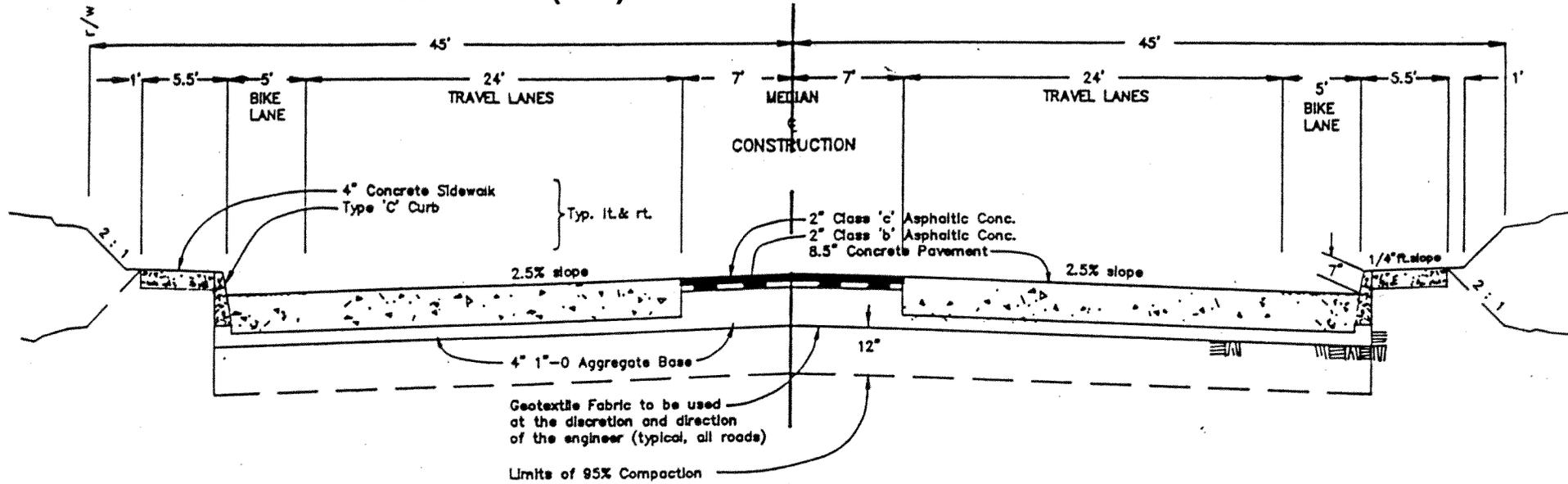
BBB:klg:draftea3.rep



APPENDIX A

Typical Cross Sections

PORTLAND CEMENT CONCRETE (PCC) DESIGN ALTERNATIVE:



ASPHALTIC CONCRETE (AC) DESIGN ALTERNATIVE:

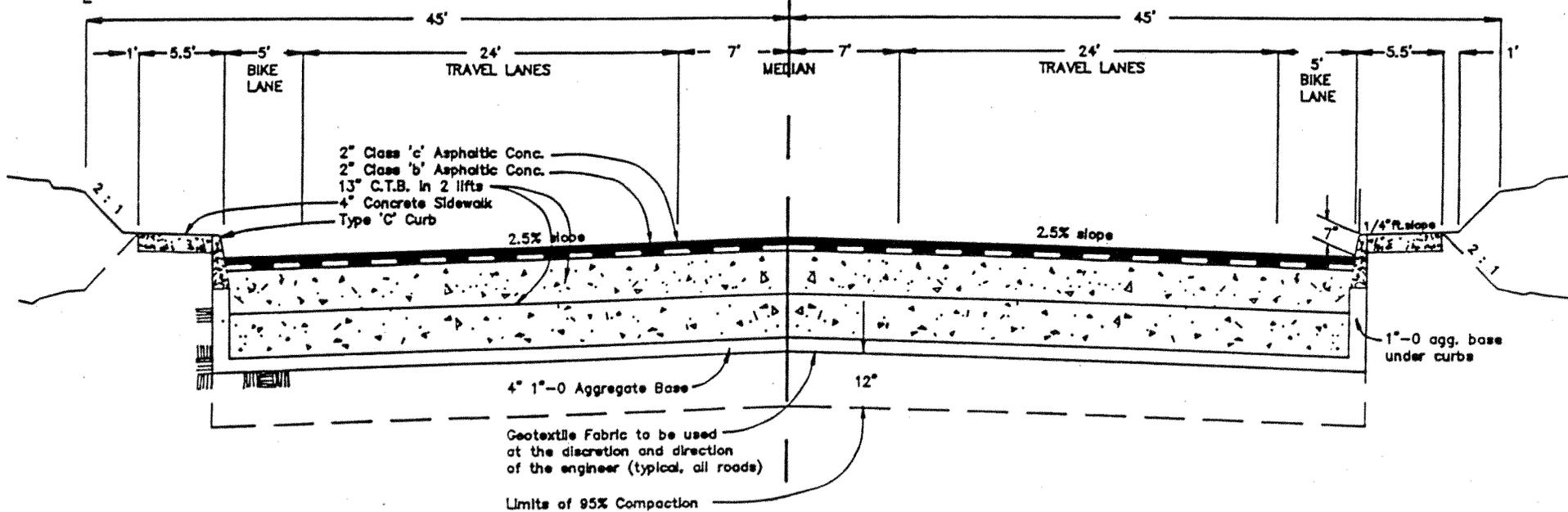
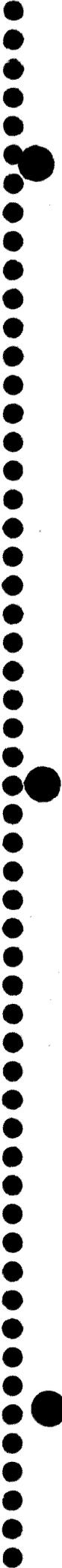


FIGURE A-1 207TH AVENUE CONNECTOR: TYPICAL ROAD SECTION

SOURCE: MULTNOMAH COUNTY TRANSPORTATION DIVISION
DEPARTMENT OF ENVIRONMENTAL SERVICES



APPENDIX B

ODOT Land Acquisition Program Pamphlet

Oregon Department of Transportation



ACQUIRING LAND FOR HIGHWAYS AND PUBLIC PROJECTS

A description of the
Department of Transportation
land acquisition program



PRINTED ON RECYCLED PAPER

When improving highway facilities, the Department of Transportation has the task of acquiring right of way. It is the aim and desire of the Department to obtain right of way with fairness and equity.

The State is empowered to acquire private property for public use. With this power goes the obligation to protect the rights of the individual property owner. The Department thus has a dual responsibility — recognition and protection of the individuals who are affected by acquisition of land, and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when required, are held during the location and design stages of a project. Such hearings provide opportunities for public participation to ensure that highway locations and designs are consistent with Federal, State and Local goals and objectives.

The corridor hearing is held after preliminary studies have been made on several possible routes. During the course of this hearing, testimony is recorded for study by Department personnel and the Transportation Commission.

Upon selection of a corridor, a detailed survey within that corridor is made and a preliminary design plan developed for presentation at a "Design Hearing."

The "Design Hearing" provides an opportunity to present testimony about the final highway design.

In an instance where a choice of corridors is not involved, such as the case of an improvement to an existing highway, a single "Combination Corridor-Design Hearing" may be held.

After all data and testimony has been studied, a final design is adopted by the Transportation Commission and the acquisition of rights of way is authorized.

JUST COMPENSATION

Owners of property needed for a highway project will be offered Just Compensation for the required rights-of-way. Just Compensation includes the estimated value of all the land and improvements within the needed area. In addition, if only a part of a property is to be acquired, Just Compensation will also include

any measureable loss in value to the remaining property due to the partial acquisition.

Just Compensation is based on the Department's valuation of the needed property and its estimation of any damages to the remaining property. Department procedures, guided by Federal Regulations, have been designed to protect both owners of properties needed for highway rights-of-way as well as other taxpayers. The valuation process will be conducted either by an experienced and qualified employee of the Department or by an independent fee appraiser under a contract with the Department. The value arrived at will be by comparison of similar properties in the market that have recently sold, by knowledge and consideration of costs and depreciation for any improvements to be acquired, and when applicable, by the property's income potential. The final value determination will be based on this type of information from the local real estate market.

The property to be acquired is inspected by a qualified appraiser during the first part of the valuation process. With complex acquisitions involving large portions of the property, major buildings or improvements on the property, displacement of residents, and/or damages to the remaining part of the property not being acquired, property owners will be given the opportunity to accompany the appraiser during a detailed inspection of your property.

Any increase or decrease in the value of needed property brought about by public knowledge of the upcoming highway project is disregarded in the valuation process.

The final value estimate is reviewed for completeness and accuracy, and Just Compensation is established by the Department's Review Appraiser. In addition to this estimate of Just Compensation, the Department will make an offer to purchase any remaining property determined to have no remaining economic value to the owner.

ACQUISITION PROCEDURE

The Right of Way Agent who calls on you has studied the Department's valuation of the needed property and can illustrate with maps and other data how the acquisition will affect your property. The Department's offer will be

confirmed in writing together with an acquisition summary statement which provides the basis for that amount. The Agent is authorized to obtain an option and deed from you to purchase your property, subject to the approval of the Transportation Commission. The Agent is unable, under Department procedures governing acquisitions, to engage in "horse trading"; rather the Agent is confined to those monetary values indicated by the appraisal process.

However, the Department is ready and willing to reconsider its position in light of any new evidence of value presented by you including a documented professional appraisal.

The Department may not take any action which would coerce you into accepting its offer. Prohibited actions include advancing the time of condemnation, deferring negotiations or condemnation, or postponing the deposit of funds in court for your use.

You need not accept the State's offer or enter an agreement felt to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property.

In the event the parties are still unable to agree as to the compensation to be paid, or you cannot clear the title, a condemnation action will be filed. Discussions can, of course, continue even after an action is filed. The filing allows the State to proceed with the construction project.

IMPROVEMENTS

When the Department acquires an interest in your land, it must acquire an equal interest in your house or any other improvements located on the land acquired. If buildings are required to be removed the Department may allow the owner to retain the improvements. If you are interested, this can be discussed with the Right of Way Agent.

PAYMENT

If you sign the option agreement and deed, and the Transportation Commission approves it, then the transfer of title and payment may proceed. As in a private sale, you are responsible for clearing encumbrances to the title such as unpaid taxes, assessments, mortgages, outstanding leases and other liens against your property. The Right of Way Agent will assist

you in clearing title. No payment can be made until a warranty deed conveying clear title to the Department has been recorded in the appropriate county records.

At the time the deed is available for recording, authorization is given to prepare a check for your property. Normally, when no cloud obscures the title, you will receive payment for your property about four weeks after you give the Department a deed to the property.

If a condemnation action has been filed, the amount established by the Department as just compensation will be deposited with the court for distribution in accordance with the order of the court.

You are entitled to be reimbursed for fair and reasonable costs you incur for expenses incidental to conveying your property to the Department. Such expenses could be, but are not necessarily limited to, penalty costs for prepayment of any pre-existing recorded mortgage encumbering your property, mortgage release fees, and the State's portion of real property taxes.

POSSESSION

You are not required to surrender possession of your property until you have been paid the agreed purchase price or an amount equal to the Department's established estimate of just compensation has been deposited with the court for your benefit.

When negotiations begin, you, as well as any tenants occupying your property, will be notified in writing that it is the Department's intent to acquire the property. You will not be required to move from your home, farm, or business location earlier than 90 days following that notice or within 30 days after payment, whichever is later. However, if the purchase does not require you to move, the agreement to purchase your property may require you to surrender possession of your property upon payment.

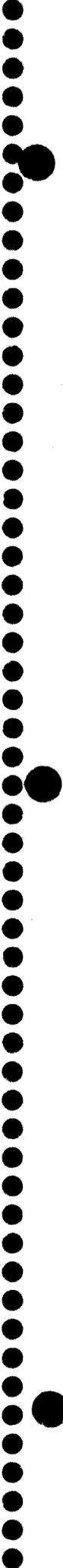
The Department is aware of the need for a reasonable time for relocation. If your property is not needed for several months, your continued occupancy may be permitted on a short term basis. The amount of rent the Department may charge you, or another tenant, may not exceed the fair rental value of the property to a short term occupier.

RIGHT OF WAY OFFICES

For your convenience the Department maintains Regional Right of Way Offices at the following locations:

5821 NE Glisan Street Portland, Oregon 97213 Telephone No. 731-3275	1299 NW Ellan Street Roseburg, Oregon 97470 Telephone No. 440-3383
7165 SW Fir Loop Tigard, Oregon 97223 Telephone No. 639-7311	63020 O.B. Riley Road Bend, Oregon 97701 Telephone No. 388-6196
2960 State St. SE Salem, Oregon 97310 Telephone No. 378-2641	3012 Island Avenue La Grande, Oregon 97850 Telephone No. 963-7552

734-3773 (9-92)



APPENDIX C

Typical Wetlands Mitigation Concepts

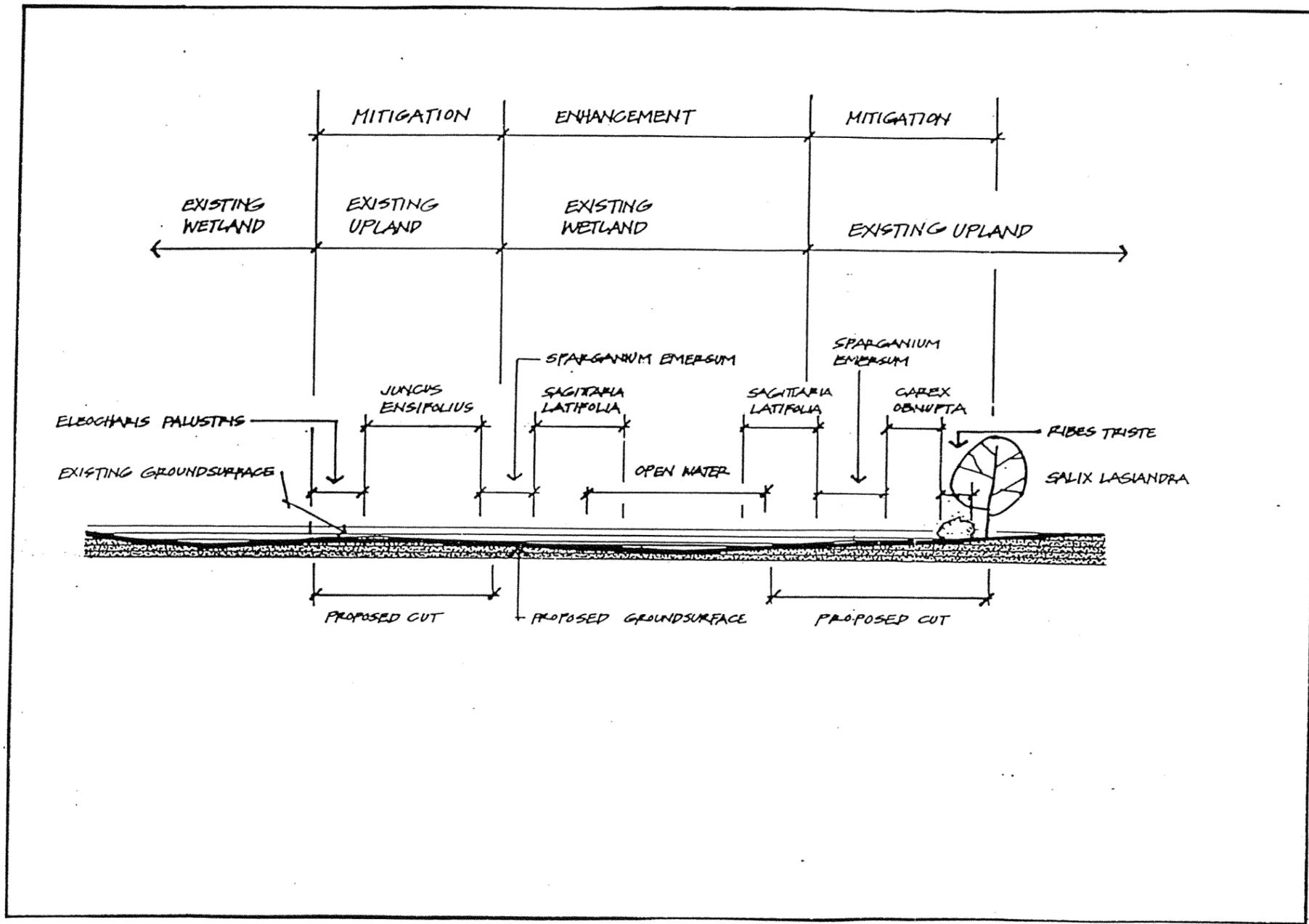


FIGURE C-1
 CONCEPTUAL
 WETLAND
 MITIGATION:
 TYPICAL CROSS
 SECTION OF
 PALUSTRINE
 EMERGENT
 CREATION



DAVID EVANS AND ASSOCIATES, INC.
ENGINEERS, SURVEYORS, PLANNERS, LANDSCAPE ARCHITECTS
2828 S.W. CORBETT AVENUE PORTLAND, OR 97201 (503)223-6663

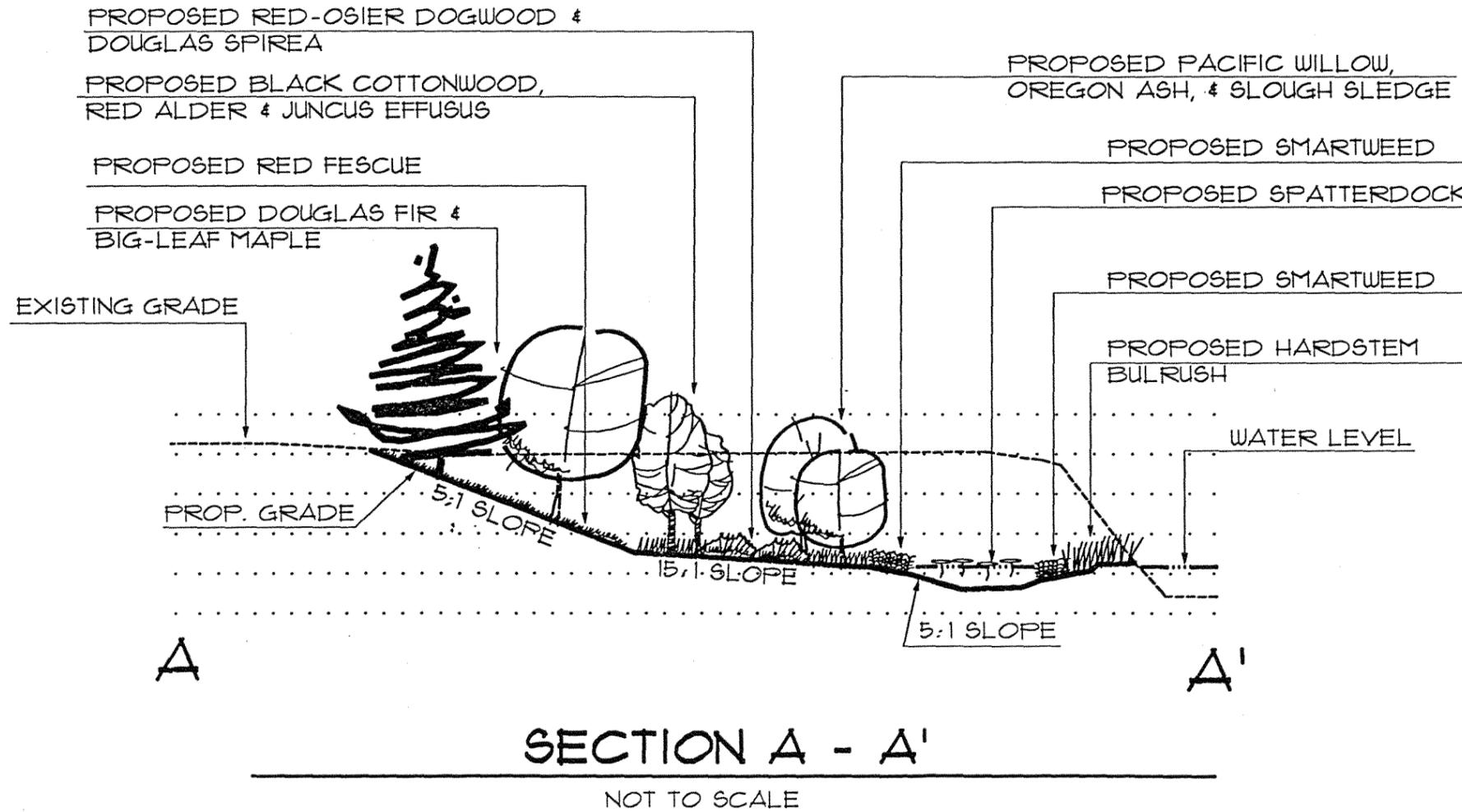
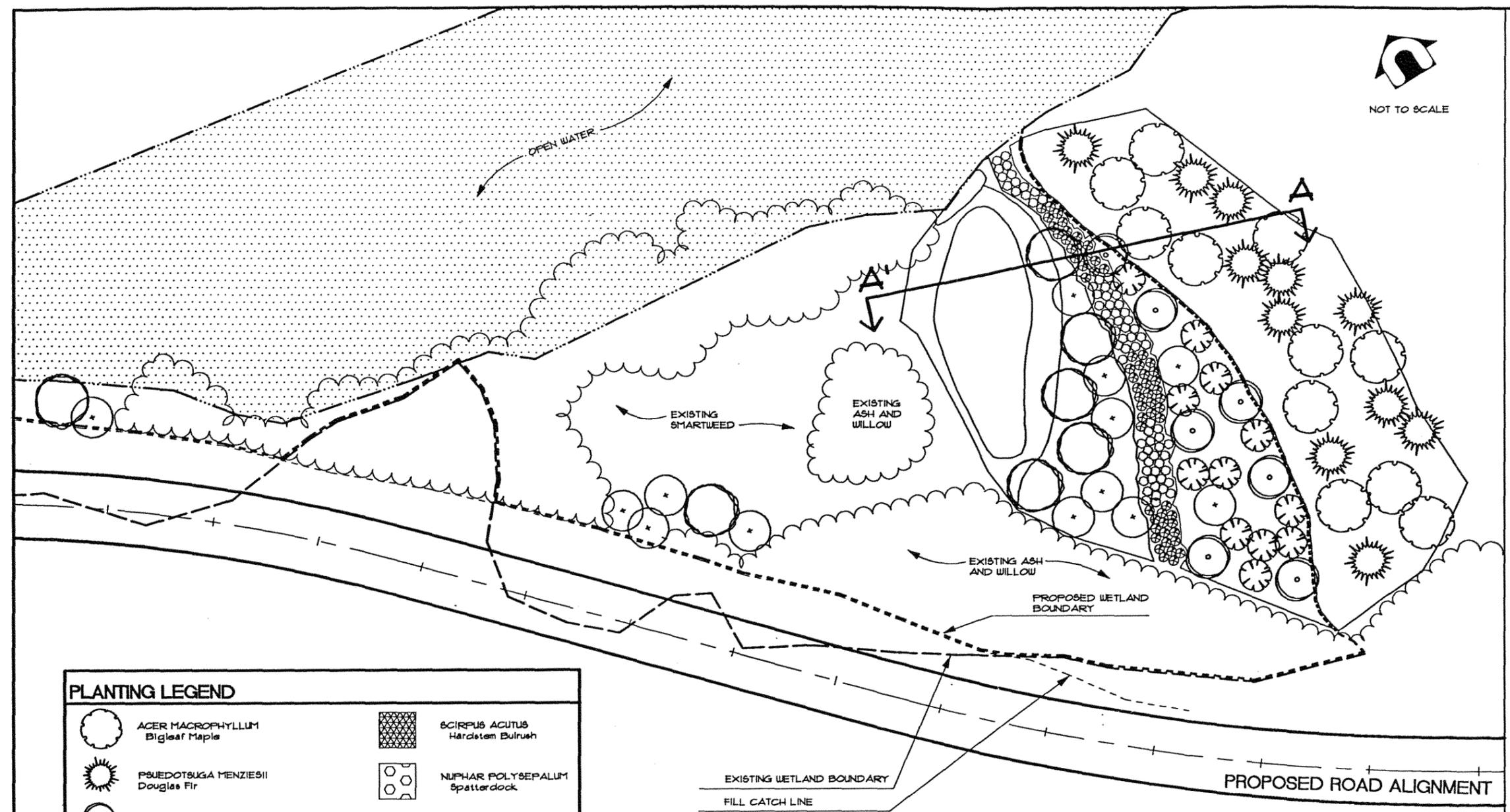


FIGURE C-2
207 TH AVENUE
CONCEPTUAL
WETLAND
MITIGATION:
TYPICAL CROSS
SECTION OF
PALUSTRINE
FORESTED
CREATION



PLANTING LEGEND			
	ACER MACROPHYLLUM Bigleaf Maple		SCIRPUS ACUTUS Hardstem Bulrush
	PSUEDOTSUGA MENZIESII Douglas Fir		NUPHAR POLYSEPALUM Spatterdock
	POPULUS TRICHOCARPA Black Cottonwood		POLYGONUM PUNCTATUM Smartweed
	ALNUS RUBRA Red Alder		CAREX OBNIPTA Slough Sedge
	FRAXINUS LATIFOLIA Oregon Ash		SPIRAEA DOUGLASII Douglas Spiraea
	SALIX LASIANDRA Pacific Willow		CORNUS STOLONIFERA Red-Osier Dogwood
			JUNCUS EFFUSUS Soft Rush
			FESTUCA RUBRA Red Fescue

FIGURE C-3
207 TH AVENUE
CONCEPTUAL
WETLAND
MITIGATION:
TYPICAL
PLANTING
PLAN

APPENDIX D

Letter from Oregon State Historic Preservation Office

June 23, 1993

Pieter T. Dykman
Research Supervisor
Environmental Section
Department of Transportation
1158 Chemeketa Street, NE
Salem, Oregon 97310

STATE
HISTORIC
PRESERVATION
OFFICE

PARKS & RECREATION
DEPARTMENT

RE: Cultural Resources and Archaeological Reports
207th Avenue Connector Project
207th Avenue
Multnomah County

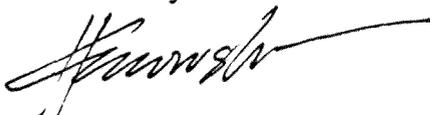
Dear Pieter:

Thank you for your submission of project documentation for the undertaking referenced above. This information was reviewed and evaluated using criteria and procedures noted in 36 CFR 800, and in consultation with the appropriate SHPO staff.

After review of this documentation, our office finds that the residence located at 21745 NE Halsey is "considered eligible" for listing in the National Register of Historic Places. The four (4) other structures identified in the project vicinity are "considered not eligible". The Stone Marker identified in the archaeological report is "not eligible" for listing. Therefore, our office "concurs" with the report's summary that construction of any one of the three (3) build alternatives will have "no effect" on cultural resources.

Should you have any questions, or need additional assistance, please feel free to contact me at the SHPO, extension 228.

Sincerely

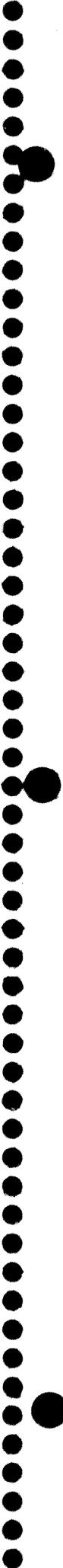


Henry C. Kunowski
Project Manager

cc: James M. Hamrick



525 Trade Street SE
Salem, OR 97310
(503) 378-5001
FAX (503) 378-6447



APPENDIX E

Level of Service Definitions

UNSIGNALIZED INTERSECTIONS

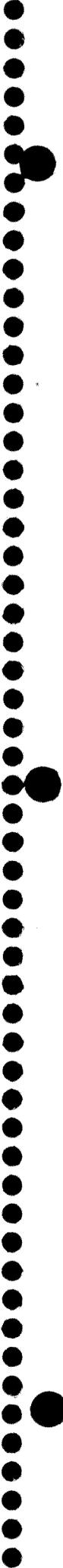
Level of Service	Description
A	Operations with reserve capacity greater than 400 passenger cars per hour; little or no delay.
B	Operations with reserve capacity of 300 - 399 passenger cars per hour; short traffic delays.
C	Operations with reserve capacity of 200 - 299 passenger cars per hour; average traffic delay.
D	Operations with reserve capacity of 100 - 199 passenger cars per hour; long traffic delays.
E	Operations with reserve capacity of 0 - 99 passenger cars per hour; long traffic delays.
F	Operations where demand volume exceeds capacity of lane, causing extreme delays and queuing.

Source: Transportation Research Board. Highway Capacity Manual, Special Report 209. National Research Council, Washington, D.C. 1985.

SIGNALIZED INTERSECTIONS

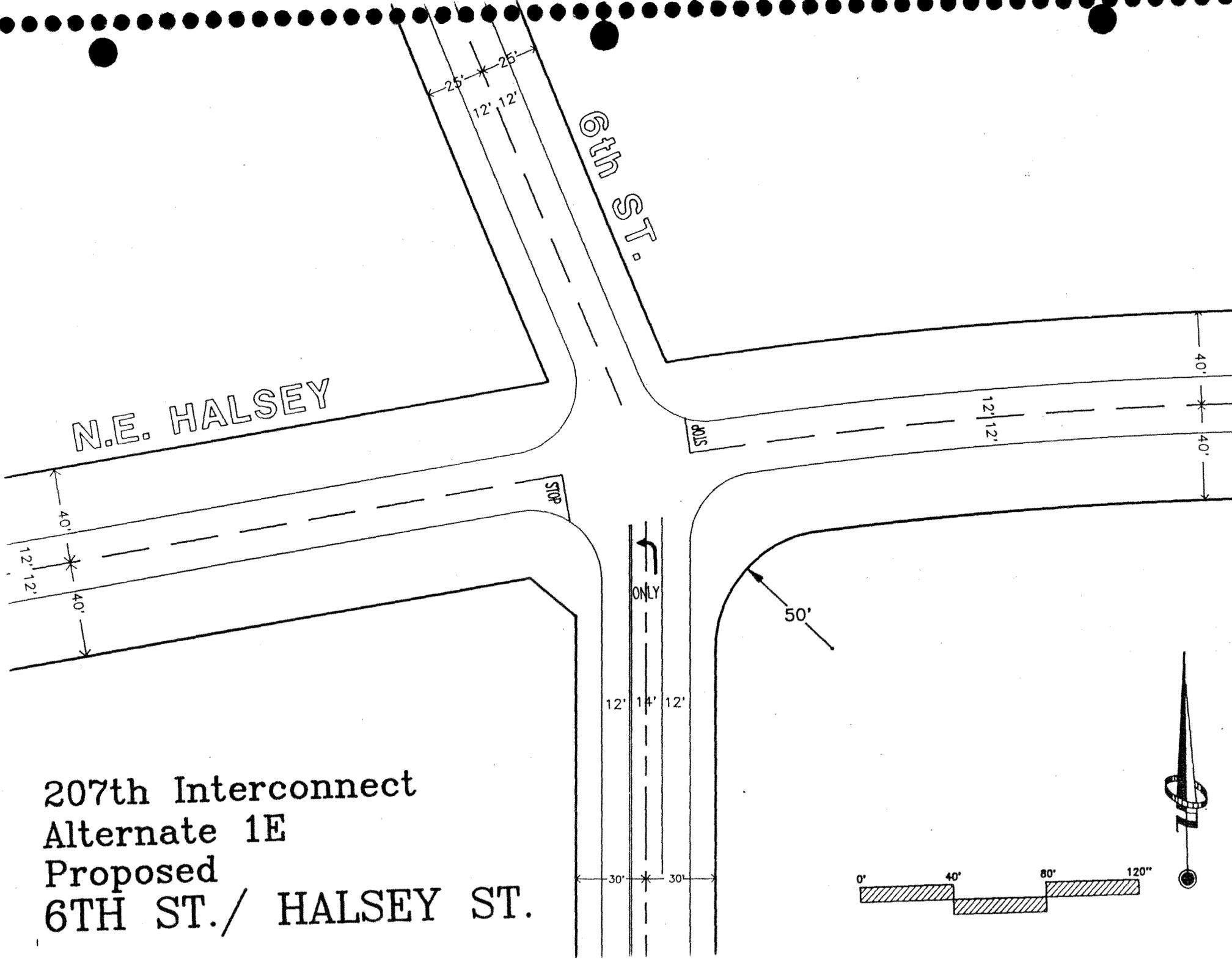
Level of Service	Description
A	Operations with very low delay - less than 5 seconds per vehicle; occurs when most vehicles arrive during green phase, with most vehicles not stopping at all; short cycle lengths may contribute to low delay.
B	Operations with delay from 5.1 to 15 seconds per vehicle; occurs with good progression and/or short cycle lengths; more vehicles stop than with LOS A.
C	Operations with delay from 15.1 to 25 seconds per vehicle; occurs with fair progression and/or longer cycle lengths; individual cycle failures may begin to appear at this level; the number of vehicles stopping is significant at this level, although many vehicles still pass through the intersection without stopping.
D	Operations with delay from 25.1 to 40 seconds per vehicle; at this LOS, the influence of congestion becomes more noticeable; longer delays result from a combination of unfavorable progression, long cycle lengths, or high volume/capacity (v/c) ratios; many vehicles stop, and the proportion of vehicles not stopping declines; individual cycle failures are noticeable.
E	Operations with a delay of 40.1 to 60 seconds per vehicle; upper limit reflects capacity of intersection; high delay indicates poor progression, long cycle lengths, and high v/c ratios; individual cycle failures are frequent.
F	Operations with delay in excess of 60 seconds per vehicle; condition occurs from over-saturation, when arrival flow rates exceed capacity of the intersection; may also occur with high v/c ratios less than 1.0 with many individual cycle failures; poor progression and long cycle lengths may also contribute to high delay.

Source: Transportation Research Board. Highway Capacity Manual, Special Report 209. National Research Council, Washington, D.C. 1985.

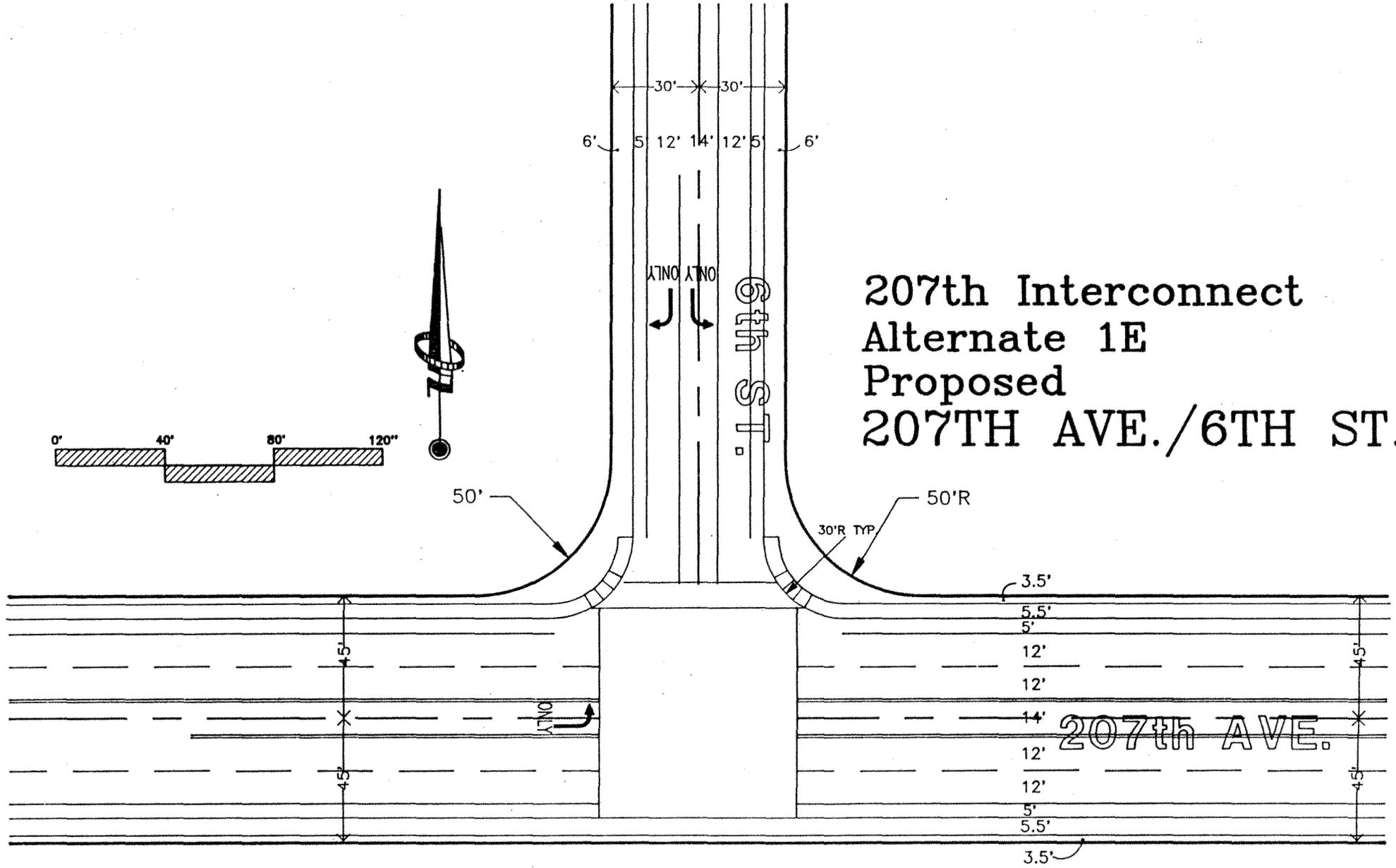


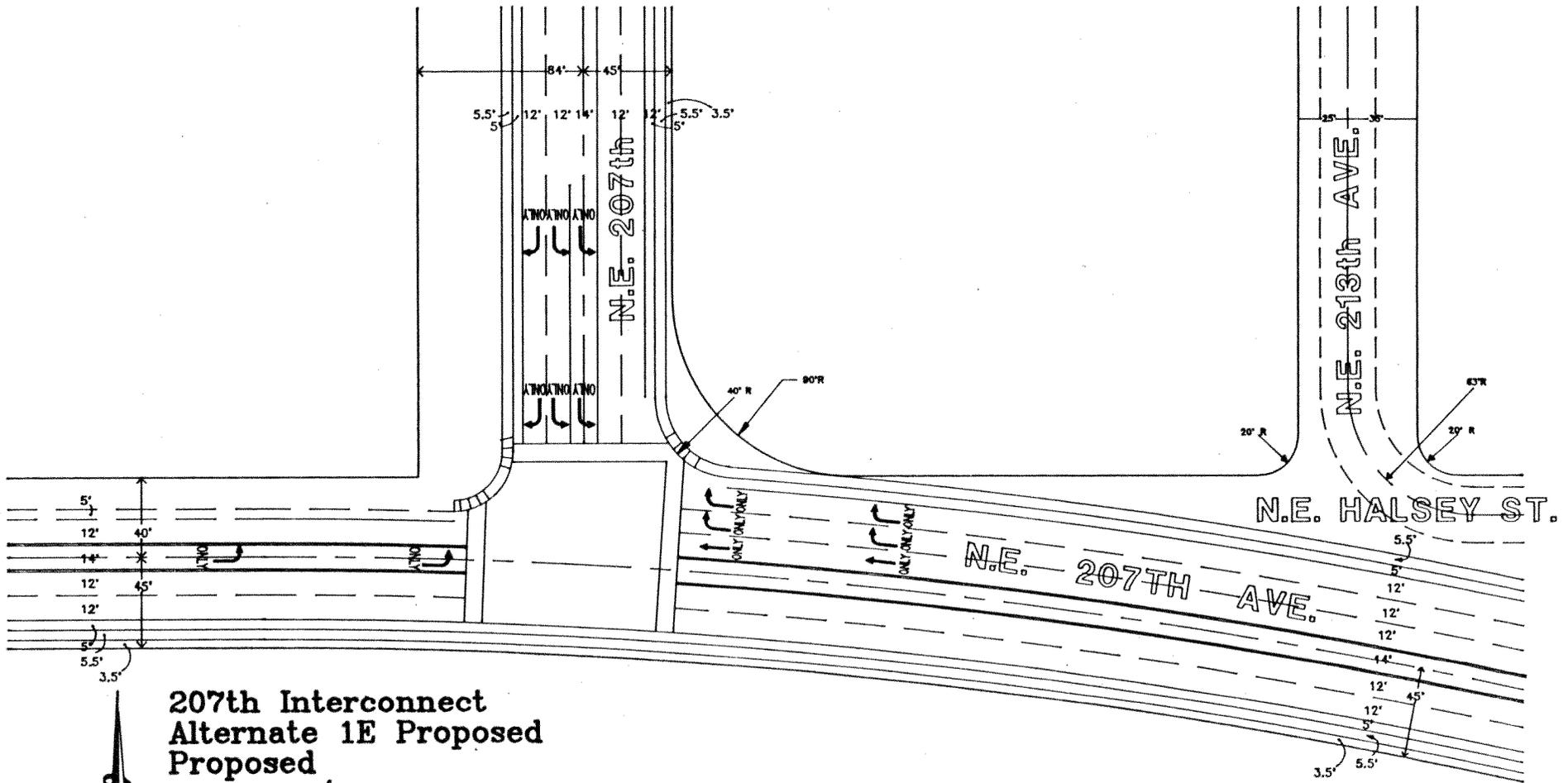
APPENDIX F

Intersection Configurations



207th Interconnect Alternate 1E Proposed 207TH AVE./6TH ST.

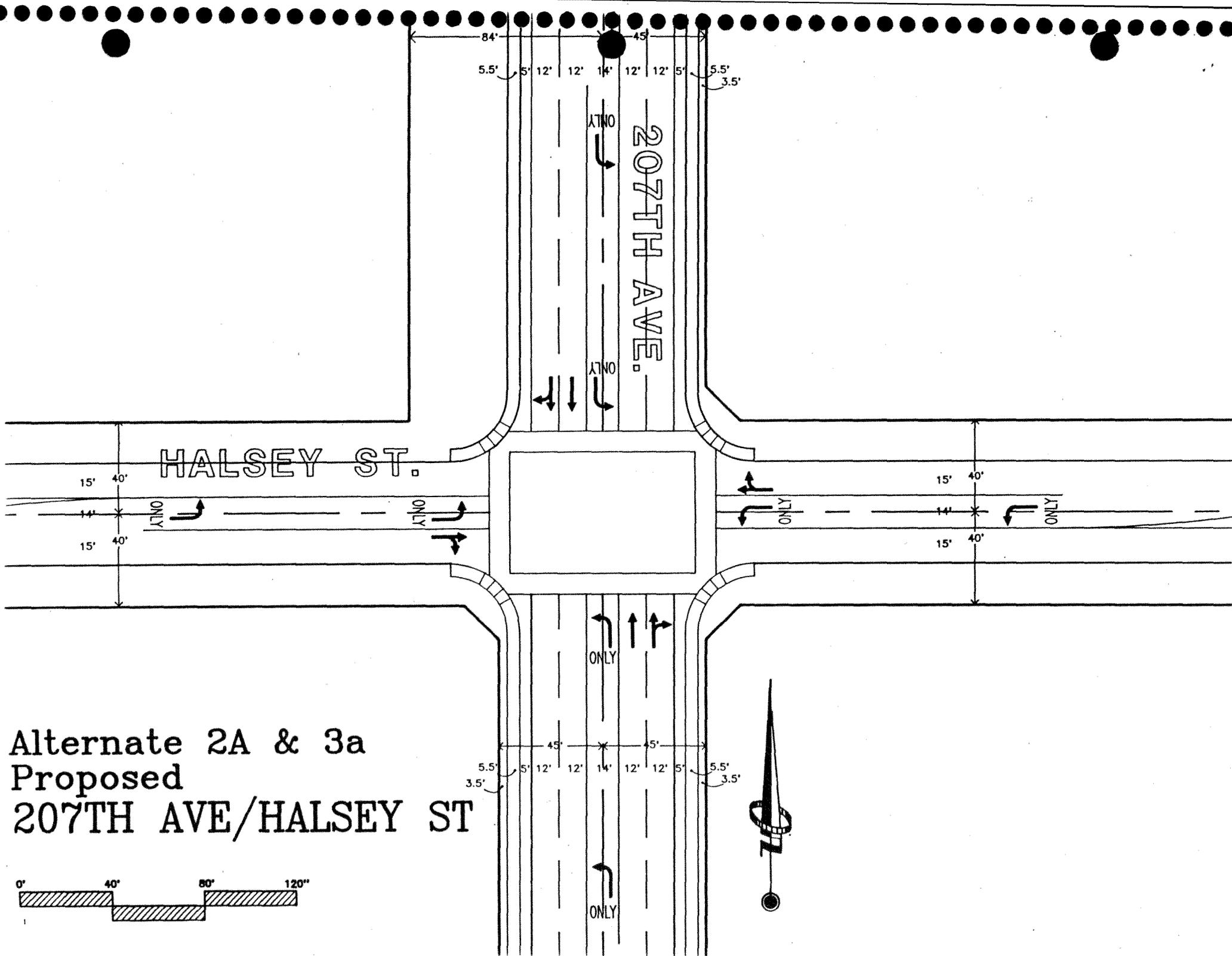




**207th Interconnect
 Alternate 1E Proposed
 Proposed
 207TH / HALSEY**



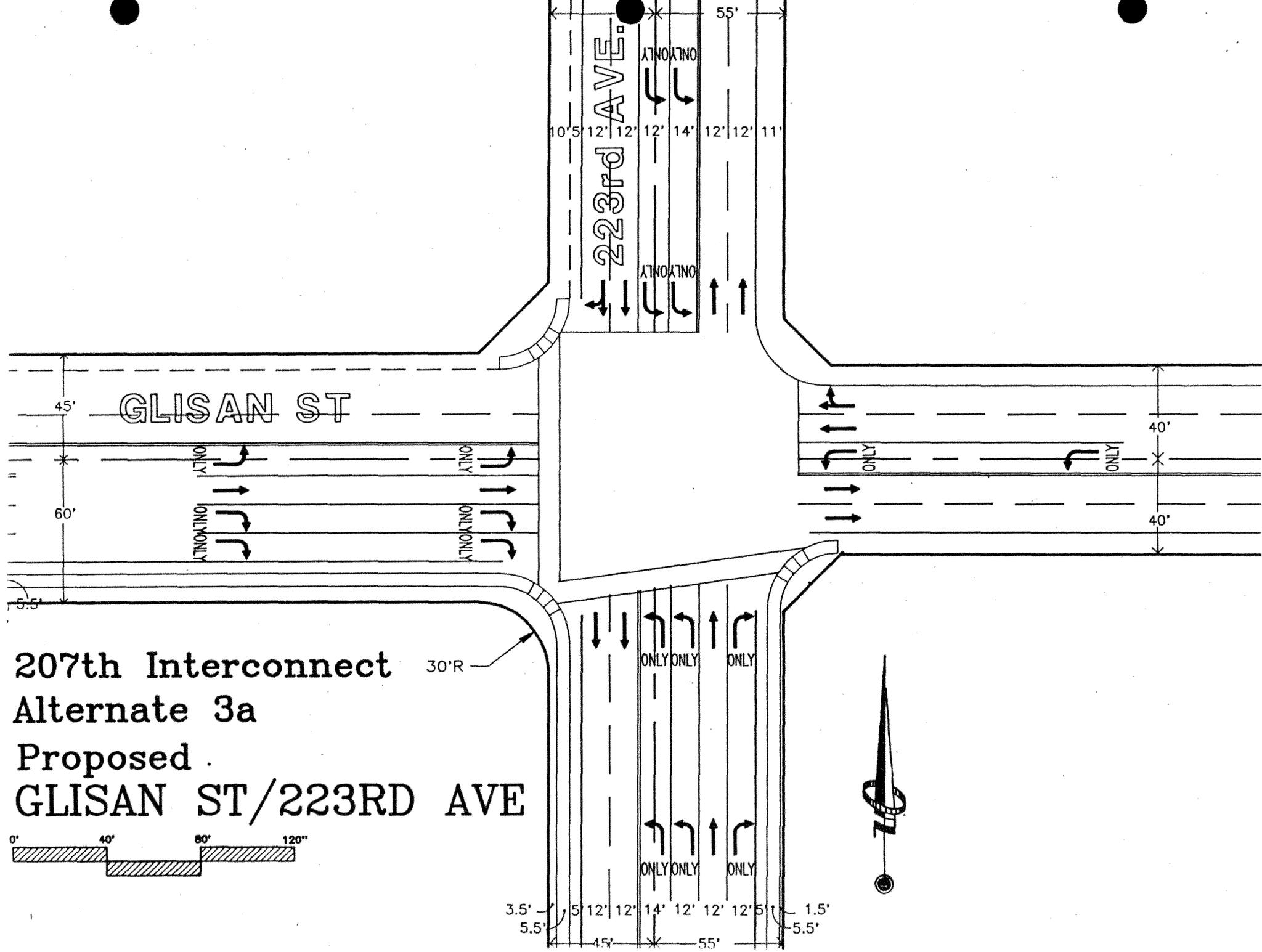
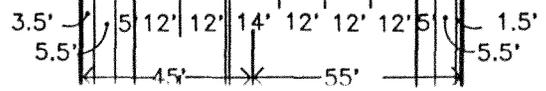
Alternate 2A & 3a
Proposed
207TH AVE/HALSEY ST



GLISAN ST

223rd AVE

207th Interconnect
Alternate 3a
Proposed
GLISAN ST/223RD AVE



MEETING DATE: DEC 02 1993

AGENDA NO: R-5

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: PCRB Exemption for Energy Resource Vendors for the Low Income Energy Assistance Program (LIEAP)

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: Thursday, November 18, 1993

Amount of Time Needed: 15 MINUTES

DEPARTMENT: MSS DIVISION: Purchasing/CAPO

CONTACT: Lillie Walker/Rey Espana TELEPHONE #: 248-5111/248-5464

BLDG/ROOM #: 421/1st

PERSON(S) MAKING PRESENTATION: Lillie Walker

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Request of Board of County Commissioners, acting as PCRB, for an exemption to contract with the attached energy resource vendors under the Federal Low Income Energy Assistance Program (LIEAP). In FY 93-94 the amount is expected to be around \$2.4 million, pending Federal budget decisions.

11/24/93 notice of hearing & application to PCRB list, Lillie Walker & Rey Espana

12/3/93 notice of approval & order to PCRB list, Lillie Walker & Rey Espana

SIGNATURE REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: *Lillie M. Walker*

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

BOARD OF COUNTY COMMISSIONERS
1993 NOV 22 11:11 AM
MULTI-NOAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM BRIEFING
STAFF REPORT SUPPLEMENT

TO: BOARD OF COUNTY COMMISSIONERS
FROM: Lillie Walker, Purchasing Director
TODAY'S DATE: November 1, 1993
REQUESTED PLACEMENT DATE: November 18, 1993

RE: Exemption request from formal competitive bid process for the Community Action Program Office (CAPO) to establish requirements contracts with the attached Energy Resource Vendors under the Low Income Energy Assistance Program (LIEAP).

I. Recommendation/Action Requested:

The Community Action Program Office has requested an exemption from the formal bid process to establish requirement contracts with the attached Energy Resource Vendors.

II. Background/Analysis:

The Low Income Energy Assistance Program (LIEAP) is a Federally funded, State managed, County administered program serving low income people. In prior years the State processed all the payments and contracted with the vendors. This fiscal year the contracting and payment function was turned over to the County. Under this program the LIEAP agency authorizes payments, the County pays the Energy Resource Vendor/Vendor, and the Energy Resource Vendor provides the home energy resource. The top three vendors, PGE, Northwest Natural Gas, and Pacific Power & Light are sole source suppliers and represent approximately 86% of the payments.

III. Financial Impact:

The attached list shows the amounts paid during FY 92-93. In Fy 93-94 the maximum is expected to around \$2.4 million, pending Federal budget decisions.

IV. Legal Issues:

This request is supported by ORS 279.017 (2) and other than the signing of the contracts, there are no legal issues anticipated.

V. Controversial Issues:

N/A

VI. Link to Current County Policies:

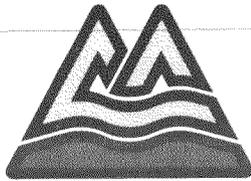
Current County policies require formal competitive bidding for the purchase of equipment, materials and supplies that exceed \$10,000.00.

VII. Citizen Participation

N/A

VIII. Other Government Participation:

N/A



MULTNOMAH COUNTY OREGON

DEPARTMENT OF SOCIAL SERVICES
HOUSING AND COMMUNITY SERVICES DIVISION (503) 248-3339
COMMUNITY ACTION PROGRAM OFFICE (503) 248-5464
421 S.W. FIFTH, SECOND FLOOR
PORTLAND, OREGON 97204-2221
FAX # (503) 248-3332

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN • CHAIR OF THE BOARD
DAN SALTZMAN • DISTRICT 1 COMMISSIONER
GARY HANSEN • DISTRICT 2 COMMISSIONER
TANYA COLLIER • DISTRICT 3 COMMISSIONER
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

TO: Lillie Walker, Manager
Purchasing, Contracts, and Stores

VIA: Ardys Craghead, Interim Director
Housing and Community Services Division

FROM: Rey España, Deputy Director
Housing and Community Services Division

DATE: October 12, 1993

SUBJECT: RFP Exemption Request: Supplier/Vendor Contracts for Low Income Energy Assistance Program

AC/EE
Rey

Request for Exemption: This is to request a two year exemption to the PCRB competitive process for energy suppliers and shelter vendors under the federal Low Income Energy Assistance Program (LIEAP), for the period November 1, 1993 through June 30, 1995.

The contracts with suppliers/vendors are on a requirements basis, with the maximum being the total amount available for LIEAP payments. In FY 1993-94, that maximum is expected to be around \$2.4 million, pending federal budget decisions.

Attached for reference is the list of suppliers and vendors who received LIEAP payments in FY 1992-93, with the number of payments, total amount, and average payment. At a minimum, these companies will be requested to sign a contract for FY 1993-95; other companies may sign a contract and receive payments on behalf of eligible households.

Basis for Exemption: The RFP exemption is requested on the basis that these contracts provide a means for the County to pay an energy supplier or shelter vendor on behalf of an eligible household, in lieu of making a payment directly to the client, and that this is not a competitive situation.

Under the LIEAP program, agencies under contract with the County (seven community service centers, known for this purpose as LIEAP Agency) determine household eligibility and payment amount based on federal/state guidelines. The LIEAP Agency authorizes payments, the County pays the energy supplier/vendor, and the supplier/vendor provides the home energy resource.

This is not a competitive situation in that the County will pay any supplier selected by the eligible household; supplier selection is the prerogative of the household. LIEAP payments are the property of the household but are administered by the County in accordance with federal mandates and state rules.

There is no minimum dollar amount set per supplier/vendor; the maximum is only the maximum allocation of the program. There are also no low bid requirements, or any other means to rate suppliers for a request for proposal process, other than the supplier's willingness to accept a LIEAP payment.

Background: The LIEAP program is a federally-funded, state managed, County administered program serving low income people in accordance with federal guidelines. In prior years, the State Housing and Community Services Department processed all the household payments and contracted with the suppliers/vendors. This fiscal year, that contracting and payment function was turned over to community action agencies. It is expected that Multnomah County will process some 12,000 payments to suppliers plus over 2,200 direct client payments.

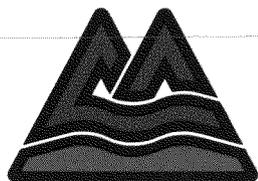
rfpexlp

RE
PURCHASING SECTION

93 OCT 13 AM 8:14

MULTNOMAH COUNTY

SUPPLIER	VENDOR #	# OF PAYMENTS	PAYMENT AMOUNT	AVERAGE COST/PYMT	ADDRESS
PORTLAND GENERAL ELECTRIC	4064PGE	5,691	\$984,673	\$173.02	7800 SW MOHAWK, TUALITIN 97062
NORTHWEST NATURAL GAS	2010NWG	2,667	\$400,834	\$150.29	PO BOX 8905/TREASURY DEP, PORTLAND 97255
PACIFIC POWER & LIGHT	4070PPL	2,320	\$339,940	\$146.53	PO BOX 12699, PORTLAND 97212
HOUSEWARMERS OIL CO.	1217HWO	308	\$53,299	\$173.05	909 N COLUMBIA BLVD,BLG C, PORTLAND 97217
MCCALL HEATING CO.	1249MCC	176	\$32,357	\$183.85	1650 NE LOMBARD, PORTLAND 97211
PRIESTLEY HEATING OILS	1314PHO	142	\$25,955	\$182.78	5418 SE MITCHELL, PORTLAND 97206
PIONEER OIL CO.	1305POC	96	\$16,330	\$170.10	9270 NE GLISAN, PORTLAND 97220
BLUE FLAME OIL CO.	1129BFL	74	\$14,065	\$190.07	P.O.BOX 66186, PORTLAND 97290
DADS OIL SERVICE	1409DOS	86	\$13,420	\$156.05	104 NE RUSSELL, PORTLAND 97212
ALBINA FUEL CO.	1105AFC	71	\$12,775	\$179.93	3246 NE BROADWAY, PORTLAND 97232
SUNSET FUEL CO.	1341SUN	49	\$9,105	\$185.82	2944 SE POWELL, PORTLAND 97202
CENTRAL CITY CONCERN EST	1406CCE	41	\$9,020	\$220.00	709 NW EVERETT, PORTLAND 97209
CARSON OIL CO.	1139CAR	53	\$9,000	\$169.81	P.O.BOX 10948, PORTLAND 97210
A-ACCURATE OIL CO.	1101AAO	47	\$8,343	\$177.51	6732 NE 47TH, PORTLAND 97218
STAR OILCO	1336STR	39	\$6,856	\$175.79	232 NE MIDDLEFIELD, PORTLAND 97206
EVERETT HOTEL	1401EVE	31	\$6,820	\$220.00	435 NW GLISAN, PORTLAND 97209
HARTLEY OIL, INC	1197HRT	33	\$5,500	\$166.67	PO BOX 13189, PORTLAND 97213
HEMPHILL OIL CO.	1206HCO	29	\$5,385	\$185.69	3333 NW ST. HELENS RD, PORTLAND 97210
LARSEN OIL CO.	1236LOC	27	\$5,165	\$191.30	2500 NE COLUMBIA BLVD, PORTLAND 97211
MONTAG OIL	1266MNT	26	\$5,055	\$194.42	2528 SE HOLGATE, PORTLAND 97202
RAY MORRIS OIL	1268RMO	24	\$4,610	\$192.08	9020 N. GENEVA, PORTLAND 97203
DELUXE FUEL CO.	1162DLX	23	\$4,350	\$189.13	PO BOX 66112, PORTLAND 97266
THOMAS OIL CO.	1350TOC	21	\$3,860	\$183.81	6415 NE SIMPSON, PORTLAND 97218
APOLLO OIL & BURNER	1114APO	20	\$3,675	\$183.75	6424 N. OMAHA, PORTLAND 97217
MEINIG OIL CO.	1253MNG	19	\$3,460	\$182.11	6469 SE 134TH, PORTLAND 97236
MT. SCOTT FUEL CO.	1274MTS	11	\$1,975	\$179.55	6904 SE FOSTER, PORTLAND 97206
MT. HOOD OIL CO.	1273MTH	9	\$1,760	\$195.56	PO BOX 1920, GRESHAM 97030
DAHL HEATING OIL & SVC	1160DZO	6	\$1,100	\$183.33	PO BOX 17551, PORTLAND, 97217
GRIMM'S FUEL CO.	1192GSO	6	\$1,080	\$180.00	1631 SO. SHORE BLVD, LAKE OSWEGO 97034
PRIEST PETROLEUM PROD.	1311PPP	5	\$1,050	\$210.00	2406 NW 11 -MILE AVE, GRESHAM 97030
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PACIFIC POWER & LIGHT	4074PPL	3	\$400	\$133.33	PO BOX 989, COOS BAY 97420
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HUMAN SOLUTIONS	5106HSI	1	\$250	\$250.00	2900 SE 122ND, PORTLAND 97236
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AAA HEATING OIL	1412AAA	1	\$220	\$220.00	5418 SE MITCHELL, PORTLAND 97206
ALBINA FUEL CO.	5030AFC	1	\$130	\$130.00	3246 NE BROADWAY, PORTLAND 97232
CENTRAL CITY CONCERN SHO	2016CCS	0	\$0	NA	709 NW EVERETT, PORTLAND 97209
BENNETT OIL CO.	1398BOC	0	\$0	NA	2500 NE COLUMBIA, PORTLAND 97211
GARKIE OIL CO.	1180GOC	0	\$0	NA	2500 NE COLUMBIA BLVD, PORTLAND 97211
CENTRAL CITY CONCERN SMC	2014CCM	0	\$0	NA	709 NW EVERETT, PORTLAND 97209
CARSON OIL CO.	1415COC	0	\$0	NA	P.O.BOX 10948, PORTLAND 97210
REESE'S OIL	1399REO	0	\$0	NA	434 NE FAILING, PORTLAND 97212
		<u>12,199</u>	<u>\$1,998,942</u>	<u>\$163.86</u>	



MULTNOMAH COUNTY OREGON

OFFICE OF THE BOARD CLERK
SUITE 1510, PORTLAND BUILDING
1120 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN • CHAIR • 248-3308
DAN SALTZMAN • DISTRICT 1 • 248-5220
GARY HANSEN • DISTRICT 2 • 248-5219
TANYA COLLIER • DISTRICT 3 • 248-5217
SHARRON KELLEY • DISTRICT 4 • 248-5213
CLERK'S OFFICE • 248-3277 • 248-5222

NOTICE OF HEARING

The Multnomah County Board of Commissioners, sitting as the Public Contract Review Board, will consider an application on **Tuesday, December 2, 1993**, at 9:30 a.m. in Room 602 of the Multnomah County Courthouse, 1021 SW Fourth, Portland, Oregon, in the Matter of Exempting from Public Bidding to Establish Contracts with the Attached Energy Resource/Vendors for the Low Income Energy Assistance Program (LIEAP).

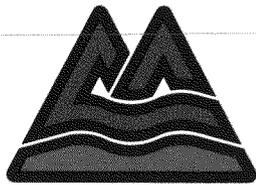
A copy of the application is attached.

For additional information, please contact Multnomah County Purchasing Director Lillie Walker, 248-5111 or the Office of the Board Clerk, 248-5222.

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON
PUBLIC CONTRACT REVIEW BOARD

Carrie Anne Parkerson
Office of the Board Clerk

enclosure
cc: Lillie Walker
Rey Espana
11/24/93
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PAGE 1/cap



MULTNOMAH COUNTY OREGON

OFFICE OF THE BOARD CLERK
SUITE 1510, PORTLAND BUILDING
1120 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

BOARD OF COUNTY COMMISSIONERS

BEVERLY STEIN •	CHAIR	• 248-3308
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TANYA COLLIER •	DISTRICT 3	• 248-5217
SHARRON KELLEY •	DISTRICT 4	• 248-5213
CLERK'S OFFICE •	248-3277	• 248-5222

NOTICE OF APPROVAL

The Multnomah County Board of Commissioners, sitting as the Public Contract Review Board, considered an application on **Thursday, December 2, 1993**, at 9:30 a.m. in Room 602 of the Multnomah County Courthouse, 1021 SW Fourth, Portland, Oregon, and approved Order 93-383 in the Matter of Exempting from Public Bidding to Establish Contracts with the Attached Energy Resource/Vendors for the Low Income Energy Assistance Program (LIEAP).

A copy of the Order is attached.

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON
PUBLIC CONTRACT REVIEW BOARD

Deborah Bogstad
Office of the Board Clerk

0044C/4/db
enclosure
cc: Lillie Walker
Rey Espana

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON
ACTING AS THE PUBLIC CONTRACT REVIEW BOARD

In the Matter of Exempting from Public)
Bidding to establish contracts with the)
attached Energy Resource/Vendors for the) O R D E R 93-383
Low Income Energy Assistance Program (LIEAP))

The above entitled matter is before the Board of County Commissioners, acting in its capacity as the Multnomah County Public Contract Review Board, to review, pursuant to ORS 279.015(3) (A) through (5) (B) and PCRB Rule 10.100, an exemption to establish requirement contracts with the attached Energy Resource/Vendors under the Low Income Energy Assistance Program (LIEAP).

It appearing to the Board that the request for exemption, as it appears in the order, is based upon the fact that under the LIEAP Program, Energy Resource Vendors are required to sign a contract stating their willingness to accept LIEAP payments. The top three vendors, PGE, Northwest Natural Gas, and Pacific Power & Light are sole source suppliers and represent approximately 86% of the payments.

It appearing to the Board that this exemption request is in accord with the requirements of ORS 279.015 and PCRB Rule AR 10.100; now therefore,

IT IS ORDERED that requirement contracts with the attached energy resource vendors be exempted from the requirement of a formal competitive bid process.

Dated this 2nd day of December, 1993.

REVIEWER



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON
ACTING AS THE PUBLIC CONTRACT
REVIEW BOARD:

By Beverly Stein
Beverly Stein, County Chair

LAURENCE KRESSEL, County Counsel
for Multnomah County, Oregon

By Laurence Kressel
Assistant County Counsel

LOW INCOME ENERGY ASSISTANCE PAYMENTS: FY 1992-93
IN DESCENDING ORDER OF PAYMENT AMOUNT

file: contract/lieapalt

SUPPLIER	VENDOR #	# OF PAYMENTS	PAYMENT AMOUNT	AVERAGE COST/PYMT	ADDRESS
PORTLAND GENERAL ELECTRIC	4064PGE	5,691	\$984,673	\$173.02	7800 SW MOHAWK, TUALITIN 97062
NORTHWEST NATURAL GAS	2010NWG	2,667	\$400,834	\$150.29	PO BOX 8905/TREASURY DEP, PORTLAND 97255
PACIFIC POWER & LIGHT	4070PPL	2,320	\$339,940	\$146.53	PO BOX 12699, PORTLAND 97212
HOUSEWARMERS OIL CO.	1217HWO	308	\$53,299	\$173.05	909 N COLUMBIA BLVD,BLG C, PORTLAND 97217
MCCALL HEATING CO.	1249MCC	176	\$32,357	\$183.85	1650 NE LOMBARD, PORTLAND 97211
PRIESTLEY HEATING OILS	1314PHO	142	\$25,955	\$182.78	5418 SE MITCHELL, PORTLAND 97206
PIONEER OIL CO.	1305POC	96	\$16,330	\$170.10	9270 NE GLISAN, PORTLAND 97220
BLUE FLAME OIL CO.	1129BFL	74	\$14,065	\$190.07	P.O.BOX 66186, PORTLAND 97290
DADS OIL SERVICE	1409DOS	86	\$13,420	\$156.05	104 NE RUSSELL, PORTLAND 97212
ALBINA FUEL CO.	1105AFC	71	\$12,775	\$179.93	3246 NE BROADWAY, PORTLAND 97232
SUNSET FUEL CO.	1341SUN	49	\$9,105	\$185.82	2944 SE POWELL, PORTLAND 97202
CENTRAL CITY CONCERN EST	1406CCE	41	\$9,020	\$220.00	709 NW EVERETT, PORTLAND 97209
CARSON OIL CO.	1139CAR	53	\$9,000	\$169.81	P.O.BOX 10948, PORTLAND 97210
A-ACCURATE OIL CO.	1101AAO	47	\$8,343	\$177.51	6732 NE 47TH, PORTLAND 97218
STAR OILCO	1336STR	39	\$6,856	\$175.79	232 NE MIDDLEFIELD, PORTLAND 97206
EVERETT HOTEL	1401EVE	31	\$6,820	\$220.00	435 NW GLISAN, PORTLAND 97209
HARTLEY OIL, INC	1197HRT	33	\$5,500	\$166.67	PO BOX 13189, PORTLAND 97213
HEMPHILL OIL CO.	1206HCO	29	\$5,385	\$185.69	3333 NW ST. HELENS RD, PORTLAND 97210
LARSEN OIL CO.	1236LOC	27	\$5,165	\$191.30	2500 NE COLUMBIA BLVD, PORTLAND 97211
MONTAG OIL	1266MNT	26	\$5,055	\$194.42	2528 SE HOGGATE, PORTLAND 97202
RAY MORRIS OIL	1268RMO	24	\$4,610	\$192.08	9020 N. GENEVA, PORTLAND 97203
DELUXE FUEL CO.	1162DLX	23	\$4,350	\$189.13	PO BOX 66112, PORTLAND 97266
THOMAS OIL CO.	1350TOC	21	\$3,860	\$183.81	6415 NE SIMPSON, PORTLAND 97218
APOLLO OIL & BURNER	1114APO	20	\$3,675	\$183.75	6424 N. OMAHA, PORTLAND 97217
MEINIG OIL CO.	1253MNG	19	\$3,460	\$182.11	6469 SE 134TH, PORTLAND 97236
MT. SCOTT FUEL CO.	1274MTS	11	\$1,975	\$179.55	6904 SE FOSTER, PORTLAND 97206
MT. HOOD OIL CO.	1273MTH	9	\$1,760	\$195.56	PO BOX 1920, GRESHAM 97030
DAHL HEATING OIL & SVC	1160DZO	6	\$1,100	\$183.33	PO BOX 17551, PORTLAND, 97217
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ALBINA FUEL CO.	5030AFC	1	\$130	\$130.00	3246 NE BROADWAY, PORTLAND 97232
CENTRAL CITY CONCERN SHO	2016CCS	0	\$0	NA	709 NW EVERETT, PORTLAND 97209
BENNETT OIL CO.	1398BOC	0	\$0	NA	2500 NE COLUMBIA, PORTLAND 97211
GARKIE OIL CO.	1180GOC	0	\$0	NA	2500 NE COLUMBIA BLVD, PORTLAND 97211
CENTRAL CITY CONCERN SMC	2014CCM	0	\$0	NA	709 NW EVERETT, PORTLAND 97209
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REESE'S OIL	1399REO	0	\$0	NA	434 NE FAILING, PORTLAND 97212
		<u>12,199</u>	<u>\$1,998,942</u>	<u>\$163.86</u>	

PLEASE PRINT LEGIBLY!

MEETING DATE

2 Dec

NAME

JOHN WISH

ADDRESS

3304 NW VAUGHN

STREET

PORTLAND,

97210

CITY

ZIP CODE

I WISH TO SPEAK ON AGENDA ITEM #

B6 & R7

SUPPORT

OPPOSE

SUBMIT TO BOARD CLERK

X

Meeting Date: DEC 02 1993
Agenda No: R-6

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Exempt employee pay administration

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: December 2, 1993

Amount of Time Needed: 30 minutes

DEPARTMENT: Nondepartmental DIVISION: Employee Services

CONTACT: Curtis Smith TELEPHONE #: 248-5015

BLDG/ROOM #: 106/1430

PERSON(S) MAKING PRESENTATION: Commissioner Tanya Collier

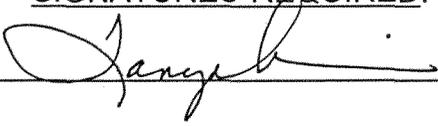
ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

The ordinance represents the recommendations of the Advisory Committee created by Board action in Ordinance No. 764. There is no impact on the current budget. Future impact will be determined by future board decisions. The ordinance does not require any specific amounts be budgeted.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: 

OR

DEPARTMENT MANAGER: _____

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the board Clerk 248-3277/248-5222

BOARD OF
COUNTY COMMISSIONERS
1993 NOV 23 AM 9:13
MULTNOMAH COUNTY
OREGON

ORDINANCE FACT SHEET

Ordinance Title: Ordinance relating to pay administration for employees not covered by collective bargaining agreement and repealing Ordinances Nos. 764 and 742.

Give a brief statement of the purpose of the ordinance (include the rationale for adoption of ordinance, description of persons benefitted, other alternatives explored):

Ordinance No. 764 froze the pay of exempt employees earning \$60,000 or more per year and established an Advisory Committee to recommend an alternative pay system for upper level exempt employees. This Ordinance represents the summary of the Advisory Committee's recommendations regarding exempt employee pay administration.

What other local jurisdictions in the metropolitan area have enacted similar legislation?

N/A

What has been the experience in other areas with this type of legislation?

N/A

What is the fiscal impact, if any?

There will be no impact on the 1993-94 Budget. The first year in which this ordinance will have an effect will be 1994-95. In that year, the cost of exempt employees will increase by the combination of COLA (now believed to be 3% for 1994-95) and additional merit increases. This increase will be consistent with the increases in contracts with bargaining units whose compensation has been negotiated.

The long term impact depends on future decisions of the Board. The ordinance does not require a particular amount to be distributed. The Budget Office recommends that, in 1995-96 and following years, the compensation increases for exempt employees subject to the ordinance be determined as part of the budget process and established so that the total increase is consistent with the contractually agreed upon increases for represented employees.

(If space is inadequate, please use other side)

SIGNATURES:

Person Filling Out Form: Curtis [Signature]

Planning & Budget Division (if fiscal impact): David C. [Signature]

Department Manager/Elected Official: [Signature]

TO: BOARD OF COUNTY COMMISSIONERS

FROM: Commissioner Tanya Collier

DATE: November 23, 1993

REQUESTED PLACEMENT DATE: December 2, 1993

RE: Ordinance relating to pay administration for employees not covered by collective bargaining agreement and repealing Ordinance Nos. 764 and 742.

I. Recommendation/Action Requested: Adoption of Ordinance

II. Background/Analysis: On May 20, 1993, the Board adopted Ordinance No. 764 which froze the pay of exempt employees earning \$60,000 or more per year and established an Advisory Committee to recommend an alternative pay system for upper level exempt employees. This Ordinance represents the summary of the advisory committee's recommendations regarding exempt employee pay administration.

Included also on this agenda is a related Ordinance with additional Advisory Committee recommendations.

III. Financial Impact: There will be no impact on the 1993-94 Budget. The first year in which this ordinance will have an effect will be 1994-95. In that year the cost of exempt employees will increase by the combination of COLA (now believed to be 3% for 1994-95) and additional merit increases. This increase will be consistent with the increases in contracts with bargaining units whose compensation has been negotiated for 1994-95.

The long term impact depends on future decisions of the Board. The ordinance does not require a particular amount to be distributed. The Budget Office recommends that, in 1995-96 and following years, the compensation increases for exempt employees subject to the ordinance be determined as part of the budget process and established so that the total increase is consistent with the contractually agreed upon increases for represented employees.

Nothing in the ordinance would require the Board to allocate more to exempt employee increases than the previous system which allowed salaries to grow based on the combination of COLA and merit increases. Individual employees, whose performance merits extra compensation, will receive more than they would under the old formula. Employees with lower than average performance during the prior fiscal year would receive less than they would under the old formula. The total amount awarded can be configured so that it does not exceed a fixed amount.

IV. Legal Issues: N/A

V. Controversial Issues: See Parts I, VII, and VIII.

VI. Link to Current County Policies: Current policies which are in conflict with this Ordinance are repealed by the Ordinance.

VII. Citizen Participation: The Advisory Committee which developed this Ordinance included three representatives of private employers and one citizen member.

VIII. Other Government Participation: This Ordinance does not affect other governments. County departments were represented on the Advisory Committee and input was solicited from all exempt employees.

1 BEFORE THE BOARD OF COUNTY COMMISSIONERS

2 FOR MULTNOMAH COUNTY, OREGON

3 ORDINANCE NO. _____

4 An ordinance relating to pay administration for employees not covered by collective
5 bargaining agreement and repealing Ordinance Nos. 764 and No. 742.

6 MULTNOMAH COUNTY ORDAINS AS FOLLOWS:

7 Section I. Findings and Purpose.

8 (A) Multnomah County, Oregon employs a variety of individuals in classifications
9 not covered by any collective bargaining agreement.

10 (B) It is the desire of the Board of County Commissioners (hereinafter "Board")
11 to adopt administrative policies and procedures governing pay administration for exempt
12 employees.

13 (C) The Board finds that adoption of a consistent pay policy which is not
14 interrupted by pay freezes or furloughs will enhance the level of mutual trust between the
15 Board and exempt employees.

16 (D) The Board finds that the public's demand for greater accountability makes it
17 reasonable for managers to describe the results they achieve, and for the Board to reward
18 those results.

19 (E) Employees are the most vital resource of Multnomah County. As a result, the
20 effectiveness of employee performance is crucial to the delivery of public services in an era
21 of increasing service needs and constricted funding. Therefore, this evaluation system for
22 measuring the performance of exempt employees should become a model for other public
23 employees, both within and outside Multnomah County.

24 Section II. Definitions.

25 (A) Current Performance Appraisal System. The system in effect on the date this
26 Ordinance was adopted.

1 (B) Exempt Employee. An employee in a classification not covered by a collective
2 bargaining agreement, except for any confidential employee.

3 (C) Appointing Manager. A County manager to whom authority has been
4 delegated to make appointments to positions.

5 (D) Confidential Employee. An employee who is exempt from collective
6 bargaining solely because of the confidential nature of the work pertaining to collective
7 bargaining performed by his/her position.

8 (E) County. Multnomah County, Oregon.

9 (F) Elected Official. Chair, Commissioner, Auditor, Sheriff and District Attorney.

10 (G) Elected Officials Staff. Employees in positions which report directly to and
11 serve at the pleasure of a County elected official and serve as such official's immediate
12 secretary, administrative, legislative, or other immediate or first-line aide as defined in Section
13 701(f) of the Equal Employment Opportunity Act of 1972.

14 (H) Personnel Officer. The County Chair, except as otherwise provided by State
15 law or County ordinance.

16 (I) Promotion. Movement of an employee to a classification that has a higher
17 maximum rate than the employee's current classification.

18 (J) Reclassification. Assignment of an employee from one classification to
19 another classification.

20 Section III. Policy.

21 It is the policy of Multnomah County to establish an exempt compensation plan that
22 provides such pay as necessary for the County to recruit, select, and retain qualified
23 management, supervisory, administrative, and professional employees; that recognizes
24 employee performance, growth, and development; that maintains an appropriate internal
25 relationship among classifications and employees based on job responsibilities, qualifications,
26 and authority; and that maintains parity between equivalent exempt and non-exempt positions.
27

1 Section IV. Scope.

2 This policy covers all County employees who are in a classification not covered by
3 a collective bargaining agreement, with the following exceptions:

4 (A) Any confidential employee shall be governed by the provisions governing
5 employees in his/her equivalent classification in the applicable collective bargaining agreement.

6 (B) Elected Officials Staff shall be excluded from the provisions of this Ordinance.
7 The pay rates, performance appraisal system, and pay administration policies for Elected
8 Officials Staff shall be determined by the respective elected officials, within the limits set by
9 funds allotted for the various positions in this category.

10 (C) Exempt employees who are regularly scheduled to work less than 20 hours
11 per week shall not be governed by this Ordinance.

12 Section V. Compensation Plan.

13 (A) The compensation plan for exempt employees shall include a pay range
14 consisting of a minimum and a maximum base rate for each exempt classification. The ranges
15 and any changes thereto shall be approved by the Board of County Commissioners.

16 (B) The Personnel Officer shall be responsible for developing and presenting
17 annual compensation plan adjustment recommendations to the Board of County
18 Commissioners. These recommendations shall be based on periodic surveys of comparable
19 employers, internal classification relationships, financial constraints, and/or actual or anticipated
20 pay adjustments for non-exempt employees.

21 Section VI. Performance Appraisal Systems.

22 The Personnel Officer shall develop and implement performance appraisal systems
23 for permanent exempt employees. The system to be phased out by this Ordinance shall be
24 known as the "current performance appraisal system." The new system established by this
25 Ordinance shall be known as the "results-oriented merit evaluation system".
26
27

1 Section VII. Current Performance Appraisal System.

2 (A) Until exempt employees are covered by the results-oriented merit evaluation
3 system, they shall be covered by the current performance appraisal system. Due to the
4 phase-in provisions of Section VIII of this Ordinance, no employee shall receive a merit
5 increase under the current performance appraisal system effective later than June 30, 1997.

6 (B) Performance Appraisal Schedule. Appraisals shall be made at the first six
7 months of service within a classification, at the first twelve months of service within a
8 classification, and at each succeeding twelve months of service within a classification. Each
9 employee who receives a performance appraisal of "Needs Improvement" shall be reappraised
10 in writing three months later.

11 (C) Anniversary Date Computation.

12 (1) An exempt employee under the current performance appraisal system
13 may be eligible for a merit increase under Section VII Part D of this Ordinance on his/her
14 anniversary date as determined under Executive Order No. 195 Personnel Rules.

15 (2) The anniversary date as determined under the Personnel Rules will be
16 adjusted as follows:

17 (a) If the anniversary date of an exempt employee falls between the
18 1st and 15th of the month, it shall be treated as though it fell on the 1st of the month.

19 (b) If the anniversary date of an exempt employee falls between the
20 16th and the end of the month, it shall be treated as though it fell on the 16th of the month.

21 (D) Merit Increase.

22 (1) A merit increase is an increase in base pay equal to three percent (3%)
23 or to the maximum of the range, whichever is lesser.

24 (2) Each exempt employee who receives a performance appraisal other than
25 "Needs Improvement" shall receive a merit increase, effective on that employee's anniversary
26 date.

1 (3) No exempt employee who receives an appraisal of "Needs Improvement"
2 shall receive a merit increase. If the second appraisal after a "Needs Improvement" appraisal,
3 as required above, results in a rating other than "Needs Improvement", the employee shall
4 receive a merit increase, effective three months after that employee's anniversary date.

5 Section VIII. Results-Oriented Merit Evaluation System.

6 (A) Description. Performance objectives and measurements for each covered
7 employee shall be established prior to the beginning of each fiscal year. Performance
8 objectives and measurements will be mutually agreed upon by the employee and his/her
9 supervisor. Department managers excepted, if the evaluator and the evaluatee are unable to
10 agree on the evaluatee's performance objectives or degree of achievement, the next manager
11 to whom they report will facilitate an agreement.

12 (B) Implementation Rules. The Personnel Officer shall be responsible for
13 establishing rules and procedures to implement the results oriented merit evaluation system.

14 (C) Evaluation Schedule. Each employee will be evaluated at the end of the fiscal
15 year based on the results achieved toward meeting the established performance objectives.
16 Evaluations shall be completed by October 1 following the end of the fiscal year for which the
17 performance objectives were established.

18 (D) Definitions.

19 (1) "Department managers" mean the Directors of the following: Department
20 of Community Corrections, Department of Environmental Services, Department of Social
21 Services, Health Department, and Library.

22 (2) "Division managers and equivalent positions" mean those positions so
23 designated by a department manager, the Sheriff, the District Attorney, and the County Chair
24 within his/her area of authority.

25 (3) "Remaining managers and supervisors" mean employees occupying any
26 other exempt classification which has a title including the term "manager," "supervisor,"
27

1 "administrator," "officer," or "chief," and members of the Sheriff's Office Command Staff as
2 designated by the Sheriff.

3 (D) Phase-In Plan. The results-oriented merit evaluation system shall cover all
4 exempt employees within the scope of this Ordinance and shall be phased in using the
5 following schedule:

6 (1) The performance of department managers, division managers and
7 equivalent positions will be evaluated in terms of performance objectives beginning fiscal year
8 1994-95.

9 (2) The performance of remaining managers and supervisors will be
10 evaluated in terms of performance objectives beginning fiscal year 1995-96.

11 (3) The performance of all remaining exempt employees covered by this
12 Ordinance will be evaluated in terms of performance objectives beginning fiscal year 1996-97.

13 (4) On his/her anniversary date during the first fiscal year for which
14 performance objectives have been established, each exempt employee to be phased into the
15 results oriented merit evaluation system shall be eligible to receive a merit increase as defined
16 in Section VII Part (D). This shall be his/her final merit increase under the "current
17 performance appraisal system," as that term is defined in this Ordinance.

18 (E) Merit Increases.

19 (1) The Personnel Officer shall be responsible for developing and presenting
20 an annual recommendation to the Board of County Commissioners regarding the allocation of
21 money to be used for merit pay for employees covered by the results-oriented merit evaluation
22 system. The allocation of money adopted by the Board shall be no less than the sums that
23 would have gone toward cost of living increases plus merit increases under the "current
24 performance appraisal system," as that term is defined in this Ordinance.

25 (2) No later than October 1 of each year, retroactive to July 1, each exempt
26 employee covered by the results-oriented merit evaluation system shall be awarded merit pay
27

1 based on his/her accomplishment of the performance objectives established for the prior fiscal
2 year.

3 (3) In addition, incentive payments as defined in Section IX Part F are an
4 integral part of the merit pay system.

5 (F) Advisory Committee.

6 The Employee Services Manager shall chair an advisory committee of exempt
7 employees to monitor the phase-in of the results oriented merit evaluation system.

8 Section IX. Pay Administration.

9 (A) No exempt employee shall be paid at a base rate which is less than the
10 minimum or more than the maximum base rate for the employee's classification.

11 (B) Appointment.

12 (1) All new hires, promotions, and reclassifications to exempt positions may
13 be made at a base rate up to the midpoint of the employee's range, at the discretion of the
14 appointing manager. New hires, promotions, and reclassifications at a base rate above the
15 midpoint may be made with the approval of the appropriate elected official.

16 (2) When a new hire or promotion to an exempt vacancy is made at a base
17 rate which is less than the mid-point of the appropriate salary range, the appointing manager
18 may, based on performance of the appointee during a trial service period, provide a pay
19 adjustment to the appointee. Such adjustment shall not raise the base rate above the mid-
20 point of the appropriate pay range and must occur within one year of the appointment date.
21 This adjustment shall not affect the anniversary date.

22 (C) Range Adjustments. Whenever the Board of County Commissioners adopts
23 changes in the compensation plan for an exempt classification, the implementing Ordinance
24 shall specify the effect upon employees in that classification.

25 (D) Incentive Payments. Incentive payments are an integral part of the merit pay
26 system. Upon recommendation, an elected official may authorize an incentive payment to an
27

1 individual employee or a team of employees under the official's authority. An incentive
2 payment shall be for outstanding professional contributions to Multnomah County during the
3 evaluation period in order to carry out Multnomah County's policy of exempt compensation
4 administration as stated in Section III of this Ordinance. Incentive payments under this section
5 shall not be added to an exempt employee's base pay rate.

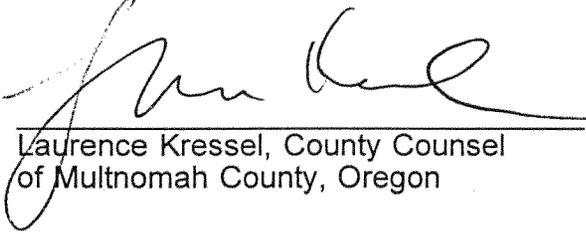
6 Section X. Repeal.

7 Sections I through VIII of Ordinance No. 742 and the entirety of Ordinance 764 are
8 hereby repealed.

9 ADOPTED the _____ day of _____, 1993, being the date of
10 its second reading before the Board of County Commissioners of Multnomah County, Oregon.

11
12 By _____
13 Beverly Stein, Chair
14 MULTNOMAH COUNTY, OREGON

15 REVIEWED:

16 
17 Laurence Kressel, County Counsel
18 of Multnomah County, Oregon

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GEORGE FOX COLLEGE
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JOHN WISH
*Professor of Business and
Economics*

Meeting Date: DEC 02 1993
Agenda No: 2-7

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Revision of the exempt salary schedule and removal of the freeze on pay of \$60,000 and above.

BOARD BRIEFING Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: December 2, 1993

Amount of Time Needed: 30 minutes

DEPARTMENT: Nondepartmental DIVISION: Employee Services

CONTACT: Curtis Smith TELEPHONE #: 248-5015

BLDG/ROOM #: 106/1430

PERSON(S) MAKING PRESENTATION: Commissioner Tanya Collier

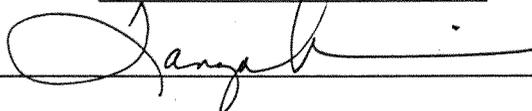
ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

The ordinance represents the recommendation of the Advisory Committee created by Board action in Ordinance No. 764 and routine revisions to the exempt pay plan. The cost is \$242,518 all funds and \$179,080 General Fund. The Board could modify budgets to cover the cost, or require departments to absorb the cost. It is recommended that the Departments absorb the cost of this Ordinance through salary savings this year and that the Budget Office be directed to recommend next spring if any budget modifications are necessary. The special adjustments in Section IV will be absorbed by Assessment and Taxation.

SIGNATURES REQUIRED:

ELECTED OFFICIAL: 

OR

DEPARTMENT MANAGER: _____

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BOARD OF
COUNTY COMMISSIONERS

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the board Clerk 248-3277/248-5222

ORDINANCE FACT SHEET

Ordinance Title: An Ordinance amending Ordinance No. 767 in order to add, delete, and revise exempt pay ranges and to remove the pay freeze on employees with annual base pay of \$60,000 or more.

Give a brief statement of the purpose of the ordinance (include the rationale for adoption of ordinance, description of persons benefitted, other alternatives explored):

Ordinance No. 764 froze the pay of exempt employees earning \$60,000 or more per year and established an Advisory Committee. This ordinance is a result of the Advisory Committee's recommendation that the freeze on pay be lifted retroactively when the new pay administration system is adopted.

What other local jurisdictions in the metropolitan area have enacted similar legislation?

N/A

What has been the experience in other areas with this type of legislation?

N/A

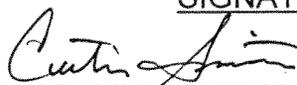
What is the fiscal impact, if any?

The ordinance will authorize payment of 3% COLA and merit increases (retroactive to July 1) to exempt employees whose salaries exceed \$60,000. The total cost of this ordinance will be \$242,518 (based on the positions included in the Adopted 1993-94 Budget). The General Fund share of this cost will be \$179,080. The total cost amount represents 0.15% (fifteen hundredths of one percent) of the total personnel cost budgeted in the Adopted Budget. The Board could choose to modify budgets to cover the cost, or require departments to absorb the cost. It is recommended that the Departments absorb the cost of this Ordinance through salary savings this year and that the Budget Office be directed to recommend next spring if any budget modifications are necessary. The adjustment in Section IV will be absorbed by Assessment and Taxation.

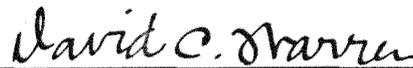
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SIGNATURES:

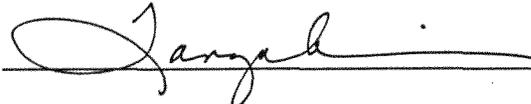
Person Filling Out Form: _____



Planning & Budget Division (if fiscal impact): _____



Department Manager/Elected Official: _____

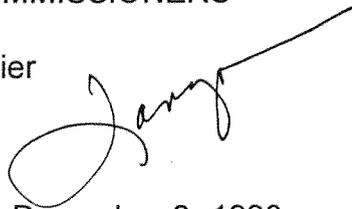


TO: BOARD OF COUNTY COMMISSIONERS

FROM: Commissioner Tanya Collier

DATE: November 23, 1993

REQUESTED PLACEMENT DATE: December 2, 1993



RE: An Ordinance amending Ordinance No. 767, in order to add, delete and revise exempt pay ranges and to remove the pay freeze on employees with annual base pay of \$60,000 or more.

I. Recommendation/Action Requested: Adoption of Ordinance

II. Background/Analysis: On May 20, 1993, the Board adopted Ordinance No. 764 which froze the pay of exempt employees earning \$60,000 or more per year and established an Advisory Committee to recommend an alternative pay system for upper level exempt employees. The Advisory Committee recommends that the freeze be lifted, retroactive to July 1, 1993, and that affected employees be given pay increases that were withheld by the freeze. The Ordinance also makes routine deletions, additions, and revisions to the exempt salary schedule and provides for special adjustments for some supervisors in order to maintain appropriate internal relationships.

Included also on this agenda is a related Ordinance with additional Advisory Committee recommendations.

III. Financial Impact: The ordinance will authorize payment of 3% COLA and merit increases (retroactive to July 1) to exempt employees whose salaries exceed \$60,000. The total cost of the "unfreeze" portion of this ordinance will be \$242,518 (based on the positions included in the Adopted 1993-94 Budget). The General Fund share of this cost will be \$179,080.

The total cost amount represented 0.15% (fifteen one-hundredths of one percent) of the total personnel cost budgeted in the Adopted Budget. The Board could choose to modify budgets to cover the cost, or require departments to absorb the cost. The Budget Office recommends that any budget modification be deferred until June 1994. By that point in the year, it will be clear if any legal appropriation will be overspent as a result of this change in compensation, and appropriate budget modifications can be brought to the Board. It is recommended that the

Departments absorb the cost of this Ordinance through salary savings this year and that the Budget Office be directed to recommend next spring if any budget modifications are necessary.

Obviously, the change in spending will have an impact on the actual ending balance in the various funds where the employees are located. However, at this point in the fiscal year, the estimates of ending balance are subject to much larger swings from other factors (such as estimated receipts from Business Income Tax and the percentage of delinquent property taxes) than this change would produce. It will not materially change the Budget Office assumptions about the next year's revenue picture.

IV. Legal Issues: N/A

V. Controversial Issues: See Parts I, VII, and VIII.

VI. Link to Current County Policies: Current policies which are in conflict with this Ordinance are repealed by the Ordinance.

VII. Citizen Participation: The Advisory Committee which developed this Ordinance included three representatives of private employers and one citizen member.

VIII. Other Government Participation: This Ordinance does not affect other governments. County departments were represented on the Advisory Committee and input was solicited from all exempt employees.

1 BEFORE THE BOARD OF COUNTY COMMISSIONERS

2 FOR MULTNOMAH COUNTY OREGON

3 ORDINANCE NO. _____

4 An ordinance amending Ordinance No. 767, in order to add, delete and revise
5 exempt pay ranges and to remove the pay freeze on employees with annual base pay
6 of \$60,000 and above.

7 MULTNOMAH COUNTY ORDAINS AS FOLLOWS:

8 Section I. Findings.

9 (A) Multnomah County, Oregon employs a variety of individuals excluded from
10 any collective bargaining agreement referred to as "exempt" employees.

11 (B) It is the County's policy to establish an exempt compensation plan that
12 provides such pay as necessary for the County to recruit, select, and retain qualified
13 management, supervisory, administrative, and professional employees; that recognizes
14 employee performance, growth, and development; that maintains an appropriate internal
15 relationship among classifications and employees based on job responsibilities,
16 qualifications, and authority; and that maintains parity between equivalent exempt and
17 non-exempt positions.

18 (C) The Personnel officer is responsible for developing and recommending
19 compensation plan adjustments to the Multnomah County Board of Commissioners.

20 Section II. Removal of the Freeze on Pay of \$60,000 and Above.

21 (A) Ordinance No. 767, Exhibit A, is amended to revise the following job titles
22 and pay ranges, effective July 1, 1993:

<u>Job Title</u>	<u>Min</u>	<u>Mid</u>	<u>Max</u>
A & T Manager, Senior *	\$53,002	\$63,596	\$74,193
AA/EEO Officer *	\$43,582	\$52,309	\$61,035
Aging Services Manager, Senior *	\$53,002	\$63,596	\$74,193

	<u>Job Title</u>	<u>Min</u>	<u>Mid</u>	<u>Max</u>
1				
2	Aging Services Program Manager *	\$45,775	\$54,941	\$64,105
3	Animal Control Manager *	\$45,775	\$54,941	\$64,105
4	Assess Information Resources Manager *	\$43,582	\$52,309	\$61,035
5	Assistant County Counsel, Chief *	\$50,462	\$60,573	\$70,660
6	Assistant County Counsel, Senior *	\$43,582	\$52,309	\$61,035
7	Bridge Services Manager *	\$43,582	\$52,309	\$61,035
8	Captain *	\$57,156	\$62,882	\$68,583
9	Captain, Corrections *	\$52,863	\$58,149	\$63,436
10	Chief Deputy/Sheriff's Office *	\$64,751	\$71,237	\$77,701
11	Child & Adol Mental Health Manager *	\$43,582	\$52,309	\$61,035
12	Co-Principal Investigator	\$50,462	\$60,573	\$70,660
13	County Counsel *	\$61,080	\$73,315	\$85,527
14	Dental Health Officer *	\$53,002	\$63,596	\$74,193
15	Department Director, DCC *	\$61,080	\$73,315	\$85,527
16	Department Director, DES *	\$61,080	\$73,315	\$85,527
17	Department Director, DSS *	\$61,080	\$73,315	\$85,527
18	Department Director, Health *	\$61,080	\$73,315	\$85,527
19	Deputy Director, Library *	\$53,002	\$63,596	\$74,193
20	Deputy District Attorney/Chief *	\$53,002	\$63,596	\$74,193
21	Developmental Disabilities Manager *	\$43,582	\$52,309	\$61,035
22	District Manager/DCC *	\$43,582	\$52,309	\$61,035
23	Elections Manager *	\$45,775	\$54,941	\$64,105
24	Employee Services Manager *	\$45,775	\$54,941	\$64,105
25	Engineering Services Manager *	\$43,582	\$52,309	\$61,035
26	Expo Manager *	\$45,775	\$54,941	\$64,105

27

	<u>Job Title</u>	<u>Min</u>	<u>Mid</u>	<u>Max</u>
1				
2	Facilities Maintenance Manager *	\$43,582	\$52,309	\$61,035
3	Facilities Manager, Senior *	\$50,462	\$60,573	\$70,660
4	Family Services Manager *	\$43,582	\$52,309	\$61,035
5	Finance Manager *	\$45,775	\$54,941	\$64,105
6	Fiscal Officer/Sheriff's Office *	\$45,775	\$54,941	\$64,105
7	Fleet & Support Services Manager *	\$45,775	\$54,941	\$64,105
8	Geographic Information Records Manager *	\$43,582	\$52,309	\$61,035
9	Health Officer *	\$67,360	\$80,841	\$94,300
10	Health Officer, Assistant	\$61,080	\$73,315	\$85,527
11	Health Services Manager *	\$43,582	\$52,309	\$61,035
12	Health Services Manager, Senior *	\$50,462	\$60,753	\$70,660
13	Information Services Manager, Senior *	\$50,462	\$60,753	\$70,660
14	Information Systems Manager *	\$43,582	\$52,309	\$61,035
15	Inmate Programs Manager *	\$48,085	\$57,711	\$67,313
16	Juvenile Counseling Services Manager *	\$43,582	\$52,309	\$61,035
17	Juvenile Detention Manager *	\$43,582	\$52,309	\$61,035
18	Juvenile Justice Manager, Senior *	\$50,462	\$60,573	\$70,660
19	Labor Relations Manager *	\$43,582	\$52,309	\$61,035
20	Library Director *	\$61,080	\$73,315	\$85,527
21	Library Manager/Branch	\$43,582	\$52,309	\$61,035
22	Library Manager/Central	\$43,582	\$52,309	\$61,035
23	Library Manager, Senior *	\$48,085	\$57,711	\$67,313
24	Lieutenant	\$53,417	\$58,773	\$64,105
25	Litigation Counsel *	\$48,085	\$57,711	\$67,313
26	Major *	\$58,866	\$64,751	\$70,637
27				

1	<u>Job Title</u>	<u>Min</u>	<u>Mid</u>	<u>Max</u>
2	Major, Corrections *	\$56,556	\$62,212	\$67,868
3	Mental/Emotional Disabilities Manager *	\$43,582	\$52,309	\$61,035
4	Operations/Telecommunications Manager *	\$43,582	\$52,309	\$61,035
5	Parks Manager *	\$45,775	\$54,941	\$64,105
6	Planning Manager *	\$45,775	\$54,941	\$64,105
7	Planning/Budget Manager *	\$45,775	\$54,941	\$64,105
8	Program Develop & Eval Manager *	\$43,582	\$52,309	\$61,035
9	Purchasing Manager *	\$45,775	\$54,941	\$64,105
10	Road Maintenance Manager *	\$43,582	\$52,309	\$61,035
11	Sheriff	\$61,080	\$73,315	\$85,527
12	Tax Collection Manager *	\$43,582	\$52,309	\$61,035
13	Technical Support Manager *	\$43,582	\$52,309	\$61,035
14	Traffic Aids Manager *	\$43,582	\$52,309	\$61,035
15	Transportation Manager, Senior *	\$53,002	\$63,596	\$74,193
16	Undersheriff *	\$64,751	\$71,327	\$77,701
17	Valuation Manager *	\$48,085	\$57,711	\$67,313

18 *Unclassified, non-Civil Service position pursuant to MCC 3.10.100.

19 (B) Effect on Employees

20 The cap on pay of \$60,000 and higher instituted by Ordinance No. 764 and
21 Ordinance No. 767 is no longer in effect, retroactive to July 1, 1993. Retroactive to
22 July 1, 1993, employees in classifications listed in this Section shall receive the following
23 increases, to which they would have been entitled but for the salary freeze imposed by
24 Ordinance 764: (1) the unpaid portions of the July 1, 1993, 3.0% pay increase, and (2)
25 any unpaid merit increase.

1 Section III. Deletion, Addition and Revision of Job Titles and Ranges.

2 (A) The following job titles established in Exhibit A of Ordinance No. 767 are
3 deleted, effective January 1, 1994:

- 4 Chief Deputy Medical Examiner
- 5 Housing and Community Services Manager
- 6 Social Services Manager, Senior
- 7 Youth Librarian/Branch Supervisor

8 (B) The following job titles and pay ranges are added to Exhibit A of Ordinance
9 No. 767, effective January 1, 1994:

10 <u>Job Title</u>	<u>Min</u>	<u>Mid</u>	<u>Max</u>
11 Child & Family Services Manager, Senior *	\$53,002	\$63,596	\$74,193
12 Corrections Program Administrator	\$35,873	\$43,052	\$50,231
13 Road Maintenance Systems Administrator	\$35,873	\$43,052	\$50,231

14 *Unclassified, non-Civil Service position pursuant to MCC 3.10.100.

15 (C) The following job titles and pay ranges established in Exhibit A of
16 Ordinance No. 767 are revised, effective January 1, 1994:

17 <u>Job Title</u>	<u>Min</u>	<u>Mid</u>	<u>Max</u>
18 Law Clerk *	\$28,093	\$33,726	\$39,358

19 *Unclassified, non-Civil Service position pursuant to MCC 3.10.100.

20 Section IV. Special Adjustments.

21 The following employees shall receive a one-time salary adjustment, effective
22 July 1, 1993, to the following annual salary rates. These adjustments are necessary to
23 maintain appropriate internal relationships between managers and their subordinates.

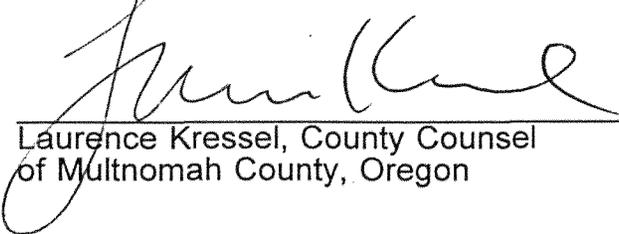
24 <u>Employee</u>	<u>Job Title</u>	<u>Annual Salary</u>
25 Leroux, Vicki	Appraisal Supervisor/Commercial	\$37,957
26 Kaminski, Frank	Appraisal Supervisor/Commercial	\$37,957

Employee	Job Title	Annual Salary
Mills, Robert	Appraiser Supervisor/Residential	\$39,527
Walruff, Randy	Appraiser Supervisor/Residential	\$39,527

ADOPTED the _____ day of _____, 1993, being the date of its second reading before the Board of County Commissioners of Multnomah County, Oregon.

By _____
 Beverly Stein, Chair
 MULTNOMAH COUNTY, OREGON

REVIEWED:


 Laurence Kressel, County Counsel
 of Multnomah County, Oregon

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