ANNOTATED MINUTES

Tuesday, October 30, 1990 - 9:30 AM
Multnomah County Courthouse, Room 602

PLANNING ITEMS

Vice-Chair Gretchen Kafoury convened the meeting at 9:30 a.m., with Commissioners Rick Bauman and Sharron Kelley present, and Chair Gladys McCoy and Commissioner Pauline Anderson absent.

The following Decisions of the Planning Commission of October 8, 1990 are reported to the Board of County Commissioners for Acceptance and Implementation by Board Order:

1. *PD 2-90 APPROVE, subject to conditions, amendment of Sectional Zoning Map #141, changing the described property from R-20, Single Family Residential, to R-20, PD, Planned Development, for property located at 2700 SW Bucharest Court*

2. *LD 29-90 APPROVE, subject to conditions, a 30-lot single family residential subdivision, for property located at 2700 SW Bucharest Court*

   PLANNING DIRECTOR LORNA STICKEL ADVISED AN APPEAL WAS FILED ON PD 2-90/LD 29-90 AND REPORTED APPELLANT REQUESTS A HEARING, ON THE RECORD WITH ADDITIONAL TESTIMONY. UPON MOTION OF COMMISSIONER BAUMAN, SECONDED BY COMMISSIONER KELLEY, IT WAS UNANIMOUSLY APPROVED THAT A HEARING BE SCHEDULED FOR 9:30 AM, TUESDAY, NOVEMBER 20, 1990, ON THE RECORD, WITH TESTIMONY LIMITED TO 20 MINUTES PER SIDE.

3. *OP 1-90 DENY requested amendment of Sectional Zoning Map #406, which would change the described property from HR-1 to HR-1, OP, Off-Street Parking, for property located at 12630 SE Division Street*

4. *CS 6-90 APPROVE, subject to conditions, change in zone designation from MR-3, High Density Residential District to MR-3, C-S, Community Service, for property located at 14917-15005 SE Division Street*

5. *CS 7-90 APPROVE, subject to conditions, modifications of the Community Service designation to allow a two-phased expansion of an existing church facility, for property located at 16001 SE Main Street*

   UPON MOTION OF COMMISSIONER KELLEY,

SECONDED BY COMMISSIONER BAUMAN, PLANNING COMMISSION DECISIONS OP 1-90, CS 6-90 AND CS 7-90 WERE UNANIMOUSLY ACCEPTED.

The following Decision of the Planning Commission of October 8, 1990 is reported to the Board of County Commissioners for Acknowledgement by the Presiding Officer:

6. *CU 20-90 APPROVE request for a conditional use to allow the modification of an existing public road, for property located at 11725 NW Skyline Road*

VICE-CHAIR KAFOURY ACKNOWLEDGED.

The following Decision of the Planning Commission of October 8, 1990 is reported to the Board of County Commissioners for Affirmation or other Board Action:

7. *C 2-90 In the Matter of Recommending Adoption of an Ordinance which Adopts the Bicycle Master Plan and Amends the Bikeway Plan Maps in the Comprehensive Framework Plan Policy 33C. The Planning Commission Voted 3 in Favor, 2 Opposed and 1 Abstention, Resulting in an Action of Denial of the Proposed Request*

FOLLOWING EXPLANATION OF MS. STICKEL AND UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER BAUMAN, A PUBLIC HEARING AND FIRST READING OF THE PROPOSED ORDINANCE WAS UNANIMOUSLY SCHEDULED FOR 9:30 AM TUESDAY, NOVEMBER 13, 1990.

Tuesday, October 30, 1990 - 9:30 AM
Multnomah County Courthouse, Room 602

FORMAL MEETING

CONSENT CALENDAR

UPON MOTION OF COMMISSIONER BAUMAN, SECONDED BY COMMISSIONER KELLEY, THE CONSENT CALENDAR (ITEMS C-1 THROUGH C-3) WAS UNANIMOUSLY APPROVED.

JUSTICE SERVICES
SHERIFF'S OFFICE

C-1 *Liquor License Application Renewals Submitted by Sheriff's Office with*

Recommendation for Approval as Follows:
Dispenser Class A for (a) Drum and Riccardo's La Fiesta Restaurant, 14601 SE Division, Portland, Oregon; (b) Racquet Club, 1853 SW Highland Road, Portland, Oregon.
Package Store for (c) Albertsons Food Center #502, 1350 NE 126th Avenue, Portland, Oregon; (d) Bob and Ann's Grocery, 11811 SE Harold, Portland, Oregon; (e) Cracker Barrel Grocery, 15005 NW Sauvie Island Road, Portland, Oregon; (f) Fred's Marina, 12800 NW Marina Way, Portland, Oregon; (g) J. & N. Grocery, 10729 SE Harold Street, Portland, Oregon; (h) Sunshine Market, 13580 SE Powell, Portland.
Restaurant for (i) Pizza Baron, 2604 SE 122nd, Portland, Oregon.
Retail Malt Beverage for (j) Daily Double Tavern, 1607 NE 162nd, Portland, Oregon; (k) Peanut Farm, 12646 SE Division, Portland, Oregon; (l) Rose City Music Club, 12334 SE Division, Portland.

C-2 *Ratification of Intergovernmental Agreement Amendment #1 Between the Multnomah County Sheriff's Office and Mt. Hood Community College in Connection with the Safety of GED Instructors in the Correctional Facilities*

DEPARTMENT OF GENERAL SERVICES

C-3 *Ratification of an Intergovernmental Agreement Between Multnomah County and the State of Oregon, Adult and Family Services Division to Allow County's Contract for the Purchase of Herman Miller Furnishings to be used by Adult and Family Services in Accordance with Bid B43-100-3028*

REGULAR AGENDA

DEPARTMENT OF GENERAL SERVICES

R-1 *Ratification of Intergovernmental Agreement Between the Tri-County Metropolitan Transportation District of Oregon and Multnomah County to Provide Annual, Unlimited Bus Passes for Eligible County Employees, for the Term July 1, 1990 through June 30, 1991*

COMMISSIONER BAUMAN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-1. SARA MARTIN EXPLANATION AND RESPONSE TO BOARD QUESTIONS. AGREEMENT UNANIMOUSLY APPROVED.

DEPARTMENT OF HUMAN SERVICES
HEALTH SERVICES AND SOCIAL SERVICES DIVISIONS

R-2 *Ratification of Intergovernmental Agreement Revision #1 Between the Oregon Health Division and Multnomah County Health Division Increasing Grant Funds Available to the County Health Services Division by $425,836*

COMMISSIONER BAUMAN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-2. DUANE ZUSSY EXPLANATION. AGREEMENT UNANIMOUSLY APPROVED.

R-3 *Budget Modification DHS #8 Requesting Several Appropriation Changes Resulting from Intergovernmental Agreement Revision #1 Between the Oregon Health Division and Multnomah County Health Division*

UPON MOTION OF COMMISSIONER BAUMAN, SECONDED BY COMMISSIONER KELLEY, R-3 WAS UNANIMOUSLY APPROVED.

AGING SERVICES AND JUVENILE JUSTICE DIVISIONS

R-4 *Budget Modification DHS #9 Requesting Shift of $28,667 in Planned Personnel Savings in the Community Action Program to Pass Through Contracts for Metropolitan Community Action and Oregon Housing Now, and to Professional Services for Consultants and Technical Assistance within the Aging Services Division*

COMMISSIONER KELLEY MOVED AND COMMISSIONER BAUMAN SECONDED, APPROVAL OF R-4. JOHN PEARSON EXPLANATION AND RESPONSE TO BOARD QUESTIONS. BUDGET MODIFICATION UNANIMOUSLY APPROVED.

DEPARTMENT OF ENVIRONMENTAL SERVICES

R-5 *Hearing and Approval of the Sale of County Property to the Portland Development Commission for its Urban Homestead Program, Pursuant to ORS 275.090(2) and ORS 271.310(1) (ORDERS in the Matter of the Execution of Deeds D91495, D91496, D91498, D91499 and D91516 for Certain Tax Acquired Property to the City of Portland, Portland Development Commission)*

COMMISSIONER KELLEY MOVED AND COMMISSIONER BAUMAN SECONDED, APPROVAL OF R-5. LARRY BAXTER EXPLANATION AND RESPONSE TO BOARD QUESTIONS. NO ONE WISHED TO TESTIFY. LARRY KRESSEL UPDATE REGARDING PROGRESS ON ORDINANCE PREPARATION. ORDERS 90-181 THROUGH 90-185 UNANIMOUSLY APPROVED.

NON-DEPARTMENTAL

R-6 *RESOLUTION in the Matter of Endorsing Ballot Measure #26-1 (Light Rail Bond)*

COMMISSIONER BAUMAN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-6. SUSIE LAHSENE READ RESOLUTION INTO RECORD. COMMISSIONER BAUMAN COMMENTS IN SUPPORT. RESOLUTION 90-186 UNANIMOUSLY APPROVED.

R-7 *RESOLUTION in the Matter of Opposing Ballot Measure #5, the Constitutional Limit on Property Taxes for Schools, Government Operations*

COMMISSIONER KELLEY MOVED AND COMMISSIONER BAUMAN SECONDED, APPROVAL OF R-7. STEVE FULLMER AND ARLENE COLLINS TESTIMONY IN OPPOSITION TO MEASURE 5. FRED NEAL READ RESOLUTION INTO RECORD. COMMISSIONER KELLEY STATEMENT IN OPPOSITION TO MEASURE 5. RESOLUTION 90-187 UNANIMOUSLY APPROVED.

UPON MOTION OF COMMISSIONER BAUMAN, SECONDED BY COMMISSIONER KELLEY, CONSIDERATION OF THE FOLLOWING UNANIMOUS CONSENT ITEMS WAS UNANIMOUSLY APPROVED.

DEPARTMENT OF HUMAN SERVICES
AGING SERVICES AND JUVENILE JUSTICE DIVISIONS

UC-1 *Requesting Authorization for Aging Services Division to Assume Operation of the District Center Services for Older Persons in East Multnomah County after the Contract with Human Solutions, Inc. is Terminated on October 31, 1990*

UC-2 *Budget Modification DHS #13 Requesting Interim Operation (November 1, 1990 through June 30, 1991) of East County District Center Services by Aging Services Division*

COMMISSIONER BAUMAN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF UC-1 AND UC-2. JIM McCONNELL EXPLANATION AND RESPONSE TO BOARD QUESTIONS. ARLENE COLLINS COMMENTS CONCERNING WAGES TO EMPLOYEES OF NON-PROFITS. UC-1 AND UC-2 UNANIMOUSLY APPROVED.

The meeting was recessed at 10:15 a.m. and reconvened at 10:30 a.m.

Multnomah County Courthouse, Room 602

INFORMAL BRIEFING

Briefing on the Possible Impacts of Ballot Measure #5 Perspective from the Multnomah County Assessment and Taxation Division. Presented by Janice Druian, Bob Ellis, and Fred Neal

FRED NEAL, JANICE DRUIAN AND BOB ELLIS PRESENTATION AND RESPONSE TO BOARD QUESTIONS AND DISCUSSION.

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

OFFICE OF THE BOARD CLERK
for MULTNOMAH COUNTY, OREGON

Deborah L. Bogstad

Deborah L. Bogstad

MULTNOMAH COUNTY OREGON

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

GLADYS McCOY • CHAIR • 248-3308
PAULINE ANDERSON • DISTRICT 1 • 248-5220
GRETCHEN KAFOURY • DISTRICT 2 • 248-5219
RICK BAUMAN • DISTRICT 3 • 248-5217
SHARRON KELLEY • DISTRICT 4 • 248-5213
CLERK'S OFFICE • • 248-3277

AGENDA

MEETINGS OF THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS

FOR THE WEEK OF

OCTOBER 29 - NOVEMBER 2, 1990

Tuesday, October 30, 1990 - 9:30 AM - Planning Items. . . .Page 2

Tuesday, October 30, 1990 - 9:30 AM - Formal Meeting. . . .Page 3

Tuesday, October 30, 1990 - 10:30 AM - Informal Briefing. .Page 4

(Thursday, November 1, 1990 - No Meeting Scheduled)

Tuesday's Multnomah County Board of Commissioners Meeting will be recorded and can be seen at the following times:

Thursday, 10:00 PM, Channel 11 for East and West side subscribers
Friday, 6:00 PM, Channel 27 for Paragon Cable (Multnomah East) subscribers
Saturday 12:00 PM, Channel 21 for East Portland and East County subscribers

AN EQUAL OPPORTUNITY EMPLOYER

NOV. 20

Tuesday, October 30, 1990 - 9:30 AM

Multnomah County Courthouse, Room 602

PLANNING ITEMS

The following Decisions of the Planning Commission of **October 8, 1990** are reported to the Board of County Commissioners for Acceptance and Implementation by Board Order:

1. PD 2-90 — **APPROVE, subject to conditions,** amendment of Sectional Zoning Map #141, changing the described property from R-20, Single Family Residential, to R-20, PD, Planned Development, for property located at **2700 SW Bucharest Court**

2. LD 29-90 — **APPROVE, subject to conditions,** a 30-lot single family residential subdivision, for property located at **2700 SW Bucharest Court**

3. OP 1-90 — **DENY** requested amendment of Sectional Zoning Map #406, which would change the described property from HR-1 to HR-1, OP, Off-Street Parking, for property located at **12630 SE Division Street**

4. CS 6-90 — **APPROVE, subject to conditions,** change in zone designation from MR-3, High Density Residential District to MR-3, C-S, Community Service, for property located at **14917-15005 SE Division Street**

5. CS 7-90 — **APPROVE, subject to conditions,** modifications of the Community Service designation to allow a two-phased expansion of an existing church facility, for property located at **16001 SE Main Street**

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6. CU 20-90 — **APPROVE** request for a conditional use to allow the modification of an existing public road, for property located at **11725 NW Skyline Road**

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7. C 2-90 — In the Matter of Recommending Adoption of an Ordinance which Adopts the Bicycle Master Plan and Amends the Bikeway Plan Maps in the Comprehensive Framework Plan Policy 33C. The Planning Commission Voted 3 in Favor, 2 Opposed and 1 Abstention, **Resulting in an Action of Denial of the Proposed Request**

Tuesday, October 30, 1990 - 9:30 AM

Multnomah County Courthouse, Room 602

FORMAL MEETING

CONSENT CALENDAR

JUSTICE SERVICES
SHERIFF'S OFFICE

C-1 Liquor License Application Renewals Submitted by Sheriff's Office with Recommendation for Approval as Follows:
Dispenser Class A for (a) Drum and Riccardo's La Fiesta Restaurant, 14601 SE Division, Portland, Oregon; (b) Racquet Club, 1853 SW Highland Road, Portland, Oregon.
Package Store for (c) Albertsons Food Center #502, 1350 NE 126th Avenue, Portland, Oregon; (d) Bob and Ann's Grocery, 11811 SE Harold, Portland, Oregon; (e) Cracker Barrel Grocery, 15005 NW Sauvie Island Road, Portland, Oregon; (f) Fred's Marina, 12800 NW Marina Way, Portland, Oregon; (g) J. & N. Grocery, 10729 SE Harold Street, Portland, Oregon; (h) Sunshine Market, 13580 SE Powell, Portland.
Restaurant for (i) Pizza Baron, 2604 SE 122nd, Portland, Oregon.
Retail Malt Beverage for (j) Daily Double Tavern, 1607 NE 162nd, Portland, Oregon; (k) Peanut Farm, 12646 SE Division, Portland, Oregon; (l) Rose City Music Club, 12334 SE Division, Portland.

C-2 Ratification of Intergovernmental Agreement Amendment #1 Between the Multnomah County Sheriff's Office and Mt. Hood Community College in Connection with the Safety of GED Instructors in the Correctional Facilities

DEPARTMENT OF GENERAL SERVICES

C-3 Ratification of an Intergovernmental Agreement Between Multnomah County and the State of Oregon, Adult and Family Services Division to Allow County's Contract for the Purchase of Herman Miller Furnishings to be used by Adult and Family Services in Accordance with Bid B43-100-3028

REGULAR AGENDA

DEPARTMENT OF GENERAL SERVICES

R-1 Ratification of Intergovernmental Agreement Between the Tri-County Metropolitan Transportation District of Oregon and Multnomah County to Provide Annual, Unlimited Bus Passes for Eligible County Employees, for the Term July 1, 1990 through June 30, 1991

DEPARTMENT OF HUMAN SERVICES
HEALTH SERVICES AND SOCIAL SERVICES DIVISIONS

R-2 Ratification of Intergovernmental Agreement Revision #1 Between the Oregon Health Division and Multnomah County Health Division Increasing Grant Funds Available to the County Health Services Division by $425,836

DEPARTMENT OF HUMAN SERVICES - continued

HEALTH SERVICES AND SOCIAL SERVICES DIVISIONS

R-3 Budget Modification DHS #8 Requesting Several Appropriation Changes Resulting from Intergovernmental Agreement Revision #1 Between the Oregon Health Division and Multnomah County Health Division

AGING SERVICES AND JUVENILE JUSTICE DIVISIONS

R-4 Budget Modification DHS #9 Requesting Shift of $28,667 in Planned Personnel Savings in the Community Action Program to Pass Through Contracts for Metropolitan Community Action and Oregon Housing Now, and to Professional Services for Consultants and Technical Assistance within the Aging Services Division

DEPARTMENT OF ENVIRONMENTAL SERVICES

R-5 Hearing and Approval of the Sale of County Property to the Portland Development Commission for its Urban Homestead Program, Pursuant to ORS 275.090(2) and ORS 271.310(1) (ORDERS in the Matter of the Execution of Deeds D91495, D91496, D91498, D91499 and D91516 for Certain Tax Acquired Property to the City of Portland, Portland Development Commission)

NON-DEPARTMENTAL

R-6 RESOLUTION in the Matter of Endorsing Ballot Measure #26-1 (Light Rail Bond)

R-7 RESOLUTION in the Matter of Opposing Ballot Measure #5, the Constitutional Limit on Property Taxes for Schools, Government Operations

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Tuesday, October 30, 1990 - 10:30 AM

Multnomah County Courthouse, Room 602

INFORMAL BRIEFING

Briefing on the Possible Impacts of Ballot Measure #5 Perspective from the Multnomah County Assessment and Taxation Division. Presented by Janice Druian, Bob Ellis, and Fred Neal

PUBLIC TESTIMONY WILL NOT BE TAKEN AT INFORMAL BRIEFING

0703C/21-24/dr

MULTNOMAH COUNTY OREGON

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

GLADYS McCOY • CHAIR • 248-3308
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CLERK'S OFFICE • • 248-3277

SUPPLEMENTAL AGENDA

Tuesday, October 30, 1990 - 9:30 AM

Multnomah County Courthouse, Room 602

UNANIMOUS CONSENT ITEMS

DEPARTMENT OF HUMAN SERVICES

AGING SERVICES AND JUVENILE JUSTICE DIVISIONS

1. Requesting Authorization for Aging Services Division to Assume Operation of the District Center Services for Older Persons in East Multnomah County after the Contract with Human Solutions, Inc. is Terminated on October 31, 1990

2. Bugdet Modification DHS #13 Requesting Interim Operation (November 1, 1990 through June 30, 1991) of East County District Center Services by Aging Services Division

0703C/25/dr

Meeting Date: October 30, 1990

Agenda No.: Planning #1-7

(Above space for Clerk's Office Use)

. . . . . .

AGENDA PLACEMENT FORM
(For Non-Budgetary Items)

SUBJECT: Planning Commission Decisions

BCC Informal _____ (date) BCC Formal October 30, 1990 (date)

DEPARTMENT DES DIVISION Planning

CONTACT Sharon Cowley TELEPHONE 2610

PERSON(S) MAKING PRESENTATION _____

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☐ APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: 5 Minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: xx

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

Reporting Planning Commission Decisions of October 8, 1990 to the Board for Acceptance and Implementation of two items and acknowledgement of one item and an action of one item

1990 OCT 22 PM 3:29
BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON

(If space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL _____

Or

DEPARTMENT MANAGER _____

(All accompanying documents must have required signatures)

MULTNOMAH COUNTY OREGON

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

GLADYS McCOY • CHAIR • 248-3308
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RICK BAUMAN • DISTRICT 3 • 248-5217
SHARRON KELLEY • DISTRICT 4 • 248-5213
CLERK'S OFFICE • • 248-3277

BOARD OF COUNTY COMMISSIONERS

Tuesday, October 30, 1990

9:30 a.m., Room 602

A G E N D A

The following Decisions are reported to the Board for acceptance and implementation by Board Order:

PD 2-90 **Approve, subject to conditions,** amendment of Sectional Zoning Map #141, changing the described property from R-20, single family residential, to R-20, P-D, planned-development;

LD 29-90 **Approve, subject to conditions** a 30-lot single family residential subdivision, all for property located at **2700 SW Bucharest Court**

OP 1-90 **Deny** requested amendment of Sectional Zoning Map #406, which would change the described property from HR-1 to HR-1, O-P, off-street parking, for property located at **12630 SE Division Street**

CS 6-90 **Approve, subject to conditions,** change in zone designation from MR-3, high density residential district to MR-3, C-S, community service, for property located at **14917-15005 SE Division Street**

CS 7-90 **Approve, subject to conditions,** modifications of the Community Service designation to allow a two-phased expansion of an existing church facility, for property located at **16001 SE Main Street**

The following Decisions are reported to the Board for acknowledgement by the Presiding Officer:

CU 20-90 **Approve** request for a conditional use to allow the modification of an existing public road for property located at **11725 NW Skyline Blvd.**

Other Item for Board Action

C 2-90 In the Matter of Recommending Adoption of an Ordinance which adopts the Bicycle Master Plan and amends the Bikeway Plan Maps in the Comprehensive Framework Plan Policy 33C, the motion to approve a Resolution recommending the adoption of the proposed Ordinance by the Multnomah County Board of County Commissioners received a Planning Commission vote of 3 in favor, 2 opposed and 1 abstention, **resulting in an action of dential of the proposed request.**

PD 2-90

Filing Fee $328.50 Last day to file Notice of Review Monday 10-29-90 4:30 pm

DEPARTMENT OF ENVIRONMENTAL SERVICES
DIVISION OF PLANNING AND DEVELOPMENT
2115 SE MORRISON STREET
PORTLAND, OREGON 97214 (503) 248-3043

PD receipt # 8167

NOTICE OF REVIEW

1. Name: HEAGERTY (Last), DAVID (First), DANIEL (Middle)
2. Address: 6836 SW RALEIGHWOOD WAY (Street or Box), PORTLAND (City), OR 97225 (State and Zip Code)
3. Telephone: (503) 292-2207
4. If serving as a representative of other persons, list their names and addresses:

AND
FANS OF FANNO CREEK
P.O. BOX 25835
PORTLAND, OR 97225

5. What is the decision you wish reviewed (*e.g.*, denial of a zone change, approval of a subdivision, *etc.*)? Planning Commission Decisions to Approve PD 2-90, #141 and LD 29-90, #141
6. The decision was announced by the Planning Commission on Oct 8, 1990
7. On what grounds do you claim status as a party pursuant to MCC 11.15.8225?

1.) Testified at October 8, 1990 Planning Commission Hearing
2.) Submitted written testimony at Oct. 8 hearing
3.) Resident ~~of~~ adjacent to nearby marsh which this project could impact (see attachment "B" BRIEF BACKGROUND.

Please return this original form

8. Grounds for Reversal or Decision (*use additional sheets if necessary*):

Please see Attachment "A", SUPPLEMENT TO THE NOTICE OF REVIEW

9. Scope of Review *(Check One)*:

(a) ☐ On the Record

(b) ☒ On the Record plus Additional Testimony and Evidence

(c) ☐ *De Novo* (*i.e.*, Full Rehearing)

10. **If you checked 9(b) or (c), you must use this space to present the grounds on which you base your request to introduce new evidence** (Use additional sheets if necessary). For further explanation, see handout entitled *Appeal Procedure*.

Please see Attachment 'A'.

Signed: Daniel McGeagerty Date: 10/29/30

For Staff Use Only

Fee:

Notice of Review = $150.00
Transcription Fee:
Length of Hearing 1 hr 23 min x $1.75/minute = $ 178.50

Total Fee = $ 328.50

Received by: _____ Date: _____ Case No. _____

ATTACHMENT 'A'

SUPPLEMENT TO THE NOTICE OF REVIEW

TO

APPEAL THE DECISION BY THE
PLANNING COMMISSION
OF
MULTNOMAH COUNTY

DECISION TO APPROVE PD 2-90, #141
AND LD 29-90, #141

LOCATION: 2700 SW BUCHAREST COURT
LEGAL: LOTS 20, 21, 23 AND 24, ARGENT SUBDIVISION

DECISION OF THE PLANNING COMMISSION IS APPEALED BY:

DANIEL D. HEAGERTY, CITIZEN, AND
FANS OF FANNO CREEK, AN ORGANIZATION FOUNDED TO PROTECT THE WATER QUALITY AND OTHER NATURAL RESOURCES OF FANNO CREEK

The above parties believe the Planning Commission failed to adequately find the Preliminary Development Plan and Program for the Planned Development and Land Division to be in compliance with the Planned Development Approval Criteria and the Land Division Approval Criteria, as required by Multnomah County Code. The above parties request that the Board of County Commissioners remand the approval decision to the Planning Commission and direct the Planning Commission to develop adequate and appropriate findings, including the obtainment of necessary studies and analysis that may be required of the applicant, to sufficiently meet the requirements of Multnomah County Code, meet the intent and spirit of the County Comprehensive Plan, and meet the requirements of the Tualatin River Basin Plan of which the county is a part.

APPELLANTS BELIEVE SEVERAL APPROVAL CRITERIA HAVE NOT BEEN SATISFIED

PD 2-29

Planned Development Approval Criteria (MCC 11.15.6206)(A)

(1)(a) Policy 13, Air and Water Quality and Noise Levels.
Applicant intends to discharge stormwaters directly to streams through 12-inch diameter pipes. The preliminary drainage plan, as proposed, is only a street surface water collection plan for catching surface waters for piping those waters directly to the streams.

The plan as approved has no provisions for stormwater control facilities, water quality protection (as should be required for a substantial development on and around the headwaters of Fanno Creek), only vague plans for streamside vegetation protection, and only general plans for sediment control (straw bales during construction, etc).

The plan as approved has no provision for the protection of the numerous seeps/springs that originate on the property. Only passing reference has been given to "the two seeps" on the site (appellants contend there are several seeps/springs). Seeps and springs are integral assets to a headwaters. These aquatic resources provide year-round flows, which are particularly important to the Tualatin River Basin and are specifically intended for protection under the Tualatin River Basin Plan for the purpose of maintaining dry season flows. These springs feed the fish habitat of Fanno Creek immediately downstream where fish habitat requires summer flows and where a significant urban wildlife area (Raleighwood Park Marsh) needs summer water flows for water quality. The proposed plan has not inventoried and mapped these (seeps/springs) resources.

The plan does not address the potential impacts and considerations of natural vegetation removal for development purposes or the change from native vegetation to urban landscaping (such as lawns, etc) as this criterion would seem to require. The removal of vegetation throughout the site will increase water temperatures and decrease the natural filtering of surface waters that occurs now because of the thick native vegetation. The change from pervious soils to impervious surfaces is not discussed in the plan and analysis. This will increase storm event runoff and will decrease the slow-release of waters during the dry summer months.

The streams' water quality, and especially the surface water recharge

conditions at the site, do not appear to be adequately considered or protected under this plan. The County has no provisions for monitoring these conditions, or provisions for correcting future impacts.

Stormwater Control

The plan will have stormwater discharged directly to the streams. It should not be discharged to the streams, but retained onsite for gradual release to the stream to prevent streambank failures and excessive hydraulic loading. The catch basins referred to by the applicant are simply storm drains placed in the streets and curbs design, to be discharged to the streams through 12" culverts. There appears to be no land specifically designated to stormwater control facilities. That might suggest that the plan has not yet fully considered stormwater structure requirements and how they might fit in with the overall site design. The applicant suggests that each building lot will require its own onsite retention facility. Appellants request that the overall site should have a stormwater control plan which would address all lots, streets, and other hard surfaces, and that would also address water quality control related to surface runoff pollution (a major issue in the Clean Water Act Amendments of 1989).

Appellants disagree with the staff comment that the Hillside Development Permit process will be the vehicle with which to comply with Policy 13. There may not be sufficient space in the present plan to successfully accommodate control stormwater without further compromising steep slopes or the headwater streams themselves.

(b) Policy 14, Development Limitations.

The Planning Commission accepted the applicants claim that there is no slumping or earth movement on site.

There appear to be areas where rock is exposed and small slides have occurred because of water discharge locations and prior soil disturbances (from logging). According to applicant's map it appears that over half of the site has 25% slopes or greater. Development limitations appear to be left to a future permit action (the Hillside Development Permit).

Because of the steepness of the site, the potential soil and slope failures, and as yet determined stormwater sedimentation facility requirements, it appears that the Development Limitations Policy has yet to be satisfied. Appellants did not find specific findings to indicate adequate study and analysis had satisfied this approval criteria. The staff finding for compliance with the policy was based entirely on the applicant's narrative,

again deferring to the (future) Hillside Development Permit as the basis for a compliance determination.

(c) Policy 15, Areas of Significant Concern.

Staff pointed out that there are three tributaries to Fanno Creek on the site. Staff stated that Fanno Creek is a Class 1 stream, and building within 100 feet of the streams will require a Significant Environmental Concern Permit. Staff found that obtaining that future permit, as a condition of approval, would satisfy Policy 15.

There are no findings that address:

Stream Protection- There are no quantitative statements about how much and where the vegetation will be protected. The slopes are extremely steep around the creeks. The natural vegetation is what will protect the stream from sedimentation and general water quality degradation. It will also help to maintain the water retention values existing now, which is integral to maintaining the summer flows in the streams for the downstream wetlands and cutthroat trout habitats. The natural vegetation also provides for the filtering of surface runoff before discharge to the stream.

Significant fish and wildlife habitats- The streams on the site are Class I streams, yet there are no specific plans that clearly protect the fish habitat known to exist downstream. Sedimentation in the stream beds appears imminent under the existing plan, which would destroy any potential spawning beds onsite and downstream. The plan includes no specific measures for stream protection other than general statements of "minimal vegetation removal" and "no roads will cross the streams". There are no plans to mitigate the wildlife habitat that will be lost by the development (the site is heavily forested and undisturbed, providing healthy habitat for birds and mammals).

Erosion Control- The potential for high erosion and consequent stream degradation is apparent in the southwest part of the development because of the steep terrain and evidence of past slope failures.

Vegetation removal- Vegetation removal is presently left to the discretion of the developer/contractor. This approach to environmental protection is contrary to the most fundamental of planning practices and can not be acceptable to the Board of Commissioners.

We disagree with staff and Planning Commission that SEC subdistrict compliance can be deferred to later SEC permitting. The Commission must review this proposed plan sufficient to be satisfied that the subsequent

environmental protection measures required of the SEC permit can in fact be accommodated within the site plan that is being approved now.

(j) Policy 37, Utilities.

The plan as approved simply states that stormwater drainage will be provided on site. The drainage plan has the surface water collected on the streets and discharged to the creeks through 12-inch pipes.

The site as designed may not be able to accommodate sufficient stormwater control facilities to adequately protect the headwaters of Fanno Creek. There is no mention of the onsite treatment requirement of phosphorous (released by native soils in this drainage basin), as required by new DEQ rules. Slopes are very steep, soils are loose, and the lots are located wherever the slopes aren't "too steep." This suggests that the stormwater and treatment facilities that are required under OAR 340-41-470 (and not yet considered in this plan) may end up in the creek, or on a steep slope, or other "unplanned" location.

There is no provision in the plan for collection of stormwater from each individual lot. As planned now, each lot will have its own responsibility for stormwater control. The ability to successfully accomplish that is questionable given that lots are as small as 10,500 square feet, because of the steep slopes.

(k) Policy 39, Open Space

Applicant claims to be creating "substantial open space" for steep slopes, wetlands, and creeks. However, the plan then mentions trails, tennis courts and a playground to be sited in the open spaces. Are the open spaces to protect the steep terrain, wetlands, and the delicate headwaters? The plan, as approved, has built-in conflicting uses of sensitive environments needing protection and recreation development.

There are no findings regarding the conflicts between recreation uses and protection of natural resources.

MCC 11.15.6206(A)(3) ...exceptions from the standards and requirements of the underlying district...

The staff finding states that "the design of the proposed PD, including the lot sizes, is consistent with the concept approved in 1981". This suggests that the county's development standards intended to address site environmental constraints has not changed in 10 years. This in spite of Clean Water Act amendments, OAR 340-41-455 and -470, and substantial changes to our general understanding of water quality control, urban wildlife habitat

needs, riparian corridors importance, etc.

(5)...relationship of planned development to the environment...

The applicant did not provide evidence, and staff did not find, that:
-stormwater control facilities can be located on-site, given present lot design
-water quality of these headwater creeks can be protected
-streamside buffers are adequate to protect fish and wildlife and water quality
-riparian vegetation will be adequately protected
-soils will not be allowed to enter the streams
-seeps and springs will be protected to provide summer flows in the creeks to feed the fish habitat and the important marsh downstream
-vegetation on site will be maintained to provide for surface water retention
-why any vegetation should be removed from the stream bottoms, or why the trees should not now be inventoried and mapped to determine how the subdivision plan should fit around those trees
-a 30-foot waterfall would be protected
-how the existing slope failures will be avoided when they have yet to be mapped

(7) Compliance with the Development Standards

(a) Site Size (.6212)

There is no finding to demonstrate that the site is large enough to accommodate 30 residential lots and the required stormwater control facilities. There is also no finding that the necessary riparian vegetation can be protected, and the steep slopes subject to failure can be avoided, and still accommodate 30 lots on the site.

(b) Open Space (.6216)

The open space has a planned conflict of uses: steep slopes and creekside protection, yet recreation facilities and trails. There are no findings that reconcile these conflicting uses.

ERRORS IN FINDINGS OF FACT

5. General Land Division Standards and Requirements

(A) Land Suitability (MCC11.45.460)

Applicant states that site is not subject to high bedrock or earth movement or slumping. The site has exposed boulders and a 30-foot waterfall cascading over a basalt wall. Over half the site appears to have slopes greater than 25%. There are seeps/springs on the site that have not been mapped.

(I) Surface Drainage (MCC 11.45.600 and 660)

There has been no hydrologic analysis of site surface waters. No stormwater flow calculations have been done. Applicant's claim that they "can prevent uncontrolled stormwater runoff" has no supporting documentation. Staff finding simply referenced applicant's submittal. There is no stormwater control plan showing sizes and locations of the facilities. There is no analysis of pervious to impervious surface alterations, or storm flows based on slopes and soils. There is no mention of phosphorous control mechanisms, which is required under OAR 340-41-455.

ATTACHMENT 'B'

BRIEF BACKGROUND

The Argent Subdivision is located in the headwaters of Fanno Creek. The creek is the primary source of water for a significant wetlands area approximately 1 (one) mile downstream from the subdivision property. The wetland is known as Raleighwood Park, it encompasses about 8-9 acres, and is 70% owned by the Tualatin Hills Parks and Recreation District. The marsh is recognized as a significant urban wildlife resource by the Portland Audubon Society, Oregon Department of Fish and Wildlife, Oregon Division of State Lands, Washington County, and Fans of Fanno Creek. The marsh gets heavy use by ducks, herons, passerines and other birds. The marsh also plays an important role in water quality protection of the upper Fanno, through stormwater retention, sediment control, urban water pollution polishing, and other functions. A management plan is being developed for the marsh at this time, which will include restoration of a cutthroat trout fishery, breeding duck habitat enhancement, and pilot research and education projects for local school children to learn about water resource values and urban wildlife habitats. We estimate that thousands of dollars and volunteer hours will be committed to this project over the next few years.

Oregon Department of Fish and Wildlife staff indicate that cutthroat trout presently exist, albeit in small numbers, in the subject stream between the marsh and this planned development. It is the intent of Fans of Fanno Creek to restore and enhance that local fishery in conjunction with the research, education, and enhancement efforts at Raleighwood Park Marsh.

The Argent Subdivision proposal could significantly impact the present conditions and future values of the Raleighwood Park Marsh and upper Fanno Creek if not properly planned, designed, constructed, and maintained. The Board of Commissioners must apply the most stringent of environmental policies and design criteria to the proposed development, to protect the extremely valuable resources onsite and immediately offsite of this proposed project.

DEPARTMENT OF ENVIRONMENTAL SERVICES
Division of Planning and Development
2115 SE Morrison Street
Portland, Oregon 97214 (503) 248-3043

Decision

This Decision consists of Conditions, Findings of Fact and Conclusions.

October 8, 1990

PD 2-90, #141 — **Preliminary Planned Development**
LD 29-90, #141 — **Thirty Lot Single-Family Residential Subdivision**

Applicant requests Planned Development and Land Division approval to create a 30-lot single-family residential subdivision with open space, owned by a Homeowner's Association. Access for eight proposed lots will be from a new public cul-de-sac to SW Bucharest Court. Access for 22 proposed lots will be to SW Canyon Drive via a private street on site.

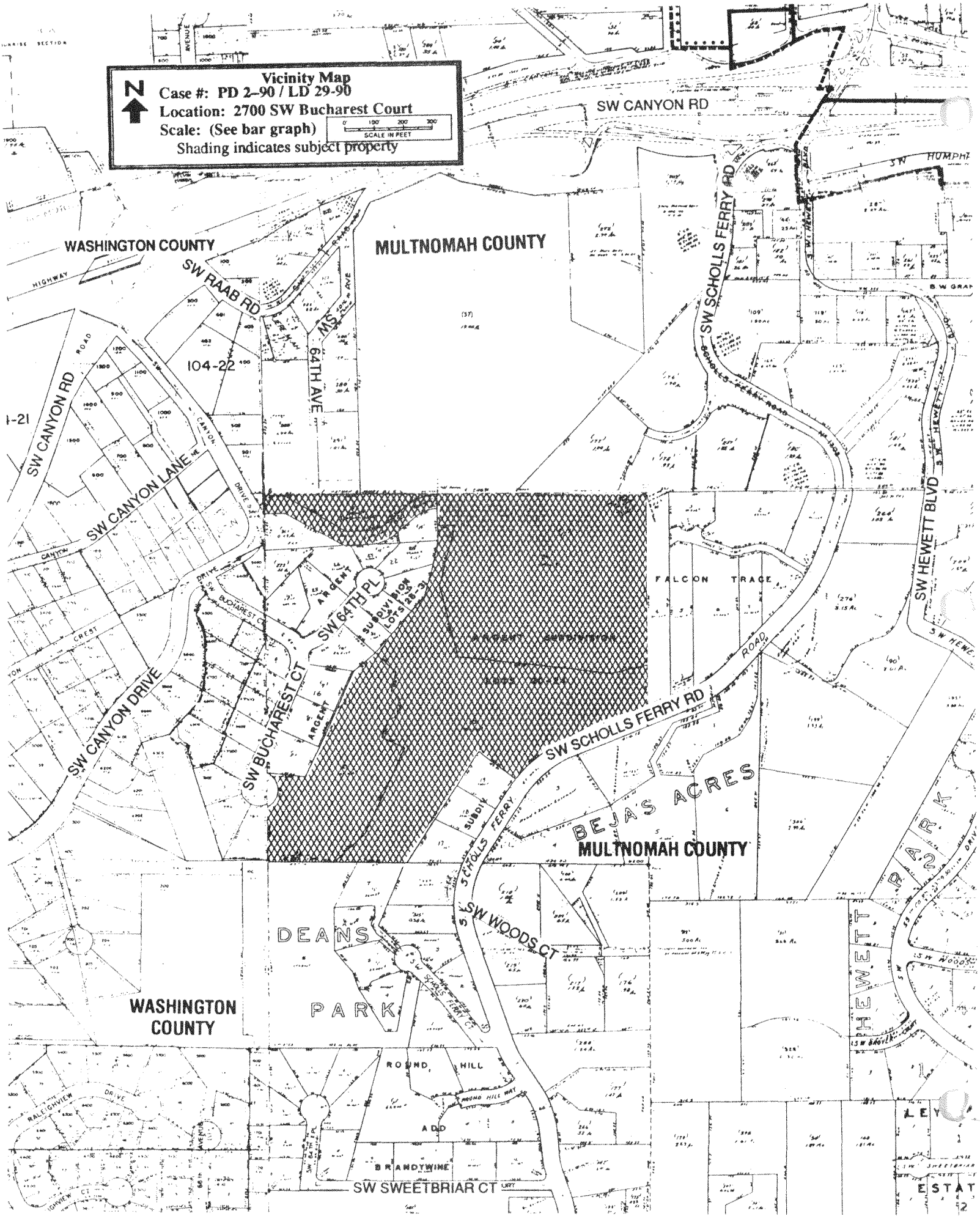
Location:	2700 SW Bucaharest Court
Legal:	Lots 20, 21, 23 and 24, Argent Subdivision 1990 Assessor's Map
Site Size:	24.37 Acres
Size Requested:	Same
Property Owner:	Gerhard Schicht 30 NW 95th Avenue, 97225
Applicant:	same
Comprehensive Plan:	Low Density Residential
Present Zoning:	R-20, Single Family Residential, Planned Development District Permits single family homes on lots of 20,000 square feet or more
Sponsor's Proposal:	R-20, PD, Single Family Residential Planned-Development District

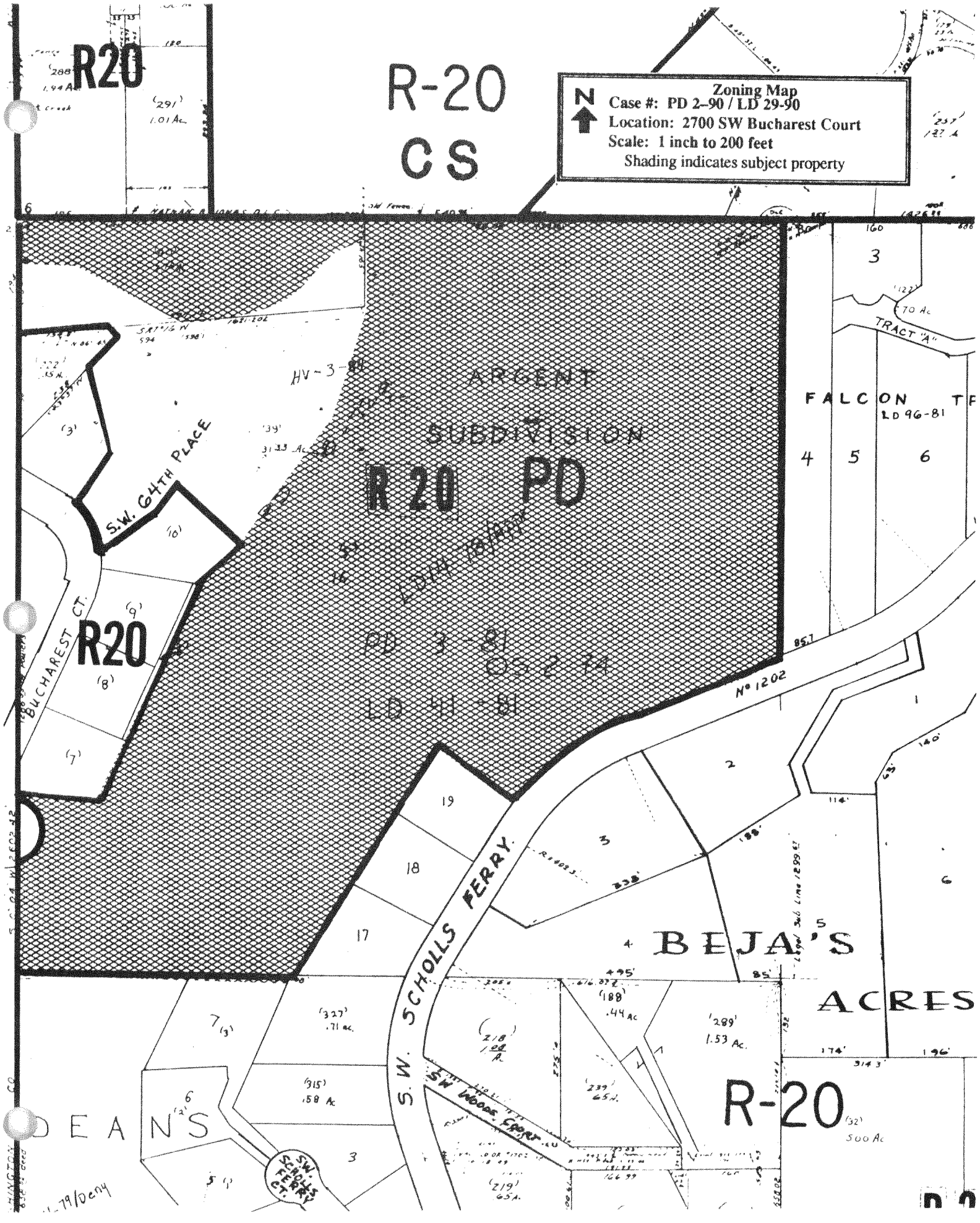
Planned-Development permits the development of properties to a pre-determined plan to to provide flexibility and diversification in design and economies in land development

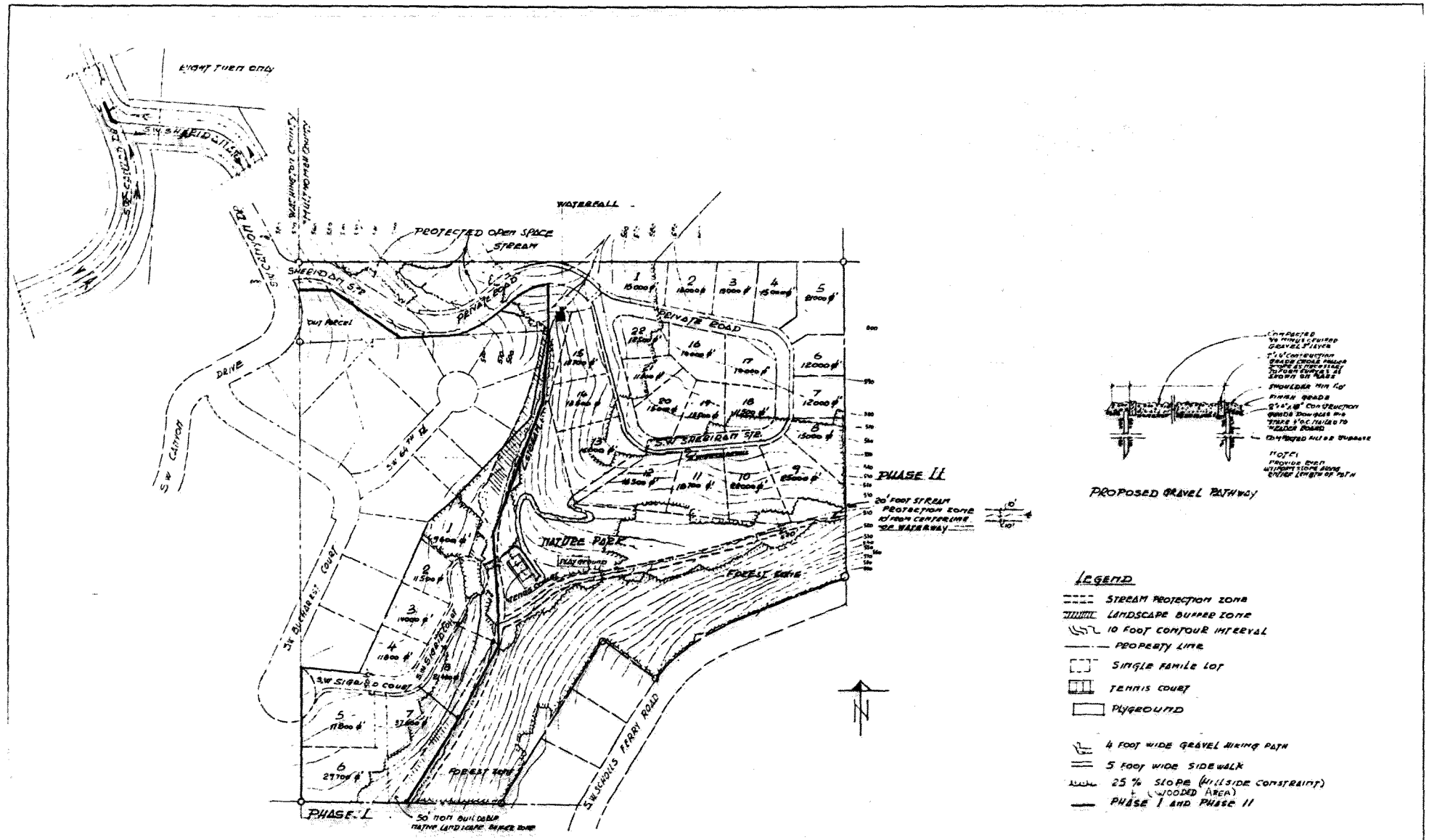
PLANNING COMMISSION DECISION

#1 **Approve,** subject to conditions, the requested PD designation of the site described above based on the following findings and conclusions.

#2 **Approve,** subject to conditions, the land division of the site described above based on the following findings and conclusions.


Vicinity Map
Case #: PD 2–90 / LD 29-90
Location: 2700 SW Bucharest Court
Scale: (See bar graph)
Shading indicates subject property
SCALE IN FEET
N
SW CANYON RD
WASHINGTON COUNTY
MULTNOMAH COUNTY
SW RAAB RD
SW SCHOLLS FERRY RD
SW HEWETT BLVD
SW CANYON LANE
SW CANYON DRIVE
SW BUCHAREST CT
SW 64TH PL
64TH AVE
FALCON TRACE
BEJA'S ACRES
DEANS PARK
SW WOODS CT
ROUND HILL
BRANDYWINE
SW SWEETBRIAR CT
104-22


Zoning Map
Case #: PD 2-90 / LD 29-90
Location: 2700 SW Bucharest Court
Scale: 1 inch to 200 feet
Shading indicates subject property
N
R-20
C S
R20
R20 PD
HV-3-81
PD 3-81
CS-2-74
LD 41-81
ARGENT
SUBDIVISION
FALCON
LD 96-81
TRACT "A"
S.W. 64TH PLACE
BUCHAREST CT.
S.W. SCHOLLS FERRY
S.W. SCHOLLS FERRY CT.
S.W. HOOKER STREET
No 1202
BEJA'S
ACRES
DEAN'S
R-20



PROPOSED GRAVEL PATHWAY

LEGEND

- STREAM PROTECTION ZONE
- LANDSCAPE BUFFER ZONE
- 10 FOOT CONTOUR INTERVAL
- PROPERTY LINE
- SINGLE FAMILE LOT
- TENNIS COURT
- PLYGROUND
- 4 FOOT WIDE GRAVEL HIKING PATH
- 5 FOOT WIDE SIDEWALK
- 25 % SLOPE (HILLSIDE CONSTRAINT) (WOODED AREA)
- PHASE I AND PHASE II

PD 2-90 / LD 29-90

DATE	REV. NO	REVISIONS
8/90	1	2ND REVISION

DRAWING TITLE: ARGENT #3 PD
PRELIMINARY PD PLAN

PROJECT FOR: GERHARD SCHICHT
3011 W 95 AV.
PORTLAND OREGON 97229

DRAWN BY: T. SCH
CHECKED BY: T.S.
SCALE: 1"=100'-0"
DATE: 6/8/90
JOB NO:
SHEET NO: 1 OF 1

SCHICHT & ASSOCIATES
CONSULTING ENGINEERS

Conditions of Approval (PD 2-90 and LD 29-90)

1. Within two years and five years of the effective date of Board of County Commissioners decision, approving this request, deliver the Final Plat and other required attachments for Phase 1 and Phase 2, respectively, to the Planning and Development Division of the Department of Environmental Services in accordance with ORS Chapter 92 as amended. **Please obtain applicant's and surveyor's *Instructions for Finishing a Type I Land Division.***

2. Within two years and five years of the effective date of Board of County Commissioners decision, approving this request, deliver the Final Development Plan and Program for Phase 1 and Phase 2, respectively, to the Planning and Development Division of the Department of Environmental Services in accordance with MCC 11.15.6203(C).

3. Prior to endorsement of the Final Plat, meet the following Engineering Services Division requirements

   A. Dedicate 50 feet of right-of-way with a 50-foot radius cul-de-sac for the new street shown on the Tentative Plan Map as SW Sigrid Court.

   B. Make the following improvements within the public right-of-way of SW Sigrid Court:

      (1) Construct a Multnomah County standard street 32 feet in width with concrete curbs, sidewalks, drainage facilities and street lighting facilities.

      (2) Contact Dick Howard at 248-3599 for additional information.

4. Place a disclosure on the face of the Final Plat for Phase 2 and modify the Declaration of Covenants and Restrictions to advise owners of lots abutting the private street shown on the Tentative Plan Map as SW Sheridan Street that those owners waive any right to expect Multnomah County at any time in the future to:

   A. Assume jurisdiction over the street,

   B. Maintain the street in any manner including but not limited to cleaning or removal of snow or ice, or

   C. Repair the street in any manner.

   This condition shall not apply if the private street is redesigned and built to Multnomah County Standards with respect to right-of-way and pavement width, grade and specifications for pavement, curbs, sidewalks and other improvements as approved by the County Engineer in accordance with the Street Standards Ordinance (MCC 11.60).

5. In conjunction with issuance of building permits for any lot construct on-site water retention and/or control facilities adequate to insure that surface runoff volume after development is no greater than that before development per MCC 11.45.600. Plans for the retention and/or control facilities shall be subject to approval by the County

Engineer with respect to potential surface runoff on the adjoining public right-of-way.

6. Prior to endorsement of the Final Plat, provide written confirmation from the Washington County Department of Land Use and Transportation of compliance with that department's requirements regarding the design of improvements at the intersection of SW Canyon Drive and the new private street shown on the Tentative Plan Map as SW Sheridan Street.

7. Prior to issuance of building permits for either phase, complete the County Design Review procedures for the area included within that phase and complete all open space improvements associated with that phase. Contact Mark Hess at 248-3043 for additional information.

8. Prior to conducting any grading or clearing on the site, obtain a Hillside Development Permit under MCC 11.15.6710. Contact Mark Hess for additional information.

9. Prior to doing any site work or issuance of building permits within 100 feet of any stream on the subject property, obtain a Significant Environmental Concern Permit under MCC 11.15.69404(C). Contact Mark Hess for additional information.

10. Prior to endorsement of the Final Plat, provide written confirmation from Tualatin Valley Fire and Rescue of compliance with that district's requirements concerning items including but not limited to road design, fire hydrants, and bridge/culvert specifications.

11. Prior to issuance of building permits for any lot, provide written confirmation from Tualatin Valley Fire and Rescue of compliance with that district's requirements concerning the wording of homeowners' covenants, conditions and restrictions with respect to fire access.

12. In conjunction with issuance of building permits, provide written confirmation from Tualatin Valley Fire and Rescue of compliance with that district's requirements concerning the installation of automatic sprinkler protection systems.

13. Change the name of the proposed public cul-de-sac street in Phase 1 from SW Sigrid Court to SW Meade Court in accordance with the provisions of Ordinance No. 274, or comply with the provisions of Ordinance No. 274 regarding the re-naming of streets.

14. Prior to issuance of the first building permit, record the Amended Declaration of Covenants and Restrictions for the Argent Planned Development and provide proof of said recording to the Planning and Development Division.

Findings of Fact: (PD 2-90)

NOTE: The applicant has provided a narrative statement in response to the PD Preliminary Development Plan and Program requirements and the Planned Development and Land Division approval criteria. In this section, quoted portions of the applicant's material, including responses to the approval criteria are in helvetica type. Staff

discussion of applicant responses appear in paragraphs titles **Staff Comment**. Quoted ordinance language appears in ***bold italic type*** The exhibit numbers appearing in the applicant's narrative refer to documents that are part of the application Those documents are on file in the Planning Division office.

1. **Applicant's Proposal**:

A. **General Description**: The applicant, Gerhard Schicht, requests approval of a Preliminary Development Plan and Program for a Planned Development (PD) abd a Tentative Plan for a 24.37-acre subdivision in the R-20 zone. The Preliminary Development Plan and Program/Tentative Plan Map appears at the beginning of this report. The applicant proposes 30 lots for detached single family houses plus about 10 acres of open space. The applicant proposes to develop the project in two phases. Phase 1 includes 8 lots facing a new public street shown on the Tentative Plan Map as SW Sigrid Court. That street would extend from SW Bucharest Court in the southwest part of the site. Phase 2 includes 22 lots facing a new private street shown on the Tentative Plan Map as SW Sheridan Street at the northeast part of the site. Southwest Sheridan Street would connect to SW Canyon Drive in Washington County.

B. **Background**: In 1981, the County gave preliminary approval for a PD and 38-lot land division including two open space tracts on a 27.86 acre site(PD 3-81/LD 41-81). In September of 1983, the County approved a final plat for 7 lots at the northwest corner of the site as Phase I of the 1981 PD and for division of the remainder of the site into two open space tracts and two future development tracts. In October of 1984, County staff conditionally approved a final development plan and design review plan for Phase I. Five of the lots now have houses on them, and SW 64th Court has been developed as a public cul de sac street and accepted by the County. Since the applicant submitted no final plat or development plan for the rest of the project within four years, the 1981 approval expired. Through the current (1990) application, the applicant seeks to re-establish preliminary Planned Development and Land Division approval for the undeveloped portion of the site.\

C. **Features of Proposal:** The applicant's submittal includes a detailed description of the various aspects of the proposed development. Following is a portion of that description. Exhibit numbers refer to exhibits provided by the applicant in addition to his narrative statement. Those exhibits are incorporated by reference into this report.

The 1990 proposal substantially conforms to the 1981 project. Changes from the 1981 application include reducing the number of lots from 31 to 30, reducing effects of roads and common area improvements on wetlands and streams, conforming the covenants and restrictions to the revised plan, and listing common area improvements and phasing.

In addition to the exhibits noted above, new information includes: an updated geotechnical report (Exhibit #7), a preliminary wetland

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In addition to the exhibits noted above, new information includes: an updated geotechnical report (Exhibit #7), a preliminary wetland

assessment (Exhibit #8), detailed surveys of the Canyon Drive intersection area (Exhibit #9) and the area where a waterfall is created by a cascading creek on the site (Exhibit #10), correspondence with Washington County regarding Canyon Drive (Exhibit #11), correspondence with the nearby neighborhood association (Exhibit #12), a solar energy access analysis (Exhibit #13), a map illustrating areas of the site sloped more than 25% (Exhibit #14), revised covenants and restrictions for the site (Exhibit #15), a traffic study (Exhibit #16), preliminary road details (Exhibit #17), correspondence with the fire district (Exhibit #19), a map illustrating planned road changes by ODOT in the area (Exhibit #20), illustrations of playground equipment examples (Exhibit #22), a letter from a landscape architect regarding common area improvements (Exhibit #23), and an aerial photo of the vicinity overlaid with the proposed road pattern for the site (Exhibit #24). Some of these exhibits are included only with the original application on file with the County; others are included in all copies of the application. See the appendix for a list of exhibits.

D. **Comprehensive Plan and Zoning**: The County Comprehensive Plan designates the site as Residential and the zoning is R-20/PD, Single-Family Residential District/Planned Development.

2. **Site and Vicinity Information**

A. The is adjacent to and east of SW Canyon Drive and SW Bucharest Court, adjacent to and west of Scholls Ferry Road, and south of land that abuts Highway 26 adjoining the Washington/Multnomah County line. The northwest tip of the site, where it intersects SW Canyon Court, is inside Washington County. The rest of the site is in Multnomah County

B. **Slope:** Parts of the site are steep, with slopes exceeding 25 percent. Development or construction on the site will require County approval of a Hillside Development Permit under MCC 11,15.6710.

3. **Ordinance Considerations**:

A. In approving the Preliminary Development Plan and Program for a Planned Development (PD) the Planning Commission must find that the following approval criteria are satisfied:

(l) ***The requirements of MCC .8230(D) (3),*** which requires that ***the proposed action fully accords with the applicable elements of the Comprehensive Plan*** [MCC 11.15.6206(A)(1)];

(2) ***The applicable provisions of MCC 11.45 the Land Division Chapter*** [MCC 11.15.6206(A)(2)];

(3) ***That any exceptions from the standards or requirements of the underlying district are warranted by the design and amenities incorporated in the Development Plan and Program, as related to the purposes stated in MCC .6200*** [MCC 11.15.6206(A)(3)]

(4) ***That the system of ownership and the means of developing, preserving and maintaining open space is suitable to the purposes of the proposal*** [MCC 11.15.6206(A)(4)].

(5) ***The provisions of MCC .6214,*** This section pertains to the relationshiip of the Planned Development to the environment and reads as folllows:

(a) ***The Development Plan and Program shall indicate how the proposal will be compatible with the natural environment.***

(b) ***The elements of the Development Plan and Program shall promote the conservation of energy, and may include such factors as the location and extent of site improvements, the orientation of buildings and usable open spaces with regard to solar exposure and climatic conditions, the types of buildings and the selection of building materials in regard to the efficient use of energy and the degree of site modification required in the proposal.***

(c) ***The Development Plan and Program shall be designed to provide freedom from hazards and to offer appropriate opportunities for residential privacy and for transition from public to private spaces.***

(d) ***The location and number of points of access to the site, the interior circulation patterns, the separations between pedestrians and moving and parked vehicles, and the arrangement of parking areas in relation to buildings, structures and uses shall be designed to maximize safety and convenience and be compatible with neighboring road systems, buildings, structures and use***[MCC 11.15.6206(A)(5)].

(6) ***That the proposed development can be substantially completed within four years of the approval or according to the development stages proposed under MCC .6220.*** That section provides that:

(a) ***The applicant may elect to develop the site in successive stages in a manner indicated in the Development Plan and Program. Each such stage shall satisfy the requirements of this Chapter.***

(b) ***In acting to approve the Preliminary Development Plan and Program, the Planning Commission may require that development be completed in specific stages if public facilities are not otherwise adequate to service the entire development***[MCC 11.15.6206(A)(6)].

(7) *The Development Standards of MCC .6212* [minimum site size), ***.6216*** [open space] and ***.6218*** [density computation)[MCC 11.15.6206(A)(7)].

(8) ***The purposes stated in MCC .6200;*** [MCC 11.15.6206(A)(8)] and

(9) ***That modifications or conditions of approval are necessary to satisfy the purposes stated in MCC .6200***[MCC 11.15.6206(A)(9)].

4. **Response to Approval Criteria:**

A. **Planned Development Approval Criteria (MCC 11.15.6206)**

(1) ***. . . the proposed action fully accords with the applicable elements of the Comprehensive Plan*** [MCC 11.15.6206(A)(1)] Following are the policies of the Comprehensive Plan that apply to the poposal.

(a) **Policy 13, Air and Water Quality and Noise Levels**

Appliucant's Response

The proposed development will not substantially increase air pollution. Existing ambient pollution levels are affected by metropolitan-wide activities. There will be 30 residences in the development generating approximately 250-300 vehicle trips per day. Given the total number of residential units and the total amount of traffic in the Portland Metropolitan area, the amount of air pollution generated on the site is insignificant.

Water quality will not be affected by the development, because it will be served by a public water system, will discharge sewage to a public sewer system, and

will discharge storm water to the existing stream system on the site. To prevent erosion, a vegetative buffer will be maintained adjacent to streams on the site, and silt fences, straw bales, and temporary siltation ponds will be used as needed during construction.

Noise levels will increase somewhat as a result of the proposed development; however, the noise generated by the development will be noise typical of a residential development. Perceived noise levels within the development will be low, because of the amount of trees that will be retained on site and because of topography.

With respect to storm drainage, the applicant states as follows: The applicant has prepared a preliminary drainage plan that provides for storm water to be directed by gravity flow to inlets in catch basins on the streets on the site and piped to the streams on the site with appropriate rip-rapping at discharge points. See Exhibit #17.

a In Phase I, several sections of storm line serving the bottom of Bucharest Court will be removed. At the end of the remaining storm lines, the applicant will install new manholes and extend new lines to a combined 12-inch diameter storm sewer with inlets in Sigrid Court. It will discharge to the stream at the east edge of the lots in Phase I. Another set of inlets will be provided at the end of the street to discharge water upstream from the 12-inch line.

b In Phase II, inlets will be provided in catch basins in Sheridan Street, with the storm water directed to streams on the site at three well-separated points to minimize the impact of the flow from any one area.

Staff Comment:

Obtaining a Hillside Development Permit before starting work on the site is a condition of approval. For this reason and those stated by the applicant the proposal complies with Policy 13.

(b) **Policy 14, Development Limitations**

Applicant's Response:

This policy is concerned with mitigating or limiting the impacts of developing areas that have any of the following characteristics: slopes exceeding 20%; severe soil erosion potential; land within the 100 year floodplain; a high seasonal water table within 0-24 inches of the surface for 3 or more weeks of the year; a fragipan less than 30 inches from the surface; and land subject to slumping, earthslides or movement.

(a) The proposed development is subject to this policy, because it contains slopes exceeding 20%. The site is not in a floodplain, based on FEMA flood map 410179-0165-A. The site does not have high bedrock conditions or evidence of earth movement, based on the SCS Soil Map for the site and the geophysical reports by Mssrs. Rossetti and Harris. A portion of the site may contain a high seasonal water table, given the wetland on the site. However, no development will occur within 100 feet of the wetland. Therefore, no areas containing a seasonal high water table will be developed.

(b) The proposal will comply with this policy, because:

(i) Construction on the site will be subject to MCC 11.15.6700 (the Hillside Development and Erosion Control subdistrict), which governs development on slopes over 25% and in the Tualatin River basin.

(ii) The majority of the steep slopes will be kept in common open spaces. Only the vegetation needed to accommodate roads, infrastructure, and common area amenities will be removed in the areas of steep slopes.

(iii) Steep slopes that are contained in private lots will be subject to development limitations by deed covenants. See Exhibit #15. These limitations will prohibit development activities, including removal of vegetation and filling and grading and compliance with the recommendations of

Mssrs. Rossetti and Harris, on slopes exceeding 20%. They also will require compliance with the Hillside Development and Erosion Control District.

Staff Comment:

For the reasons stated by the applicant, the proposal satisfies Policy 14.

(c) **Policy 15, Areas of Significant Environmental Concern**

There are three tributaries of Fanno Creek on the site. Under MCC 11.15.6404(C), any building, structure or physical improvement within 100 feet of the normal high water level of a Class 1 stream requires a Significant Environmental Concern (SEC) permit. Fanno Creek is a Class 1 stream as defined by the State Forest Practices Rule. Obtaining of appropriate SEC permits is a condition of approval. Subject to that condition, the proposal satisfies Policy 15.

(d) **Policy 19, Community Design**

Applicant's Response

This policy requires the county to establish a design review process. Such a process has been established. This development will be subject to the process before approval of the final PD plan.

Staff Comment: Compliance with county Design Review requirements is a condition of approval. For this reason and those stated by the applicant, the proposal satisfies Policy 19.

(e) **Policy 20, Arrangement of Land Uses**

Applicant's Response

This policy seeks to assure a complementary blend of uses, to reinforce community identity, to create a sense of pride and belonging, and to maintain or create neighborhood long term stability.

(a) Although some of the lots within the proposed development will be as small as 10,500 square feet, the overall site density will be approximately one residence for every 34,078 square feet or about 1.28

dwellings per acre. This is comparable to the density in the area and maintains the stability of the area as a low density residential neighborhood.

(b) The development will create a sense of community identity because it will create an outstanding living environment. This site is beautiful, containing steep slopes, streams and a waterfall, and a wide variety of flora. More than a third of the site will be retained as open space that will be accessible by sidewalks and trails. Benches and tables will be provided along the trails. A tennis court and playground will be developed in the center of the project. These features together will create a sense of community identity much as a public park creates such an identity. Because all of the open space and the improvements within the open space will be deeded to a homeowner's association to which residents of the development will belong, a sense of community will be reinforced.

Staff Comment:

For the reasons stated by the applicant, the proposal satisfies Policy 20.

(f) **Policy 21, Housing Choice**

Applicant's Response

This policy is concerned with providing a variety of housing at affordable prices to the citizens of Multnomah County.

(a) The proposed development will result in 30 new housing units in close proximity to the urban area. The average price of a house in the development is likely to equal or exceed the median price of homes in the area.

(b) There is a demand for housing in the vicinity of the property. In the past twelve months, in the area bounded by the Willamette River on the east, Beaverton-Hillsdale Highway on the south, 185th Avenue on the west, and the Skyline neighborhood on the north, 1,218 residential units have sold. In that same period, 291 homes under 2 years of age have sold. The proximity of the site to the urban area

and the amenities and open space to be incorporated into the site will make it an attractive housing opportunity.

Staff Comment:

For the reasons stated by the applicant, the proposal satisfies Policy 21.

(g) **Policy 22, Energy Conservation**

Applicant's Response

This policy promotes energy conservation. The proposed development is consistent with this policy, because it promotes constant energy conservation by its location and design.

(a) The property is within 1/2 mile of the Sylvan commercial and employment center. The property is within 1/2 mile of Highway 26, which is identified in the Comprehensive Plan as a Major Transit Corridor. There is a Tri-Met bus stop at the intersection of Canyon Road and S.W. Canyon Drive, within walking distance of the proposed development. As a result of the location of the property, the amount of energy needed for transportation to and from destination points is substantially reduced.

(b) The design of the development also contributes to energy savings. The lots in the development are laid out to comply with MCC 11.15.6805 governing solar access. See Exhibit #13. The amount of area kept in natural open space also contributes to energy conservation by minimizing the amount of energy that has to be expended to develop the site. Also, the amount of vegetation retained will help moderate the temperature on the site during the summer months.

Staff Comment:

For the reasons stated by the applicant, the proposal satisfies Policy 22.

(h) **Policy 24, Housing Location**

Applicant's Response

This policy contains general locational criteria. The proposed development is defined as a major development, because it is likely to result in a population increase of 75 people (using an average household size figure of 2.5). Each of the criteria applicable to major developments is identified below and is followed with a discussion demonstrating how the proposal complies with it.

(a) Access

(i) There is direct access from the project to a public street --- S.W. Canyon Drive and Bucharest Court.

(ii) Site access will not cause dangerous intersections or traffic congestion, considering the roadway capacity, existing and projected traffic counts, speed limits, and number of turning movements, based on Exhibit #16.

(iii) Public transit is available within 1/4 mile of the site along Scholls Ferry Road. The nearest bus stop is at the intersection of Canyon Drive and Canyon Road.

(b) Site Characteristics

(i) The site is of a size and shape that can reasonably accommodate the proposed use in a manner that emphasizes user convenience and energy conservation, because the property is large enough to accommodate all of the proposed lots and provide a substantial amount of open space. As previously discussed, the lots will be oriented to comply with MCC 11.15.6805 regarding solar access and is conveniently located near major destination points such as shopping and work.

(ii) The outstanding natural features of the site are incorporated into the design of the site. The site contains several outstanding natural features. It is heavily wooded and has a rich variety of flora. It has steep slopes. Several streams or stream tributaries traverse the property, and there is a waterfall on the property. All of these features will be

preserved in the open space tract or will be protected from adverse effects using covenants and restrictions and a 50-foot setback from the creek. See, e.g., p. 6 of Exhibit #15. The open space and streets on the site will contain walkways providing viewpoints of these features.

(iii) The site contains slopes of 20% or more. It can be demonstrated that all limitations to development and the provision of services can mitigated. The majority of the site containing slopes in excess of 20% either will be preserved in open space or subject to covenants and restrictions. Development will be subject to MCC 11.15.6700, regarding hillside development and erosion control.

(iv) The site is buffered from major noise sources. Only Scholls Ferry Road is a significant noise generator in the vicinity of the site. The site is buffered from this noise by approximately a 200 foot elevation difference, a significant amount of open space, and vegetation adjoining Scholls Ferry Road.

(c) Impact of the proposed change on adjacent lands.

(i) The scale of the proposed use is compatible with surrounding uses, based on the response to Policy 20.

(ii) The proposed development will reinforce orderly and timely development and delivery of urban services, because it increases density in the urban area where there is convenient access to the regional transportation system and to public facilities and services. As is discussed with regard to Policy 21, there is a demand for housing in the vicinity of the property.

(iii) Lights and noise associated with the development will not interfere with activities on the surrounding property, because setbacks, topography and vegetation will isolate the homes on the site from other homes, and because the amount of light and noise generated by the proposed development will be comparable to the amount of noise and traffic generated by any similarly-sized residential development.

(iv) The site layout responds to existing community identity, based on the response to Policy 20.

Staff Comment:

For the reasons stated by the applicant, the proposal satisfies Policy 24.

(i) **Policy 35, Public Transportation**

Applicant's Response

The proposal is consistent with this policy because the property is located within 1/4 mile of Tri-Met routes.

Staff Comment:

Tri-Met line #57 provides daytime, evening and weekend service on SW Canyon Road with the nearest stop at the Canyon Drive/Canyon Road intersection. For the reasons stated by the applicant, the proposal satisfies Policy 35.

(j) **Policy 36, Transportation System Development Requirements**

Applicant's Response

This policy requires transportation improvements consistent with the Road Standards. The proposal is consistent with this policy, because:

(a) S.W. Sigrid Court will be dedicated to the public and improved to public local street standards with a 32-foot wide paved section between curbs and sidewalks in a 50-foot right of way.

(b) S.W. Sheridan will be improved and maintained as a private street. Its intersection with Canyon Drive will be improved as directed by Washington County. Section 2.300 of the Street Standards provides development must have access to a public road via road at least 20 feet wide. SW Sheridan Street will have a 20-foot wide paved section and sidewalk on one side.

Staff Comment:

The design specifications stated above by the applicant for Sigrid Court are consistant with the County Street Standards Ordinance. Conditions of approval require construction of Sigrid Court to the above-stated standards. As another condition of approval,Tualatin Valley Fire and Rescue will require the installation of automatic sprinkler protection for all building construction on Sigrid Court due to the length of the dead-end the cul-de-sac street .

The design of the proposed private street (SW Sheridan Street) does not meet County standards for right-of-way and pavement width and curb and sidewalk construction. A condition of approval requires the recording of deed restrictions that communicate to owners of lots abutting Sheridan Street that the County will not accept the street in the future or take responsibility for its cleaning or maintenance or snow removal because the street is not designed and built to County standards.

Subject to the above-stated conditions of approval and for the reasons stated by the applicant, the proposal satisfies Policy 36.

(j) **Policy 37, Utilities**

Applicant's Response

This policy requires adequate utilities to serve the site. The proposed use complies with this policy, because it will be served by public sewer and water facilities, based on responses from service providers, will provide for storm water drainage on-site, and will have power and communications utilities.

Staff Comment:

The West Slope Water District has verified that water service is available to the property from a 6-inch line in SW Bucharest Court. The Unified Sewerage Agency of Washington County has verified that public sewer is available to the site. Provision for on-site storm drainage is a condition of approval. For these reasons and those stated by the applicant, the proposal complies with Policy 37.

(k) **Policy 38, Facilities**

Applicant's Response

This policy requires that public facilities be available to serve the use. In this case, school, fire, and police services are available, based on the jurisdictional boundaries of the school district, fire district, and sheriff.

Staff Comment:

The property is located in the Portland School District. According to district staff, current remodeling and expansion of West Sylvan Elementary School will be adequate to accommodate student enrollment from houses located on the subject property. Tualatin Valley Fire and Rescue provides fire protection to the site. As stated above, the fire district will require automatic sprinkler protection for all buildings on SW Sigrid Court due to the length of the dead-end street and on SW Sheridan Street due to the steep grades and narrow improvement width proposed for that private street. The Multnomah County Sheriff's Office provides police protection. For the reasons stated and subject to the conditions of approval, the proposal satisfies Policy 38.

(k) **Policy 39, Open Space**

Applicant's Response

The proposed use complies with this policy by creating a substantial open space tract containing steep slopes, streams, and a wetland.

Staff Comment: For the reasons stated by the applicant, the proposal satisfies Policy 39.

(2) . . . ***applicable provisions of MCC 11.45 the Land Division Chapter*** [MCC 11.15.6206(A)(2)]; Please refer to Findings under LD 29-90

(3) . . . ***exceptions from the standards or requirements of the underlying district . . .as related to the purposes stated in MCC .6200*** [MCC 11.15.6206(A)(3)]

Applicant's Response

If the PD requires any exceptions from the standards of the underlying zone (R-20), the applicant must show such exceptions are warranted by the design and amenities

included in the PD as related to the purposes of MCC 11.15.6200.

(1) In this case, all of the proposed lots comply with minimum depth and width standards of the R-20 zone, but 17 of the proposed 30 lots contain less than 20,000 square feet, the minimum lot size allowed in that zone. Lots are as small as 10,500 square feet. The average lot size is about 17,000 square feet.

(2) The lot size exceptions are warranted, because it allows clustering of homes and therefore minimizes the impact of the development on the steep slopes and sensitive environmental features of the site, and because about 10 acres of the site will be protected as common open space. It results in efficient use of land with convenient access to the urban area, conserving energy and minimizing future transportation needs.

(3) Front yard setbacks are warranted on lot 8 in phase I, because the 50-foot setback along Fanno Creek across the rear of the lot substantially reduces its developable area. Front yard setbacks are warranted on lots 1, 8 through 15, and 22 of phase II, because of the steep slopes on those lots. These variances are further warranted by the establishment of a 10-acre open space on the site and by the improvements the applicant will make to the open space.

Staff Comment

The design of the proposed PD, including the lot sizes, is consistent the concept approved in 1981. For the reasons stated by the applicant, the proposal satisfies MCC 11.15.6206(A)(3)

(4) ***. . . system of ownership and the means of developing, preserving and maintaining open space is suitable to the purposes of the proposal*** [MCC 11.15.6206(A)(4)].

Applicant's Response

The system of ownership and means of developing, preserving, and maintaining the open space must be suitable given the purpose of the proposal.

(1) In this case, the applicant will make the open space improvements shown on the PD plan before conveying the open space to a homeowners association that was formed in 1983. The Homeowners Association is empowered to

assess its members for the cost of maintenance of the common area and to regulate use of the common area. See Exhibit #15.

(2) The applicant also will impose a deed restriction over lots that are within 50 feet of the Fanno Creek to prevent development of those areas. Private ownership of the lots does not impair the ability to protect and maintain the streams, based on the deed restrictions. See Exhibit #15.

Staff Comment

Obtaining a Significant Environmental Concern (SEC) permit for any building, structure or physical improvement within 100 feet of any Fanno Creek tributaries on the site is a condition of approval. For these reasons and those stated by the applicant, the proposal satisfies MCC 11.15.6206(A)(4)

(5) . . . ***relationship of Planned Development to environment*** **[MCC 11.15.6206(A)(5)]. . . .**

Applicant's Response

The PD must comply with MCC 11.15.6214. That section requires the applicant to show how the PD is compatible with the natural environment, promotes conservation of energy, provides freedom from hazards, provides for residential privacy, and is compatible with neighboring land uses and roads.

(1) The proposal is compatible with the natural environment, because it preserves the most sensitive and steeply sloped portions of the site in open space, restricts development on steep slopes or adjoining streams, and will be subject to the Hillside Development and Erosion Control subdistrict.

(2) The proposal conserves energy, because it complies with the solar access standards of MCC 11.15.6800, minimizes the creation of roads, and provides housing in close proximity to the urban area and public transit routes.

(3) The proposal is designed to minimize the potential for hazards by putting lots primarily where slopes are less than 25%. Development is subject to the Hillside Development and Erosion Control subdistrict, which ensures lots affected by slopes will be developed safely. The proposal provides transitions from public to semi-public and private areas. For instance, the developed portion of

the open space is interior to the site, allowing for its observation and convenient use by residents. Sheridan Street provides a long transition from public Canyon Drive to the private homesites around the Sheridan Street loop. Slopes and vegetation also provide for privacy on and adjoining the site.

(4) The proposal is compatible with surrounding land uses, because the proposal is for single family detached dwellings --- the same as surrounding land uses. Having two access points to the site minimizes the impact of development on any one point on the road system and distributes traffic. Pedestrian walkways will be provided to link the existing and new neighborhood and to provide pedestrian access to the open spaces. The proposed road system is safe, and the amount of traffic generated by the project can be accommodated on adjoining public streets, based on Exhibit #16.

Staff Comment

The design of the proposed PD, including the lot sizes, is consistent the concept approved in 1981. The applicant also addresses energy conservation, development limitations and arrangement of land uses above in his responses to Plan Policies 22, 14 and 20, respectively. Washington County's Department of Land Use and Transportation has approved the proposed design for the intersection of SW Sheridan Street with SW Canyon Drive subject to the applicant's satisfactory compliance with that county's sight distance requirement. Obtaining a Hillside Development Permit prior to issuance of building permits or commencement of site work is a condition of approval. For these reasons, the proposal satisfies MCC 11.15.6206(A)(5)

(6) ***. . . can be substantially completed within four years of the approval or according to the development stages proposed under MCC .6220.***

Applicant's Response

The proposal must be substantially completed within four years or a phasing plan providing for a longer time must be approved. In this case, the applicant is proposing two phases that will be substantially completed within five years of approval. The first phase will be developed in the first two years; the second phase in the last three years

Staff Comment

Submittal of the final plats for Phases 1 and 2 within two and five years, respectively, is a condition of approval

(7) Compliance with the *Development Standards of MCC .6212* [minimum site size), ***.6216*** [open space] and ***.6218*** [density computation)[MCC 11.15.6206(A)(7)].

(a) **Site Size (.6212)**

Applicant's Response

MCC 11.15.6212 provides the size of the site must be suitable for the proposed development and of sufficient size to be planned and developed in a manner consistent with the purposes of the PD section. In this case, the site contains 24.37 acres. That is large enough to be suitable for 30 single family detached dwellings, 10 acres of open space, and roads and infrastructure to serve them in a manner that complies with the purposes of the PD section, based on part III.A.1.h of this application.

Staff Comment

Subject to the conditions of approval and for the reasons stated by the applicant, the proposal satisfies MCC 11.15.6212

(b) **Open Space (.6216)**

Applicant's Response

MCC 11.15.6216 provides for open space in a PD. The proposal complies with this section, because almost half the site is preserved as open space, the open space is located to protect sensitive natural areas and steep slopes, and it will be improved consistent with the needs of its intended user group. The open space improvements are phased consistent with the phasing of the lots. The applicant will protect the open space over time by conveying it to the homeowners association who is empowered and funded to maintain it and regulate its use.

Staff Comment

Subject to the conditions of approval and for the reasons stated by the applicant, the proposal satisfies MCC 11.15.6216

(c) **Densit Computation (.6218)**

MCC 11.15.6218 concerns density. The number of units in a PD can comply with the maximum density allowed in the underlying zone, or it can receive a density bonus of up to 25% if the development includes certain features. Although the proposed PD contains sufficient open space amenities to warrant approval of a density bonus, the applicant does not request such a bonus. Instead, the number of lots proposed is less than the number permitted by the underlying zone. That is, the site contains 24.37 acres. That area divided by 20,000 square feet per lot equals 53 lots permitted by the underlying zoning. The applicant proposes only 30 lots, or 56% of the number of lots permitted.

Staff Comment

Staff concurs with the applicant that the proposal satisfies MCC 11.15.6218 regarding density computation. Furthermore, the 30 proposed dwellings is actually 9 units less than the number one would expect in a conventional subdivision, assuming deduction of 25 percent of the gross site for roads and dividing the remainder by 20,000.

(8) ***The purposes stated in MCC .6200;*** [MCC 11.15.6206(A)(8)] The purpose reads as follows:

The purposes of the Planned Development subdistrict are to provide a means of creating planned environments through the application of flexible and diversified land development standards; to encourage the application of new techniques and new technology to community development which will result in superior living or development arrangements; to use land efficiently and thereby reduce the costs of housing, maintenance, street systems and utility networks; to promote energy conservation and crime prevention; to relate developments to the natural environment and to inhabitants, employers, employees, customers, and other users in harmonious ways.

Applicant's Response

(1) The proposed PD uses the flexibility allowed by this section to avoid a traditional, cookie-cutter approach to the development. Such an approach would require severe cuts and fills and additional access onto Scholls Ferry Road, exacerbating impacts on natural features and creating adverse impacts on the arterial. Also, a traditional approach would not result in preservation of open space.

(2) The PD results in efficient use of land, because the land that can best accommodate development will be developed, and the majority of the steep or sensitive lands will not be. This achieves the most practicable housing given the land in question. The site is situated so that it provides efficient access to the urban area via Highway 26 and intersecting arterials and highways. This, the nearby Tri-Met service, and compliance with the solar access standards also promote energy conservation. Street systems are minimized and a private street is used in part, minimizing future public maintenance costs. Existing utilities are used, avoiding increased costs for new facilities or their maintenance. Housing units are clustered, further minimizing improvement and long term maintenance costs, and promoting crime prevention by allowing visibility of other homes, roads and common areas.

(3) The PD relates harmoniously with the environment by preserving about 10 acres of wetlands, stream corridors, and steep slopes in a common open space, by providing limited pedestrian access to that area, and by imposing deed restrictions to protect streams and steep slopes.

Staff Comment

Staff concurs with the applicant's statement of compliance with the purpose statement in the PD provisions of the zoning code. Subject to the conditions of approval, the propsal satisfies MCC 11.15.6206(A)(5).

(9) ***That modifications or conditions of approval are necessary to satisfy the purposes stated in MCC .6200***[MCC 11.15.6206(A)(9)].

Applicant's Response

MCC 11.15.2854 requires a 30-foot front yard for structures in the R-20 (Single Family) zone in which the site is

situated. MCC 11.15.8525 provides the approval authority may reduce required front yard setbacks for hillside residential properties when the required setback will necessitate extraordinary cutting or filling of the land resulting in potentially unsafe banks and the reduction of the required setback would not permit the development of the property in a manner that would be more hazardous or detrimental to the public safety than development within the required setback.

a The applicant requests approval of hillside residential variances to allow a front yard setback of no less than 10 feet on proposed lot 8 in phase I and a front yard setback of no less than 20 feet on proposed lots 1, 8 through 15, and 22 of phase II.

b All of these lots are affected by slopes greater than 25%. See Exhibit # 14. Therefore, the larger the setback, the more cutting would be required on the uphill side of the street and the more filling would be required on the downhill side of the street. Given grade changes of more than 20 feet within the first 30 feet of the affected yards, the required setback will necessitate extraordinary cutting or filling of the land resulting in potentially unsafe banks.

c. Granting the requested variances will ensure the development is less hazardous, by reducing required grading, cuts, and fills, and will increase the buffer between development and the sensitive wetlands and creek at the low elevations on the site. This helps protect the creek and the steep creekside slopes more than if the required setback is applied. Also structures on the lots in question are across from other structures in the project, so that off-site impacts will not result from the granting of the requested variances.

Staff Comment

Staff concurs with the reasons stated by the applicant in support of the need for modification of the R-20 setback standards on the lots in question.

Conclusions: (PD 2-90)

1. Based on the above findings, the proposed PD satisfies the approval criteria for Planned Developments.

Findings of Fact: (LD 29-90)

1. **Applicant's Proposal:** Please refer to Finding 1 under PD 2-90.

2. **Site and Vicinity Information:** Please refer to Finding 2 under PD 2-90.

3. **Land Division Ordinance Considerations (MCC 11.45):**

   A. The proposed land division is closely related to the accompanying Planned Development (PD) request. Approval of the land division cannot occur without approval of the PD.

   B. The proposed land division is classified as a Type I because it is *an urban area subdivision of more than 10 lots* [MCC 11.45.080(B)]. This proposal would create 30 lots.

   C. MCC 11.45.230 lists the approval criteria for a Type I Land Division. The approval authority must find that:

      (1) The Tentative Plan is in accordance with:

         a) the applicable elements of the Comprehensive Plan;

         b) the applicable Statewide Planning Goals adopted by the Land Conservation and Development Commission, until the Comprehensive Plan is acknowledged to be in compliance with said Goals under ORS Chapter 197; and

         c) the applicable elements of the Regional Plan adopted under ORS Chapter 197 [MCC 11.45.230(A)].

      (2) ***Approval will permit development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this and other applicable ordinances*** [MCC 11.45.230(B)];

      (3) ***The Tentative Plan or Future Street Plan complies with the applicable provisions, including the purposes and intent of*** [the Land Division Ordinance] [MCC 11.45.230(C)]

      (4) ***The Tentative Plan or Future Street Plan complies with the Zoning Ordinance or a proposed change thereto associated with the Tentative Plan proposal*** [MCC 11.45.230(D)].

      (5) ***If a subdivision, the proposed name has been approved by the Division of Assessment and Taxation and does not use a word which is the same as, similar to or pronounced the same as a word in the name of any other***

subdivision in Multnomah County, except for the words "Town", "City", "Place", "Court", "Addition" or similar words, unless the land platted is contiguous to and platted by the same applicant that platted the subdivision bearing that name and the block numbers continue those of the plat of the same name last filed [MCC 11.45.230(E)].

(6) *The streets are laid out so as to conform, within the limits of the Street Standards Ordinance, to the plats of subdivisions and maps of major partitions already approved for adjoining property unless the approval authority determines it is in the public interest to modify the street pattern; and* [MCC 11.45.230(E)].

(7) *Streets held for private use are clearly indicated on the Tentative Plan and all reservations or restrictions relating to such private streets are set forth thereon* [MCC 11.45.230(G)].

4. **Response to Type I Land Division Approval Criteria**:

A. **Applicable Elements of the Comprehensive Plan [MCC 11.45.230(A)]:** Approval of the proposed land division depends on approval of the proposed PD. For reasons stated in the Findings for PD 2-90, the proposed PD satisfies the PD approval criteria, including the applicable elements of the Comprehensive Plan. Therefore, the proposal satisfies MCC 11.45.230(A)

B. **Development of Property [MCC 11.45.230(B)]:**

Applicant's Response

Approval will result in the maximum practicable development on the property. No access is needed for additional lots. Access through the site to serve other properties is inappropriate, because of steep slopes and sensitive environmental features and because existing structures are interposed between the site and Scholls Ferry Road on Sheridan Street to the east, such that Sheridan Street cannot be extended to the site

Staff Comment: For the reasons stated by the aplicant, the proposal satisfies MCC 11.45.230(B)

C. **Purposes and Intent of Land Division Ordinance [MCC 11.45.230(C)]:**

Applicant's Response

The proposal must be consistent with the purposes of the Land Division chapter. It is consistent, because it provides urban infill

development and urban infrastructure consistent with comprehensive plan policies.

Staff Comment:

For reasons stated in the Findings for PD 2-90, the proposed PD satisfies the PD approval criteria and therefore satisfies the R-20 provisions of the Zoning Ordinance for reasons stated below. Since the proposed land division satisfies the provisions of the Zoning Ordinance, it therefore complies with the purpose and intent of the Land Division Ordinance.

D. **Zoning Ordinance Considerations [MCC11.45.390]**: The applicable Zoning Ordinance criteria are as follows:

(1) The site is zoned R-20, Single-Family Residential District.

(2) The following minimum area and dimensional standards apply per MCC 11.15.2854:

(a) The minimum lot size shall be 20,000 square feet. As explained in finding 4.A(3) for PD 2-90, 17 of the proposed ots contain less than 20,000 square feet. For the reasons stated in that finding and in the finding regarding Plan Policy 20 (Arrangement of Land Uses) and subject to approval of the proposed PD, the lot sizes comply with the Zoning Ordinance.

(b) The minimum yard setbacks shall be 30 feet front, 10 feet side, and 30 feet rear. As explained in finding 4.A(9) for PD 2-90, reduced front yard setbbacks have been requested for Lot 8 in Phase 1 and Lots 1 and 8-15 in Phase 2. For the reasons stated in that finding and subject to approval of the proposed PD, the reduced setbacks comply with the Zoning Ordinance

(c) **Solar Access**

Applicant's Response

MCC 11.15.6800 contains regulations regarding solar access. It requires at least 80% of the lots in a development to have a front lot line oriented within 30° of a true east-west axis and to be at least 90 feet north-south. Exceptions are granted for lots sloped more than 20% to the north (MCC .6820(A)). Five of the proposed lots are exempt due to north slope. Therefore, 25 lots are subject to the solar access standard. 80% of 25 lots is 20 lots. Therefore, 20 lots should be oriented to provide solar access. In this case, 19 of the proposed lots have front lot lines

oriented within 30° of a true east-west axis and are at least 90 feet north-south; therefore, they comply. The remaining lot is subject to an adjustment, because it is sloped more than 10% to the north (MCC .6822(A)(1)). See Exhibit #13. Therefore, the PD complies with the solar access requirements.

Staff Comment:

For the reasons stated by the applicant, the proposal satisfies MCC 11.15.6800.

E. **Subdivision Name [MCC 11.45.230(E)]:** The Assessment and Taxation Division will ascertain that the name of the plat--Argent 3--conforms with applicable statutes and ordinances, including MCC 11.45.230(E).

F. **Public Streets [MCC 11.45.230(F)]:** The proposed land division satisfies MCC 11.45.230(F) for the reasons stated in the finding for Plan Policy 36 under PD 2-90.

G. **Private Streets [MCC 11.45.230(G)]:** The proposed land division identifies SW Sheridan Street as private.

5. **General Land Division Standards and Requirements**

A. **Land Suitability (MCC 11.45.460)**

Applicant's Response

MCC 11.45.460 prohibits development of land that is unsuitable because of slopes over 20%, severe erosion potential, location in a floodplain, high seasonal water table, high bedrock conditions, or earth slumping or movement. The tentative plan complies with this section, based on [the finding for Plan Policy 14 under PD 2-90]. In summary, development in those areas of the site sloped more than 20% can be mitigated or engineered to prevent adverse effects. The site is not subject to a floodplain, high water conditions outside the common open space, high bedrock conditions, or evidence of earth movement or slumping.

Staff Comment:

For the reasons stated by the applicant, the proposed land division satisfies MCC 11.45.460

B. **Lots and Parcels (MCC 11.45.470)**

Applicant's Response

MCC 11.45.470 concerns the layout of lots. The size, shape, and orientation of lots and their access is appropriate for single family detached dwellings, because each lot can be developed with a single family dwelling that has direct access to a street within the development. This is like development on most surrounding land. See also [the findings for Plan Policies 20 (Arrangeement of Land Uses) and 24(Housing Location) under PD 2-90]. The layout of lots preserves sloped areas, vegetation, and natural drainage to the maximum extent practicable while developing the land for dwellings. Privacy will be protected, because the road system, setbacks, topography and vegetation will isolate homes on the site from other homes. Lots are protected from prevailing winds by its location within a natural bowl. About 63% of the lots are oriented for solar access. Side lot lines run perpendicular or radial to most front lot lines. No double frontage lots are proposed.

Staff Comment:

For the reasons stated by the applicant, the proposed land division satisfies MCC 11.45.470

C. **Street Layout (MCC 11.45.490)**

Applicant's Response

(1) The street system proposed provides the only practicable means of vehicular access to the site without causing significant adverse environmental effects. Connections to streets other than Bucharest Court and Canyon Drive as proposed are not appropriate, because of development on surrounding land or steep slopes and natural areas between the site and surrounding developable land, based on Exhibit #14, parts II.D, E and G, and findings IV of the 1981 decision in PD 3-81/LD 41-81.

(2) The street system preserves slopes, vegetation, and natural drainage to the maximum possible extent, because most street construction will be on land sloped less than 25% and will be separated from stream corridors by substantial distances. A street must cross the stream to reach the large developable area in the northeast corner of the site. The applicant proposes to minimize the impact on the stream by bridging rather than culverting the stream where the road crosses it.

(3) The development routes traffic from only 8 homes over a local street --- SW Bucharest Court. The remainder of the traffic from the development has access to Canyon Drive, a collector

street, by means of a private street. This minimizes the impact of through traffic on residential areas by minimizing the amount of traffic on local streets.

(4) Proposed streets can be observed from homes adjoining them.

(5) Streets are oriented so that the lots in the subdivision comply with the solar access standards, based on [finding 4.D(2)(c) under LD 29-90]. Lots are protected from wind by topography and vegetation.

(6) Storm water will be accommodated, based on [the finding for Policy 13. (Air and Water Quality and Noise Levels) under PD 2-90].

(7) The streets provide safe and convenient access, based on parts II.E [pages 10-12 of Applicant's narrative] and [the finding for Plan Policy 36 (Transportatiobn System Development Requirements) under PD 2-90].

Staff Comment:

Conditions of approval require compliance with the Multnomah County Street Standards Ordinance regarding construction of SW Sigrid Court, and compliance with Washington County standards for road construction and sight distance at the Canyon Drive-Sheridan Street intersection. Based on the above-referenced findings, subject to the conditions of approval and for the reasons stated by the applicant, the proposed land division satisfies MCC 11.45.490

D. **Street Design (MCC 11.45.500)**

Applicant's Response

MCC 11.45.500 provides public streets shall comply with the Street Standards and private streets shall comply with site development standards. Site development standards for private streets other than accessways were not adopted. The proposed public street, SW Sigrid Court, will comply with the Street Standards. See also [the finding for Plan Policy 36 (Transportation System Development Requirements) under PD 2-90].

Staff Comment:

For the reasons stated by the applicant, the proposed land division satisfies MCC 11.45.500

E. **Street Reserve Strips, Temporary Turnarounds, and Street Names (MCC 11.45.510, .520 and .530)**

Applicant's Response

No street reserve strips or temporary turn-arounds are necessary, and street names comply with the County street naming ordinance. Therefore streets comply with MCC 11.45.520 and .530. The applicant will provide a sidewalk along all streets in the development. Therefore it complies with MCC 11.45.540 and .630.

Staff Comment:
For the reasons stated by the applicant, the proposed land division satisfies MCC 11.45.510, .520, .530 and .540.

F. **Easements (MCC 11.45.550)**

Applicant's Response

The plat shows existing easements of record and a 20-foot wide drainage easement across the streams on the site. Easements for utilities and the storm system will be shown on the final plat. Therefore the proposal complies with MCC 11.45.550.

Staff Comment:

For the reasons stated by the applicant, the proposed land division satisfies MCC 11.45.550

G. **Street Trees and Street Lights (MCC 11.45.560 and .570)**

Applicant's Response

Street trees and lights will be provided along the public street as required by the Street Standards; therefore, the proposal complies with MCC 11.45.560 and .570.

Staff Comment:

For the reasons stated by the applicant, the proposed land division satisfies MCC 11.45.560 and .570

H. **Water System and Sewage Disposal (MCC 11.45.580 and .590)**

Applicant's Response

Public water and sewer systems will serve each lot, based on [the finding for Plan Policy 37 (Utilities)]. Therefore the proposal complies with MCC 11.45.580, .590, .640, and .650.

Staff Comment:

For the reasons stated by the applicant, the proposed land division satisfies MCC 11.45.580 and .590

I. **Surface Drainage (MCC 11.45.600 and 660)**

Applicant's Response

Surface drainage will be accommodated without increasing the amount of storm water discharged from the site. The preliminary storm water plan shows a system can prevent uncontrolled storm water runoff. A final design for the system must be approved before the final plat can be filed for each phase. Therefore, the proposal complies with MCC 11.45.600 and .660.

Staff Comment:

For the reasons stated by the applicant, the proposed land division satisfies MCC 11.45.600 and ,660

J. Electricity and Other Utilities (MCC 11.45.610 and .670)

Applicant's Response

All utilities will be underground and will comply with applicable County Code requirements through the final platting process; therefore, the proposal complies with MCC 11.45.610 and .670.

Staff Comment:

For the reasons stated by the applicant, the proposed land division satisfies MCC 11.45.610 and .670

K. **Required Impartments (MCC 11.45.620 and .680)**

Applicant's Response

The applicant will commit to make and will make required infrastructure improvements in a timely manner consistent with the phasing of the project. Therefore the proposal complies with MCC 11.45.620 and .680

Staff Comment:

For the reasons stated by the applicant, the proposed land division satisfies MCC 11.45.620 and .680

Conclusions: (LD 29-90)

1. The proposed land division satisfies the approval criteria for Type I land divisions.

2. The proposed land division satisfies the general standards in the Land Division Ordinance.

IN THE MATTER OF PD 2-90/LD 29-90

Signed October 8, 1990

Richard Leonard, pc

By Richard Leonard, Chairman

Filed With the Clerk of the Board on October 18, 1990

Appeal to the Board of County Commissioners

Any person who appears and testifies at the Planning Commission hearing, or who submits written testimony in accord with the requirements on the prior Notice, and objects to their recommended decision, may file a Notice of Review with the Planning Director on or before 4:30 p.m. on Monday, October 29, 1990 on the required Notice of Review Form which is available at the Planning and Development Office at 2115 SE Morrison Street.

The Decision on this item will be reported to the Board of County Commissioners for review at 9:30 a.m. on Tuesday, October 30, 1990 in Room 602 of the Multnomah County Courthouse. For further information call the Multnomah County Planning and Development Division at 248-3043.

Department of Environmental Services
Division of Planning and Development
2115 S.E. Morrison Street
Portland, Oregon 97214 (503) 248-3043

Decision

This Decision consists of a Recommended Decision, Findings of Fact, and Conclusions
October 8, 1990

OP 1-90, #406 Off-Street Parking

(Expansion of Existing Parking Facilities)

Applicant requests a change in zone designation from HR-1, high density residential, to HR-1, O-P, off-street parking and loading designation on the subject property to allow expansion of the parking area associated with the Portland Postal Employees Credit Union. A storage building is also requested which would be used for record storage and temporary automobile storage.

Location: 12630 SE Division Street

Legal: Tax Lots '266' and '829', Section 11, 1S-3E, 1990 Assessor's Map

Site Size: Approximately 250' x 200' (in an "L" shape)

Size Requested: Same

Property Owner: Portland Postal Employees Credit Union
12630 SE Division Street 97236

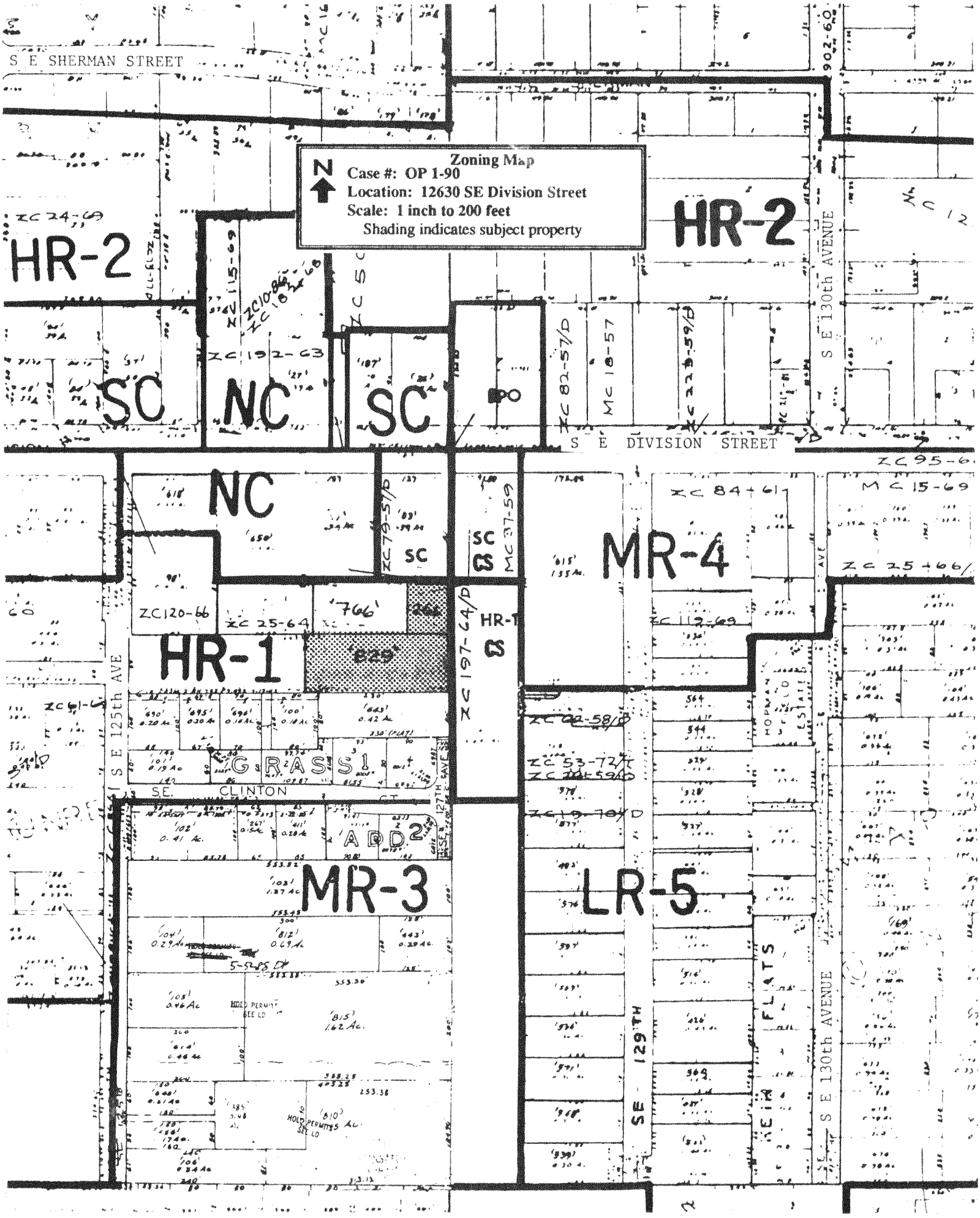
Applicant: Same

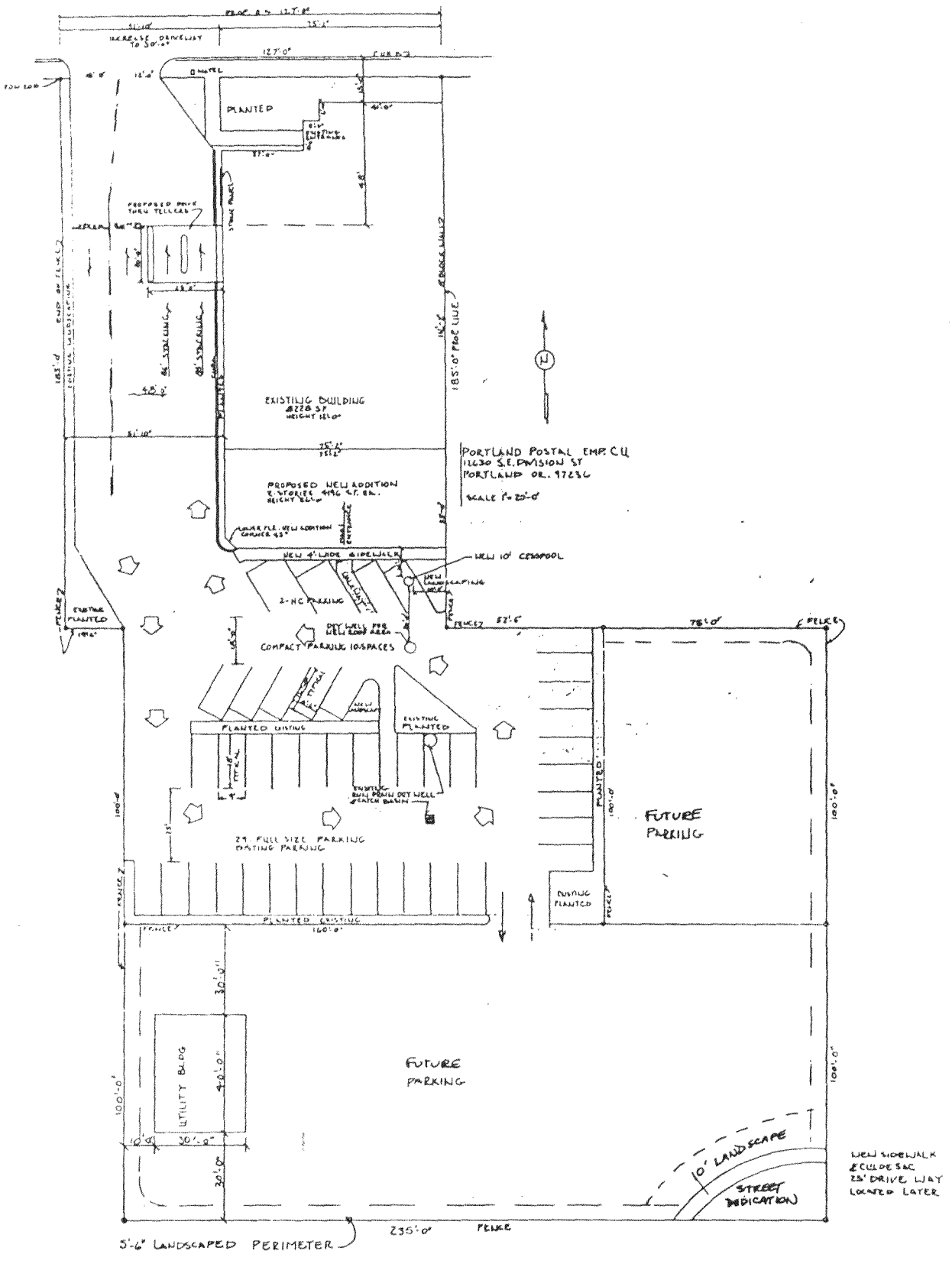
Comprehensive Plan: High Density Residential

Present Zoning: HR-1, Urban High Density Residential

Sponsor's Proposal: HR-1, O-P, Urban High Density Residential
Off-Street Parking and Loading District

Planning Commission Decision: **DENY** the requested amendment to Sectional Zoning Map #406, which would change the described property from HR-1 to HR-1,OP, based upon the following Findings and Conclusions.


Zoning Map
Case #: OP 1-90
Location: 12630 SE Division Street
Scale: 1 inch to 200 feet
Shading indicates subject property
N
S E SHERMAN STREET
S E DIVISION STREET
S E 130th AVENUE
S E 125th AVE
S E 129TH
S E. CLINTON
HR-2
HR-1
NC
SC
MR-4
MR-3
LR-5
ZC 24-69
ZC 192-63
ZC 82-57/D
MC 18-57
ZC 95-6
ZC 84-61
MC 15-69
ZC 25-66
ZC 79-57/D
MC 37-59
ZC 197-64/D
ZC 120-66
ZC 25-64
ZC 53-72/T
ZC 79-70/D
ZC 112-69
GRASS 1
ADD 2
MOPMAN
ESTATE
FLATS


PLANTED
EXISTING BUILDING
8228 SF
HEIGHT 18'-0"
PROPOSED MAIL ADDITION
2 STORIES 4496 S.F. EA.
HEIGHT 22'-0"
PORTLAND POSTAL EMP. C.U.
11630 S.E. DIVISION ST
PORTLAND OR. 97236
SCALE 1"=20'-0"
NEW 4' LAND & SIDEWALK
NEW 10' CESSPOOL
2-HC PARKING
COMPACT PARKING 10 SPACES
PLANTED EXISTING
29 FULL SIZE PARKING
EXISTING PARKING
FUTURE
PARKING
FUTURE
PARKING
UTILITY BLDG
10' LANDSCAPE
STREET
DEDICATION
NEW SIDEWALK
& CULDESAC
25' DRIVE WAY
LOCATED LATER
5'-6" LANDSCAPED PERIMETER
235'-0"
FENCE

OP 1-90

Findings of Fact:

1. Applicant's Proposal:

The applicant requests Planning Commission approval of a zone change to allow this property to be developed as a parking lot to serve the credit union offices to the north. The proposal would change the zoning from HR-1, high density residential, to HR-1, O-P, off-street parking and loading. The change is sought to allow expansion of the parking area associated with the Portland Postal Employees Credit Union. A storage building is also requested which would be used for record storage and temporary automobile storage.

2. Ordinance Considerations:

The two properties are zoned HR-1, Urban High Density Residential. Section 11.15.6104 provides for the designation of land as O-P (Off-Street Parking and Loading) on the zoning map. The proposal includes a storage building/garage for storing records from the Credit Union and for storing cars (repossessions). The proposed O-P overlay would not authorize an accessory building associated with a primary use in a neighboring zone. In this case, the Credit Union – a Neighborhood Commercial use – requires an accessory storage building. The building is proposed within an HR-1 zone; the O-P overlay does not alter the base HR zone, and therefore, the accessory building cannot be approved on the residential portion of the Credit Union properties.

A. MCC 11.15.8230(D) places the burden of proof on the applicant to persuade that a proposed zone change meets the following criteria:

(1) Granting the request is in the public interest;

(2) There is a public need for the requested change and that need will be best served by changing the classification of the property in question as compared with other available property;

(3) The proposed action fully accords with the applicable elements of the Comprehensive Plan; and

(4) The factors listed in ORS 215.055 have been considered.

3. Site and Vicinity Characteristics:

The property is located south of Division Street, between SE 125th and 129th avenues. The site is essentially level. The Portland Postal Employees Credit Union occupies a 12,424 square foot office building on Tax Lot'97' (to the north) – with existing parking developed on Tax Lot '766'. There is a shopping complex immediately west of the Credit Union prop-

erties. To the east is a tavern and the new Mid-County Medical Clinic. Lands to the south are residentially zoned, some parcels are vacant and several are developed with single and multi-family residences.

4. Compliance with Ordinance Criteria:

The following section presents findings regarding the proposed OP zone overlay; the applicable standard is in ***bold italics***, applicant's responses are presented first in *italics*, followed by Planning Commission findings.

A. ***Granting the request is in the public interest;:*** *"The zone change will not have any effect on the general public."*

Planning Commission finding: The above quoted finding does not adequately identify how the proposed change is in the public interest.

B. ***There is a public need for the requested change and that need will be best served by changing the classification of the property in question as compared with other available property:*** *"The only public advantage to this zone change will be to relieve some ingress and egress congestion of traffic onto Division St. ... This new property is needed for employee parking. The soon to be developed extension of SE 127th Avenue that will cul-de-sac on this property will allow an additional ingress and egress for Credit Union users. For security a night chain will be used."*

Planning Commission finding: Applicant's above findings do not adequately identify how the proposal meets the *public need* test. The application does not sufficiently identify the public need to be served by the change. Further, the proposal lacks any analysis or comparison of alternate available sites.

C. ***The proposed action fully accords with the applicable elements of the Comprehensive Plan:***

Planning Commission findings: The application lacks sufficient information to find the proposal consistent with applicable Comprehensive Plan Policies.

D. ***The factors listed in ORS 215.055 have been considered.***

Planning Commission findings: The above cited ORS section has been repealed [1977 c.766 §16].

Conclusion:

The applicant has not met the burden necessary to grant the requested zone change based on Finding No. 4 above. There is insufficient information to find the proposal consistent with approval criteria.

Signed October 8, 1990

Richard Leonard

By Richard Leonard, Chairman

Filed With the Clerk of the Board on October 18, 1990

Appeal to the Board of County Commissioners

Any person who appears and testifies at the Planning Commission hearing, or who submits written testimony in accord with the requirements on the prior Notice, and objects to their recommended decision, may file a Notice of Review with the Planning Director on or before 4:30 p.m. on Monday, October 29, 1990 on the required Notice of Review Form which is available at the Planning and Development Office at 2115 SE Morrison Street.

The Decision on this item will be reported to the Board of County Commissioners for review at 9:30 a.m. on Tuesday, October 30, 1990 in Room 602 of the Multnomah County Courthouse. For further information call the Multnomah County Planning and Development Division at 248-3043.

DEPARTMENT OF ENVIRONMENTAL SERVICES
DIVISION OF PLANNING AND DEVELOPMENT
2115 SE MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3043

Decision

This Report consists of Conditions, Findings of Fact and Conclusions.

October 8, 1990

CS 6–90, #400 Community Service Request

(Expansion of a Private School)

Applicant requests change in zone designation from MR-3, urban medium density residential district to MR-3, C-S, community service. The applicant currently owns the three lots west of the subject sites. The lot furthest west has a structure, the next two lots have a classroom building under construction. This request provide room for program expansion of school and school related services such as counseling and career center experiences. The site is contiguous to the school under construction to the west.

Location: 14917 – 15005 SE Division Street

Legal: Tax Lot '51', '52', '53' and '106' Section 1, T1S, R2E (1990 Assessor's Map)

Site Size: 1.2 Acres

Size Requested: Same

Property Owner: CH and MA Leubner, 14937 SE Division Street, 97236
WF and HM Schneider/RF Deters, 222 NE 131st Place, 97230
Serendipity Academy, Inc., PO Box 156, Gladstone, 97027

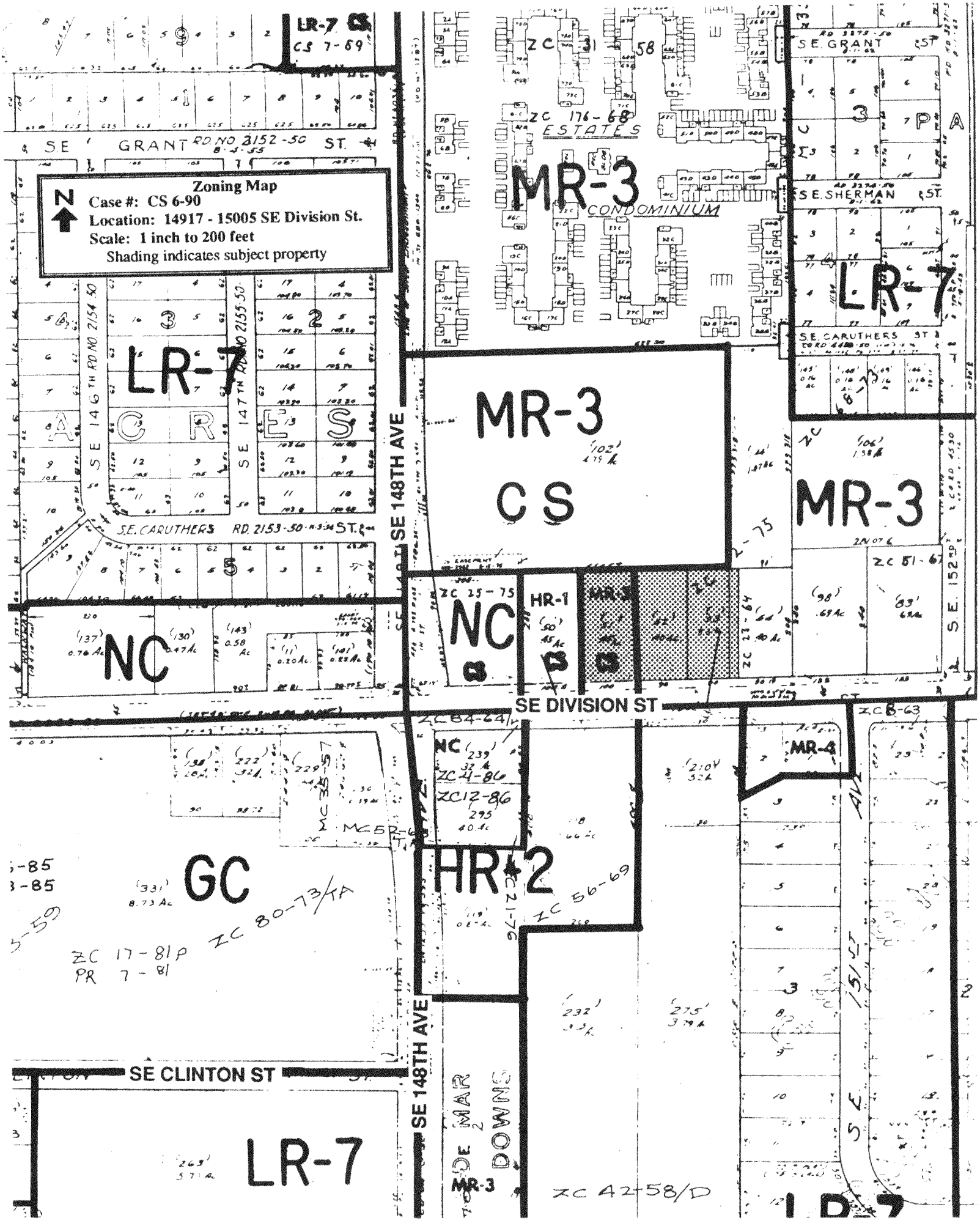
Applicant: Serendipity Academy, Inc.
PO Box 156, Gladstone, Oregon 97027

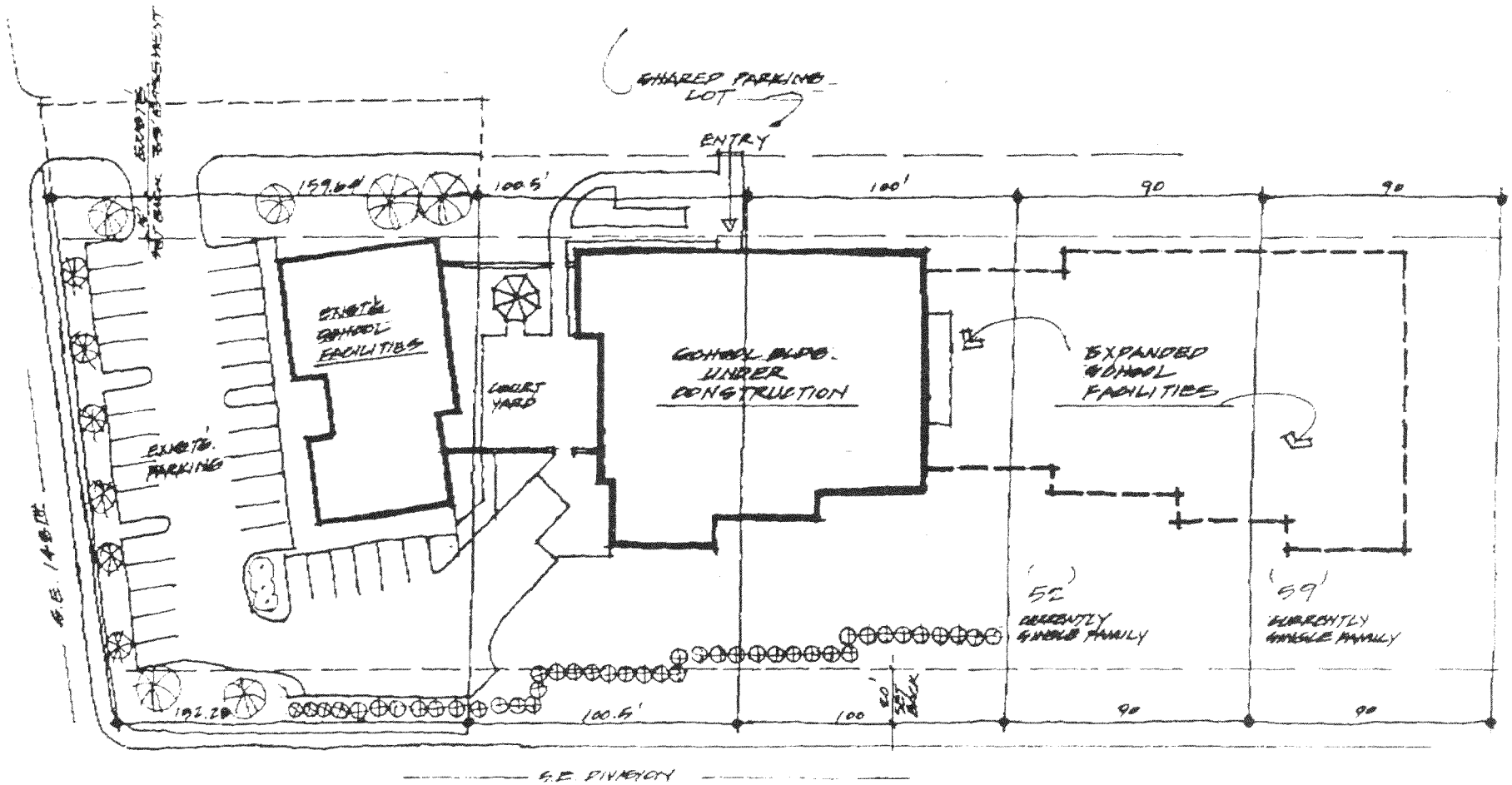
Comprehensive Plan: Medium Density Residential

Present Zoning: MR-3, Urban Medium Density Residential District

Sponsor's Proposal: MR-3, C-S, Urban Medium Density Residential Community Service District

Planning Commission Decision: **APPROVE**, subject to conditions , change in zone designation from MR-3 to MR-3/C-S, community service designation of the above described property to allow its use for school purposes, based upon the following Findings and Conclusions.


Zoning Map
Case #: CS 6-90
Location: 14917 - 15005 SE Division St.
Scale: 1 inch to 200 feet
Shading indicates subject property
N
LR-7
CS 7-69
SE GRANT RD NO 2152-50 ST.
ZC 176-68
ESTATES
MR-3
CONDOMINIUM
SE GRANT ST
SE SHERMAN ST
LR-7
SE CARUTHERS ST
ACRES
SE 146TH RD NO 2154-50
SE 147TH RD NO 2155-50
SE CARUTHERS RD 2153-50
SE 148TH AVE
MR-3
CS
MR-3
NC
NC
ZC 25-75
HR-1
ZC 23-64
ZC 51-67
SE 152ND
SE DIVISION ST
ZC 84-64
ZC 8-63
NC
ZC 4-86
ZC 12-86
MR-4
GC
ZC 80-73/PA
ZC 17-81/P
PR 7-81
HR-2
ZC 21-76
ZC 56-69
SE CLINTON ST
SE 148TH AVE
LR-7
MR-3
ZC 42-58/D
SE 15TH AVE



SITE PLAN SERENDIPITY ACADEMY

PROPERTY OPTION FOR CONDITIONAL USE (EXIST'G SITE CONDITIONS SHOWN)

NOTE: THIS DRWG. IS NOT A LEGAL SURVEY

1" = 40' (APPROX)

7/19/90

CS 6-90

bdh

Conditions:

1. Satisfy the applicable requirements of Engineering Services regarding future improvements along SE Division Street.

2. Obtain Design Review approval of all proposed site improvements including, but not limited to, grading, clearing, landscaping, fencing and exterior building designs. Site work shall not proceed until required Design Review approvals are obtained or as determined by the Director. Specific design features represented in the CS application shall be reflected in plans submitted for Design Review.

3. Prior to occupancy or final approval of the school improvements, consolidate the subject properties into a single parcel pursuant to County land division procedures.

Findings of Fact:

1. Applicant's Proposal:

Applicant describes the request as follows:

"Serendipity Academy, Inc. is seeking community service zoning approval for a 10,000-12,000 square foot school and counseling building. We have been located at St. Joseph church for 11 years and intend to continue to use that facility. In September 1989 we purchased an existing facility at 14815 SE Division along with two adjacent lots with residential homes. In March 1990 we demolished the residential homes and began construction of a new school and counseling facility of approx. 13,000 square feet. We expect construction of this facility to be completed in September 1990. There is a continuing need to provide more ample space for our student population which is comprised of emotionally and learning disabled children. The purchase of these two additional lots and eventual construction of an expanded school facility will allow us to shift the current student population into the expanded school and better meet the needs of our student population. We expect to house the elementary and junior high school students in this proposed new facility. We do not expect to add significant numbers of new students or employees in this next expansion."

2. Site and Vicinity Characteristics:

This property is located near the northeast corner of the intersection of SE 148th Avenue and SE Division Street. The site is essentially level and is developed with two single family residences. The Serendipity Academy is presently constructing school classrooms on property immediately to the west; this facility was approved in 1989 (reference CS 9-89). St. Joseph Catholic Parish lies immediately to the

north. To the east are single family residences on parcels designated Medium Density Residential. Across SE Division Street to the south is property designated Neighborhood Commercial, and east of that an apartment complex within a High Density Residential zone. A Fred Meyer Shopping Center is located on the southwest corner of the intersection of SE 148th and Division on property zoned General Commercial. To the north of that, across Division Street, are several commercial businesses on Neighborhood Commercial land.

3. Ordinance Considerations:

Conditional uses allowed in the MR-3 District are specified in MCC 11.15.2770. Subsection (A) specifies ***"Community Service Uses pursuant to the provisions of MCC .7005 through .7041."*** MCC .7020(A)(20) identifies a public or private school as a CS Use; approval criteria are specified in MCC .7015.

The following section presents findings regarding the proposed Community Service Use. The applicable criteria is in ***bold italics***; applicant's responses are presented first in *"italics"*, followed by staff comments.

3. A. Community Service Use Criteria (MCC .7015)

The proposal:

A(1) Is consistent with the character of the area;

This property (tax lots 52 and 53) is immediately adjacent to the new school facility which is under construction. On the other side (east) are residential facilities, both single family and apartments. Across the street, south of the building is an empty lot. Immediately west of that empty lot is a full-service Fred Meyer store. Across the street from Fred Meyer is an 7-11 store and a take-out pizza store. North of this property is St. Joseph Catholic Parish where we currently lease the school building portion. This is a very mixed area with few single-family residences and many businesses.

Staff Comment: The proposed school expansion is consistent with the mixed character of the surrounding area. The new school building (on Tax Lots '50' and '51') is a single story brick structure with gabled and flat roofed sections. The expanded facility would extend this same structure to the east. Surrounding buildings and uses are similar in scale and intensity of use. There are one and two story residences – both single family and apartments to the south and east, and commercial uses to the west. St. Joseph Catholic Parish lies immediately to the north.

A(2). Will not adversely affect natural resources;

We expect virtually no effect on natural resources. It is our intent to plant appropriate shrubbery to screen our facility.

Staff Comment: Condition #2 requires Design Review of the site development. Design Review criteria stipulate that the design shall preserve natural landscape features and existing grades to the maximum practical degree [11.15.7850(A)(4)].

A(3). Will not conflict with farm or forest uses in the area;

Staff Comment: The site is within an urban portion of the County. There are no farm or forest uses in the vicinity.

A(4) Will not require public services other than those existing or programmed for the area;

Serendipity Academy is the only private school for students with learning, behavior, and emotional problems in east county. Twenty school districts in the metropolitan area send students to us when they have exhausted in-district alternatives. We have been located in the school portion of St. Joseph Catholic Church for 11 years and have outgrown that facility. There is a public need for this service which is evidenced by dramatic growth and diversity of districts referring students. These students, who without special intervention, are likely to become a burden on society. All public services necessary for the proposed use are available along the SE Division Street and the SE 148th Avenue frontages.

Staff Comment: Staff concurs.

A(5) Will be located outside a big game winter habitat area as defined by the Oregon Department of Fish and Wildlife or that agency has certified that the impacts will be acceptable;

The property is not within a big game winter habitat area.

Staff Comment: The site is not identified as a big game winter habitat area in the Comprehensive Plan or by the Oregon Department of Fish and Wildlife.

A(6) Will not create hazardous conditions;

"There will be no increase in traffic as a result of this expansion. Students do not drive to school. Students will continue to ride Tri-Met as they have for 11 years or they will be transported by cab or mini-bus. Deliveries include bottled water, school supplies, and office equipment. We are dealing with the same students who have been riding the same vehicle and taking the same Tri-Met bus. Students are

always teacher-supervised when arriving and leaving the area."

Staff Comment: Staff concurs.

A(7) Will satisfy the applicable policies of the Comprehensive Plan.

"Serendipity Academy will participate willingly in efforts to control pollution. Energy conservation is an economic necessity as well as a county policy. Division Street is a noisy street. The architect will place the building on the site in the best location to avoid the noise of traffic on Division. We are already owners of the building on tax lot 50 and the noise has not been a problem. We will not generate any noise. Proper landscaping and fencing will provide a buffer between Division and the site. We will comply with any suggestions in any area that will ensure that we satisfy the applicable policies of the Comprehensive Plan. The sewer has been completed along Division and we will arrange for appropriate hook-up."

Staff Comments: The following policies of the County's Comprehensive Plan are found applicable to this request: Policy 13 (Air, Water and Noise Quality), Policy 14 (Development Limitations); Policy 16 (Natural Resources); Policy 37 (Utilities); Policy 38 (Facilities).

(a) No. 13—Air, Water and Noise Quality: The site is developed with two single family residences using dry wells for disposal. No adverse impacts with respect to air, water and noise quality have been identified in converting the site for use as a school.

(b) No. 14—Development Limitations: The site has poses no limitations for development; it is generally flat ground and not within an identified flood hazard area.

(c) No. 16—Natural Resources: There are no known natural resources that would be affected by the proposed use.

(d) No. 37—Utilities: Water is provided by Powell Valley Road Water district and sewage is disposed of by a subsurface disposal system (public sewer is scheduled in the area in 1993). Drainage is handled on-site by means of dry wells. All necessary power and communication facilities are available.

(e) No. 38—Facilities: Centennial School District has been informed of this request and has made no response. Fire protection is provided by Fire District No. 10 and police protection by the Multnomah County Sheriff.

Conclusions:

1. The applicant has carried the burden necessary for the granting of the requested Community Service Use designation for expanding the school. The proposed change satisfies applicable approval criteria and results in only an expansion of a use that has existed in the area for more than ten years.

2. Based on the findings above, the proposal – as conditioned – satisfies approval criteria for a Community Service Use.

Signed October 8, 1990

By Richard Leonard, Chairman

Filed With the Clerk of the Board on October 18, 1990

Appeal to the Board of County Commissioners

Any person who appears and testifies at the Planning Commission hearing, or who submits written testimony in accord with the requirements on the prior Notice, and objects to their recommended decision, may file a Notice of Review with the Planning Director on or **before 4:30 PM. on Monday, October 29, 1990** on the required Notice of Review Form which is available at the Planning and Development Office at 2115 SE Morrison Street.

*The Decision on this item will be reported to the Board of County Commissioners for review at 9:30 a.m. on **Tuesday, October 30, 1990** in Room 602 of the Multnomah County Courthouse. For further information call the Multnomah County Planning and Development Division at 248-3043.*

Department of Environmental Services
Division of Planning and Development
2115 S.E. Morrison Street
Portland, Oregon 97214 (503) 248-3043

Decision

This Staff Report consists of Conditions, Findings of Fact and Conclusions
October 8, 1990.

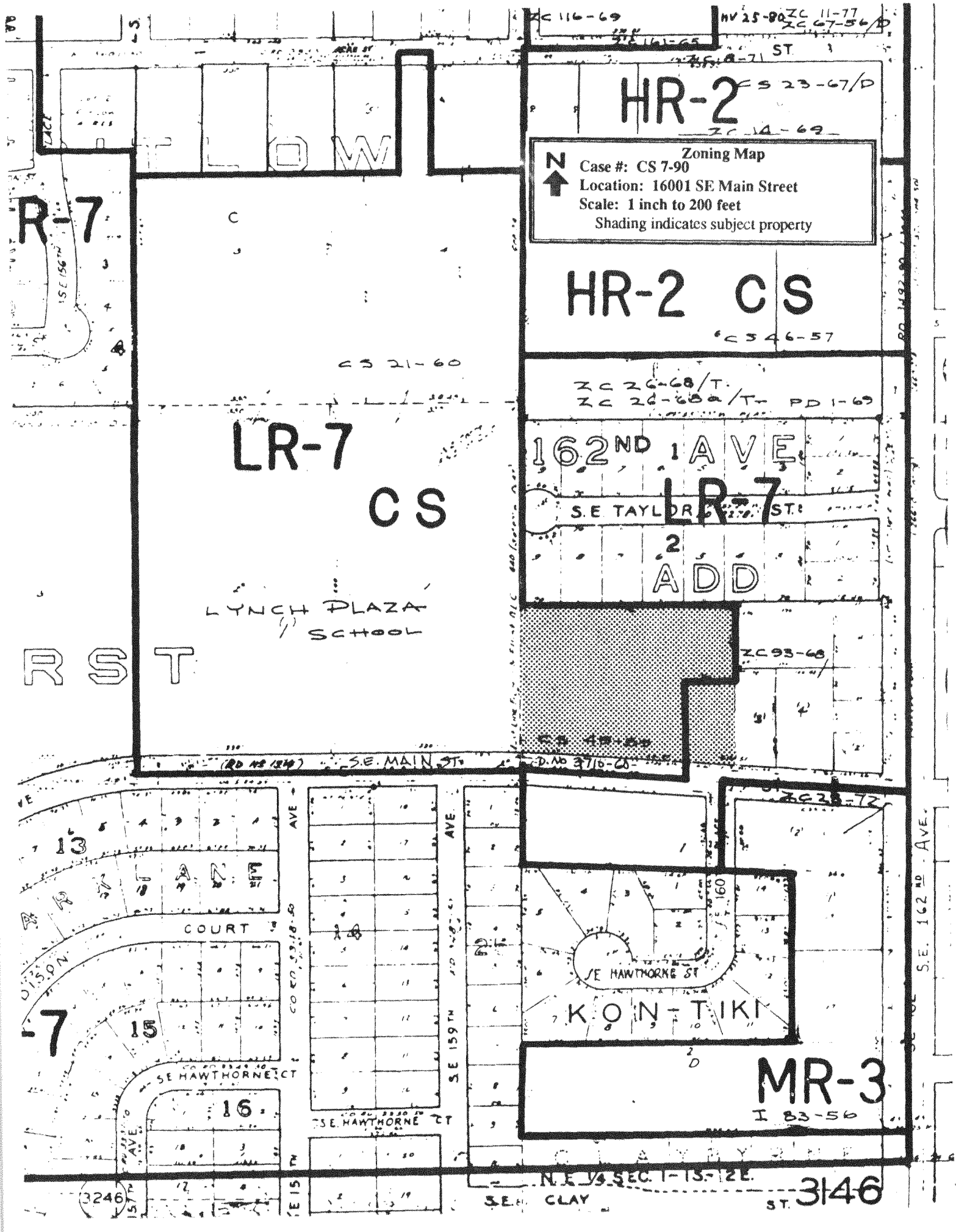
CS 7–90, #393 Community Service Request

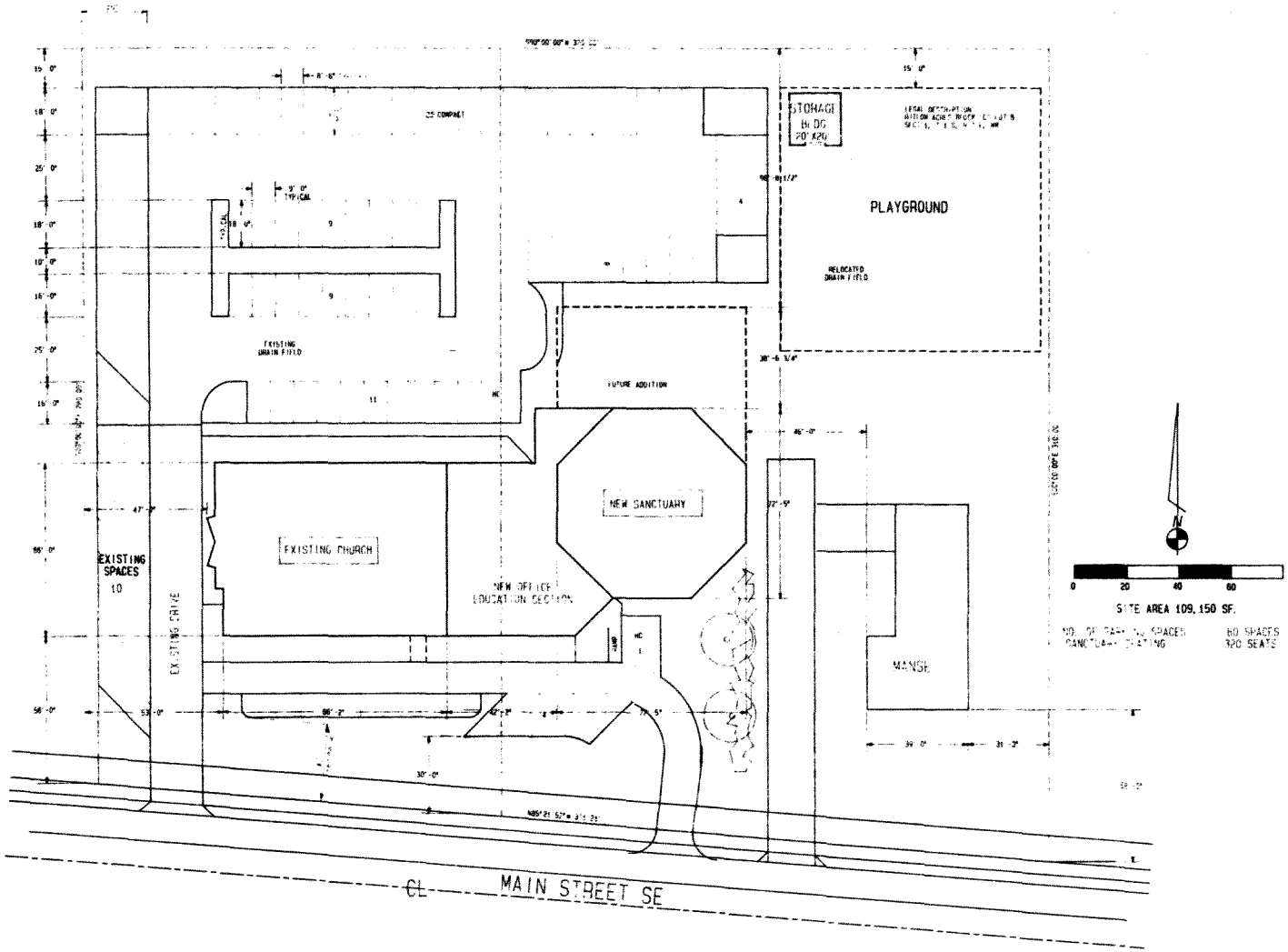
(Expansion of Existing Church Facilities)

Applicant requests modification of the Community Service designation on this property to allow a two–phased expansion of an existing church facility. Phase I would include a 7,700 square foot addition for sanctuary and office purposes, and Phase II the addition of 2,000 square feet of classroom space. Seating capacity of the new sanctuary would be 320 persons.

Location:	16001 SE Main Street
Legal:	West 280' and East 90' of West 370' of North 145' of Lot 8, Blk. C, Ritlow Acres, 1989 Assessor's Map
Site Size:	2.09 Acres
Size Requested:	Same
Property Owner:	Calvin Christian Reformed Church 16001 SE Main Street 97233
Applicant:	Same
Comprehensive Plan:	Urban Low Density Residential
Present Zoning:	LR–7, C-S, single family residential–community service

Planning Commission
DECISION: **APPROVE,** subject to conditions, modification of the Community Service designation on this property to allow a two–phased expansion of an existing church facility, based upon the following Findings and Conclusions.


Zoning Map
Case #: CS 7-90
Location: 16001 SE Main Street
Scale: 1 inch to 200 feet
Shading indicates subject property
N
HR-2
HR-2 CS
LR-7
LR-7 CS
MR-3
R-7
CS 21-60
ZC 26-68/T
ZC 26-68a/T
PD 1-69
162ND AVE
S.E. TAYLOR ST.
ADD
LYNCH PLAZA
SCHOOL
RST
ZC 93-68
S.E. MAIN ST.
SE HAWTHORNE ST
KON-TIKI
SE HAWTHORNE CT
COURT
S.E. 162ND AVE.
SE 159TH AVE.
N.E. 1/4 SEC. 1-1S-2E.
S.E. CLAY ST.
3246
3146



CALVIN CHRISTIAN REFORMED CHURCH

PROPOSED SITE MASTER PLAN

CS7-90

REVISIONS | BY

CALVIN CHRISTIAN REFORMED CHURCH
IMF DEVELOPMENT INC
P.O. BOX 151
PORTLAND, OREGON
CLACKAMAS, OREGON 97015
(503) 637-6163

PROPOSED SITE PLAN

ENGINEERING AND DESIGN BY:
MSS INC
2730 NW ELMWOOD DRIVE
CORVALLIS, OR 97330
(503) 753-1320

REGISTERED PROFESSIONAL ENGINEER
5208
JOHN SEAGERS

DATE JULY 1990
SCALE 1"=20'
DRAWN JS
JOB R-138
SHEET 1
OF 1 SHEETS

Conditions:

1. Obtain Design Review approval of any proposed site improvements.

2. Applicant shall satisfy applicable requirements of Engineering Services regarding any proposed future improvements of SE Main Street.

3. The facility operations shall be limited as specified in the application except as modified herein.

Findings of Fact:

1. **Applicant's Proposal:** Applicant proposes modification of the Community Service designation on this property to allow a two–phased expansion of an existing church facility. Phase I would include a 7,700 square foot addition for sanctuary and office purposes, and Phase II the addition of 2,000 square feet of classroom space. Seating capacity of the new sanctuary would be 320 persons.

2. **Ordinance Considerations:** The burden is on the applicant for a Community Service designation to demonstrate that the proposal:

   A. Is consistent with the character of the area;

   B. Will not adversely affect natural resources;

   C. Will not conflict with farm or forest uses in the area;

   D. Will not require public services other than those existing or programmed for the area;

   E. Will be located outside a big game winter habitat area as defined by the Oregon Department of Fish and Wildlife or that agency has certified that the impacts will be acceptable;

   F. Will not create hazardous conditions; and

   G. Will satisfy the applicable policies of the Comprehensive Plan.

3. **Site and Vicinity Characteristics:** The subject property is located on the north side of SE Main Street 500 feet westerly of SE 162nd Avenue. The site is developed with a church facility that has operated at this location for over twenty-five years.

   Surrounding land uses include single family residences to the north, east and south, and an elementary school complex to the west.

4. **Analysis of Ordinance Criteria:** Modification of the Community Service designation of this property for a church expansion is found to satisfy the applicable ordinance criteria as follows:

   A. *Consistency With the Character of the Area:* The character of the surrounding area is single family residential. The church has existed at this location since the mid-Sixties without con-

B. *Affect on Natural Resources:* No significant natural resources have been identified to exist on this site.

C. *Compatibility With Farm and Forest Uses:* No applicable farm or forest uses will be affected by this proposal since the property is with the urban area.

D. *Public Services:* All public services necessary to support the proposed development are available along the SE Main Street frontage at this time.

E. Big *Game Winter Habitat:* The site is not in an area designated for Big Game Winter Habitat.

F. Hazardous Conditions: No hazardous conditions are known to affect this site. The access drive and on-site circulation of vehicles will be reviewed through the Design Review process and the Engineering Services access permit.

G. Comprehensive Plan Policies: The following Comprehensive Framework Plan Policies are found to apply to this proposal:

(1) *No. 13 - Air, Water and Noise Quality*

There are no aspects of the air or water quality levels that have been identified that would be affected by the proposed expansion.

(2) *No. 14-DevelopmentLimitations*

There are no identified development limitations that have been identified that would prevent this proposed project.

(3) *No. 16 - Natural Resources*

No natural resources have been identified that would be effected by the proposed complex.

(4) *No. 31- Community Facilities and Uses:*

This proposal qualifies as a Minor Community Facility. It satisfies the locational criteria of this policy as follows:

(a) Access:

- The vehicular access standard for a Minor Community Facility is that the use should have direct access to a collector (or greater classification) street and no routing of traffic through local neighborhood streets. SE Main Street is a major collector street and therefore the site meets the locational standard of Policy 31.

- Engineering Services has made no comment regarding the existing roadway capacity of SE Main Street; therefore, approval must be conditioned upon satisfying any improvement requirements they may impose.

(b) Impact on Adjacent Lands:

- The church has operated over twenty-five years without adverse impacts to surrounding residences. The proposed expansion will not introduce new uses, only better accomodate those uses that presently exist; therefore should also be compatable with those surrounding residential uses.

- Design Review will insure that the expansion is adequately buffered from surrounding properties.

(c) Site Characteristics: There are no unique natural features or topographic conditions that have been identified that would preclude the site from being developed as proposed.

(5) *No. 37 - Utilities:*

The site is adequately served by telephone, gas and electric facilities along the SE Main Street frontage. Existing systems for sewer and storm drainage will not require alteration to accommodate the expanded use.

Conclusion:

1. The proposal, as conditioned, satisfies applicable approval criteria for an alteration of the Community Service designation.

In the Matter of CS 7–90

Signed October 8,1990

Richard Leonard, Chairperson

Filed with Clerk of the Board on October 18, 1990

Appeal to the Board of County Commissioners

Any person who appears and testifies at the Planning Commission hearing, or who submits written testimony in accord with the requirements on the prior Notice, and objects to their recommended decision, may file a Notice of Review with the Planning Director on or before 9:00 am on Tuesday, October 29, 1990 on the required Notice of Review Form which is available at the Planning and Development Office at 2115 SE Morrison Street.

The Decision in this item will be reported to the Board of County Commissioners for review at 9:30 a.m. on Tuesday, October 30, 1990 in Room 602 of the Multnomah County Courthouse. For further information call the Multnomah County Planning and Development at 248-3043.

DEPARTMENT OF ENVIRONMENTAL SERVICES
Division of Planning and Development
2115 S.E. Morrison Street
Portland, Oregon 97214 (503) 248-3043

Decision

This Staff Report consists of Conditions, Findings of Fact and Conclusions.
October 8, 1990

CU 20–90, #78 Conditional Use Request

Modification of Existing Public Road

Applicant requests conditional use approval to modify an existing public road for safety purposes, causing the displacement of a single family dwelling, but not resulting in the creation of new land parcels.

Location: 11725 NW Skyline Road

Legal: Tax Lot '42' of Lots 13 and 17, Plainview Acres

Site Size: 1.33 acres

Size Requested: Same

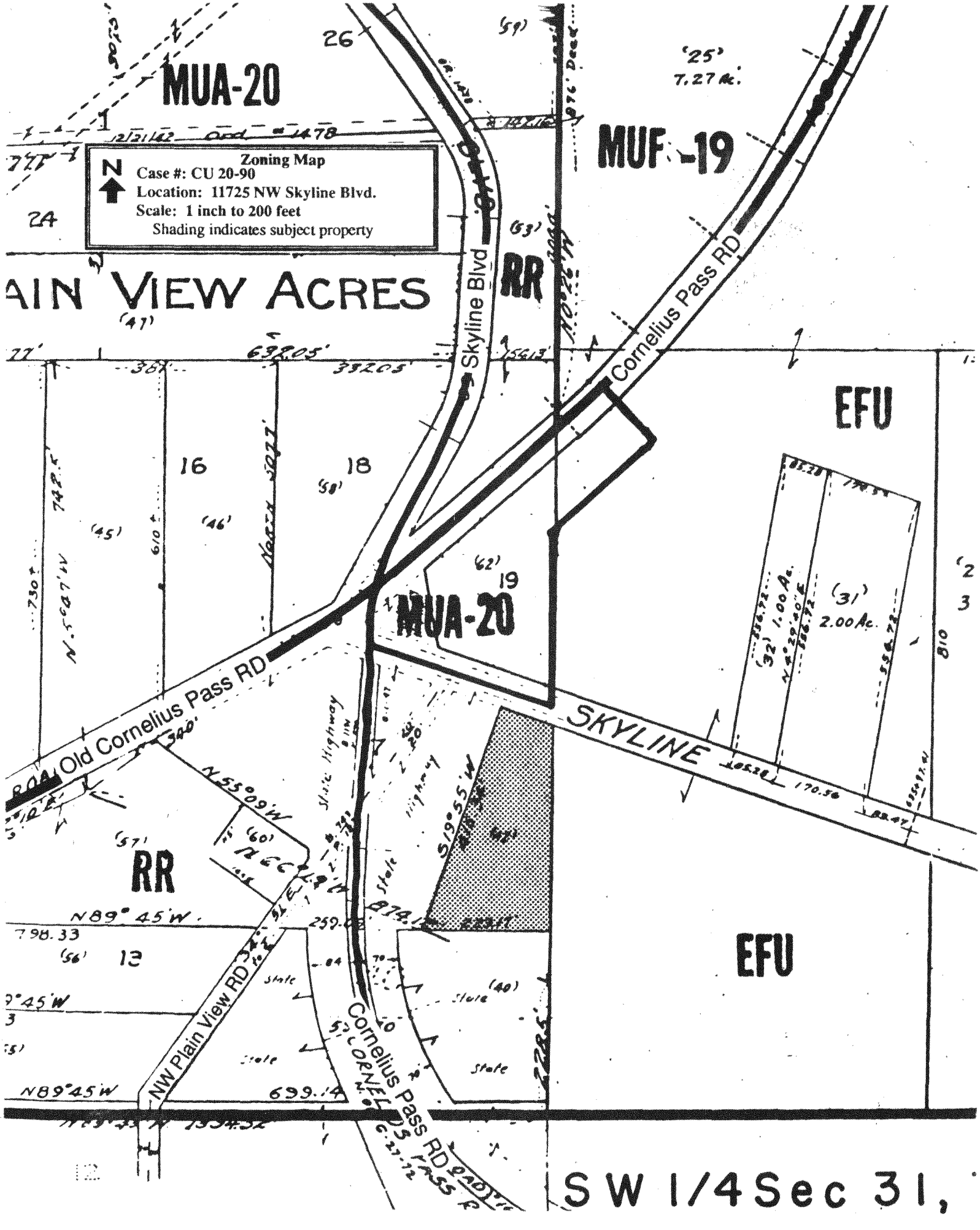
Property Owner: Multnomah County Division of Transportation
1620 SE 190th Avenue, Portland 97233

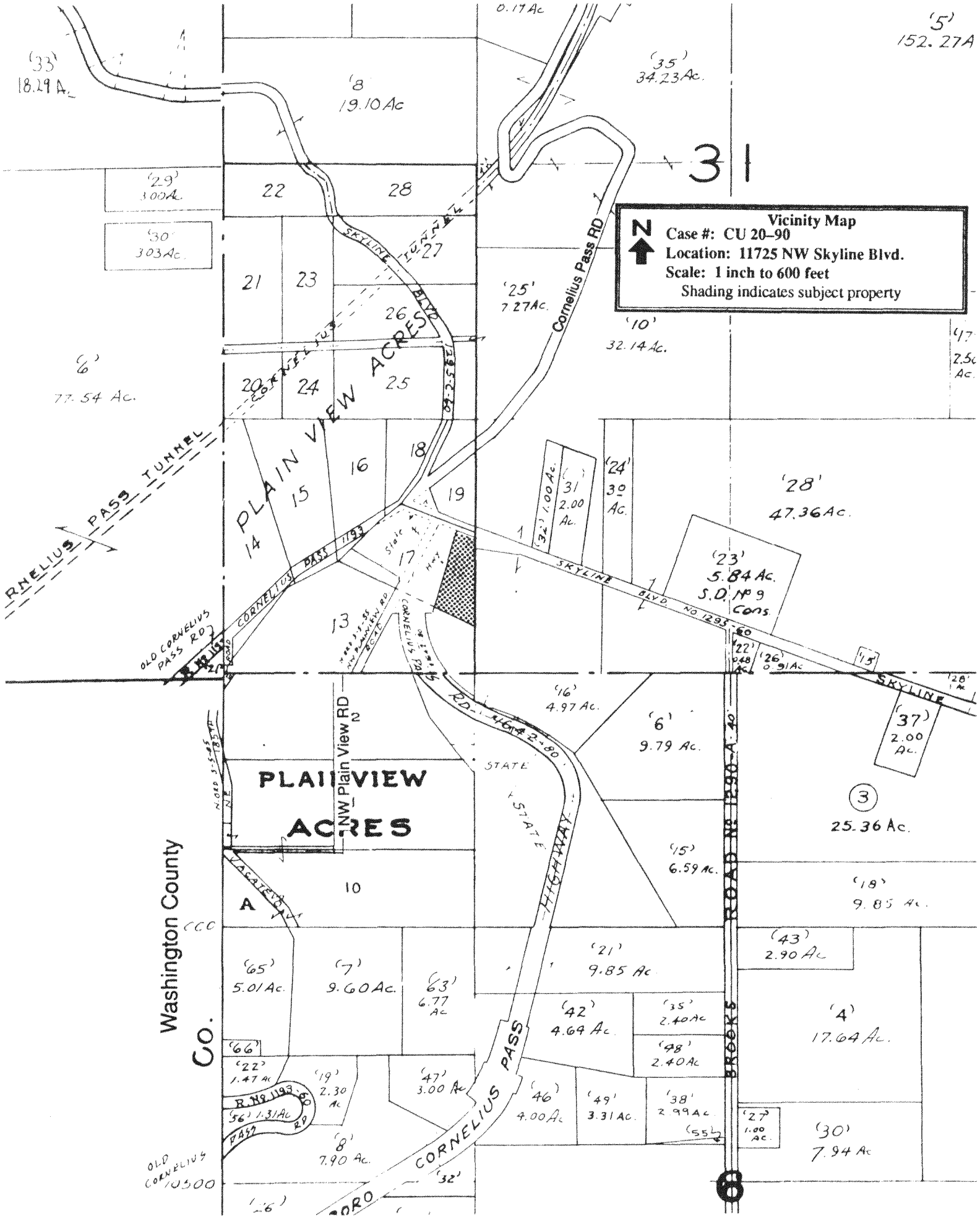
Applicant: Same

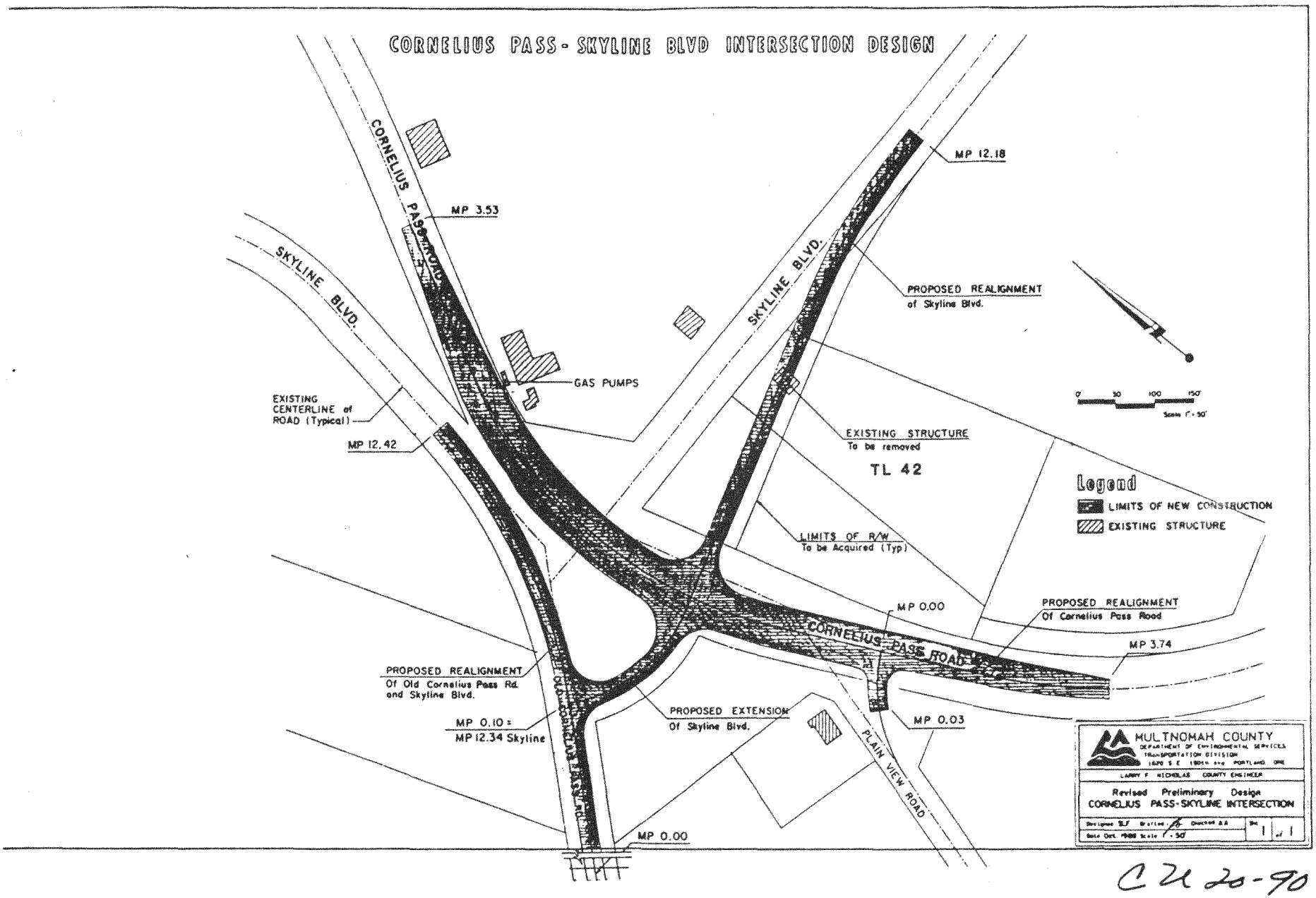
Comprehensive Plan: Exclusive Farm Use

Present Zoning: EFU–38

Planning Commission Decision: APPROVE a conditional use on this property to allow the modification of an existing public road, based on the following Findings and Conclusions


Zoning Map
Case #: CU 20-90
Location: 11725 NW Skyline Blvd.
Scale: 1 inch to 200 feet
Shading indicates subject property
N
MUA-20
MUF-19
RR
EFU
MUA-20
RR
EFU
Skyline Blvd
Cornelius Pass RD
Old Cornelius Pass RD
SKYLINE
NW Plain View RD
Cornelius Pass RD
AIN VIEW ACRES
SW 1/4 Sec 31,


Vicinity Map
Case #: CU 20–90
Location: 11725 NW Skyline Blvd.
Scale: 1 inch to 600 feet
Shading indicates subject property
N
31
Cornelius Pass RD
SKYLINE BLVD
PLAIN VIEW ACRES
CORNELIUS PASS TUNNEL
OLD CORNELIUS PASS RD
CORNELIUS PASS RD
NW Plain View RD
SKYLINE BLVD. NO 1295
STATE HIGHWAY
BROOKS ROAD NO 1290-A
CORNELIUS PASS
Washington County Co.
(33) 18.29 Ac.
(8) 19.10 Ac
(35) 34.23 Ac.
(5) 152.27A
(29) 3.00Ac.
(30) 3.03Ac.
22
28
27
21
23
26
25
24
20
(25) 7.27Ac.
(10) 32.14 Ac.
(6) 77.54 Ac.
16
18
15
14
19
17
13
(31) 2.00 Ac.
(32) 1.00 Ac.
(24) 3.0 Ac.
(28) 47.36Ac.
(23) 5.84 Ac. S.D. № 9 Cons.
(22) 0.68 Ac.
(26) 0.91Ac
(16) 4.97 Ac.
(6) 9.79 Ac.
(37) 2.00 Ac.
(3) 25.36 Ac.
(15) 6.59 Ac.
(18) 9.85 Ac.
10
A
(65) 5.01Ac.
(7) 9.60Ac.
(63) 6.77 Ac
(21) 9.85 Ac
(43) 2.90 Ac
(42) 4.64 Ac.
(35) 2.40Ac
(98) 2.40Ac
(4) 17.64 Ac.
(66)
(22) 1.47 Ac
(19) 2.30 Ac
(47) 3.00 Ac
(46) 4.00Ac
(49) 3.31 Ac.
(38) 2.99Ac.
(55)
(27) 1.00 Ac.
(30) 7.94 Ac
(56) 1.31Ac
(8) 7.90 Ac.
(32)
(16)


CORNELIUS PASS - SKYLINE BLVD INTERSECTION DESIGN
CORNELIUS PASS ROAD
SKYLINE BLVD.
SKYLINE BLVD.
MP 3.53
MP 12.18
PROPOSED REALIGNMENT
of Skyline Blvd.
GAS PUMPS
EXISTING
CENTERLINE of
ROAD (Typical)
MP 12.42
EXISTING STRUCTURE
To be removed
TL 42
Legend
LIMITS OF NEW CONSTRUCTION
EXISTING STRUCTURE
LIMITS OF R/W
To be Acquired (Typ)
MP 0.00
PROPOSED REALIGNMENT
Of Cornelius Pass Road
CORNELIUS PASS ROAD
MP 3.74
PROPOSED REALIGNMENT
Of Old Cornelius Pass Rd.
and Skyline Blvd.
MP 0.10 =
MP 12.34 Skyline
PROPOSED EXTENSION
Of Skyline Blvd.
MP 0.03
PLAIN VIEW ROAD
MP 0.00
0' 50 100 150'
Scale 1" = 50'
MULTNOMAH COUNTY
DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S E 190th Ave PORTLAND, ORE
LARRY F. NICHOLAS COUNTY ENGINEER
Revised Preliminary Design
CORNELIUS PASS-SKYLINE INTERSECTION
Sht 1 of 1

C 2 20-90

FINDINGS OF FACT:

1. Description of Proposal:

The Multnomah County Division of Transportation proposes to reconstruct the Skyline Boulevard/Cornelius Pass Road/Old Cornelius Pass Road intersection, northwest of the city of Portland, in unincorporated Multnomah County.

The proposed project will reduce the number of intersection approaches from five to four and realign all approaches to right angles (see map on p. 3 of 8). The improvements are necessary to improve the safety and operation of the intersection.

This intersection has a high incidence of accidents, particularly as auto traffic and percent of truck traffic have increased. In part, some of these accidents can be attributed to poor geometry and limited sight lines. Cornelius Pass, a major arterial road, crests a hill through the intersection on a tight curve and suffers from non-uniform change of cross slope and insufficient super elevation. The private road and the major collector streets (Skyline Boulevard and Old Cornelius Pass) all intersect the arterial at acute angles. The purpose of the project is to greatly reduce existing traffic congestion and improve safety. The need has increased with the rising number and severity of accidents.

2. Ordinance Considerations:

A modification of a public road involving the displacement of a building, but not resulting in the creation of new land parcels is permitted in the EFU zoning district as a Conditional Use where it is demonstrated that the proposal:

A. Is consistent with the character of the area;

B. Will not adversely affect natural resources;

C. Will not conflict with farm or forest uses in the area;

D. Will not require public services other than those existing or programmed for the area;

E. Will be located outside a big game winter habitat area as defined by the Oregon Department of Fish and Wildlife or that agency has certified that the impacts will be acceptable;

F. Will not create hazardous conditions; and

G. Will satisfy the applicable policies of the Comprehensive Plan

3. Compliance with Ordinance Criteria:

This proposal satisfies the conditional use approval criteria as follows:

A. Consistency with Character of the Area

The proposed safety and operation improvements to the intersection will not change existing land uses or character of the area. The area is generally characterized as rural residential with a neighborhood grocery store. As a result of the project, one single-family dwelling with detached garage on Tax Lot 42 will be removed. All other uses will remain the same.

A single-family dwelling unit can be reconstructed on Tax Lot 42. Tax Lot 42 currently is 1.33 acres in size. The area of the lot will be reduced to 1.08 acres after a right-of-way take of .15 acres and a slope easement take of .10 acres. This area will still have the ability to support the construction of a replacement single-family dwelling if appropriate land use permits are approved.

B. Natural Resources

There are no known natural resources identified in the Multnomah County Comprehensive Framework Plan that would be impacted by his proposal.

C. Conflict with Form or Forest Uses

The subject property (1.33 acres) is currently zoned EFU; however, is not being used for agricultural purposes. The proposed improvement will require less than one-third of an acre which will not enhance nor detract from the agricultural viability of the subject site.

D. Need for Additional Public Services

Impacted public facilities and services will be relocated as needed. No new public service will be extended as a result of this project.

If land use approval are sought for the reconstruction of a single-family detached structure on Tax Lot 42, private water supply and sewer are available (see response to Subsection "A").

E. Big Game Winter Habitat Areas

There are no designated big game winter habitats in the project area as defined by the Oregon Department of Fish and Wild Life.

F. Hazardous Conditions

The proposed intersection improvements resolve existing hazardous conditions associated with insufficient super, tight curves and the acute angles of intersecting streets. These existing road conditions have resulted in several fatalities, injuries and property damage within the project area. Many of these accidents are considered preventable with the implementation bf the proposed project.

G. Applicable Comprehensive Plan Policies

The applicable Comprehensive Framework Plan policies are Policy 9B — Agricultural Land Use and Policy 34B — Trafficways.

(a) Policy 9B states: "The county's policy is to designate and maintain as exclusive agri-

cultural land areas which are of parcel sizes suitable for commercial agriculture". The EFU zoned Tax Lot 42 (1.33 acres) is not now nor ever has been used for commercial agricultural purposes. Some commercial agricultural practices occur in the vicinity on two large parcels of 32 and 47 acres. Tax Lot 42, however, is of insufficient size to be a commercially viable agricultural use. Therefore, the .25 acre taken for road right-of-way and slope easement purposes will not effect the agricultural potential of Tax Lot 42.

(b) Policy 34B states: "The county's policy is to develop a safe and efficient trafficway system using the existing road network by improving streets.... appropriate to identified transportation problems". As stated above, improving the geometry, changing the super and reducing the number of approaches will improve the safety of the intersection [see Cornelius Pass Road/Skyline Boulevard Intersection Realignment, Revised Environmental Assessment, March 1989 (in application file)].

CONCLUSIONS:

1. The applicant has carried the burden necessary for the approval of a conditional use for road modification purposes in the EFU zoning District.

Signed October 8,1990

Richard Leonard, Chairperson

Filed with Clerk of the Board on October 18, 1990

Appeal to the Board of County Commissioners

Any person who appears and testifies at the Planning Commission hearing, or who submits written testimony in accord with the requirements on the prior Notice, and objects to their recommended decision, may file a Notice of Review with the Planning Director on or before 4:30 p.m. on Monday, October 29, 1990 on the required Notice of Review Form which is available at the Planning and Development Office at 2115 SE Morrison Street.

The Decision in this item will be reported to the Board of County Commissioners for review at 9:30 a.m. on Tuesday, October 30, 1990 in Room 602 of the Multnomah County Courthouse. For further information call the Multnomah County Planning and Development at 248-3043.

BEFORE THE PLANNING COMMISSION
FOR MULTNOMAH COUNTY

In the Matter of Recommending Adoption of)
an Ordinance which Adopts the Bicycle Master) **RESOLUTION**
Plan and Amends the Bikeway Plan Maps in the) **C 2-90**
Comprehensive Framework Plan Policy 33C)

WHEREAS, The Planning Commission is authorized by Multnomah County Code, Chapter 11.05 and by ORS 215.110, to recommend to the Board of County Commissioners the adoption of Ordinances to carry out and amend the Multnomah County Comprehensive Plan; and

WHEREAS, Comprehensive Framework Plan Policy 33C states that it is the County's policy to identify streets with good bicycle access and travel potential for designation of future bike route construction projects and to assure that future street improvements will be designed to accommodate bicycles; and

WHEREAS, The Multnomah County Transportation Division undertook in 1989 to update the Bicycle portions of the Comprehensive Framework Plan last updated in 1982; and

WHEREAS, The Planning Commission considered the product of that update work, the Bicycle Master Plan, August 1990 and an Ordinance captioned "An Ordinance adopting the Bicycle Master Plan and amending the Bikeway Plan Map of Framework Plan Policy 33C" at a public hearing on October 8, 1990 where all interested persons were given an opportunity to appear and be heard; and

WHEREAS, The motion to approve a Resolution recommending the adoption of the proposed Ordinance by the Multnomah County Board of County Commissioners received a Planning Commission vote of 3 in favor, 2 opposed, and 1 abstain; and

WHEREAS, For recommendation for approval of revision of an adopted plan the Multnomah County Code subsections 11.05.190 (B) and (C) require an affirmative vote of at least five members of the Planning Commission and an insufficient vote for approval shall be considered denied; and

NOW, THEREFORE BE IT RESOLVED that the Ordinance captioned "An Ordinance adopting the Bicycle Master Plan and amending the Bikeway Plan Map of Framework Plan Policy 33C" is hereby recommended for denial by the Board of County Commissioners.

Approved this 8th day of October, 1990

Richard T. Leonard, Chair
Multnomah County Planning Commission

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF MULTNOMAH COUNTY, OREGON

ORDINANCE NO.

An ordinance adopting the Bicycle Master Plan and amending the Bikeway Plan Map of Framework Plan Policy 33C.

Multnomah County Ordains as follows:

SECTION 1. FINDINGS

A. Comprehensive Framework Plan Policy 33C states that it is the County's policy to identify streets with good bicycle access and travel potential for designation of future bike route construction projects and to assure that future street improvements will be designed to accommodate bicycles.

B. The Multnomah County Transportation Division undertook in 1989 to update the Bicycle portions of the Framework Plan last updated in 1982.

C. A Countywide Bicycle Planning Task Force and a Sauvie Island Bicycle Planning Task Force were formed of concerned citizens to assist in the Plan update.

D. All affected local, regional, and State governmental agencies were contacted in order to assure a coordinated countywide bicycle network.

E. The result of that update work, the Bicycle Master Plan, August, 1990, is consistent with Framework Plan Policy 33C, amends the Bikeway Plan Map, adds to the data and findings, and will be a component of the County Master Transportation Plan.

F. The Bicycle Master Plan and Plan Maps were considered at a public hearing on October 8, 1990 before the Planning Commission and on November and December , 1990 before the Board of County Commissioners where all interested persons were given an opportunity to appear and be heard.

SECTION 2. PURPOSE

There is hereby adopted the Bicycle Master Plan as a component of the Master Transportation Plan. The maps contained in the Bicycle Master Plan entitled Bikeway Plan Maps shall replace the Bikeways Map in Framework Plan Policy 33C for the designation of bike routes in the County jurisdiction.

SECTION 3. ADOPTION

This ordinance being necessary for the health, safety, and welfare of the people of Multnomah County, shall take effect on the thirtieth day after its adoption, pursuant to Section 5.50 of the Charter of Multnomah County.

ADOPTED THIS 27th day of November, 1990, being the date of its second reading before the Board of County Commissioners of Multnomah County.

BOARD OF COUNTY COMMISSIONERS
OF MULTNOMAH COUNTY, OREGON

(SEAL)

By _____
Gladys McCoy, County Chair

Reviewed:
Lawrence Kressel, Multnomah County Counsel

by: _____
John DuBay
Chief Deputy County Counsel

Draft 1

BICYCLE MASTER PLAN

MULTNOMAH COUNTY, OREGON

August, 1990

PREPARED BY
Multnomah County
Department of Environmental Service
Transportation Division

BICYCLE MASTER PLAN

MULTNOMAH COUNTY, OREGON

PREPARED BY
Multnomah County
Department of Environmental Service
Transportation Division

ENACTING ORDINANCE

TO BE DONE

ACKNOWLEDGEMENTS

Development of the Multnomah County Bicycle Master Plan was made possible through the efforts of the following people:

Board of County Commissioners

Gladys McCoy, Chair
Pauline Anderson
Rick Bauman
Gretchen Kafoury
Sharron Kelley

Planning Commission

Richard Leonard, Chair
Dean Alterman
George Douglas
William Fritz
Peter Fry
Karin Hunt
Ruth Spetter
Leonard Yoon

Multnomah County Bicycle Planning Task Force

Ron Bogh
Mark Greenblatt
Chuck Herndon
Jef Kaiser
Bruce Kwasney
Eric Lemoine
Jacquie Pancoast
Jeff Smith
Eric Tschuy

Sauvie Island Bicycle Planning Task Force

Jane Brunner
Jane Hartline
Julie Holmason
Donna Mattrazzo
Mary Schick

Department of Environmental Services

Paul Yarborough, Director

Transportation Division

Larry Nicholas, Director

Planning and Operations Support

Susie Lahsene
Scott Pemble
Ed Pickering
Anndy Wiselogle

Technical Support

Terry Howard
Velda Howell
Rosemary Justice
Cathey Kramer
Don Newell
Mike Phillips
John Shigo

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EXECUTIVE SUMMARY

TO BE DONE

INTRODUCTION

BACKGROUND

ENVISION THE FUTURE

PLANNING PROCESS

AMENDING THE PLAN

JURISDICTION

INTRODUCTION

An estimated 88,000,000 people currently ride bicycles in the USA, with the number of adult cyclists doubling from 1983 to 1988. Through most of the 20th Century, the bicycle has been an important means of recreation and transportation for children. With increased leisure time available for recreation, and greater awareness of the benefits of physical fitness and exercise, the bicycle has regained its popularity with both adults and young adults. Bicycling is now a family event shared by children, parents, and grandparents.

The bicycle can be utilized as the mode of choice for a variety of trips:

- Commuting - to work or school using the quickest and most direct route.
- Utility - for practical trips within your neighborhood and community.
- Recreation - riding for pleasure and exercise.
- Touring - traveling by bicycle for several days or even cross-country.
- Racing - in various competitive events.

Bicyclists include everyone from youths to senior citizens. Cyclists may ride only during fair weather or all year, regardless of the weather. They may ride because they enjoy the experience, or as an efficient and inexpensive alternative to motor vehicles. Other people ride because it is a primary means of transportation available to them.

The fastest growing style of bicycling in the USA, increasing over 40% from 1983-1988 is mountain bike riding which is not confined to paved roads. The acceptance of cycling as a sport and recreational activity suggests an optimistic outlook for growth during the next 5 years, and greater recognition and respect for cyclists sharing the road.

There are many benefits of bicycling to the community, both to bicyclists and non-bicyclists.

* Bicycles operate on human power and are the most energy efficient form of transportation
  --50 times more efficient than automobiles, and
  -- 3 times more efficient than walking.
* Bicycles produce no air or noise pollution.
* Bicycles can be a vital supplemental transportation mode during gasoline shortages and price increases.
* Bicycles require little space, reducing traffic congestion and parking needs.
* Bicycles are light weight and reduce wear on road surfaces.

Bicycling is regulated, along with motor vehicles in the Oregon Vehicle Code. Cyclists are legitimate user of public road rights-of-way and have equal access to roads in Multnomah County and throughout Oregon.

The State mandates that 1% of the County's share of State Highway Trust Fund monies shall be spent toward planning, design, construction, and maintenance of bicycle and pedestrian facilities within County road rights-of-way (ORS 366.514).

Bicycle facilities are developed in accordance with State of Oregon standards and American Association of State Highway and Transportation Officials (AASHTO) guidelines.

Within this context, and with increased awareness of the benefits of bicycling, Multnomah County has taken a proactive role in implementating bicycle facilities.

Bicyclists are subject to rules of the road as enforced by police agencies. Two-thirds of reported accidents involving bicyclists in Multnomah County from 1983-1988 were the fault of the bicyclists. Bicycle safety education programs and greater traffic enforcement of bicyclists may substantially reduce future bicycle accident rates. The sense of competition between cyclists and motorists on public roads is not improved by lack of awareness by motorists to the needs and rights of cyclists.

The Bicycle Master Plan coordinates continued development of a safe and efficient road and bicycle system. Having a bicycle-friendly bikeway infrastructure will improve the bicycling environment. The Plan identifies several education and information opportunities to further promote compatibility between cyclist and motorists. The aim is to reduce the rate and severity of bicycle-related accidents on Multnomah County roads, and encourage greater bicycle use.

BACKGROUND

Multnomah County addressed the needs of the bicycling public in 1978 by adopting policies within the Comprehensive Framework Plan specifying preparation of a County bicycle plan.

The Bicycle Corridor Concept Plan was prepared and adopted along with an ordinance directing implementation of the proposed routes. This Plan included:

1. Corridors for future bike routes.

2. Recreation routes linking scenic areas and parks.

3. Utilitarian (street) routes that were planned in conjunction with road projects.

Mechanisms to assess route safety, define route alternatives and build facilities were not well defined at this time. However, one major bike path and one bike route were implemented under this plan.

The Framework Plan was substantially revised in 1982 to satisfy State Land Conservation and Development Commission standards. The Bicycle/Pedestrian section of the Physical Support chapter was prepared in response to the transportation goal, within the Statewide Planning Goals. A Bikeways Plan map was adopted that identified future bike routes on County road rights-of-way. A bicycle/pedestrian policy was also adopted specifying:

1. Street improvement projects on roads designated for bikeways shall be constructed to accommodate bicyclists, based on AASHTO bicycle guidelines.

2. A bicycle capital improvement program shall be adopted that prioritized the use of limited Bicycle Fund monies.

3. Various implementation strategies were identified including land and road development projects.

4. Participation in the Metro regional bicycle planning process.

5. Promotion of bicycle travel, and provision of public bicycling information.

Since 1978 Multnomah County has developed:

4.9	miles of shared bikeways
10.8	miles of bike lanes
2.0	miles of bike paths
17.7	Total miles of bikeways

In addition, many rural roads have been widened 4 additional feet to provide for improved lane sharing. Much of the County's portion of the 40-Mile Loop has been developed.

The 1990 Transportation Capital Improvement Program (CIP) lists over 14 miles of road improvements to be developed by 1995 that include bicycle facilities.

Much of the 133 miles of unbuilt bikeways will be provided as roads are reconstructed to urban standards, through the road capital improvement process. The most vital bikeways, needing to be constructed sooner than scheduled in the Road CIP, will be provided through the Bicycle Capital Improvement Program. Rural roads will be upgraded whenever possible with paved shoulders as repaving occurs. Finally, urban roads already built curb-to-curb can be signed and striped for bikeways relatively easily and without major capital costs.

ENVISION THE FUTURE

The end result of the Bicycle Master Plan, after the bicycle system is built out and its policies implemented, will be an infrastructure that adequately accommodates the needs of bicyclists within the integrated and balanced transportation system. Population and economic growth will lead to additional bicycle travel. Developing bikeways and generally making County urban and rural roads safer for motorists and bicyclists to share will add to the comfort level of bicycling. Development of bike paths and completion of the 40 Mile Loop will further promote the growth of bicycling as a means of transportation and recreation.

Area residents and visitors will enjoy easy bicycle access to recreation resources such as the Columbia Gorge National Scenic Area. Increased cost of motor travel will eventually lead to non-motorized travel for certain types of trips. Recreation needs of an urban population will attract bicyclists to rural areas of Multnomah County. An extensive off-road bicycle/pedestrian system will be in demand. The bicycle will continue to be a means of independent transportation for children, and adults will increasingly use bicycles for recreation and utilitarian trips. Bicycling will be a popular family activity.

PLANNING PROCESS

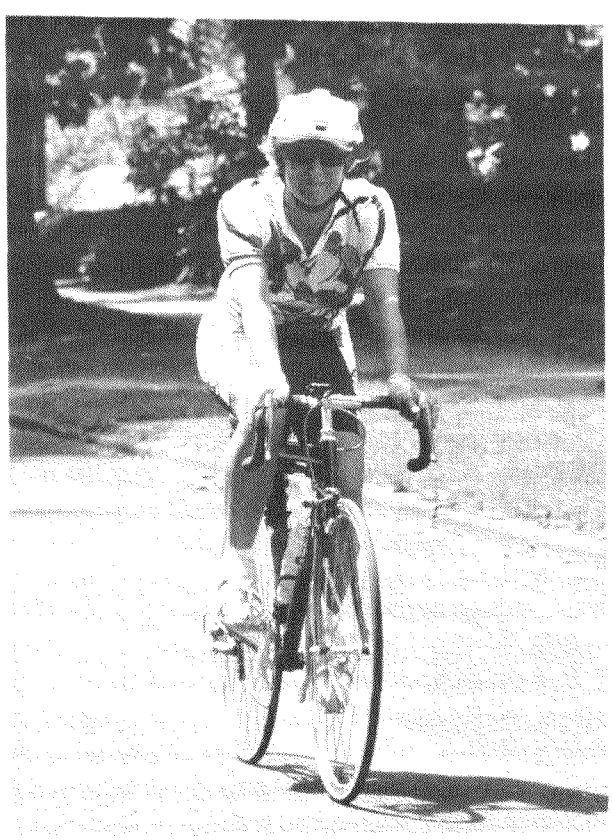
The Bicycle Master Plan is a component of the Multnomah County Master Transportation Plan and the Multnomah County Comprehensive Framework Plan. Local governments are required by the State of Oregon (ORS 197.175) to perform planning that interrelates land use and transportation, with the natural and human environments, and public infrastructure. Public involvement in the planning process is State mandated, as well as Plan adoption following hearings by the Multnomah County Board of Commissioners.

The Bicycle Master Plan includes objectives and policies that are consistent with the adopted County Comprehensive Framework Plan.

Providing a bicycle transportation system that serves residents and visitors, connecting homes to schools, work, shopping, and recreation destinations is consistent with County Policy 33a (Comprehensive Framework Plan) of providing a balanced, safe and efficient transportation system.

Implementation strategies are identified as opportunities to direct County resources towards achievable objectives, and satisfy public needs.

A bicycle capital improvement program will be prepared as a means to implement the Bicycle Master Plan. Potential bicycle capital projects will be evaluated as to their relative value to the community based upon criteria of need. Other opportunities to provide a safe bicycling environment are investigated in the Plan with implementation strategies identified regarding education, enforcement and infrastructure improvements.



Multnomah County Transportation Division undertook in 1989 to update the bicycle portion of the 1982 Comprehensive Framework Plan. The Countywide Bicycle Planning Task Force was formed of concerned citizens to assist in preparing the plan and making recommendations. A representative Sauvie Island Task Force was formed to address the specific needs of bicyclists and residents on Sauvie Island. These citizens in their advisory role provided vital community input to the planning process. Objectives, policies, routes, and strategies were reviewed and revised leading to the recommended Bicycle Master Plan.

The recommended Bicycle Master Plan underwent extensive public review and comment. The revised Bicycle Master Plan was submitted to the Multnomah County Board of Commissioners for public hearing and action on _____, 1990. The Board of Commissioners on _____ (adopted the Bicycle Master Plan by ordinance).

Input from the following local, regional and State governmental agencies was sought to assure that a coordinated countywide bicycle network will result.

City of Fairview
City of Gresham
City of Lake Oswego
City of Portland
City of Troutdale
City of Wood Village
Clackamas County
Washington County
Metropolitan Service District
Mt. Hood National Forest
Oregon Department of Transportation
Oregon Department of Fish and Wildlife
Columbia River Gorge Commission
Multnomah County Parks Services Division
Multnomah County Planning and Development Division
Multnomah County Sheriff's Office

AMENDING THE PLAN

Changes will occur in Multnomah County's demographics, transportation system and land uses patterns. These changes will need to be reflected in future Bicycle Master Plan revisions.

The Bicycle Master Plan is scheduled for revision every five years, coinciding with the update of the Multnomah County Transportation Plan. The Bicycle Capital Improvement Plan is scheduled for revision every two years.

The Bicycle Master Plan may also need to be amended if significant changes in the County occur such as new roads, major land or recreational developments or major government policy changes.

Recommended policy and plan map amendments to the Bicycle Master Plan shall be presented to the Planning Commission and Board of Commissioners for adoption, following public review. The Multnomah County Comprehensive Framework Plan may need to be amended to reflect bicycle policy and plan map changes, in accordance with County and State comprehensive plan amendment procedures.

JURISDICTION

The jurisdiction of the Bicycle Master Plan includes Multnomah County roads, bridges, and bikeways only. Excluded from bicycle planning are roads and bikeways belonging to cities or the State of Oregon, private roads and dedicated streets, and any other land not accepted as County rights-of-way.

Multnomah County roads are located in the following areas:

- Sauvie Island and rural west county
- Urban east county, outside of the City of Portland.
- The following Willamette River bridges:

    1. Sellwood Bridge
    2. Hawthorne Bridge
    3. Morrison Bridge
    4. Burnside Bridge
    5. Broadway Bridge.
    6. Sauvie Island

- Rural east County
- Several westside unincorporated pockets.

OBJECTIVES
POLICIES
PROGRAM
IMPLEMENTATION
AND
FUNDING

OBJECTIVE #1 Develop and maintain an extensive network of bicycle transportation facilities that provide safe, efficient, and enjoyable bicycle travel.

POLICIES

A: FACILITIES

Provide bicycle facilities that accommodate the various needs of the bicycling public.

1. Bicycles shall be an integral component of the balanced and integrated County transportation system such that Multnomah County roads and bridges shall be made safe and accessible to bicyclists.

2. A comprehensive and connected network of bikeway facilities shall be designated for ultimate development in the adopted Bikeway Plan map.

B. FUNDING:

Systematically budget and program County Bicycle Funds, based upon criteria of need, through a periodically revised and approved bicycle capital improvement plan and program; seek supplemental funds from a variety of other potential revenue sources.

C. DEVELOPMENT:

Continue to develop new or improved County bikeway facilities and bicycle-friendly streets and roads, in a systematic and programmed manner.

D. HAZARDS:

Enable safe bicycle use of County bikeways through timely maintenance, and through remedies to avoidable hazards and conflicts.

E. PARTICIPATION:

Actively seek public participation in County bicycle planning and development processes; continue to coordinate with other public agencies and the private sector in planning and providing for the bicycling public.

IMPLEMENTATION STRATEGIES:

1. Adopt by reference and implement Oregon Department of Transportation and the American Association of State Highway and Transportation Officials (AASHTO) bicycle standards or guidelines concerning design, construction and maintenance of bikeway facilities.

2. To the greatest extent possible, County roads shall be made safe, bicycle-friendly facilities through design and construction practices, and maintenance and traffic control procedures.

3. Identify opportunities and develop implementation means to provide bikeways outside of public road rights-of-way. Such potential future bikeways facilities as: utility corridors, greenways, railroad rights-of-way, levees and dikes, public and private land develop, and joint development projects are incorporated by reference in the Bikeway Plan map.

4. Promote greater use of intermodal trips in the region with the acquision or refitting, by transit authorities, of transit vehicles to accommodate bicycles.

1. Multnomah County road and bikeway improvement plans and programs shall fund the design and construction of bicycle facilities through biannual capital budget processes that:

   - List and prioritize possible bikeway projects in relation to criteria of greatest need.
   - Schedule capital expenditures in relation to actual income.
   - Implement projects on an annual basis.
   - Is revised and adopted by the Board of County Commissioners, following public review, on a biannual basis.

2. Discover and capture supplemental bicycle revenue and contributions to fund bicycle safety programs, and provide for bikeways outside of public road rights-of-way. Potential sources of funds and services may include:

   - Other governmental agencies.
   - Private donations, and contributions of materials or services.
   - Joint public/private projects.
   - Grants and other sources unknown.

1. Take advantage of opportunities to add to the County inventory of bikeways:

   - As new roads and bridges are developed.
   - As existing roads and bridges are reconstructed or upgraded.
   - As road and bridge maintenance programs are implemented, such as the County Pavement Management System.
   - In cooperation with the private sector through the land development permit and right-of-way permit processes.
   - By constructing bikeway capital projects through the Bicycle Capital Improvement Plan and Program.
   - Through joint projects with public agencies and the private sector.

2. Encourage or require through County permitting authority, secure and convenitent, weather-protected bicycle parking and storage facilities as new development or redevelop occurs.

1. Provide a relatively high level of regular scheduled maintenance of County urban and rural bikeways, including sweeping, mowing, pavement repair and drainage, that is sensitive to the particular needs of bicyclists.

2. Respond promptly to reports by the public and others, of potentially unsafe conditions for bicyclists on County roads and bikeways.

3. Implement traffic management solutions to bicycling hazards, and mitigate conflicts between bicyclists and other users of County rights-of-way.

1. Seek ongoing public input and involvement in revising the Bicycle Master Plan and Capital Improvement Plan, and addressing other bicycling needs and concerns.

   - Establish and staff a countywide citizen bicycle advisory committee to address current and future bicycling problems and opportunities.
   - Provide timely response to public inquiries for bicycling information by publishing and distributing informational and educational materials regarding bicycle safety and bicycling opportunities.
   - Cooperate with other government agencies in providing bicycling information.
   - Coordinate the Multnomah County bicycle system and program with other local, regional, State and federal governments in providing a comprehensive bicycle network and a safe, enjoyable bicycling environment.

OBJECTIVE #2 Increase bicyclist and motorist knowledge and awareness so as to resolve hazards and conflicts of bicycling and reduce the occurrence of bicycle related accidents.

POLICIES:

A. AWARENESS

Increase public awareness of bicycling opportunities and benefits, rules of the road, and safe riding skills by providing and distributing public bicycle information materials.

B. SAFETY

Support various organizations, and seek sources of funding and cooperation in providing bicycle safety education and training.

C. ENFORCEMENT

Encourage and facilitate a greater level of enforcement of vehicle laws so as to reduce the occurrence of bicycle/motor vehicle conflicts, and the rate of bicycle-related accidents.

IMPLEMENTATION STRATEGIES:

1. Revise the County bicycle information brochure as needed to provide current bicycling information.

2. Participate with other organizations in providing public bicycling information.

3. Provide adequate identification and traffic control signage on County bikeways so as to:

   - Alert bicyclists and motorists to the presence of designated bikeways.
   - Alert motorists of the bicycle rights of way and requie motorists to yield when appropriate.

1. Promote bicycle safety education and training through various channels including:

   - Multnomah County Sheriffs other police agencies, and courts.
   - Schools and Educational Service District (ESD).
   - Service organizations and bike clubs.
   - Private enterprises.
   - County community service agencies and vendors.

2. Seek sources of funding and support to provide bicycle safety education and training.

1. Work with the Multnomah County Sheriff's Office and other police agencies to:

   - Educate officers of the need to enforce lawful operation of bicycles.
   - Provide bicycle safety education.
   - Seek to reduce the number of bicycle-related accidents where the bicyclist is at fault.
   - Alert motorists of the rights of bicyclists on County roads.

MULTNOMAH COUNTY OREGON

1990 BIKEWAYS PLAN MAP

0 2000

WILLAMETTE RIVER BRIDGES

6/90

PORTLAND

PORTLAND AND VICINITY

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

JUNE 1988

LEGEND

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- TERMINATION OF FA SYSTEM
- DIVIDED HIGHWAY
- STREET OPEN FOR TRAVEL
- POST OFFICE
- SCHOOL
- LIBRARY
- CITY LIMITS
- PUBLIC BUILDING
- COURT HOUSE
- CITY HALL
- ARMORY
- LIGHT RAIL TRANSIT STATION (TRI-MET)

SCALE

1000 0 1000 2000 3000 FEET

300 0 300 600 900 METERS

The 1990 Bikeway Plan Maps represent the comprehensive County bicycle network as planned. The designated facilities are to be preserved and improved over time to better accommodate bicycling. No warranty or guarantee is made, at this time, as to the suitability of the roadway condition or fitness of the route for bicycling. Modifications to the system will be made as conditions warrant.

Planned Bikeways

Multnomah County

Other

The 1990 Bikeway Plan Maps represent the comprehensive County bicycle network as planned. The designated facilities are to be preserved and improved over time to better accommodate bicycling. No warranty or guarantee is made, at this time, as to the suitability of the roadway condition or fitness of the route for bicycling. Modifications to the system will be made as conditions warrant.

MULTNOMAH COUNTY OREGON

1990 BIKEWAYS PLAN MAP
WESTSIDE POCKETS

Planned Bikeways

0 2000

6/90

PROGRAM IMPLEMENTATION

With the adoption of the Bicycle Master Plan, the process of achieving or implementing plan proposals and policies begins. Various opportunities and programs exist by which to further this implementation process. The following is a list of actions that will help to realize the bikeway plan through the Transportation Division Strategic Plan.

1. Construction of bikeway projects can begin based upon the bicycle capital improvement project schedule.

2. Existing streets that are 1) built curb-to-curb to urban standards, and 2) designated for a bikeway on the Bikeway Plan Map can be signed and striped for the type of bikeway facility appropriate to each street.

3. A higher level of bikeway maintenance can be identified as a County maintenance objective resulting in a more extensive and frequent mowing and sweeping program.

4. Culverts, foglines, and other road appurtenances can be modified to create a more bicycle-friendly environment.

5. Construction of bikeways as designated on the Bikeways Plan Map can occur as roads are constructed or reconstructed through the Transportation Capital Improvement Program.

6. Rural roads, where limited site distances or other hazards create potential conflicts between motorists and bicyclists, can be identified and shoulder bikeways paved to reduce conflicts and improve road safety.

7. Wider rural roads can also be implemented as part of the County pavement management system as roads are scheduled for repaving.

8. The County-published "Peddler's Pamphlet" can be revised with revised bicycling information.

9. Opportunities to provide mountain bike paths or trails such as unused County rights-of-way can be investigated as to their implementation feasibility.

10. The availability of bicycle-sensitive traffic control hardware should be assessed as well as the cost and process to install such hardware on bikeways.

11. Create a county-wide citizen committee to advise Multnomah County on bicycle problems and opportunities.

12. Work with various agencies, organizations and businesses to sponsor and provide bicycle safety training and education.

13. Continue to work with other local, regional and State governments, and the 40 Mile Loop Land Trust to coordinate bikeway planning and development efforts.

14. Incorporate standards and provisions for bicycle storage and parking within the County zoning ordinance.

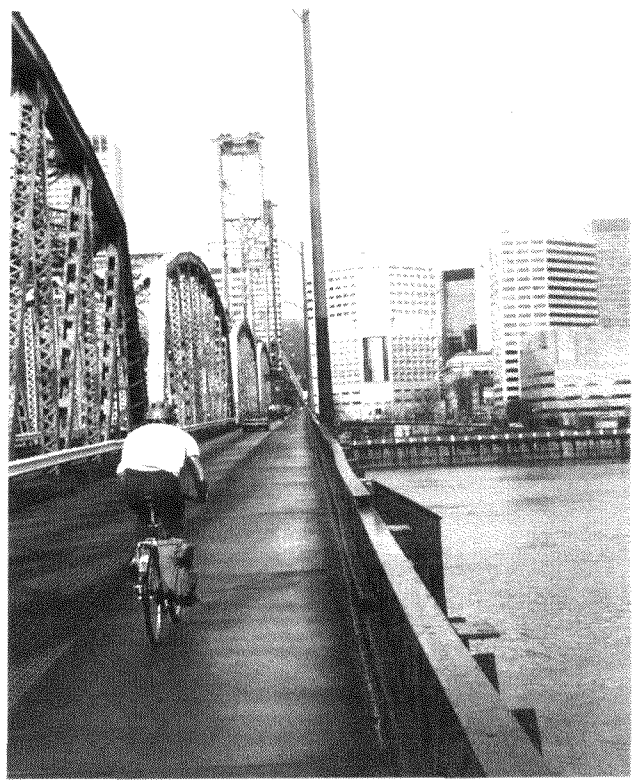
15. Work with public transit providers to facilitate the intermodal combination of bicycling and bus or train trips, with the addition of bicycle parking facilities at transit stops and the allowance of bicycles on transit vehicles.

PROGRAM FUNDING

Multnomah County bicycle funds are presently limited to State-collected gas tax monies in the Oregon Highway Trust Fund that are returned to the County. One percent of the gas tax monies retained by the County are dedicated to design, construction and maintenance of pedestrian and bicycle facilities. The remaining portion of the County gas tax monies are used for developing and maintaining other County transportation facilities, such as roads and bridges.

Gas tax monies are a reasonably secure source of revenue, but with spending restrictions. The level of income is relatively small in relation to the need for additional bikeways in Multnomah County. As bikeways continue to be developed by the County, available revenue for capital projects will decrease in relation to the increased cost to maintain the expanding system.

Another constraint to use of gas tax money for bikeways is the requirement to spend the money only within road rights-of-way. It is difficult for the County to develop and maintain 40-Mile Loop and mountain bike paths that are not within road rights-of-way, for example. This condition leaves future implementation of the Columbia/Sandy River and Johnson Creek 40-Mile Loop bike paths in questions. Funding for bicycle education programs is also uncertain given existing spending parameters.



One objective of the Funding Policy and Implementation Strategy of the Plan is to seek additional funds to supplement existing revenue sources, and to leverage available money to the greatest extent possible. Additional resources may be available within the County or through other governmental agencies. The private sector can be instrumental in the development of bikeways through land dedication, within development projects, and other creative possibilities such as joint development projects.

The intent of the funding proposal is to use gas tax revenue for bike projects within County rights-of-way, and seek additional, less restricted resources for the other necessary, or desirable bicycle facilities and services.

FACILITY CLASSIFICATION SYSTEM

Bikeways on Multnomah County roads can be classified into five types of facilities depending on traffic characteristics, street geometry, and level and type of bicycle usage. Unless bicyclists are prohibited by law from using a street or bridge, all Multnomah County streets are part of the bicycle network. Bikeway classifications on County roads include:

Bike paths are exclusive bicycle facilities that are physically separated from roads and motor vehicles. Bike paths provide excellent recreational and family riding having limited conflicts with motor vehicles.

Bike lanes are preferential or exclusive bicycle facilities, signed and striped within the roadway to provide separate bicycle and motor vehicle travel lanes. Bike lanes are preferred where traffic volumes or speeds are relatively high, and provide the urban bicycle network between neighborhoods and communities.

Lane-Sharing Bikeways are signed facilities that share the roadway with motor vehicles, usually on low volume and low speed urban streets. Lane-sharing bikeways connect neighborhoods to bike lane within the bikeway hierarchy.

Shoulder bikeways are provided on rural roads by widening and paving road shoulders. Shoulder bikeways offer added road width to better accommodate bicycle travel outside of motor vehicle travel lanes.

Shared Roadways are County roads where bikes share the road and right-of-way with other vehicles.

Development of bikeways can occur in several ways:

1. Streets that are built to urban standards can have the appropriate type of bicycle facility added to the roadway based on criteria as described on Page 26.

2. Existing substandard streets can be reconstructed to urban standards with bikeways if the street has been designated on the Bikeway Plan Map.

3. Entirely new streets may be developed. Bikeways can be included based on projected use.

4. Upgrading an existing bikeway, from a shared roadway to a lane-sharing bikeway for example can occur as conditions change, such as higher vehicle speeds or greater traffic volumes.

The bikeway classification system distinguishes urban from rural facilities, and is closely related to road functional classifications, i.e., collector or arterial streets. The following upgraded bikeway descriptions relate to:

A) Roads already built to standards; and
B) Roads to be built or reconstructed at a future date. General criteria are listed to guide the determination of bikeway type, however specialized or unique conditions may also affect the determination.

Upgrading a shared roadway to a lane-sharing bikeway provides greater awareness of bicyclists using the road, and offers bicyclists the use of the developed bicycle network to arrive at their destination. Prevailing traffic speeds should remain below 35 mph, with average daily traffic should be below 5000 vehicles. Minimum width of the shared lane should be 12 feet.

Lane-shared bikeways may be upgraded to bike lanes if prevailing traffic speeds exceed 35 MPH, or where traffic volumes or bicycle-related accidents warrant the addition of bike lanes.

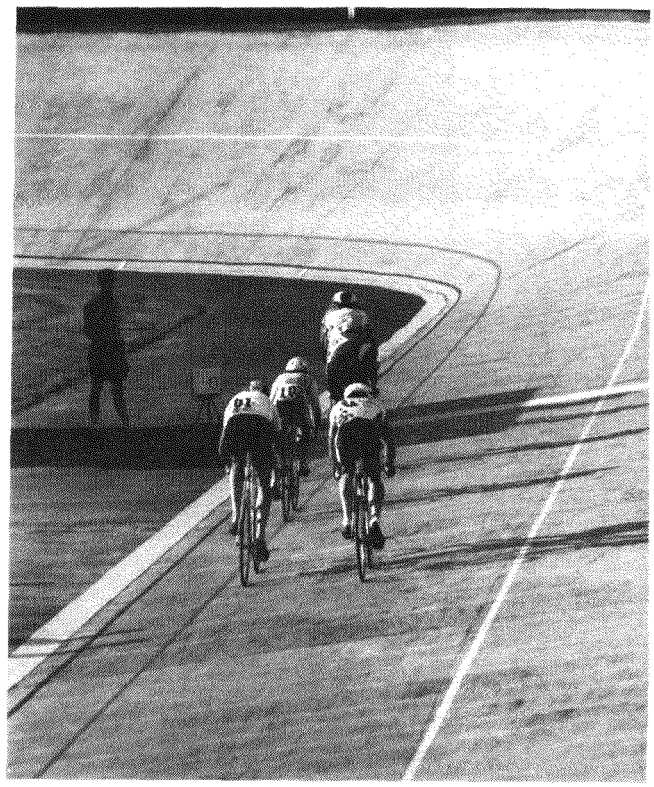
BIKEWAY FACILITIES ON COUNTY ROADS BUILT TO STANDARDS

		Bike Use	Travel Lanes	Median Lanes	Bike Lanes	Turn Lanes	Parking Lanes	Pavement	ROW	Average Daily Traffic @ Speed (MPH)	Shoulder	Bikeway Signing	Bikeway Striping	Notes
URBAN														
Locals														
Residential	A.	Shared Road	1-16'				2-8'	32'	50'	< 1000 @ 25				
		Lane-Share	1-16'				2-8'	32'	50'	< 1000 @ 25		Yes		
	B.	Shared Road	1-12'				2-8'	28'	50'	< 1000 @ 25				Parking May Be One Side Only
Commercial	A.	Shared Road	2-10'				2-8'	36'	50'	< 1000 @ 25				
	B.	Shared Road	2-12'				2-10'	44'	60'	< 1000 @ 25				High Truck Volume
		Lane-Share	2-12'				2-10'	44'	60'	< 1000 @ 25		Yes		High Truck Volume
Industrial	A.	Shared Road	2-11'				2-8'	38'	50'	< 1000 @ 25				
		Lane-Share	2-11'				2-8'	38'	50'	< 1000 @ 25		Yes		
	B.	Shared Road	2-12'				2-10'	44'	60'	< 1000 @ 25				Large Truck Use
		Lane-Share	2-12'				2-10'	44'	60'	< 1000 @ 25		Yes		Large Truck Use
Collectors														
Neighborhood	A.	Shared Road	2-11'				2-8'	38'	50'	1-4000 @ 30				
		Lane-Share	2-11'				2-8'	38'	50'	1-4000 @ 30		Yes		
Major	A.	Shared Road	2-12'				2-10'	44'	60'	4-13,000 @ 30				
	B.	Bike Lanes	2-11'		2-5'	1-12'		44'	60'	4-13,000 @ 30		Yes	Yes	No Parking
Arterials														
Minor	A.	Shared Road	2-12' & 2-14'	1-14'				66'	80'	13-20,000 @ 35-40				No Parking, Res./Comm. Mix
	B.	Bike Lanes	4-11'	1-12'	2-5'			66'	80'	13-20,000 @ 35-40		Yes	Yes	No Parking
	C.	Shared Road	2-12' & 2-13'			1-12'	2-8'	66'	80'	13-20,000 @ 35-40				
	D.	Shared Road	4-11'	1-12'			2-8'	72'	90'	13-20,000 @ 35-40				W/Turn Lanes
Major/	A.	Shared Road	2-12' & 2-14'	1-14'				66'	80'	20-30,000 @ 35-45				High Volume, No Parking
Principle	B.	Bike Lanes	4-12'	1-14'	2-5'			72'	90'	20-30,000 @ 35-45		Yes	Yes	High Volume, No Parking
	C.	Shared Road	4-12'	1-14'			2-8'	78'	100'	20-30,000 @ 35-45				High Volume, W/Parking
RURAL														
Locals		Shared Road	2-12'					24'	50'		2-4' Gravel			
Collectors		Shldr Bikeway	2-12'					32'	60'		2-8' Paved			

BIKEWAY PLAN MAPS

Bikeway Plan Maps designate routes that will ultimately be developed to standards that provide for bicycle travel. Adopted bikeway routes are shown on five Bikeway Plan Maps representing County jurisdiction in the following areas:

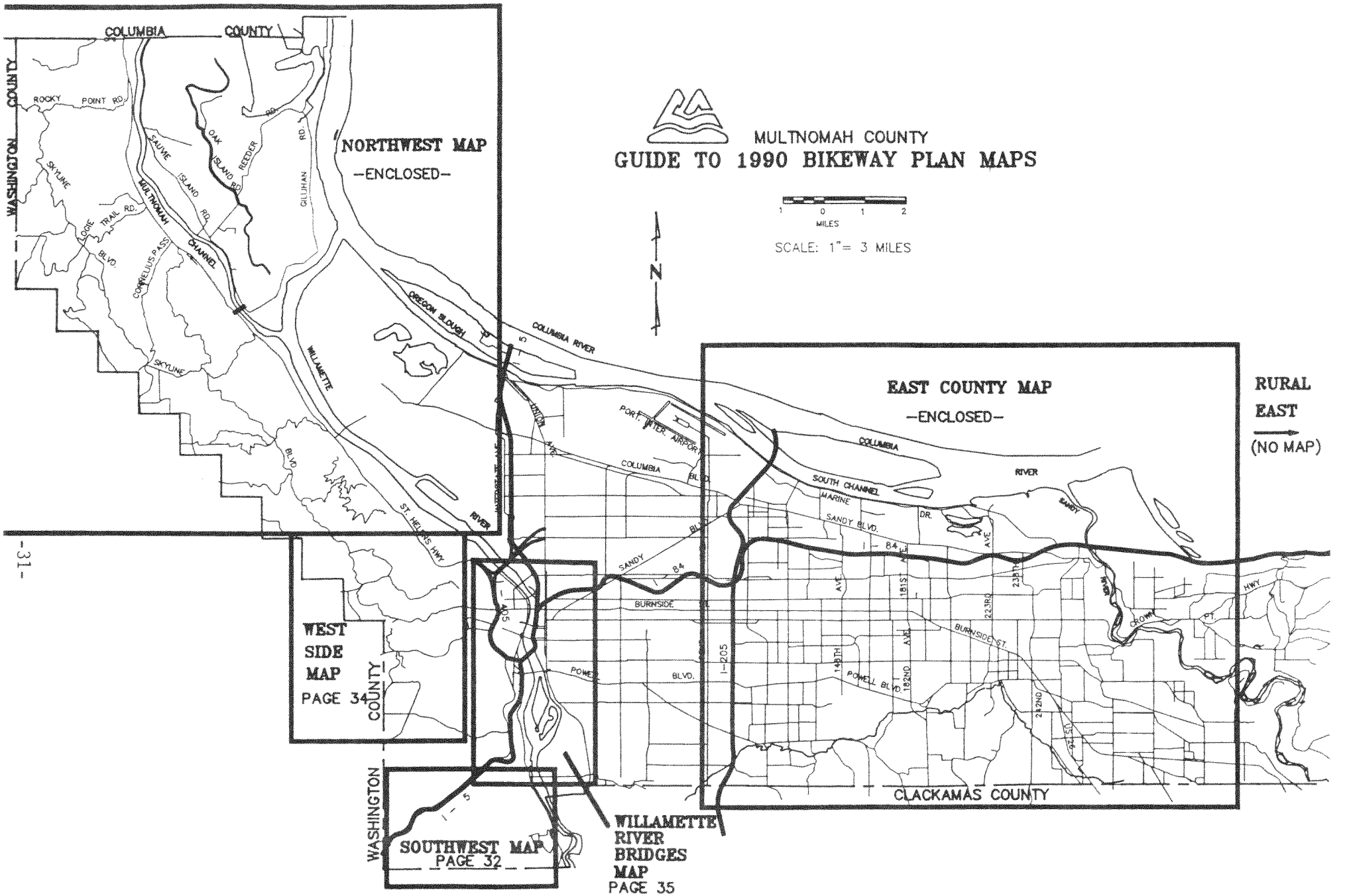
1. Southwest Unincorporated Areas
2. Westside Unincorporated Areas
3. Willamette River Bridges
4. Northwest County: Tualatin Hills and Sauvie Island
5. East County: Urban, Rural and Columbia River Gorge

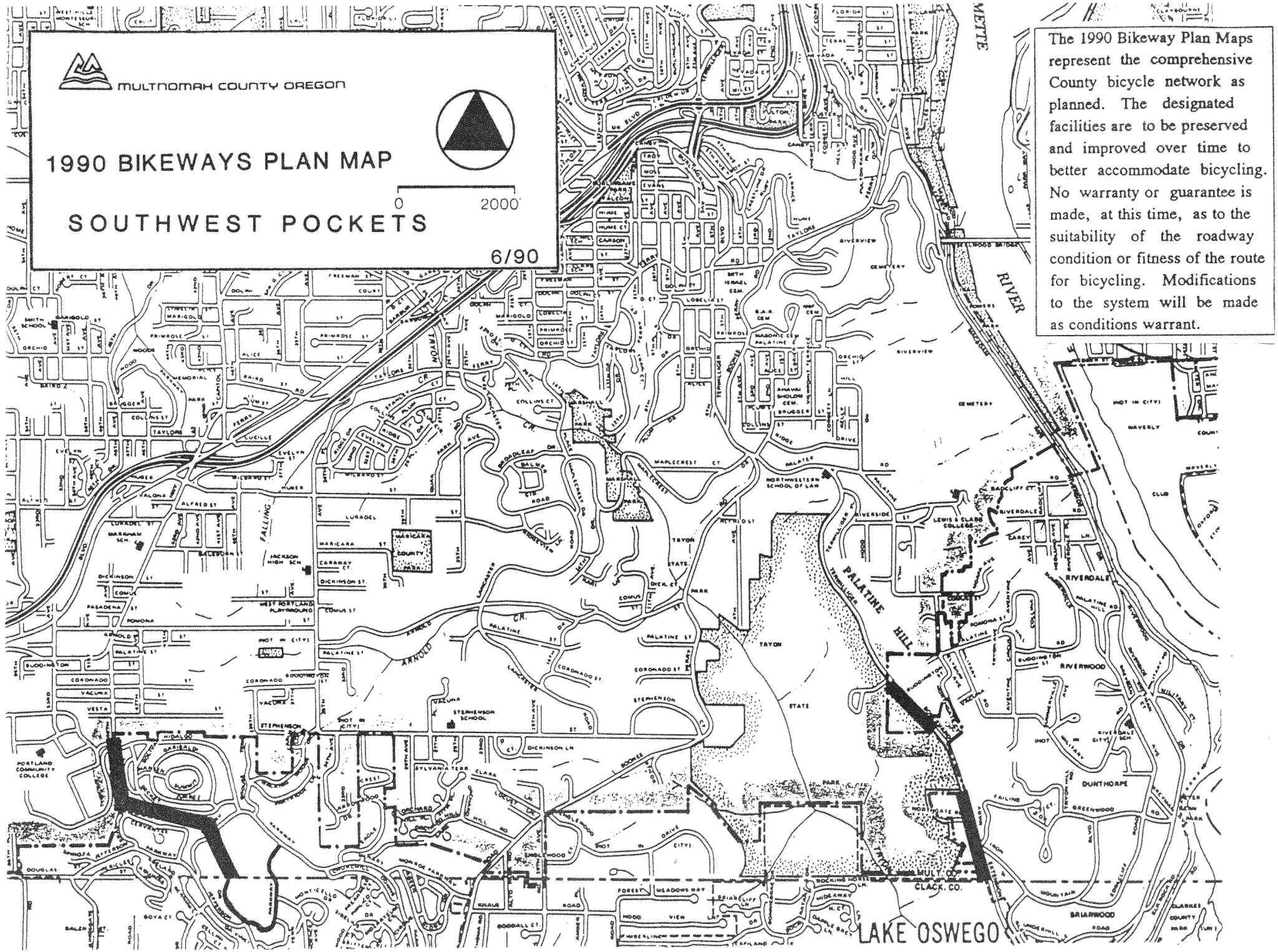


Northwest and East County Bikeway Plan Maps are included separately.

Routes not designated but adopted by reference include: unused County rights-of-way as potential mountain bike trails, future abandoned railroad rights-of-way, utility corridors, levees, dikes, and greenways.

The 1990 Bikeway Plan Maps represent the comprehensive County bicycle network as planned. The designated facilities are to be preserved and improved over time to better accommodate bicycling. No warranty or guarantee is made, at this time, as to the suitability of the roadway condition or fitness of the route for bicycling. Modifications to the system will be made as conditions warrant.


MULTNOMAH COUNTY
GUIDE TO 1990 BIKEWAY PLAN MAPS
1 0 1 2
MILES
SCALE: 1"= 3 MILES
N
NORTHWEST MAP
--ENCLOSED--
EAST COUNTY MAP
--ENCLOSED--
RURAL EAST
(NO MAP)
WEST SIDE MAP
PAGE 34
SOUTHWEST MAP
PAGE 32
WILLAMETTE RIVER BRIDGES MAP
PAGE 35
COLUMBIA COUNTY
WASHINGTON COUNTY
CLACKAMAS COUNTY
ROCKY POINT RD.
SAUVIE ISLAND
OAK ISLAND RD.
REEDER RD.
GILLIHAN RD.
SKYLINE
LOGE TRAIL RD.
BLUE MOUNTAIN
CORNELIUS PASS BLVD.
CHANNEL
WILLAMETTE
OREGON SLOUGH
COLUMBIA RIVER
ST. HELENS HWY
PORT. INTER. AIRPORT
COLUMBIA BLVD.
SOUTH CHANNEL
MARINE DR.
SANDY BLVD.
SANDY
BURNSIDE
POWELL BLVD.
BURNSIDE ST.
I-5
I-205
I-84
181ST AVE
223RD
238TH
148TH AVE
182ND
242ND
HWY
RIVER
CROWN PT.


MULTNOMAH COUNTY OREGON
1990 BIKEWAYS PLAN MAP
0
2000
SOUTHWEST POCKETS
6/90
The 1990 Bikeway Plan Maps represent the comprehensive County bicycle network as planned. The designated facilities are to be preserved and improved over time to better accommodate bicycling. No warranty or guarantee is made, at this time, as to the suitability of the roadway condition or fitness of the route for bicycling. Modifications to the system will be made as conditions warrant.
WILLAMETTE RIVER
PALATINE HILL
RIVERDALE
RIVERWOOD
DUNTHORPE
BRIARWOOD
LAKE OSWEGO
MULT. CO.
CLACK. CO.
PORTLAND COMMUNITY COLLEGE
JACKSON HIGH SCH
STEPHENSON SCHOOL
NORTHWESTERN SCHOOL OF LAW
LEWIS & CLARK COLLEGE
MARICARA COUNTY PARK
TERWILLIGER
ARNOLD
FALLING
TAYLORS
RIVERVIEW CEMETERY
MASONIC CEM.
ANSHAI SHOLOM CEM.
B'NAI B'RITH CEM.
SETH ISRAEL CEM.
WEST CEM.
WAVERLY CLUB
(NOT IN CITY)

MAP 17B BELONGS HERE

BICYCLE HAZARDS AND PROBLEMS BIKEWAY DESIGN AND MAINTENANCE GUIDELINES

The following section of road design, engineering and maintenance guidelines illustrates ways the County could implement the bikeway system. For specific bikeway guidelines and standards, reference must be made to the current American Association of State Highway and Transportation Officials bicycle guidelines; State of Oregon: Bicycle Master Plan and amendments; Federal Highway Administration: Manual on Uniform Traffic Control Devices; and the Illuminating Engineering Society: IES Lighting Handbook.

BICYCLE HAZARDS AND PROBLEMS

Bicyclists are considered by the State of Oregon to be legitimate users of public roads and have the same rights and duties as drivers of motor vehicles. Bicyclists are required to obey all rules of the road as apply to motor vehicles, except regulations which specifically exclude bicycles. County roads not specifically prohibited to bicyclists can, and probably will be used for bicycling. Multnomah County is pursuing a policy of providing an extensive connected network of designated bikeways and a bicycle-friendly road system.

Bicycles often require roadway design, engineering and maintenance practices that directly apply to the needs and characteristics of this non-motorized means of travel. This section describes some of the hazards and problems that maybe encountered by bicyclists.

Lane Sharing:

Where outside travel lanes are 12 foot wide or wider, motor vehicles exercising reasonable caution when overtaking a bicyclist should be able to "share the lane" and pass without crossing into the opposing traffic lane. However, the passing vehicle will often cross into the opposing lane and even delay the passing maneuver until it can be safely executed. With lane sharing, higher speeds and large vehicles, i.e., trucks add to the risk of the bicyclist, especially on narrower roads or where no paved shoulder exists.

Roads with uphill grades result in bicycles traveling at slower speeds while climbing. Overtaking motor vehicles would necessarily need to reduce speed until it is safe to execute the passing maneuver. Also where sight distance is impaired, overtaking motorists must follow bicyclists until it is safe to pass if the opposing lane is used to execute the pass.

Additional lane width or paved shoulders would be beneficial on uphill lanes and where sight distance is impaired. Sharing of the travel lane would be facilitated, and delays between bicyclists and motorists reduced.

On roadways with outside lanes less than 12 feet wide and without paved shoulders, overtaking traffic must use the opposing traffic lane to safely pass the bicyclist. Experienced bicyclists will realize that the lane is too narrow to effectively share with the motorist, and therefore will "take the lane."

In this manner, the unsafe situation of sharing a lane of substandard width is avoided. The unspoken message is sent to the overtaking motorist to pass using the opposing lane when it is safe to do so. Motorists unfamiliar with bicyclist behavior may not understand this maneuver, or resent the delay. Informing and educating motorists is an important component of the Bicycle Program to explain such situations as lane sharing.

Substandard lane widths of less than 12 feet should be remedied:

1. On uphill grades
2. Where sight distance is impaired
3. On shared bikeways
4. On rural County roads

Shoulder Bikeways:

Roads with paved shoulders can be quite useful for bicycle travel. There are several factors that need to be considered when designing shoulder bikeways.

1. Bicycles typically have narrow, high pressure tires that affect cyclists' balance and stability on irregular surfaces. Rural roads can best accommodate bicyclists if they have a smooth all-weather, paved shoulder. A clean and smooth shoulder can provide a rural bicycle facility, separated from motorized traffic, that is safer than shared lanes. Paved shoulders will result in more predictable bicycle travel and less congestion between motorist and bicyclist, by placing bicycles in a separate travel lane.

2. Bicycles are subject to lateral aerodynamic forces caused by large motor vehicles such as trucks, buses, and recreational vehicles. The effect of air turbulence increases with increased speed of the motor vehicle and decreased distance between the two vehicles.

On roads with substantial truck or bus traffic, and particularly roads where the prevailing speed of motor vehicles is greater than 45 MPH, precautions should be taken to reduce the hazard and risk of accidents to bicyclists from lateral aerodynamic forces.

3. Regardless of the width of shoulder bikeway, the outside edge is seldom used by bicyclists. Along this edge there may be drainage problems, intrusion by vegetation, debris not swept off or blown off by motor vehicles, and raveling of pavement edges. The effective width of the shoulder bikeway is therefore reduced.

   The riding style and confidence level of the bicyclist, and traffic conditions (speed and volume) will determine where the bicyclist will ride within the effective width of the shoulder bikeway. As a general principle, bicyclists will ride further to the right as traffic volumes and traffic speeds increase.

Road Hazards:

Road conditions that are usually not hazardous to motorists, present special problems to bicyclists. Potential road hazards to bicycles should be considered during road design and construction, and in road maintenance procedures. The following is a list of bicycle road hazards and problems that the County can affect:

a. Drainage grate inlets can pose a hazard to bicycle travel. Multnomah County has sought to eliminate all drainage grate conditions that trap the bicycle wheel and cause the bicyclist to loose control. However when wet, drainage grates become slippery and can cause the bicyclist to loose control. Bicyclists tend to steer away from drainage grates to avoid this hazard. By steering left, the bicyclist may encounter another hazard from overtaking vehicles.

   One remedy would have drainage grates located outside of bicycle travel lanes. A drainage facility used recently by the County sits inside and flush with the curb and thus eliminates this bicycle hazard.

b. Upon new construction, reconstruction or resurfacing, in-road fixtures such as utility covers and drainage grates need to be adjusted so that they are flush with the finish grade rather than sunken below or projecting above grade.

c. Raised roadway reflectors provide valuable safety benefits to motorists. However, "buttons" are a surface irregularity that can pose a hazard to bicyclists. This is especially true when the reflectors are placed in or near bicycle travel lanes where they may deflect the bicycle into the traffic lane. If no other alternative is available, reflectors need to be installed outside of the bikeway and have a beveled front edge.

d. Extruded curbs, when used as a barrier between motorist and bicyclist, can be a hazard to both. Extruded curbs also cause debris to collect inside the bikeway, and are a maintenance problem when sweeping or overlaying the roadway. Extruded curbs should not be used to delineate bikeways. If a physical barrier is necessary, 32" G.M.-type concrete barriers are superior since they provide safety advantages and discourage accumulation of debris.

e. Sand, gravel, glass, and other debris in the bicycle travel lane is hazardous to bicycling. Regular sweeping of the bikeway can control the accumulation of debris, but cannot eliminate the problem. Debris is often drawn onto the pavement from adjacent unpaved streets, driveways, parking areas, and farming operations. An effective solution to this problem is to pave an apron or approach to the roadway from unpaved areas. This practice will lessen the need for debris removal on the bikeway.

Intersections:

Bicyclists are subject to the same means of traffic control as motorists. For bicyclists to properly obey traffic control devices such as traffic lights, these devices must be selected and installed to accommodate bicycles as well as motor vehicles.

Traffic control devices should be placed so they can be seen by bicyclists who are correctly positioned on the roadway. If the signal is unable to detect a bicycle, the bicyclist may opt to proceed through the intersection against the light. Detectors for traffic-activated signals may need to be placed in the bicycle travel lane and capable of detecting bicycles. Push button signal activators, placed to be visible and accessible to the bicyclist, can remedy this problem.

Bicycle lanes often begin or end short of the intersection. This alignment does not provide necessary traffic control for motorists and bicyclists. Congestion may result, particularly if the motorist or bicyclist is inexperienced with this situation. One notable problem is the routing of bicyclists through an intersection while motorists seek to turn right correctly from the right-hand lane. Traffic solutions that have been successfully implemented in other communities should be evaluated with the objective of providing a more comprehensive bicycle network and reducing congestion.

Railroad Crossings:

Railroad crossings are particularly hazardous situations to bicyclists. The problem is aggravated by diagonal crossings and frequent wet, rainy conditions. Slippery railroad crossings, irregular surfaces, and the chance that the bicycle wheel will be caught in the rail flangeway could each lead to loss of control. Several engineering and design solutions are available to mitigate these problems, and should be used where bikeways intersect with railroad crossings.

Road Maintenance Needs:

Bicycling safety can be compromised by inadequate maintenance. A safe road surface is essential for a pleasurable riding experience. Potholes, bumps, seams, and debris can have a minor impact on motor vehicles. However, these conditions can cause loss of control of the bicycle, or conflicts with motorists as the bicyclist avoids these hazards.

Bicycles require a higher standard of road maintenance than motor vehicles. Bicycle travel lanes need to be maintained free of potholes, bumps, corrugations, seams, fragmented pavement edges, gravel, glass, vegetation, and other debris or obstacles that detract from a smooth and safe riding surface.

Maintenance of road facilities frequented by bicyclists does not require changes in the type of maintenance activities that occur. Instead, road maintenance in these situations needs to focus on the particular and unique needs of bicyclists.

LANE SHARING ROADS

A shared roadway should safely accommodate both motor vehicles and bicycles, and is a reasonable bicycle facility for most County roads. Lane sharing occurs where bike lanes or paved shoulders are not available to the bicyclist.

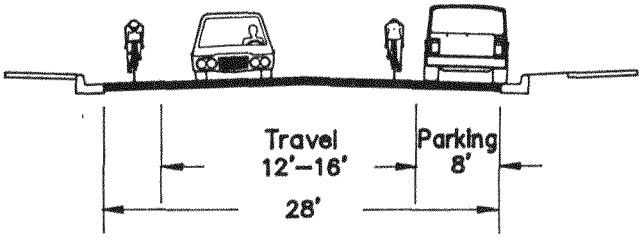
Sufficient lane width along with traffic volumes and speeds are important variables in developing shared roadways. The objective is for motorists and bicyclists to each use the shared roadway without unduly compromising the other's level of service and safety.

The optimum width of the shared lane is 14 feet which allows bicyclists and motorists to operate side-by-side. Lanes wider than 14 feet would encourage motorists to travel two abreast. Lane width on shared roadways is based on usable pavement width and is measured from lane strip to pavement edge line excluding curbs, gutters or raveled pavement edges.

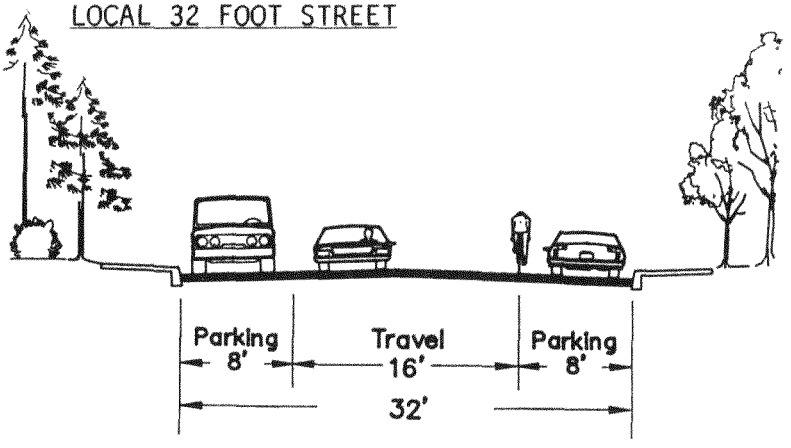
Minimum lane width of a shared roadway should be 12 feet which is most appropriate where traffic volumes and speeds are relatively low. On uphill slopes greater than 5%, where sight distance is impaired, or where traffic volumes exceed 4,000 vehicles daily, additional lane width is needed for added safety.

Lane sharing should not be encouraged on roads having heavy usage by large vehicles such as trucks or buses, or where the prevailing traffic speed is greater than 45 MPH. In such cases, shoulder bikeways, bike lanes or alternate bikeway routes should be considered.

LOCAL 28 FOOT STREET



LOCAL 32 FOOT STREET



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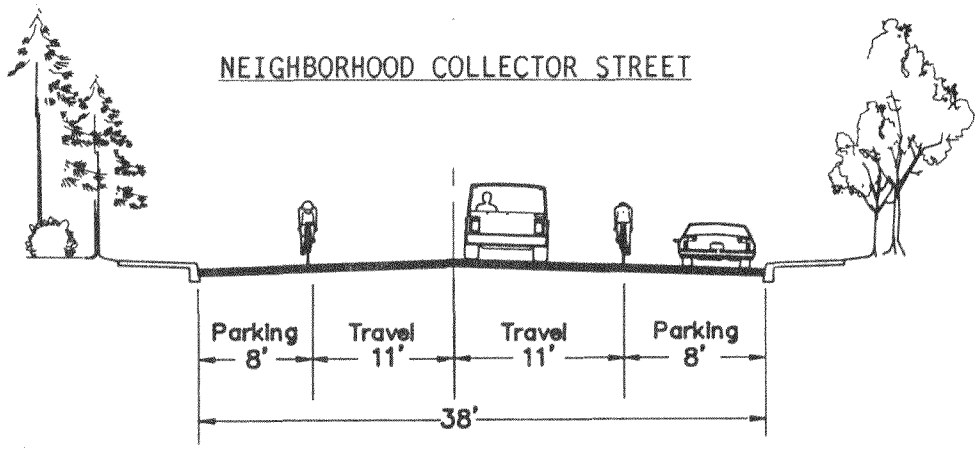
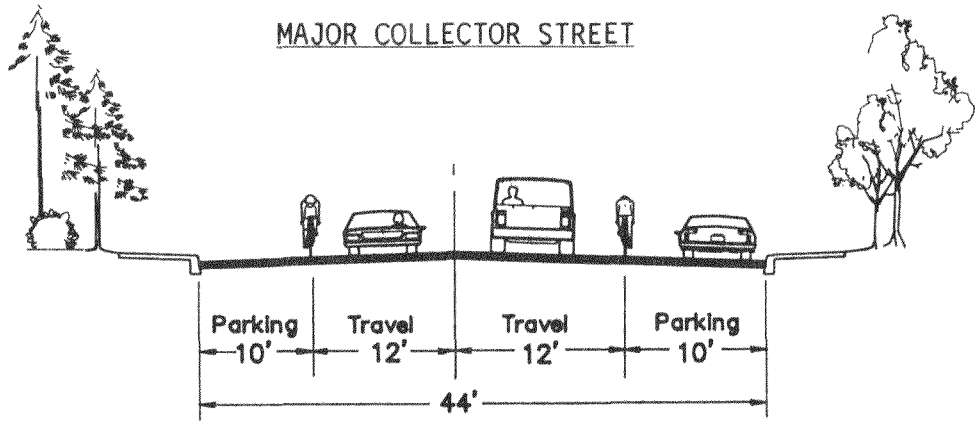
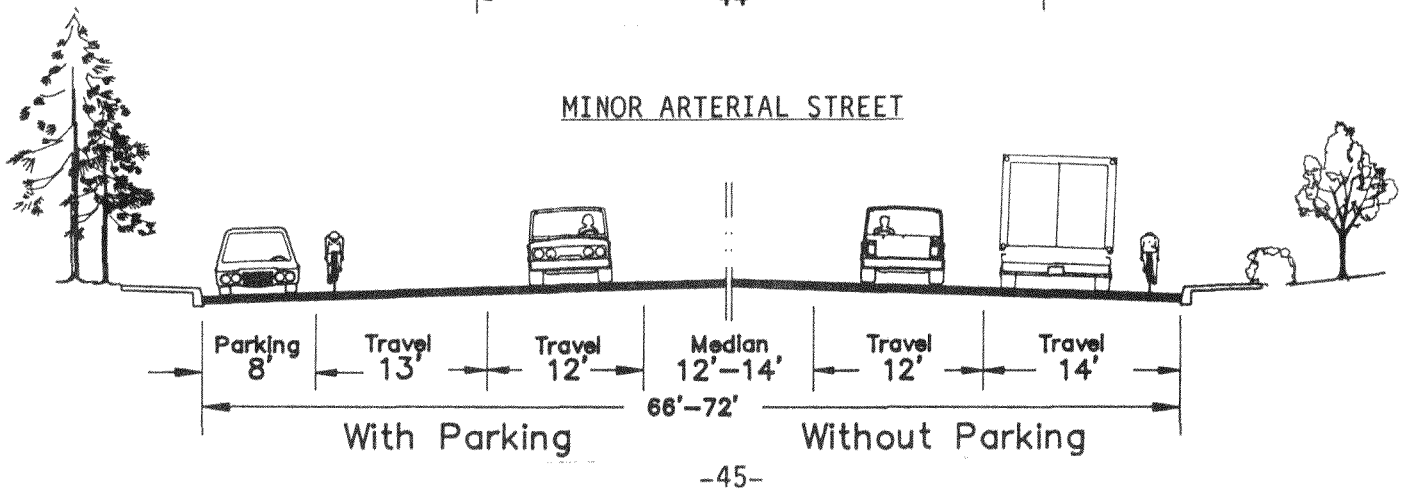
Multnomah County has developed arterial and collector streets with 8 to 10 foot parking lanes that are often used by bicyclists. However, a bicyclist, when passing a parked car may enter into the adjacent travel lane - possibly into the path of an overtaking vehicle. This problem is most acute where the outside travel lane is less than 12 feet wide, or the parking lane is only 8 feet wide.

Where no alternate bikeway route is available, outside lanes on arterial streets should be 12 feet wide. This added width will promote safer lane sharing on arterial streets, especially where traffic volumes are relatively high. Parking should be prohibited on arterial streets with bike lanes.







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SHOULDER BIKEWAYS

The rural road bikeway standard is to add paved shoulders wherever possible. Rural collector roads are specified as having two 4 foot wide paved shoulders. Shoulder bikeways should be a minimum 4 feet wide, 6 feet is preferred.

Paved shoulders significantly reduce risks to bicyclists and motorists on rural roads, and where grades are greater than 5% or where sight distance is impaired. To create a safer, more bicycle-friendly rural bicycle system, shoulders should be added as a priority on roads with steep slopes and poor visibility.

Paved shoulders have added benefits: as travel lanes for farm equipment, lower road maintenance costs than gravel shoulders, and safer roadways for motorists and other users of the right-of-way (school buses, mail delivery, and pedestrians). A policy of adding paved shoulders on rural local and collector roads should be considered wherever it is cost-effective or significantly improves safety. Paved shoulders not only provides safer rural bikeways, but has the added benefit of a more accommodating roadway for a wide variety of users.

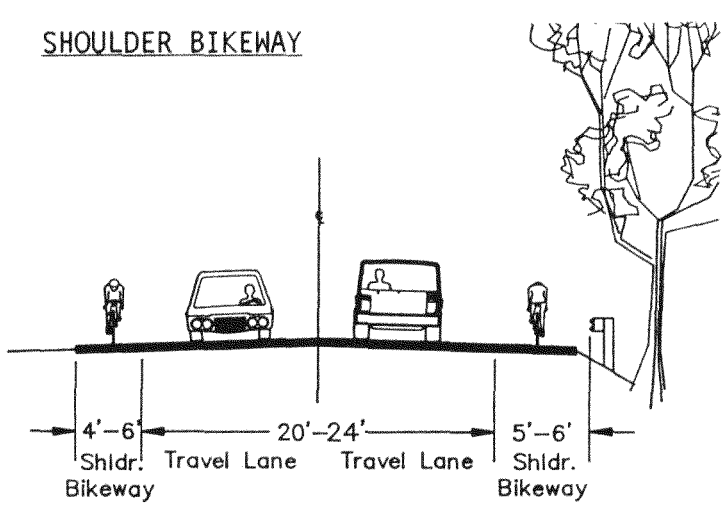
BIKE LANE WIDTH AND PLACEMENT

The objective of bicycle lanes is to provide a clear riding zone of 4 feet minimum width for the exclusive use of bicyclists. Parking is not allowed in bike lanes per State law.

Bike lanes on County roads should always be one-way facilities, traveling with the flow of traffic and located on the right side of the road. The exception is one-way streets where the bike lane may be located on either side of the street.

Minimum 5 foot wide bike lanes can be placed between parking lanes and traffic lanes. It is much safer however, to design streets without parking adjacent to bike lanes because of limited visibility, and the threat of car doors suddenly opening into the bike lane.

SHOULDER BIKEWAY



A one foot shy distance is necessary between the clear riding zone and obstructions, although 2 feet is preferred.

AASHTO bicycle guidelines specify a minimum bike lane width of 4 feet, measured from edge of pavement or other outboard constraint. The State of Oregon Bicycle Master Plan specifies a preference for 6 foot bike lanes.

In no case should there be constrictions within bicycle lanes (narrower pavement width, power poles, guardrails, or longitudinal cracks) that reduces the effective bike lane width below 4 feet.

The standard County bike lane width is 5 feet. This does not include the one foot shy distance. Four feet should only be used when some physical or other constraint prohibits developing a standard 5 foot bike lane. In this case, other alternatives should be considered to provide standard bike lanes including:

Reduce lane widths
Relocating the centerline
Route bike paths around obstructions

Bicycle lanes should be 6 feet wide when prevailing motor vehicle speeds are greater than 45 MPH, and:

a. Five percent or more of average daily traffic is composed of trucks, buses or other large vehicles, or
b. More than 20 large vehicles travel on the road during any one hour.

Bike lanes wider than 6 feet are not recommended as they may be mistaken for a motor vehicle lane. Where right or left turn only lanes are designated for motor vehicles, AASHTO bicycle guidelines should be followed:

> "At intersections, bicyclists proceeding straight through and motorists turning right must cross paths. Striping and signing configurations which encourage these crossings in advance of the intersection, in a merging fashion, are generally preferable to those that force the crossing in the immediate area of the intersection."

Guide for the Development of New Bicycle Facilities, 1981.

BIKE PATH WIDTH AND PLACEMENT

Bike paths are preferential bicycle corridors that exclude motor vehicles and have few street crossings.
One-way bike paths are not recommended as they will invariably be used for two-way travel. The exception may be bridges where the only recourse to accommodate bicycles is one-way bike paths. Regulatory signing is vital in this case.

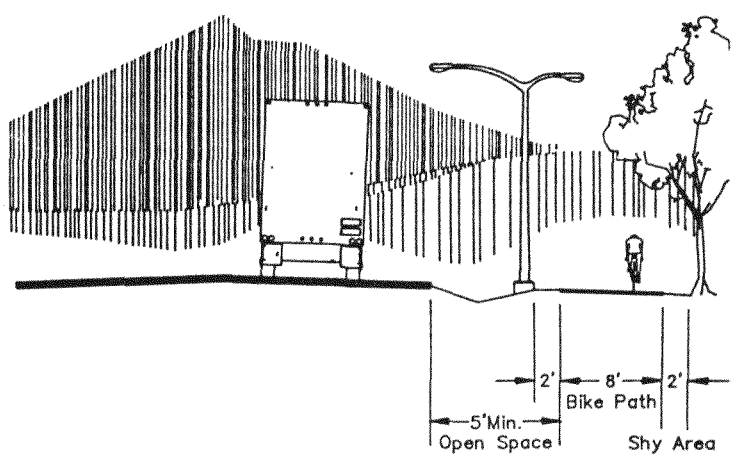
Bike paths should be physically separated from motor traffic by a minimum 5 foot open space, or a substantial barrier of 4.5 feet or greater height.

The desired minimum width of a two-way bicycle path is 10 feet. A minimum two foot graded shy distance on both sides of the bike path is required. A shy distance of 3 feet is preferred to provide additional clearance from obstacles and greater recovery space, especially if steep slopes, rip rap or other hazards are present. If the bike path is projected to have a substantial number of pedestrians, it should be widened to 12 feet as a dual purpose bike path, and striped for one pedestrian lane and two way bike traffic.

An 8 foot bike path width will suffice when:

1. The volume of bicycle traffic will be low - even during peak periods.
2. Adequate vertical and horizontal alignment is provided with frequent, safe passing opportunities.
3. Pedestrian use of the facility will be infrequent.
4. Maintenance vehicles and other heavy loads will not cause pavement edges to deteriorate.

MINIMUM BIKE PATH REQUIREMENTS

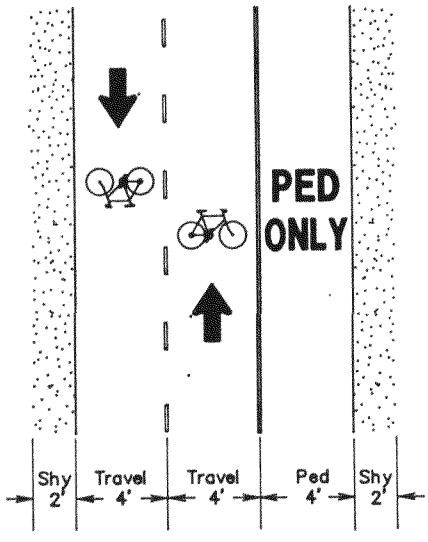


A 12 foot wide bike path is recommended when:

1. The volume of bicycle traffic will be relatively heavy.
2. The facility will be shared frequently with joggers, pedestrians and other non-bicycle users.
3. Heavy maintenance vehicles will use the facility.
4. On steep uphill grades.
5. Riding two abreast is likely such as pathways where group rides or family recreational riding is likely to occur.

All bike paths should be designed to reduce the risk of crime with consideration given to openness, visibility and lighting

BICYCLE/PEDESTRIAN PATH



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BIKEWAY DESIGN AND CONSTRUCTION

Design Speed:

For bikeways on County roads, the design speed of the roadway is generally adequate for bicycle speeds.

The speed that a bicyclist travels on a bike path is dependent on several factors including:

- Type and condition of the bicycle,
- Purpose of the trip,
- Condition and location of the path,
- Wind speed and direction,
- Physical condition and skill level of the bicyclist.

Bicycle paths should be designed for travel speeds that are at least as high as the prevailing speed of faster bicyclists.

Minimum design speed of a bike path is 20 MPH. When a bike path grade exceeds 4 percent, or where strong prevailing tail winds exist, such as East Multnomah County, a design speed of 30 MPH is advisable.

Radius of Curvature:

Radius of curvature is generally adequate for bikeways developed on County roads built to urban standards.

Care must be taken when designing bike paths to avoid sharp angles and short radius curves, particularly on long downhill grades where the velocity of a descending bicycle can be quite high.

The minimum radius of curvature negotiable by a bicycle is a function of the superelevation rate of the bike path surface, the coefficient of friction between bicycle tires and the bike path surface, and the speed of the bicycle. AASHTO specifies minimum design radii of curvature derived from the following formula.

$$R = \frac{V^2}{15\,(e+f)}$$

Where R = Minimum radius of curvature (ft),
V = Design speed (MPH),
e = Rate of superelevation,
f = Coefficient of friction.

Guide for the Development of New Bicycle Facilities, Copyright 1981. The American Association of State Highway and Transportation Officials, Washington, D.C. Used by permission.

For most bike paths the superelevation rate will vary from a minimum of 2 percent (the minimum necessary for adequate drainage) to a maximum of 5 percent (beyond which maneuvering difficulties by slow bicyclists and adult tricyclists may occur). The minimum superelevation rate of 2 percent will be adequate for most conditions.

The coefficient of friction between bicycle and bike path depends on: surface type, road roughness and condition, tire type and condition, and whether the surface is wet or dry. Friction factors used for design should be selected based upon the point at which centrifugal force causes the bicyclist to recognize a feeling of discomfort and instinctively act to avoid higher speed. Extrapolating from values used in highway design, design friction factors for paved bike paths can be assumed to vary from 0.30 at 15 MPH to 0.22 at 30 MPH.

Based on a superelevation rate (e) of 2 percent, minimum radii of curvature can be selected from the following table.

DESIGN RADII FOR BICYCLE PATHS*

Design Speed-V (MPH)	Friction Factor f	Design - R (Feet)
20	0.27	95
25	0.25	155
30	0.22	250
35	0.19	390
40	0.17	565

*e = 2%

Guide for the Development of New Bicycle Facilities, Copyright 1981. The American Association of State Highway and Transportation Officials, Washington, D.C. Used by permission.

When substandard radius curves must be used on bicycle paths because of right-of-way or topographical or other considerations, standard curve warning signs and supplemental pavement markings should be installed in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and the State Bicycle Master Plan. The negative effects of substandard curves can also be partially offset by widening the pavement through the curves.

Grade:

Grades on bike paths should be kept to a minimum, especially on long inclines. It is most desirable that sustained grades be no greater than 4 percent, especially if a wide range of riding skills need to be accommodated.

Grades greater than 5 percent are undesirable because the ascents are difficult for bicyclists to climb and the descents cause some bicyclists to exceed speeds at which they are competent. Where terrain dictates, grades over 5 percent and less than 500 feet long are acceptable when a higher design speed is used and additional bike path width is provided.

Bike paths on a grade should have a level ramp at least 15 feet in length at intersections. This level area will permit the bicyclist to remain stopped without rolling into the intersection.

Drainage:

Drainage grates and other surface irregularities should be kept outside of bicycle travel lanes. Drainage inlets and other fixtures in the pavement should be kept flush with the riding surface on County roads. New road construction and reconstruction of existing roads should include curb inlet drainage grates whenever possible.

The recommended minimum pavement cross slope of 2 percent on bike paths will generally provide adequate drainage. Sloping in one direction, instead of crowning, is preferred and usually simplifies bike path drainage and construction. A smooth surface is essential to prevent water ponding and ice formation.

Where a bicycle path is constructed on a hillside, a ditch of suitable dimensions should be placed on the uphill side to intercept the run off. However, such ditches should not create hazard to bicyclists. Catch basins and culverts may be necessary to carry the intercepted water under the path. To reduce drainage from adjacent areas, bike path construction should include natural ground cover with seeding, mulching and sodding of adjacent slopes, and other erodible areas.

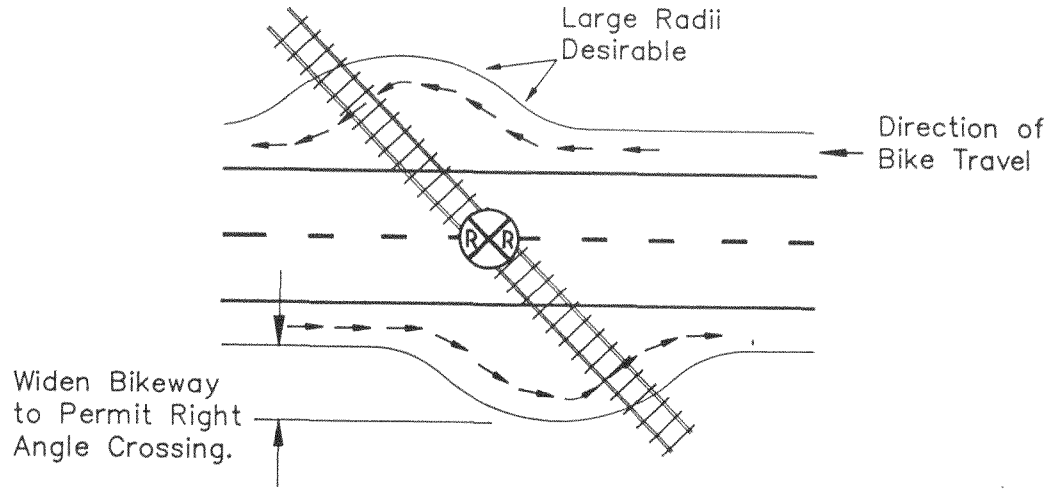
All parallel bar drainage grates located on County roads shall have steel cross straps welded perpendicular to the parallel bars. This will prevent bicycle wheels from dropping into the grate, potentially resulting in damage to the bicycle and injury to the rider.

Railroad Crossings:

Railroad/bikeway crossings should be at right angles. Crossings that deviate from a 90 degree angle create the potential for a bicyclist's front wheel to be trapped in the flangeway, possibly causing loss of steering control. It is also important that the bikeway approach be at the same elevation as the rails.

Crossing surface material and flangeway depth and width are important design parameters of bikeways at railroad crossings. The bicycle travel lane can be widened where the crossing angle is less than 90 degrees. This allows bicyclists adequate room to approach the tracks at a right angle. Where this is not possible, compressible flangeway fillers will improve bicycle safety. Whenever possible, abandoned tracks should be removed. Railroad warning signs and pavement markings will need to be installed on bikeways in accordance with MUTCD.

BIKEWAY RAILROAD CROSSING



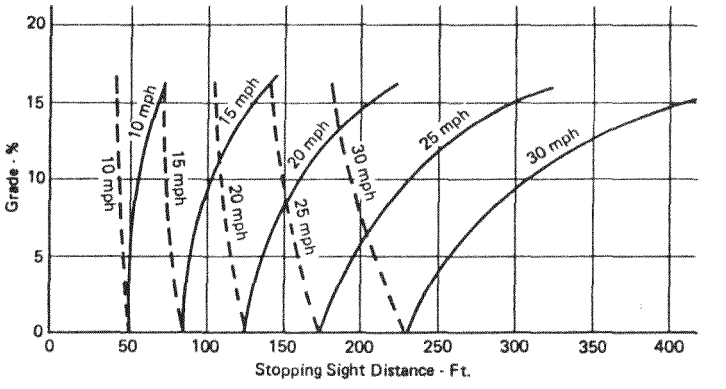
Sight Distance:

Sight distance is the length of bikeway ahead that is clearly visible to bicyclists. Sufficient unobstructed sight distance must be provided so that bicyclists can either stop or take evasive action to avoid a collision. Adequate lateral vision is required at intersections and driveways.

A bike path should be designed with adequate stopping sight distances, per AASHTO guidelines. The distance required to bring a bicycle to a full controlled stop is a function of the bicyclist's perception and braking reaction time, speed of the bicycle, coefficient of friction between tires and pavement, and braking ability of the bicycle.

The following chart illustrates minimum stopping sight distances for various design speeds and grades based on a total perception and brake reaction time of 2.5 seconds, and a coefficient of friction of 0.25. This rate accounts for the poor wet-weather braking characteristics of many bicycles. For two-way bicycle paths, the sight distance in the descending direction, that is where "G" is negative, will control sight distance design.

STOPPING SIGHT DISTANCE



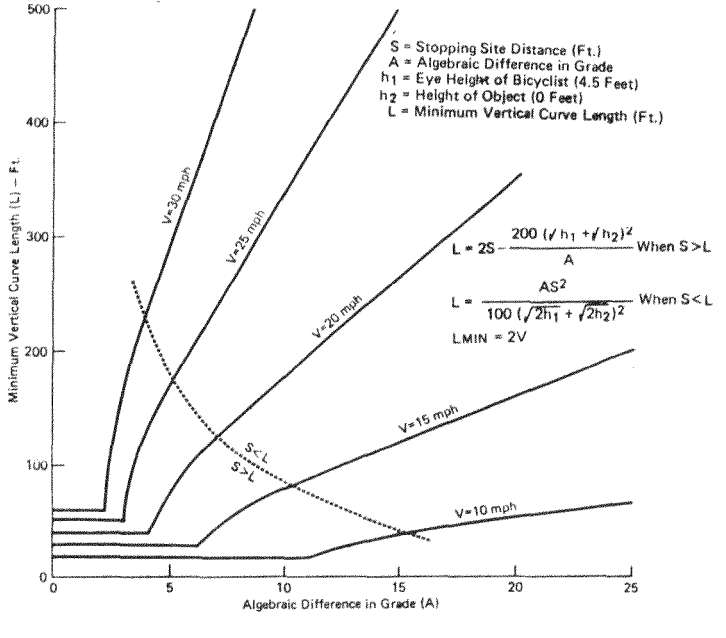
$$S = \frac{V^2}{30(f \pm G)} + 3.67\,V$$

Where: S = Stopping Sight Distance, Ft.
V = Velocity, mph
f = Coefficient of Friction (use 0.25)
G = Grade Ft./Ft. (rise/run)

Decend (−G) ——— Ascend (+G) — — —

The table below illustrates minimum length of vertical curve necessary to provide minimum stopping sight distance at various speeds on crests. Eye heighth of the bicyclist is assumed to be 4.5 feet, object height is assumed to be zero assuming hazards to bicycle travel exist at pavement level.

STOPPING SIGHT DISTANCE: CREST VERTICAL CURVES

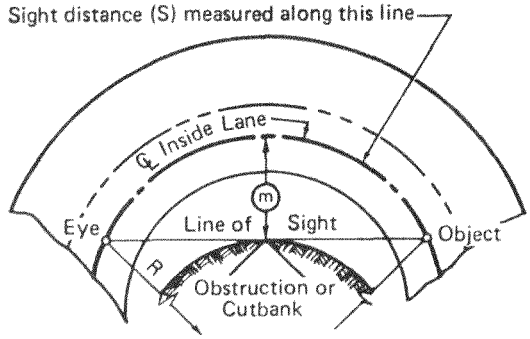


The Lateral Curve tables indicate minimum clearance that should be used to line-of-sight obstructions for horizontal curves. The desired lateral clearance is obtained by entering Lateral Curve data with stopping sight distance and the proposed horizontal radius of curvature.

Bicyclists frequently ride beside each other on bike paths. On narrow paths, bicyclists have a tendency to ride near the middle of the path. For these reasons, and because of the serious consequences of head-on bicycle accidents, lateral clearances on horizontal curves should be calculated based on the sum of the stopping sight distances for bicyclists traveling in opposite directions around the curve. Where this is not feasible, consideration should be given to:

- Widening the path through the curve,
- Installing a yellow center stripe,
- Installing a curve ahead warning sign,
- Some combination of these.

LATERAL CLEARANCE ON HORIZONTAL CURVES



Line of sight is 2.0' above ℄ inside lane at point of obstruction.

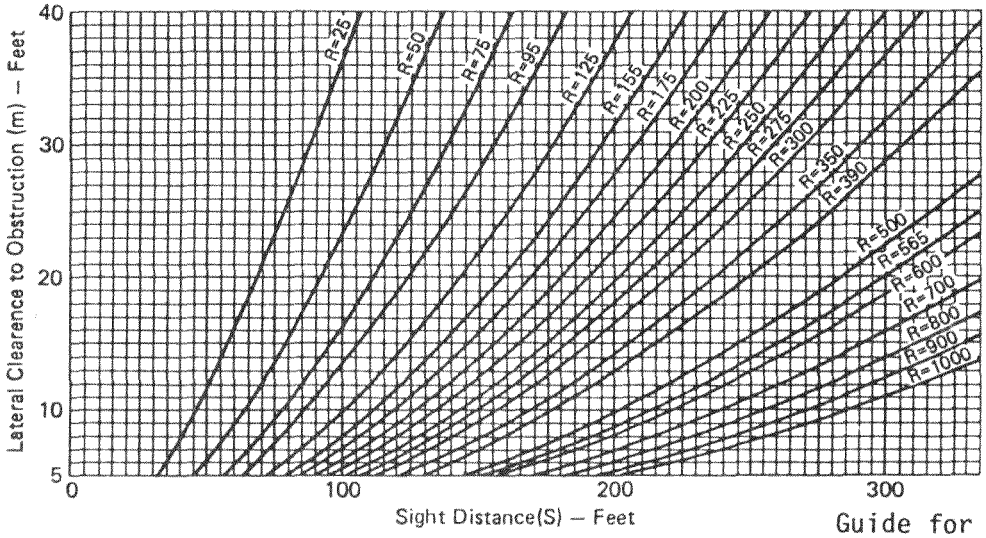
S = Sight distance in feet.
R = Radius of ℄ inside lane in feet.
m = Distance from ℄ inside lane in feet.
V = Design speed for S in mph.

Angle is expressed in degrees

$$m = R\left[\text{vers}\left(\frac{28.65S}{R}\right)\right]$$

$$S = \frac{R}{28.65}\left[\cos^{-1}\left(\frac{R-m}{R}\right)\right]$$

Formula applies only when S is equal to or less than length of curve.



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Lighting:

Fixed-source lighting may be necessary to reduce conflicts along bikeways and at intersections. Lighting allows bicyclists to see better the travel lane ahead, and is a deterrent to crime. Lighting should be considered where night riding is expected, such as bikeways serving college students or commuters.

Lighting is important at major intersections, through underpasses or tunnels, and when nighttime security could be a problem. Depending on the location, average maintained horizontal illumination levels of 0.5 foot-candle (5 lux) to 2 foot-candles (22 lux) is desirable. Where special security problems exist, higher illumination levels may be necessary. Light standards (poles) should meet recommended horizontal and vertical clearances. Luminaires and standards need to be at a scale appropriate for the bikeway and vandal resistant. The IES Lighting Handbook Applications Edition provides more specific illuminance standards.

Restrictions to Motor Vehicles:

Bike paths may need a physical barrier or adequate signing to prevent unauthorized motor vehicles from using the exclusive bikeway. Removable posts or bollards restrict motor vehicle access while permitting entrance by authorized vehicles. Any barrier should be highly visible to cyclists. Posts and bollards need to be permanently reflectorized for nighttime visibility and painted a bright color for improved daytime visibility. When more than one post is used, a 5-foot spacing is recommended. Wider spacing can allow entry to motor vehicles, while narrower spacing might prevent entry by adult tricycles and bicycles with trailers.

Intersections:

Intersections are an important consideration in bikeway design. If alternate locations for a bikeway are available, the route with the fewest intersections or the most favorable intersection conditions should be selected. To cross freeways and other high speed, high volume roads, a grade separated structure may be the best solution. Cost of a structure will be relatively high but reduced congestion and level of safety gained will support the decision to provide grade-separated crossings.

For at-grade intersections, turning movements must be considered, and motor vehicle and bicycle rights of way defined. Motor vehicles turning right at an intersection can be particularly hazardous to bicyclists. The type of traffic control to be used (signal, stop sign, yield sign) should be selected by application of warrants from the MUTCD. Bicycles are counted as vehicles in these determinations and may be given priority at some intersections.

Where bikeways cross high speed, or high volume multiple lane roads, a median island refuge area or bicycle activated signal is advisable to accommodate the crossing movement.

Bicycles and motor vehicles should be controlled at intersections of major streets and bikeways by using standard traffic control devices.

The type, size and location of traffic signs should also be in accordance with the MUTCD. Care is needed to ensure that bikeway signs are located so they do not confuse motorists. Conversely, road signs need to be located where they do not confuse bicyclists.

Traffic detection devices need to be sensitive to bicycles. A bicyclist can usually cross an intersection under the same signal phasing as motor vehicles. However, multi-lane streets require special consideration to ensure that short clearance intervals are not used. To check the signal clearance interval, a bicycle speed of 10 MPH and a perception/reaction/ braking time of 2.5 seconds should be used.

Detectors for traffic-actuated signals that are sensitive to bicycles, should be located in the bicyclist's expected path, including left turn lanes. Bicyclist activated signals should be conveniently located so that dismounting is not required. Programmed visibility signal heads should be checked to ensure that heads are visible to bicyclists who are properly positioned on the road.

It is preferable that a bike path crossing an arterial street be located away from other congestion, such as highways and shopping centers.

Bike path intersections and approaches should be on relatively flat grades with adequate stopping sight distances. Advance warning must be given to permit bicyclists to safely stop prior to reaching the intersection, especially on downgrades.

Normal rules of the road (ORS 811.005-811.730) should apply to separate bike path/street intersections. Where constraints preclude development of separate intersections, other options should be considered that minimize congestion and hazards to bicyclists. Bike paths may need to cross major streets at, or adjacent to pedestrian crossings. Intersection design and control should not result in unconventional vehicle turning movements that compromise bicyclist safety.

The MUTCD and Oregon Bicycle Master Plan should be consulted for guidance on signs and pavement markings. Where bicyclists are expected to use different routes than motorists, directional signing is necessary, confirming to cyclists that the bike route leads to their desired destination.

Vertical and Horizontal Clearance

A minimum 2 foot shy distance on both sides of a bikeway is necessary for safe operation. Three feet is preferable. Vertical clearance to obstructions including tunnels and undercrossings should be a minimum of 8 feet. Vertical clearance may need to be greater to permit passage of maintenance vehicles. A vertical clearance of 10 feet is preferred.

Fencing or other barriers may be necessary to insure safety for bikeways located in close proximity to steep slopes or waterways. Hedges, trees, and native growth can be an effective aesthetic barrier.

A minimum 5 foot separation between a bike path and an adjacent roadway is required, confirming to both bicyclist and motorist that the bike path is a separate, non-motorized right-of-way. When the distance between the edge of the roadway and the bike path is less than 5 feet, a suitable physical divider such as a fence, dense shrubs or other barrier should be provided. Dividers prevent bicyclists from moving between the path and the roadway, and reinforce the concept that the bike path is an independent facility. Barriers should be a minimum 4.5 feet high.

Road Surface Materials:

Portland cement concrete is the preferred material for bikeways. Concrete provides a smooth riding surface with low maintenance costs. It does not become brittle, cracked and rough with age, or deformed with roots and weeds as often occurs with asphalt concrete.

Bicycle lanes are usually built of the same material as the adjacent road. Therefore, bike lanes are most often constructed of asphalt concrete which is also a suitable choice for a bicycle riding surface.

Oil mat roads generally do not have an adequate base and provide a substandard, uneven riding surface. Oil mat is discouraged for most types of bikeways, except low volume facilities and rural roads.

Gravel roads and shoulders would not be used by most bicyclists except mountain bike riders who would also favor dirt trails.

Paved County bikeways should have the standard road base material and thickness to accommodate motor vehicles. Bike paths need to be designed and constructed to accommodate maintenance and emergency vehicles.

To protect paved bikeways from future damage, tree roots and other vegetation should be removed from the bikeway prior to paving. Vegetation control may be necessary to prevent tree roots, berry bushes and other plants from damaging the riding surface.

BRIDGES, RAMPS, AND OTHER STRUCTURES

Bridges:

Bridges are essential links in the regional transportation system. Those bridge crossings that are hazardous, inefficient, or prohibited to cyclists are detrimental to regional bicycle travel. Most bridges, such as those crossing the Willamette River and area freeways, are vital connectors that span barriers and assure regional accessibility.

Many existing bridges and ramps were built without consideration for preferential bicycle travel. Some have been improved to accommodate bicyclists. The Broadway Bridge, for example, has a bikeway and traffic signal that allow cyclists to safely access downtown Portland.

Provisions should be made to accommodate safe bicycling on any new or rehabilitated County bridge or ramp.

These may include:

- Bike lanes
- Wide outside lanes (12 - 14 feet) for shared use with motor vehicles.
- Wide walkways for shared use with pedestrians.
- Exclusive bike paths.

The expected traffic (motorized, bicycle and pedestrian) and cost will be considered in determining which type of facility should be used.

New Structures:

Overpasses, underpasses, and other bicycle facilities on County bridges and ramps may be necessary to provide continuity to the regional bikeway network.

On new structures, the minimum clear unobstructed width should be the same as, or greater than the approaching bikeway. Preferred clearance should include the minimum 2 foot wide shy areas. Carrying the clear area continuously across the structure has two advantages:

1. It provides a consistent shy distance between railings and barriers, and;

2. It provides needed maneuvering space to avoid conflicts with pedestrians and other bicyclists on the bridge.

Access by emergency and maintenance vehicles should be considered in establishing the design clearances on bridge and ramp bikeways. Bridges designed exclusively for bicycle traffic should also be designed for pedestrian live loads.

New or rehabilitated bridges, ramps, and culverts should be designed to:

a. Be wide enough to provide for paved shoulders, curb lanes or other bikeway facilities, including railings;
b. Eliminate narrow constrictions that force bicyclists to abandon the shoulder or curb lane and merge into motor vehicle lanes.

On all bridge decks and ramps, special care should be taken to ensure that bicycle safe expansion joints are used.

Railings, fencings or barriers on both sides of a bridge bikeway should be a minimum of 4.5 feet high. Smooth rub rails need to be attached to the barriers at a handlebar height of 3.5 feet.

Retrofitting:

Where it is necessary to retrofit a bikeway onto an existing County bridge or ramp, several alternatives should be considered depending on the geometrics of the structure.

1. Provide one-way bicycle lanes over the bridge or ramp where:

   a. The bike lanes connect to bicycle facilities at both ends of the bridge; and,
   b. Sufficient width exists or can be obtained by widening or restriping.

2. Provide a two-way bicycle path on a bridge on one side only. This should be done where:

   a. The bridge or ramp connects to a bikeway at both ends; and,
   b. Sufficient width exists on one side of the bridge, or can be obtained by narrowing or restriping lanes to allow two-way bicycle travel; and,
   c. Provisions are made to physically separate bicycle and motor vehicle traffic.

3. Using existing sidewalks as one-way or two-way facilities. This may be appropriate where:

   a. Conflicts between bicyclists and pedestrians will not exceed tolerable limits; and
   b. Sidewalks have adequate width to accommodate both.

4. Provide wide curb lanes where sufficient width exists or can be obtained.

Because of the large number of variables involved in retrofiting bicycle facilities onto existing bridges and ramps, compromises in desirable design criteria are often inevitable. Therefore, the facility to be provided may be determined, on a case by case basis, after thoroughly considering all the opportunities and constraints.

In certain situations where bicycles and pedestrians cannot safely share a constricted sidewalk, bicyclists may be required to dismount and walk their bikes even though the bridge is connected on both ends to bikeways.

BIKEWAY MAINTENANCE

Bicycle facilities require a higher level of maintenance service than facilities for motor vehicles.

Sweeping and Mowing:

Sweeping streets and mowing occurs on a continuous cycle and at the present level of service appears adequate in the urban area. Sweeping should occur more often in the following instances:

a. Where specific problem locations are known along bikeways e.g., where debris accumulates and requires more frequent removal.
b. Where a potentially hazardous situation is reported to the County by a concerned citizen, the standard for maintenance response should be within two working days of the report.
c. Following snow and ice storms where road sanding was required. Bike ways should receive priority attention to remove the sand that has been blown onto the bikeway.
d. Immediately following mowing if vegetation from mowing accumulates on the bikeway.

Sweeping and mowing of non-curbed and rural bikeways should be scheduled on a timely basis to eliminate debris and overhanging vegetation on bike lanes, bike routes and shoulder bikeways. This is especially critical during good weather months when more people use their bicycles as a means of travel and recreation, and vegetation is likely to intrude into bikeways.

As Multnomah County implements rural bikeways, to support the Columbia River Gorge Scenic Area for example, greater attention will need to be focused on providing well maintained rural bikeways.

Debris often collects where motor vehicles cross bikeways from unpaved areas such as: driveways and gravel roads, unpaved parking areas, and access to fields and timberland. More frequent sweeping will be necessary at these locations to remove the dirt and gravel that is certain to accumulate on the bikeway.

Particular maintenance care and attention needs to be directed to bikeways that receive heavy usage by families and inexperienced riders, such as the bike path east of Blue Lake Park, to assure that the riding surface is relatively hazard free.

Resurfacing:

When resurfacing a road segment, drainage grates, utility covers and other irregularities in the road should be adjusted to be flush with the finish grade.

When patching pavement and repairing potholes, the edge between old and new pavement should be flush to maintain a smooth riding surface. Ridges in pavement at railroad crossings, and utility cuts should also be ground down to provide a smooth travel lane.

A 10 foot deep apron can be added during resurfacing, to entrances from unpaved surfaces that cause debris to accumulate on the bikeway.

Resurfacing should not result in seams or longitudinal cracks within the bikeway. Care is needed to provide a smooth transition between the existing pavement and resurface material when adding shoulders or widening an existing road. Base material should be added before widening the road to better accommodate cyclists, with the same or better specifications as the existing roadbed.

TRAFFIC CONTROL

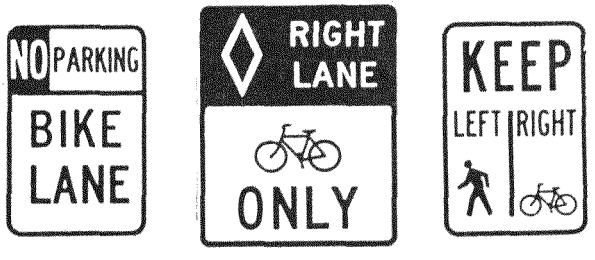
Even with the greatest attention to bicycle compatible road design, there may be instances or locations where it is not feasible to fully implement bicycle guidelines. Bicyclists, like motorists, need to be regulated in their use of the public right-of-way, or advised as to hazards or necessary cautions. The Manual of Uniform Traffic Control Devices (MUTCD) will determine what traffic control means are appropriate. The five objectives of traffic control are:

1. Fulfill a need
2. Command attention
3. Convey a clear, simple meaning
4. Command respect of right-of-way users
5. Give adequate time for proper responses

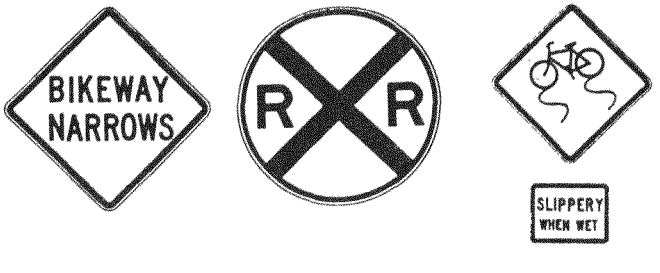
Design, placement, operation, maintenance and uniformity of traffic control facilities are all important in regulating and advising bicyclists and motorists. Bicycle signs perform one of three basic purposes:

Bicycle Signage:

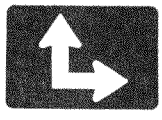
1. Regulatory signs inform cyclists, pedestrians, and motorists of traffic laws and regulations, and indicate the applicability of legal requirements that would not otherwise be apparent. Regulatory signs should be erected at the point where the regulation applies. The message should be clearly indicated, and easily visible and legible to cyclists and motorists.

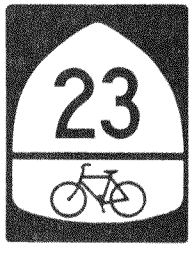


2. Warning signs are used to warn bicyclists and motorists of existing or potential hazardous conditions on, or adjacent to a road or path. Warning signs in the MUTCD do not cover all potentially hazardous conditions. If other warning signs are needed, they should be of standard shape and color with brief, easily understood messages. Warning signs include:



3. Guide signs are special bikeway route signs that are erected at decision points along the route. They may be informational- describing route direction changes, or confirming signs- assuring that the route direction has been accurately perceived. Guide signing should be repeated at regular intervals, letting cyclists know of the designated bikeway. Similar guide signing is appropriate for lane sharing and shoulder bikeways to assure that bicyclists do not stray from the facility and loose their way. Supplemental plaques are recommended that furnish such information as distances and destinations.





Conservative use of regulatory and warning signs is best as they tend to lose their effectiveness if used to excess. Frequent use of guide signs does not lessen their value, and keeps bicyclists on the bikeway system and on course to their destination.

Locations where unavoidable obstacles remain such as narrow bridges or roads that are substandard for lane sharing, warning signs and pavement striping should be employed to:

1. Inform bicyclists as to the condition
2. Alert motorists to the possible presence of bicyclists
3. Identify alternative bicycle routes
4. In some other way, mitigate the condition.

Multnomah County street standards and functional street classification system both influence the type of bikeway and traffic control to be provided on County roads. In some cases, these standards may need to be revised to provide greater opportunities to develop a comprehensive bicycle network.

Pavement Marking:

Pavement marking is important on bicycle lanes and paths. Markings indicate the separation of bike lanes from motor vehicle lanes, identify the preferential bicycle facility, provide advance information regarding turning and crossing maneuvers, and separate bicycle and pedestrian traffic on bicycle/pedestrian paths.

Pavement markings should be reflectorized on bikeways, using standard MUTCD markings. The frequent use of symbols and simple word messages stenciled on bike lanes and paths can be an effective method of supplementing sign messages.

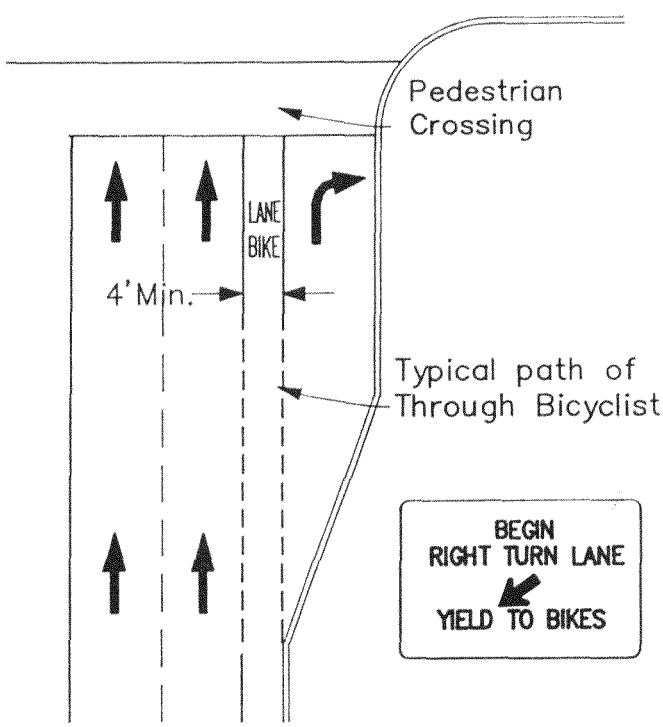
Bikeways are generally not marked through intersections. However, if necessary to direct traffic or reduce congestion, a dotted line may be used to distinguish the bikeway from other travel lanes.

Centerlines may be necessary on bike paths with high traffic volumes, where sight distance is limited, or where traffic control is otherwise needed. A double solid yellow line should be used to designate no passing or no traveling to the left of center. A broken yellow line should be used to separate two directions of bike traffic. A solid white lane is be used to separate pedestrians from cyclists on a joint use facility.

The diamond-shaped preferential lane symbols are used on streets where bike lanes are designated. This marking is used immediately after the intersection to inform motorists of the restricted lane.

Objects located adjacent to bikeways can be avoided with little difficulty if clearly visible to the rider. Such objects should be marked with highly visible markings to make their identification by approaching riders more certain.

Preferred Intersection Marking



Traffic Signals:

At intersections where programmed signals are used, attention should be given to adjusting the signals so that bicyclists in their travel lanes can easily see the signals. If programmed signals cannot be adjusted to serve the bicyclist, then separate signals should be provided. Bicycles generally can cross intersections under the same signal timing arrangements as motor vehicles. Where bicycle use is expected, short signal intervals should not be used.

Traffic detector loops used along bikeways should be able to detect a bicycle. As an alternative, a signal activating push button should be considered on some types of streets. Push buttons should be located for convenient access by cyclists.

APPENDICES

BICYCLE ACCIDENT DATA

OREGON VEHICLE CODE

GLOSSARY

BICYCLE ACCIDENT DATA

BICYCLE ACCIDENTS

Accidents involving bicyclists are not uncommon in Multnomah County. A review of the reported accident data demonstrates the need for safe bicycle facilities, reduced conflict with motorists and perhaps most importantly, training and education on safe and defensive riding behavior.

The State of Oregon gathers accident data from incident reports of State and local police agencies. Accidents involving bicycles on County roads from 1984 through 1988 were examined for relevant information. The most severe bicycle accidents, all bicycle fatalities and many injury accidents are reported to police authorities. Many non-injury, or property damage, or single bike injury accidents may not be reported. The data included here is biased towards the worse cases. However, within this context, valuable insights can be gained by the conclusions drawn from accident data.

A total of 209 accidents involving bicycles on County roads were reported over the five year period 1984-89, averaging 42 incidents per year. The following table illustrate that most bicycle accidents occur during the week (85%) as opposed to weekend bicycling (15%). Seventy-three percent of reported bicycle accidents occur from 1 p.m. to 8 p.m. on any given day.

BICYCLE ACCIDENTS BY DAY OF WEEK: 1984-1988

Day of Week	Number of reported accidents	Percent of total records
Sun	9	4%
Mon	29	14%
Tue	34	16%
Wed	39	19%
Thr	31	15%
Fri	43	21%
Sat	24	11%
	209 Total Accidents	

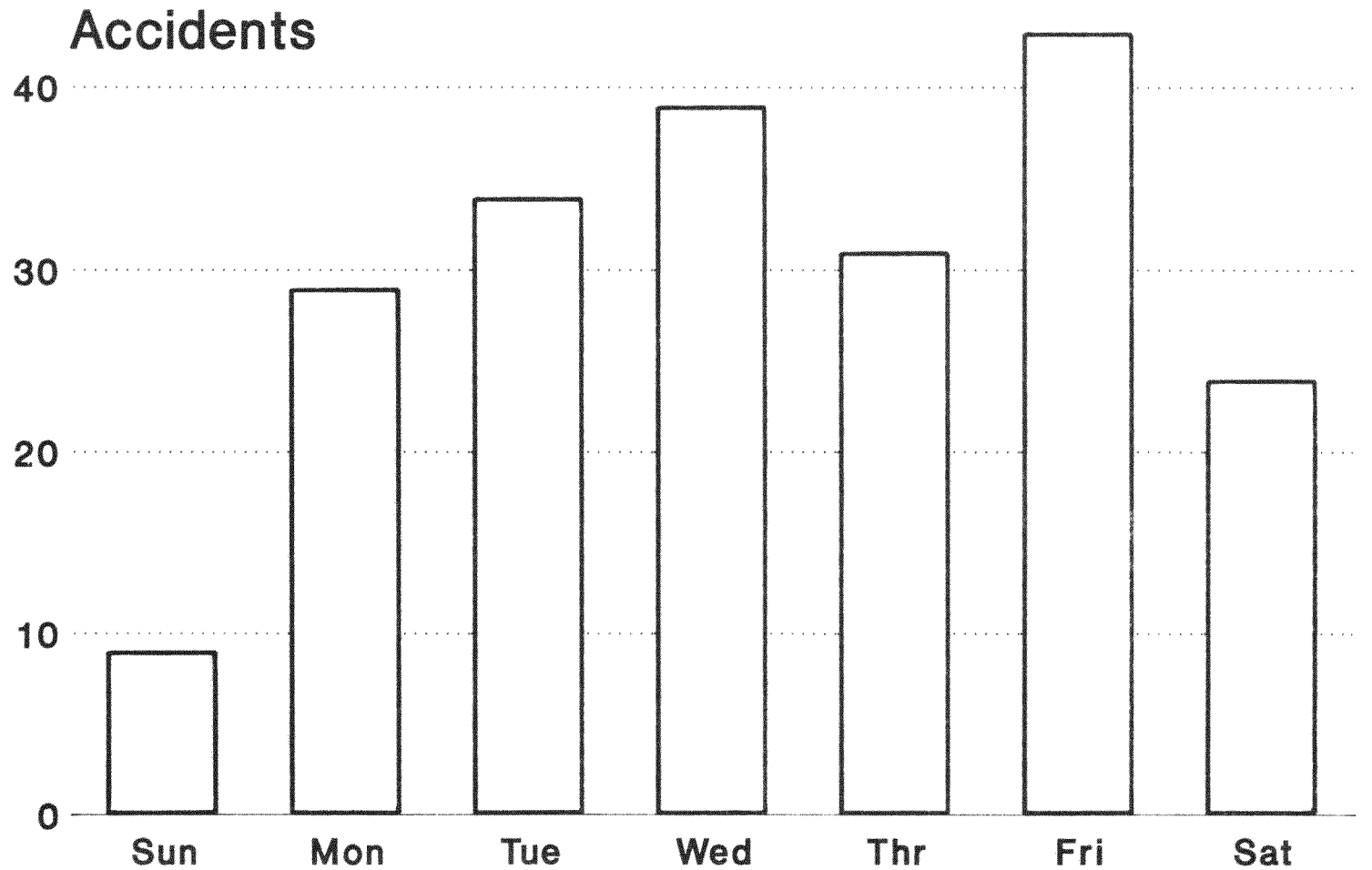
It would seem that wet weather conditions do not contribute to conditions causing most bicycle accidents: Road conditions were dry for 87 percent of accidents (74% clear and 12% cloudy conditions). Road conditions were wet for 13 percent of bicycle accidents (3% cloudy and 10% rainy conditions).

BICYCLE ACCIDENTS BY WEATHER CONDITIONS: 1984-1988

WEATHER	ROAD CONDITIONS				TOTALS	
	Dry		Wet			
Clear	154	74%	0	0%	154	74%
Cloudy	26	12%	6	3%	32	15%
Rain	0	0%	20	10%	20	10%
Fog	0	0%	1	0%	1	0.5%
Unknown	0	0%	1	0%	1	0.5%
TOTALS	181	87%	28	13%	209	100%

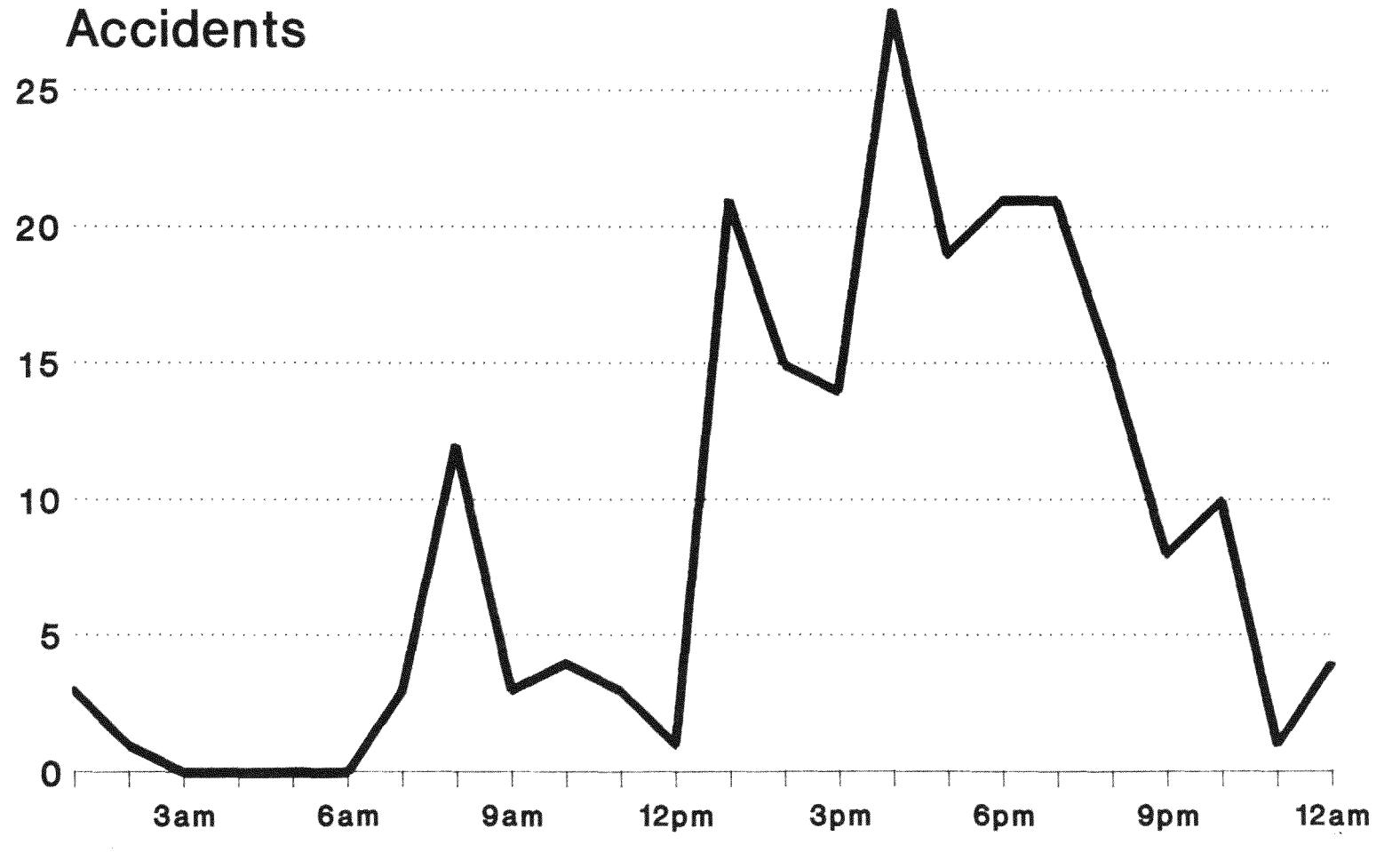
Multnomah County Bicycle Safety Program

Bicycle Accidents by Day of Week



Multnomah County Bicycle Safety Program

Bicycle Accidents by Time of Day



Two of the most revealing statistics concerning bicycle accidents involve who was at fault in causing the accident and age of bicyclist. Over the five year period, the bicycle operator was in error 65% of the time, motorists 26% of the time, both 7% and undetermined 2%. The conclusion to be drawn is that bicyclists riding unsafely or unlawfully are responsible much of the time for bicycle accidents.

Bicycle Accidents by Age of Cyclist: 1984-1988

Age of Bicylist	Number of reported accidents	Percent of total records
0	21	10.0 %
5	3	1.4 %
6	8	3.8 %
7	5	2.4 %
8	4	1.9 %
9	10	4.8 %
10	8	3.8 %
11	10	4.8 %
12	14	6.7 %
13	16	7.7 %
14	10	4.8 %
15	12	5.7 %
16	9	4.3 %
17	15	7.2 %
18	10	4.8 %
19	10	4.8 %
20	6	2.9 %
21	1	0.5 %
22	4	1.9 %
23	3	1.4 %
27	2	1.0 %
28	1	0.5 %
29	5	2.4 %
30	1	0.5 %
32	1	0.5 %
33	3	1.4 %
34	2	1.0 %
35	3	1.4 %
37	1	0.5 %
38	1	0.5 %
39	3	1.4 %
41	1	0.5 %
42	1	0.5 %
44	1	0.5 %
50	1	0.5 %
51	1	0.5 %
68	1	0.5 %
86	1	0.5 %
209 Total Accidents		

Bicycle accidents often involve children and teenagers. Sixty-nine percent of bike accidents involve cyclists between the ages of 6 and 19.

PERCENT ACCIDENTS BY AGE

18% 10 years and younger
51% 11 to 19 years of age
18% 20 years and older
10% age unknown.
100%

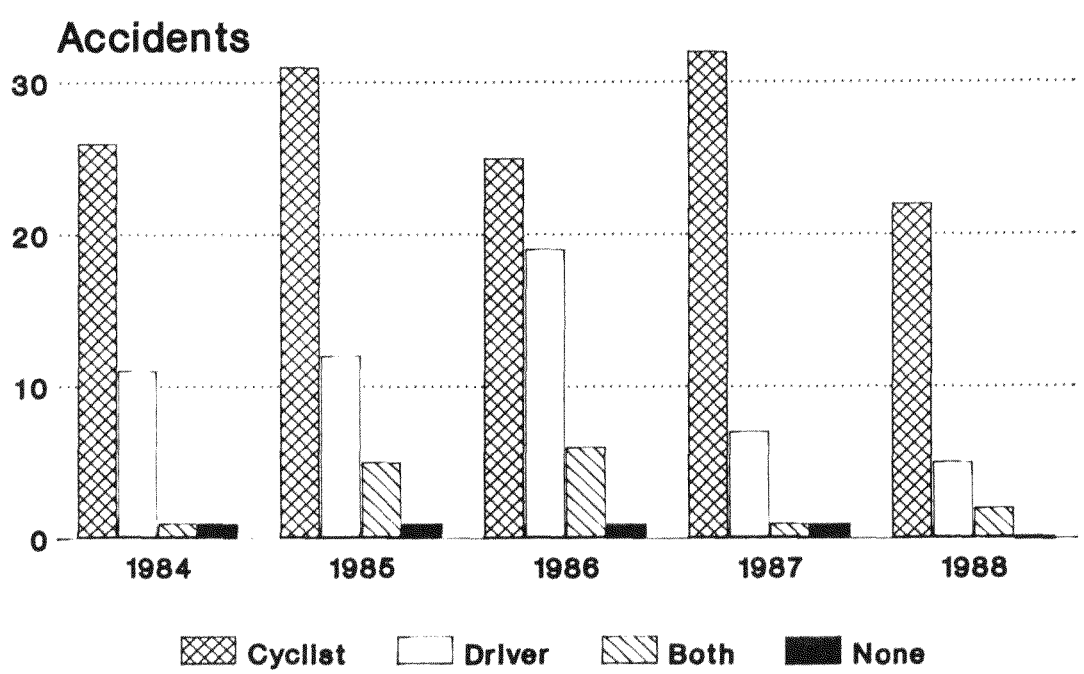
The population under 20 years of age is the group most susceptible to bicycle accidents. A large portion of these accidents occur in the urban area, on the arterial and collector road system where traffic volumes are relatively high.

The accident profile most strongly suggested by this data is that bicycle accidents happen weekday afternoons during good weather involving young people who are most likely at fault. While this scenario is greatly over simplified, it is helpful in designing a bicycle safety program. A definable and measurable objective is to reduce the number of accidents involving young bicyclists on County roads.

Aside from building a relatively safe network of bikeways, changing bicyclists' behavior is another essential component to reduce accidents. Providing information, education and training, as well as greater enforcement of vehicle laws, are necessary to improve the awareness and skill level of bicyclists.

The County Bicycle Program can provide public information and education materials as a means to improve safety and reduce bicycle accidents. However, there are funding constraints that limit the level of direct County involvement. Other providers may be in a better position to change cyclists' behavior. Schools, police agencies and courts, service organizations and the private sector each have the potential to contribute to improving the awareness and skills of bicyclists. The County Bicycle Program would have an indirect role of coordinating and facilitating others in this effort to improve the bicycling environment throughout Multnomah County.

Operator Error



7463V

OREGON VEHICLE CODE

BICYCLES

814.400 Application of vehicle laws to bicycles. (1) Every person riding a bicycle upon a public way is subject to the provisions applicable to and has the same rights and duties as the driver of any other vehicle concerning operating on highways, vehicle equipment and abandoned vehicles, except:

(a) Those provisions which by their very nature can have no application.

(b) When otherwise specifically provided under the vehicle code.

(2) Subject to the provisions of subsection (1) of this section:

(a) A bicycle is a vehicle for purposes of the vehicle code; and

(b) When the term "vehicle" is used the term shall be deemed to be applicable to bicycles.

(3) The provisions of the vehicle code relating to the operation of bicycles do not relieve a bicyclist or motorist from the duty to exercise due care. [1983 c.338 §697; 1985 c.16 §335]

814.410 Unsafe operation of bicycle on sidewalk; penalty. (1) A person commits the offense of unsafe operation of a bicycle on a sidewalk if the person does any of the following:

(a) Operates the bicycle so as to suddenly leave a curb or other place of safety and move into the path of a vehicle that is so close as to constitute an immediate hazard.

(b) Operates a bicycle upon a sidewalk and does not give an audible warning before overtaking and passing a pedestrian and does not yield the right of way to all pedestrians on the sidewalk.

(c) Operates a bicycle on a sidewalk in a careless manner that endangers or would be likely to endanger any person or property.

(d) Operates the bicycle at a speed greater than an ordinary walk when approaching or entering a crosswalk, approaching or crossing a driveway or crossing a curb cut or pedestrian ramp and a motor vehicle is approaching the crosswalk, driveway, curb cut or pedestrian ramp. This paragraph does not require reduced speeds for bicycles either:

(A) At places on sidewalks or other pedestrian ways other than places where the path for pedestrians or bicycle traffic approaches or crosses that for motor vehicle traffic; or

(B) When motor vehicles are not present.

(2) Except as otherwise specifically provided by law, a bicyclist on a sidewalk or in a crosswalk has the same rights and duties as a pedestrian on a sidewalk or in a crosswalk.

(3) The offense described in this section, unsafe operation of a bicycle on a sidewalk, is a Class D traffic infraction. [1983 c.338 §699; 1985 c.16 §337]

814.420 Failure to use bicycle lane or path; exceptions; penalty. (1) Except as provided in subsection (2) of this section, a person commits the offense of failure to use a bicycle lane or path if the person operates a bicycle on any portion of a roadway that is not a bicycle lane or bicycle path when a bicycle lane or bicycle path is adjacent to or near the roadway.

(2) A person is not required to comply with this section unless the state or local authority with jurisdiction over the roadway finds, after public hearing, that the bicycle lane or bicycle path is suitable for safe bicycle use at reasonable rates of speed.

(3) The offense described in this section, failure to use a bicycle lane or path, is a Class D traffic infraction. [1983 c.338 §700; 1985 c.16 §338]

814.430 Improper use of lanes; exceptions; penalty. (1) A person commits the offense of improper use of lanes by a bicycle if the person is operating a bicycle on a roadway at less than the normal speed of traffic using the roadway at that time and place under the existing conditions and the person does not ride as close as practicable to the right curb or edge of the roadway.

(2) A person is not in violation of the offense under this section if the person is not operating a bicycle as close as practicable to the right curb or edge of the roadway under any of the following circumstances:

(a) When overtaking and passing another bicycle or vehicle that is proceeding in the same direction.

(b) When preparing to execute a left turn.

(c) When reasonably necessary to avoid hazardous conditions including, but not limited to, fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards or other conditions that make continued operation along the right curb or edge unsafe or to avoid unsafe operation in a lane on the roadway that is too narrow for a bicycle and vehicle to travel safely side by side. Nothing in this paragraph excuses the operator of a bicycle from the requirements under ORS 811.425 or from the penalties for failure to comply with those requirements.

(d) When operating within a city as near as practicable to the left curb or edge of a roadway that is designated to allow traffic to move in only one direction along the roadway. A bicycle that is operated under this paragraph is subject to the same requirements and exceptions when operating along the left curb or edge as are applicable when a bicycle is operating along the right curb or edge of the roadway.

(e) When operating a bicycle along side not more than one other bicycle as long as the bicycles are both being operated within a single lane and in a manner that does not impede the normal and reasonable movement of traffic.

(f) When operating on a bicycle lane or bicycle path.

(3) The offense described in this section, improper use of lanes by a bicycle, is a Class D traffic infraction. [1983 c.338 §701; 1985 c.16 §339]

814.440 Failure to signal turn; exceptions; penalty. (1) A person commits the offense of failure to signal for a bicycle turn if the person does any of the following:

(a) Stops a bicycle the person is operating without giving the appropriate hand and arm signal continuously for at least 100 feet before executing the stop.

(b) Executes a turn on a bicycle the person is operating without giving the appropriate hand and arm signal for the turn for at least 100 feet before executing the turn.

(c) Executes a turn on a bicycle the person is operating after having been stopped without giving, while stopped, the appropriate hand and arm signal for the turn.

(2) A person is not in violation of the offense under this section if the person is operating a bicycle and does not give the appropriate signal continuously for a stop or turn because circumstances require that both hands be used to safely control or operate the bicycle.

(3) The appropriate hand and arm signals for indicating turns and stops under this section are those provided for other vehicles under ORS 811.395 and 811.400.

(4) The offense described under this section, failure to signal for a bicycle turn, is a Class D traffic infraction. [1983 c.338 §703; 1985 c.16 §341]

814.450 Unlawful load on a bicycle; penalty. (1) A person commits the offense of having an unlawful load on a bicycle if the person is operating a bicycle and the person carries a package, bundle or article which prevents the person from keeping at least one hand upon the handlebar and having full control at all times.

(2) The offense described in this section, unlawful load on a bicycle, is a Class D traffic infraction. [1983 c.338 §704]

814.460 Unlawful passengers on bicycle; penalty. (1) A person commits the offense of unlawful passengers on a bicycle if the person operates a bicycle and carries more persons on the bicycle than the number for which it is designed or safely equipped.

(2) The offense described in this section, unlawful passengers on a bicycle, is a Class D traffic infraction. [1983 c.338 §705]

814.470 Failure to use bicycle seat; penalty. (1) A person commits the offense of failure to use a bicycle seat if the person is operating a bicycle and the person rides other than upon or astride a permanent and regular seat attached to the bicycle.

(2) The offense described in this section, failure to use bicycle seat, is a Class D traffic infraction. [1983 c.338 §706]

814.480 Nonmotorized vehicle clinging to another vehicle; penalty. (1) A person commits the offense of nonmotorized vehicle clinging to another vehicle if the person is riding upon or operating a bicycle, coaster, roller skates, sled or toy vehicle and the person clings to another vehicle upon a roadway or attaches that which the person is riding or operating to any other vehicle upon a roadway.

(2) The offense described in this section, nonmotorized vehicle clinging to another vehicle, is a Class D traffic infraction. [1983 c.338 §707]

Source: Oregon Revised Statutes, 1987

811.050 Failure to yield to bicycle on bicycle lane. (1) A person commits the offense of failure of a motor vehicle operator to yield to a bicycle on a bicycle lane if the person is operating a motor vehicle and the person does not yield the right of way to a person operating a bicycle or moped upon a bicycle lane.

(2) This section does not require persons operating mopeds to yield the right of way to bicycles if the mopeds are operated on bicycle lanes in the manner permitted under ORS 811.440.

(3) The offense described in this section, failure of a motor vehicle operator to yield to a bicycle on a bicycle lane, is a Class B traffic infraction. [1983 c.338 §698; 1985 c.16 §336]

811.055 Failure to yield to bicyclist on sidewalk. (1) The driver of a motor vehicle commits the offense of failure to yield the right of way to a bicyclist on a sidewalk if the driver does not yield the right of way to any bicyclist on a sidewalk.

(2) The driver of a motor vehicle is not in violation of this section when a bicyclist is operating in violation of ORS 814.410. Nothing in this subsection relieves the driver of a motor vehicle from the duty to exercise due care.

(3) The offense described in this section, failure to yield the right of way to a bicyclist on a sidewalk, is a Class C traffic infraction. [1983 c.338 §702; 1985 c.16 §340]

811.395 Appropriate signals for stopping, turning, changing lanes and decelerating. This section establishes appropriate signals, for purposes of the vehicle code, for use when signals are required while stopping, turning, changing lanes or suddenly decelerating a vehicle. This section does not authorize the use of only hand and arm signals when the use of signal lights is required under ORS 811.405. Vehicle lighting equipment described in this section is vehicle lighting equipment for which standards are established under ORS 816.100 and 816.120. Appropriate signals are as follows:

(1) To indicate a left turn either of the following:

(a) Hand and arm extended horizontally from the left side of the vehicle.

(b) Activation of front and rear turn signal lights on the left side of the vehicle.

(2) To indicate a right turn either of the following:

(a) Hand and arm extended upward from the left side of the vehicle. A person who is operating a bicycle is not in violation of this paragraph if the person signals a right turn by extending the person's right hand and arm horizontally.

(b) Activation of front and rear turn signal lights on the right side of the vehicle.

(3) To indicate a stop or a decrease in speed either of the following:

(a) Hand and arm extended downward from the left side of the vehicle; or

(b) Activation of brake lights on the vehicle.

(4) Change of lane by activation of both front and rear turn signal lights on the side of the vehicle toward which the change of lane is made. [1983 c.338 §635; 1985 c.16 §314]

811.435 Operation of motor vehicle on bicycle trail; exemptions; penalty. (1) A person commits the offense of operation of a motor vehicle on a bicycle trail if the person operates a motor vehicle upon a bicycle lane or a bicycle path.

(2) Exemptions to this section are provided under ORS 811.440.

(3) This section is not applicable to mopeds. ORS 811.440 and 814.210 control the operation and use of mopeds on bicycle lanes and paths.

(4) The offense described in this section, operation of a motor vehicle on a bicycle trail, is a Class B traffic infraction. [1983 c.338 §643]

811.440 When motor vehicles may operate on bicycle lane. This section provides exemptions from the prohibitions under ORS 811.435 and 814.210 against operating motor vehicles on bicycle lanes and paths. The following vehicles are not subject to ORS 811.435 and 814.210 under the circumstances described:

(1) A person may operate a moped on a bicycle lane that is immediately adjacent to the roadway only while the moped is being exclusively powered by human power.

(2) A person may operate a motor vehicle upon a bicycle lane when:

(a) Making a turn;

(b) Entering or leaving an alley, private road or driveway; or

(c) Required in the course of official duty.

(3) An implement of husbandry may momentarily cross into a bicycle lane to permit other vehicles to overtake and pass the implement of husbandry. [1983 c.338 §645]

811.490 Improper opening or leaving open of vehicle door; penalty. (1) A person commits the offense of improper opening or leaving open a vehicle door if the person does any of the following:

(a) Opens any door of a vehicle unless and until it is reasonably safe to do so and it can be done without interference with the movement of traffic, or with pedestrians and bicycles on sidewalks or shoulders.

(b) Leaves a door open on the side of a vehicle available to traffic, or to pedestrians or bicycles on sidewalks or shoulders for a period of time longer than necessary to load or unload passengers.

(2) The offense described in this section, improper opening or leaving open a vehicle door, is a Class D traffic infraction. [1983 c.338 §655; 1985 c.16 §320]

GLOSSARY

GLOSSARY

ADT: Average Daily Traffic, based on a 24-hour count and adjusted for fluctuations by the day of the week and the month.

AASHTO: American Association of State Highway and Transportation Officials and including their publications.

Bicycle: A vehicle that operates on the ground, propelled solely by human power.

Bicycle Facilities: A general form denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking facilities, all bikeways and shared roadways not specifically designed for bicycle use.

Bicycle Route (Bike Route): A segment of a system of bikeways.

Bike Lane: A portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.

Bike Path: A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the road right-of-way or within an independent right-of-way.

Bikeway: Any road, path or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Clearance, Lateral: Width required for safe passage of a bicycle as measured in a horizontal plane.

Clearance, Vertical: Height necessary for the safe passage of a bicycle as measured in a vertical plane.

Commuter Cyclist: A person who uses a bicycle for transportation to the workplace.

Dual-Purpose Bike Path: A wide bike path with separate lanes for bicycle use and pedestrian use.

Grade Separation: Vertical isolation of travel ways through use of a structure so that traffic crosses without interference.

Lane-Sharing Bikeway: A road designated and signed as a bike route, where bicycles and motor vehicles share the travel lanes. Lane-sharing bikeways are typically on roads with low traffic volume and low speeds.

Motor Vehicle: A vehicle that is self-propelled or designed for self-propulsion.

Mountain Bike: A bicycle with wide tires and upright handlebars, designed for recreational riding on unpaved surfaces.

MUTCD: Abbreviation for Manual on Uniform Traffic Control Devices, approved by the Federal Highway Administration as a national standard for placement and selection of all traffic control devices on or adjacent to all roadways open to public travel.

Pavement Marking: Painted or applied line(s) placed on any bikeway surface for regulation, guiding or warning traffic.

Pedestrian: A person whose mode of traffic is on foot. A person walking a bicycle is a pedestrian.

Recreational Cyclist: An individual who uses a bicycle for the enjoyment of bicycle travel. Ultimate destination is of secondary importance.

Right-of-Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

Right of Way: The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Roadway: The portion of the road right-of-way for vehicle use.

Rules of the Road: That portion of a vehicle law which contains regulations governing the operation of vehicular and pedestrian traffic.

Shared Road: Any road not prohibited to bicycle use, where travel must be shared by bicyclists and motorists.

Shoulder: A portion of the road right-of-way that is primarily for use by pedestrians, bicyclists, and emergency use of stopped vehicles.

Shoulder Bikeway: A type of bikeway where bicycle travel is designated on the shoulder of the roadway.

Shy Distance: The distance between the bikeway's edge and any fixed object capable of injuring a cyclist using the bikeway.

Sidewalk: The portion of a highway or street designed for preferential or exclusive use by pedestrians.

Sight Distance: A measurement of the cyclist's visibility, unobstructed by traffic, along the normal travel path to the furthest point of the roadway surface.

Sport Cyclist: A person who uses a bicycle for exercise, fitness, and sport.

Traffic Control Devices: Signs, signals or other fixtures, whether permanent or temporary, placed on or adjacent to a travel way by authority of a public body having jurisdiction to regulate, warn or guide traffic.

Traffic Volume: The given number of vehicles that pass a given point for a given amount of time (hour, day, year).

Vehicle: A device for transporting a person or goods along a public road. A vehicle maybe powered by human, gasoline, or other energy sources.

DATE SUBMITTED: October 16, 1990

(For Clerk's Use)
Meeting Date OCT 30 1990
Agenda No. C-1(a)

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: LIQUOR LICENSE

Informal Only* _____ (Date)

Formal Only _____ (Date)

DEPARTMENT Sheriff's Office DIVISION _____

CONTACT Deputy Harvey Haigh TELEPHONE 251-2481

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Deputy Harvey Haigh

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

Attached is the Dispenser Class A liquor license renewal for the Drum and Riccardos La Fiesta Restaurant, 14601 SE Division, Portland, Oregon 97236. The applicant(s) Ray Lukich, Dan Teeny, and Richard Carl Miller have no criminal record and we recommend that the application be approved.

ACTION REQUESTED: 10/30/90 Originals to Deputy Haigh Via Room 132/Courthouse

(__)INFORMATION ONLY (__)PRELIMINARY APPROVAL (__)POLICY DIRECTION (xx)APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA Consent Agenda

IMPACT:

PERSONNEL

(__) FISCAL/BUDGETARY

(__) GENERAL FUND

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, OR COUNTY COMMISSIONER: _____

BUDGET / PERSONNEL _____/_____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, Etc.)

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

HH/slr/319-AINT

423-212

LICENSE RENEWAL APPLICATION

OREGON LIQUOR CONTROL COMMISSION P.O. BOX 22297 PORTLAND, OREGON 97222 PHONE 1-800-452-6522 1990

SYMBOL	CLASSIFICATION	FEES	DISTRICT	CITY/COUNTY	DPLRN	CODE
DA	DISPENSER CLASS A SERVER EDUCATION STUDENT FEE	$400.00 2.60	1	2600	R00042A	A

IF YOU DO NOT COMPLETE THIS APPLICATION FULLY, WE WILL RETURN IT TO YOU FOR COMPLETION. WE CANNOT CONSIDER AN INCOMPLETE APPLICATION. YOUR LICENSE EXPIRES DECEMBER 31, 1990.

MILLER RICHARD
THE DRUM&RICCARDOS LA FIESTA REST.
14601 SE DIVISION
PORTLAND OR 97236

DA-0036
MILLER RICHARD
R.A.D. INC

PIERCE DELORES *T*
CARPENTER MARK *T*

THE DRUM&RICCARDOS LA FIESTA REST.
14601 SE DIVISION
PORTLAND OR 97236

* Is Server Education designee(s), indicated by *T* above, correct? Yes X No___
** If no, who is your new designee? _____ SS# _____.

1. Please list a daytime phone number in case we need more information: 760-1400.
2. Were you or anyone else who holds a financial interest in these premises arrested or convicted of any crime, violation or infraction of any law during the past year? (DO NOT INCLUDE MINOR TRAFFIC VIOLATIONS FOR WHICH A FINE OR BAIL FORFEITURE OF $50.00 OR LESS WAS IMPOSED).
   YES_____ NO X IF YES, PLEASE GIVE NAME OF INDIVIDUAL(S):_____
   OFFENSE DATE CITY/STATE RESULT
3. Will anyone share in the profits who is not a licensee? YES_____ NO X
   If yes, please give name(s) and explain:_____
4. Did you make any significant changes in operation during the past year that you have not reported to the OLCC, such as changes in menu, hours of operation, or remodeling?
   YES_____ NO X IF YES, EXPLAIN:_____
5. REPORT BELOW THE AVERAGE MONTHLY SALES FIGURES TO THE NEAREST DOLLAR FOR 12 MONTH PERIOD ENDING 09-30-90.
   A. AVERAGE MONTHLY ALCOHOLIC BEVERAGE SALES (INCLUDE BEER, WINE & DISTILLED SPIRITS): $ 48,990.00
   \+
   B. AVERAGE MONTHLY FOOD SALES: $ 22,277.00
   C. AVERAGE MONTHLY TOTAL SALES (ADD A+B): = $ 71,267.00
   D. PERCENT OF FOOD TO TOTAL SALES (DIVIDE B BY C): 31 %

   Remember: Round to the NEAREST DOLLAR.
   Example: $36,472.55 (Actual)
   $36,473.00 (Rounded)

RENEWAL FEE / SERVER EDUCATION STUDENT FEE

DO NOT MAIL CASH. ENCLOSE A CHECK OR MONEY ORDER FOR $402.60 MADE PAYABLE TO "OLCC".

LATE RENEWAL ADDITIONAL FEE

Your renewal must be in liquor commission hands by 12-12-90 or you must pay an additional late fee of $100.00. A legible postmark showing this date is acceptable. If your application is received after 12-31-90, the additional fee increases to $160.00 . You may take your application to the nearest OLCC office if you do not wish to mail it.

ENDORSEMENT

The (CITY OR/COUNTY OF) MULTNOMAH recommends that this license be GRANTED X REFUSED _____
DATE OF ENDORSEMENT: OCTOBER 30, 1990.
SIGNED: Gretchen Kafoury TITLE OF SIGNER: VICE-CHAIR, BOARD OF COMMISSIONERS
GRETCHEN KAFOURY

SIGNATURES

EACH LICENSEE or authorized corporate officer must sign this application. If a licensee is not available, another person may sign ONLY if the signer includes legal authorization for the signature.

RAY LUKICH	DAN TEENY	RICHARD CARL MILLER
PRINT YOUR NAME	PRINT YOUR NAME	PRINT YOUR NAME
Ray Lukich PRES	Dan Teeny VICE PRES 10-11-90	Richard Carl Miller
SIGNATURE DATE	SIGNATURE DATE	SIGNATURE DATE
721-18-9053 10/15/27	547-22-0751 11 15 24	531-32-6264 10-03-2
SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.

NOTICE All employees who serve or sell alcoholic beverages MUST have a valid Service Permit.

Form 84545-A Rev (10-90)

DATE SUBMITTED: October 16, 1990

(For Clerk's Use)
Meeting Date OCT 30 1990
Agenda No. C-1(b)

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: LIQUOR LICENSE

Informal Only* _____ (Date)

Formal Only _____ (Date)

DEPARTMENT Sheriff's Office DIVISION _____

CONTACT Deputy Harvey Haigh TELEPHONE 251-2481

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Deputy Harvey Haigh

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

Attached is the Dispenser Class A liquor license renewal for the Racquet Club, 1853 SW Highland Road, Portland, Oregon 97221. The applicant(s) Carol D. McPherson have no criminal record and we recommend that the application be approved.

ACTION REQUESTED:

(__)INFORMATION ONLY (__)PRELIMINARY APPROVAL (__)POLICY DIRECTION (xx)APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA Consent Agenda

IMPACT:

PERSONNEL

(__) FISCAL/BUDGETARY

(__) GENERAL FUND

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, OR COUNTY COMMISSIONER: _____

BUDGET / PERSONNEL _____/_____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, Etc.)

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

HH/slr/319-AINT

LICENSE RENEWAL APPLICATION

OREGON LIQUOR CONTROL COMMISSION P.O. BOX 22297 PORTLAND, OREGON 97222 PHONE 1-800-452-6522 1990

SYMBOL	CLASSIFICATION	FEES	DISTRICT	CITY/COUNTY	DPLRN	CODE
DBA	DISPENSER CLASS B	$100.00	1	2600	R00041A	C
	SERVER EDUCATION STUDENT FEE	2.60				

IF YOU DO NOT COMPLETE THIS APPLICATION FULLY, WE WILL RETURN IT TO YOU FOR COMPLETION. WE CANNOT CONSIDER AN INCOMPLETE APPLICATION. YOUR LICENSE EXPIRES DECEMBER 31, 1990.

THE RACQUET CLUB INC
THE RACQUET CLUB
1853 SW HIGHLAND RD
PORTLAND OR 97221

DB-0005
THE RACQUET CLUB INC

MILLER ELIZABETH STARK *T*

THE RACQUET CLUB
1853 SW HIGHLAND RD
PORTLAND OR 97221

* Is Server Education designee(s), indicated by *T* above, correct? Yes___ No X
** If no, who is your new designee? Carol D. McPherson SS# 543-72-2098

1. Please list a daytime phone number in case we need more information: 223-5460 .
2. Were you or anyone else who holds a financial interest in these premises arrested or convicted of any crime, violation or infraction of any law during the past year? (DO NOT INCLUDE MINOR TRAFFIC VIOLATIONS FOR WHICH A FINE OR BAIL FORFEITURE OF $50.00 OR LESS WAS IMPOSED).
   YES_____ NO X IF YES, PLEASE GIVE NAME OF INDIVIDUAL(S):_____
   OFFENSE DATE CITY/STATE RESULT
3. Will anyone share in the profits who is not a licensee? YES_____ NO X
   If yes, please give name(s) and explain:_____
4. Did you make any significant changes in operation during the past year that you have not reported to the OLCC, such as changes in menu, hours of operation, or remodeling?
   YES_____ NO X IF YES, EXPLAIN:_____.

RENEWAL FEE / SERVER EDUCATION STUDENT FEE

DO NOT MAIL CASH. ENCLOSE A CHECK OR MONEY ORDER FOR $102.60 MADE PAYABLE TO "OLCC"

LATE RENEWAL ADDITIONAL FEE

Your renewal must be in liquor commission hands by 12-12-90 or you must pay an additional late fee of $25.00. A legible postmark showing this date is acceptable. If your application is received after 12-31-90, the additional fee increases to $40.00 . You may take your application to the nearest OLCC office if you do not wish to mail it.

ENDORSEMENT

The (CITY OR/COUNTY OF) MULTNOMAH recommends that this license be GRANTED X REFUSED _____
DATE OF ENDORSEMENT: OCTOBER 30, 1990 .

SIGNED: Gretchen Kafoury GRETCHEN KAFOURY TITLE OF SIGNER: VICE-CHAIR, BOARD OF COMMISSIONERS

SIGNATURES

EACH LICENSEE or authorized corporate officer must sign this application. If a licensee is not available, another person may sign ONLY if the signer includes legal authorization for the signature.

Carol D. McPherson		
PRINT YOUR NAME	PRINT YOUR NAME	PRINT YOUR NAME
Carol D McPherson 10/12/90		
SIGNATURE DATE	SIGNATURE DATE	SIGNATURE DATE
543-72-2098 3/1/56		
SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.

NOTICE All employees who serve or sell alcoholic beverages MUST have a valid Service Permit.

Form 84545-C Rev (10-90)

DATE SUBMITTED: October 16, 1990

(For Clerk's Use)
Meeting Date OCT 30 1990
Agenda No. C-1(c)

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: LIQUOR LICENSE

Informal Only* _____ (Date)

Formal Only _____ (Date)

DEPARTMENT Sheriff's Office DIVISION _____

CONTACT Deputy Harvey Haigh TELEPHONE 251-2481

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Deputy Harvey Haigh

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

Attached is the package store liquor license renewal for the Albertsons Food Center #502, 1350 NE 126nd Avenue, Portland, Oregon 97230. The applicant(s) Clinton Simkins have no criminal record and we recommend that the application be approved.

ACTION REQUESTED:

(__)INFORMATION ONLY (__)PRELIMINARY APPROVAL (__)POLICY DIRECTION (xx)APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA Consent Agenda

IMPACT:

PERSONNEL

(__) FISCAL/BUDGETARY

(__) GENERAL FUND

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, OR COUNTY COMMISSIONER: _____

BUDGET / PERSONNEL _____/_____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, Etc.)

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

HH/slr/319-AINT

425-203

LICENSE RENEWAL APPLICATION

OREGON LIQUOR CONTROL COMMISSION P.O. BOX 22297 PORTLAND, OREGON 97222 PHONE 1-800-452-6522 1990

SYMBOL	CLASSIFICATION	LICENSE FEE	DISTRICT	CITY/COUNTY	DPLRN	CODE
PS	PACKAGE STORE	$50.00	1	2617	R00200A	F

IF YOU DO NOT COMPLETE THIS APPLICATION FULLY, WE WILL RETURN IT TO YOU FOR COMPLETION. WE CANNOT CONSIDER AN INCOMPLETE APPLICATION. YOUR LICENSE EXPIRES DECEMBER 31, 1990.

ALBERTSONS INC
ATTN LICENSE DEPT.
1610 STATE ST
BOX 20
BOISE ID 83726

ALBERTSONS INC

ALBERTSONS FOOD CENTER #502
1350 NE 122ND AVE
PORTLAND OR 97230

1. Please list a daytime phone number in case we need more information: 208/385-6200.

2. Were you or anyone else who holds a financial interest in these premises arrested or convicted of any crime, violation or infraction of any law during the past year? (DO NOT INCLUDE MINOR TRAFFIC VIOLATIONS FOR WHICH A FINE OR BAIL FORFEITURE OF $50.00 OR LESS WAS IMPOSED).
YES_____ NO ✓ IF YES, PLEASE GIVE NAME OF INDIVIDUAL(S):_____

OFFENSE	DATE	CITY/STATE	RESULT

3. Will anyone share in the profits who is not a licensee? YES_____ NO ✓
If yes, please give name(s) and explain:_____

RENEWAL FEE

DO NOT MAIL CASH. ENCLOSE A CHECK OR MONEY ORDER FOR $50.00 MADE PAYABLE TO "OLCC".

LATE RENEWAL ADDITIONAL FEE

Your renewal must be in liquor commission hands by 12-12-90 or you must pay an additional late fee of $12.50. A legible postmark showing this date is acceptable. If your application is received after 12-31-90, the additional fee increases to $20.00. You may take your application to the nearest OLCC office if you do not wish to mail it.

ENDORSEMENT

The (CITY OR/COUNTY OF) MULTNOMAH recommends that this license be GRANTED X REFUSED _____

DATE OF ENDORSEMENT: OCTOBER 30, 1990.

SIGNED: Gretchen Kafoury TITLE OF SIGNER: VICE-CHAIR, BOARD OF COMMISSIONERS

GRETCHEN KAFOURY

SIGNATURES

EACH LICENSEE or authorized corporate officer must sign this application. If a licensee is not available, another person may sign ONLY if the signer includes legal authorization for the signature.

CLINTON SIMKINS		
PRINT YOUR NAME	PRINT YOUR NAME	PRINT YOUR NAME
ALBERTSONS, INC.		
BY Clinton Simkins 10/9/90		
SIGNATURE MGR. LICENSE DEPT. DATE	SIGNATURE DATE	SIGNATURE DATE
517-36-8032 4-27-37		
SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.

Form 84545-F Rev (10-90)

DATE SUBMITTED: October 16, 1990

(For Clerk's Use)
Meeting Date OCT 30 1990
Agenda No. C-1(d)

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: LIQUOR LICENSE

Informal Only* _____ (Date)

Formal Only _____ (Date)

DEPARTMENT Sheriff's Office DIVISION _____

CONTACT Deputy H. Haigh TELEPHONE 251-2481

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Deputy H. Haigh

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

Attached is the package store liquor license renewal for the Bob and Ann's Grocery, 11811 SE Harold, Portland, Oregon 97266. The applicant(s) Robert A. Christensen and Annabelle Christensen have no criminal record and we recommend that the application be approved.

ACTION REQUESTED:

(__)INFORMATION ONLY (__)PRELIMINARY APPROVAL (__)POLICY DIRECTION (xx)APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA Consent Agenda

IMPACT:

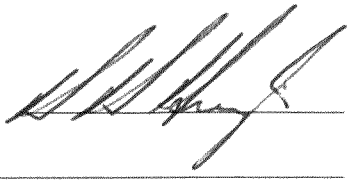
PERSONNEL

(__) FISCAL/BUDGETARY

(__) GENERAL FUND

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, OR COUNTY COMMISSIONER: 

BUDGET / PERSONNEL _____/_____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, Etc.)

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

320-AINT

421-203

LICENSE RENEWAL APPLICATION

OREGON LIQUOR CONTROL COMMISSION P.O. BOX 22297 PORTLAND, OREGON 97222 PHONE 1-800-452-6522 1990

SYMBOL	CLASSIFICATION	LICENSE FEE	DISTRICT	CITY/COUNTY	DPLRN	CODE
PS	PACKAGE STORE	$50.00	1	2600	R00220A	F

IF YOU DO NOT COMPLETE THIS APPLICATION FULLY, WE WILL RETURN IT TO YOU FOR COMPLETION. WE CANNOT CONSIDER AN INCOMPLETE APPLICATION. YOUR LICENSE EXPIRES DECEMBER 31, 1990.

CHRISTENSEN ROBERT A
BOB & ANNS GROCERY
11811 SE HAROLD
PORTLAND OR 97266

CHRISTENSEN ROBERT A
CHRISTENSEN ANNABELLE LEAH

BOB & ANNS GROCERY
11811 SE HAROLD
PORTLAND OR 97266

1. Please list a daytime phone number in case we need more information: 761-5389.

2. Were you or anyone else who holds a financial interest in these premises arrested or convicted of any crime, violation or infraction of any law during the past year? (DO NOT INCLUDE MINOR TRAFFIC VIOLATIONS FOR WHICH A FINE OR BAIL FORFEITURE OF $50.00 OR LESS WAS IMPOSED).
YES_____ NO X IF YES, PLEASE GIVE NAME OF INDIVIDUAL(S):_____

OFFENSE	DATE	CITY/STATE	RESULT

3. Will anyone share in the profits who is not a licensee? YES_____ NO X
If yes, please give name(s) and explain:_____

RENEWAL FEE

DO NOT MAIL CASH. ENCLOSE A CHECK OR MONEY ORDER FOR $50.00 MADE PAYABLE TO "OLCC"

LATE RENEWAL ADDITIONAL FEE

Your renewal must be in liquor commission hands by 12-12-90 or you must pay an additional late fee of $12.50. A legible postmark showing this date is acceptable. If your application is received after 12-31-90, the additional fee increases to $20.00 . You may take your application to the nearest OLCC office if you do not wish to mail it.

ENDORSEMENT

The (CITY OR/COUNTY OF) MULTNOMAH recommends that this license be GRANTED X REFUSED _____

DATE OF ENDORSEMENT: OCTOBER 30, 1990.

SIGNED: Gretchen Kafoury GRETCHEN KAFOURY TITLE OF SIGNER: VICE-CHAIR, BOARD OF COMMISSIONERS

SIGNATURES

EACH LICENSEE or authorized corporate officer must sign this application. If a licensee is not available, another person may sign ONLY if the signer includes legal authorization for the signature.

Robert A. Christensen	Annabelle Christensen	
PRINT YOUR NAME	PRINT YOUR NAME	PRINT YOUR NAME
Robert A Christensen 10-8-90	Annabelle Christensen	
SIGNATURE DATE	SIGNATURE DATE	SIGNATURE DATE
544-40-5171 4-5-40	520-46-5497	
SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.

Form 84545-F Rev (10-90)

DATE SUBMITTED: October 22, 1990

(For Clerk's Use)
Meeting Date OCT 30 1990
Agenda No. C-1(e)

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: LIQUOR LICENSE

Informal Only* _____ (Date)

Formal Only _____ (Date)

DEPARTMENT Sheriff's Office DIVISION _____

CONTACT Deputy Harvey Haigh TELEPHONE 251-2481

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Deputy Harvey Haigh

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

Attached is the package store liquor license renewal for the Cracker Barrel Grocery, 15005 NW Sauvie Island Road, Portland, Oregon 97231. The applicant(s) Kae Nun Yon and Chong Su Yon have no criminal record and we recommend that the application be approved.

ACTION REQUESTED:

(__)INFORMATION ONLY (__)PRELIMINARY APPROVAL (__)POLICY DIRECTION (xx)APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA Consent Agenda

IMPACT:

PERSONNEL

(__) FISCAL/BUDGETARY

(__) GENERAL FUND

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, OR COUNTY COMMISSIONER: _____

BUDGET / PERSONNEL _____/_____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, Etc.)

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

HH/slr/323-AINT

421-203 ok

LICENSE RENEWAL APPLICATION

OREGON LIQUOR CONTROL COMMISSION P.O. BOX 22297 PORTLAND, OREGON 97222 PHONE 1-800-452-6522 1990

SYMBOL	CLASSIFICATION	LICENSE FEE	DISTRICT	CITY/COUNTY	DPLRN	CODE
PS	PACKAGE STORE	$50.00	1	2600	R00281A	F

IF YOU DO NOT COMPLETE THIS APPLICATION FULLY, WE WILL RETURN IT TO YOU FOR COMPLETION. WE CANNOT CONSIDER AN INCOMPLETE APPLICATION. YOUR LICENSE EXPIRES DECEMBER 31, 1990.

YOM KAE MUN
CRACKER BARREL GROCERY
15005 NW SAUVIE ISLAND RD
PORTLAND OR 97231

YOM KAE MUN
YOM CHONG SU

CRACKER BARREL GROCERY
15005 NW SAUVIE ISLAND RD
PORTLAND OR 97231

1. Please list a daytime phone number in case we need more information: 621-3960.

2. Were you or anyone else who holds a financial interest in these premises arrested or convicted of any crime, violation or infraction of any law during the past year? (DO NOT INCLUDE MINOR TRAFFIC VIOLATIONS FOR WHICH A FINE OR BAIL FORFEITURE OF $50.00 OR LESS WAS IMPOSED).
YES_____ NO ✓ IF YES, PLEASE GIVE NAME OF INDIVIDUAL(S):_____

OFFENSE	DATE	CITY/STATE	RESULT

3. Will anyone share in the profits who is not a licensee? YES_____ NO ✓
If yes, please give name(s) and explain:_____

RENEWAL FEE

DO NOT MAIL CASH. ENCLOSE A CHECK OR MONEY ORDER FOR $50.00 MADE PAYABLE TO "OLCC"

LATE RENEWAL ADDITIONAL FEE

Your renewal must be in liquor commission hands by 12-12-90 or you must pay an additional late fee of $12.50. A legible postmark showing this date is acceptable. If your application is received after 12-31-90, the additional fee increases to $20.00. You may take your application to the nearest OLCC office if you do not wish to mail it.

ENDORSEMENT

The (CITY OR/COUNTY OF) MULTNOMAH recommends that this license be GRANTED X REFUSED _____

DATE OF ENDORSEMENT: OCTOBER 30, 1990.

SIGNED: Gretchen Kafoury GRETCHEN KAFOURY TITLE OF SIGNER: VICE-CHAIR, BOARD OF COMMISSIONERS

SIGNATURES

EACH LICENSEE or authorized corporate officer must sign this application. If a licensee is not available, another person may sign ONLY if the signer includes legal authorization for the signature.

YOM, KAE MUN	YOM, CHONG SU	
PRINT YOUR NAME	PRINT YOUR NAME	PRINT YOUR NAME
SIGNATURE DATE	SIGNATURE DATE	SIGNATURE DATE
540-06-1975 7-24-41	541-04-2665 1/17/40	
SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.

Form 84545-F Rev (10-90)

DATE SUBMITTED: October 16, 1990

(For Clerk's Use)
Meeting Date OCT 30 1990
Agenda No. C-1(F)

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: LIQUOR LICENSE

Informal Only* _____ (Date)

Formal Only _____ (Date)

DEPARTMENT Sheriff's Office DIVISION _____

CONTACT Deputy H. Haigh TELEPHONE 251-2481

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Deputy H. Haigh

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

Attached is the package store liquor license renewal for the Fred's Marina 12800 NW Marina Way, Portland, Oregon 97231. The applicant(s) Alexander E. Fredrick, Velva M. Fredrick, and Cherie G. Sprando have no criminal record and we recommend that the application be approved.

ACTION REQUESTED:

(__)INFORMATION ONLY (__)PRELIMINARY APPROVAL (__)POLICY DIRECTION (xx)APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA Consent Agenda

IMPACT:

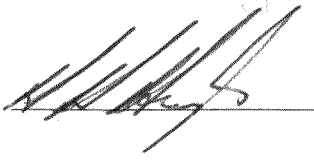
PERSONNEL

(__) FISCAL/BUDGETARY

(__) GENERAL FUND

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, OR COUNTY COMMISSIONER: 

BUDGET / PERSONNEL _____/_____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, Etc.)

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

421-203

LICENSE RENEWAL APPLICATION

OREGON LIQUOR CONTROL COMMISSION P.O. BOX 22297 PORTLAND, OREGON 97222 PHONE 1-800-452-6522 1990

SYMBOL	CLASSIFICATION	LICENSE FEE	DISTRICT	CITY/COUNTY	DPLRN	CODE
PS	PACKAGE STORE	$50.00	1	2600	R06953A	F

IF YOU DO NOT COMPLETE THIS APPLICATION FULLY, WE WILL RETURN IT TO YOU FOR COMPLETION. WE CANNOT CONSIDER AN INCOMPLETE APPLICATION. YOUR LICENSE EXPIRES DECEMBER 31, 1990.

FREVACH LAND COMPANY
FRED'S MARINA
12800 NW MARINA WAY
PORTLAND OR 97231

FREVACH LAND COMPANY

FRED'S MARINA
12800 NW MARINA WAY
PORTLAND OR 97231

1. Please list a daytime phone number in case we need more information: 286-5537.

2. Were you or anyone else who holds a financial interest in these premises arrested or convicted of any crime, violation or infraction of any law during the past year? (DO NOT INCLUDE MINOR TRAFFIC VIOLATIONS FOR WHICH A FINE OR BAIL FORFEITURE OF $50.00 OR LESS WAS IMPOSED).
YES_____ NO ✓ IF YES, PLEASE GIVE NAME OF INDIVIDUAL(S):_____

OFFENSE	DATE	CITY/STATE	RESULT

3. Will anyone share in the profits who is not a licensee? YES_____ NO ✓
If yes, please give name(s) and explain:_____

RENEWAL FEE

DO NOT MAIL CASH. ENCLOSE A CHECK OR MONEY ORDER FOR $50.00 MADE PAYABLE TO "OLCC"

LATE RENEWAL ADDITIONAL FEE

Your renewal must be in liquor commission hands by 12-12-90 or you must pay an additional late fee of $12.50. A legible postmark showing this date is acceptable. If your application is received after 12-31-90, the additional fee increases to $20.00 . You may take your application to the nearest OLCC office if you do not wish to mail it.

ENDORSEMENT

The (CITY OR/COUNTY OF) MULTNOMAH recommends that this license be GRANTED X REFUSED _____

DATE OF ENDORSEMENT: OCTOBER 30, 1990.

SIGNED: Gretchen Kafoury TITLE OF SIGNER: VICE-CHAIR, BOARD OF COMMISSIONERS
GRETCHEN KAFOURY

SIGNATURES

EACH LICENSEE or authorized corporate officer must sign this application. If a licensee is not available, another person may sign ONLY if the signer includes legal authorization for the signature.

ALEXANDER E. FREDRICK	VEVA M. FREDRICK	CHERIE G. SPRANDO
PRINT YOUR NAME	PRINT YOUR NAME 10/17/90	PRINT YOUR NAME
Alexander E Fredrick 10/9/90	Veva M. Fredrick	Cherie Sprando 10/7/90
SIGNATURE DATE	SIGNATURE DATE	SIGNATURE DATE
540-12-2697 12/13/20	543-16-6771 7/17/20	542-52-5643 5/9/50
SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.

Form 84545-F Rev (10-90)

DATE SUBMITTED: October 15, 1990

(For Clerk's Use)
Meeting Date OCT 30 1990
Agenda No. C-1(g)

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: LIQUOR LICENSE

Informal Only* _____ (Date)

Formal Only _____ (Date)

DEPARTMENT Sheriff's Office DIVISION _____

CONTACT Deputy Harvey Haigh TELEPHONE 251-2481

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Deputy Harvey Haigh

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

Attached is the Package Store liquor license renewal for the J. & N. Grocery, 10729 SE Harold Street, Portland, Oregon 97266. The applicant(s) Joe S. Watari and Tamiro Watari have no criminal record and we recommend that the application be approved.

ACTION REQUESTED:

(__)INFORMATION ONLY (__)PRELIMINARY APPROVAL (__)POLICY DIRECTION (xx)APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA Consent Agenda

IMPACT:

PERSONNEL

(__) FISCAL/BUDGETARY

(__) GENERAL FUND

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, OR COUNTY COMMISSIONER: _____

BUDGET / PERSONNEL _____/_____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, Etc.)

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

HH/slr/318-AINT

421-203

LICENSE RENEWAL APPLICATION

OREGON LIQUOR CONTROL COMMISSION P.O. BOX 22297 PORTLAND, OREGON 97222 PHONE 1-800-452-6522 1990

SYMBOL	CLASSIFICATION	LICENSE FEE	DISTRICT	CITY/COUNTY	DPLRN	CODE
PS	PACKAGE STORE	$50.00	1	2600	R00391A	F

IF YOU DO NOT COMPLETE THIS APPLICATION FULLY, WE WILL RETURN IT TO YOU FOR COMPLETION. WE CANNOT CONSIDER AN INCOMPLETE APPLICATION. YOUR LICENSE EXPIRES DECEMBER 31, 1990.

WATARI JOE S
J & N GROCERY
10729 SE HAROLD ST
PORTLAND OR 97266

WATARI JOE S
WATARI TAMIYO

J & N GROCERY
10729 SE HAROLD ST
PORTLAND OR 97266

1. Please list a daytime phone number in case we need more information: 760-1213.

2. Were you or anyone else who holds a financial interest in these premises arrested or convicted of any crime, violation or infraction of any law during the past year? (DO NOT INCLUDE MINOR TRAFFIC VIOLATIONS FOR WHICH A FINE OR BAIL FORFEITURE OF $50.00 OR LESS WAS IMPOSED).
YES_____ NO X IF YES, PLEASE GIVE NAME OF INDIVIDUAL(S):_____

OFFENSE	DATE	CITY/STATE	RESULT

3. Will anyone share in the profits who is not a licensee? YES_____ NO X
If yes, please give name(s) and explain:_____

RENEWAL FEE

DO NOT MAIL CASH. ENCLOSE A CHECK OR MONEY ORDER FOR $50.00 MADE PAYABLE TO "OLCC".

LATE RENEWAL ADDITIONAL FEE

Your renewal must be in liquor commission hands by 12-12-90 or you must pay an additional late fee of $12.50. A legible postmark showing this date is acceptable. If your application is received after 12-31-90, the additional fee increases to $20.00 . You may take your application to the nearest OLCC office if you do not wish to mail it.

ENDORSEMENT

The (CITY OR/COUNTY OF) MULTNOMAH recommends that this license be GRANTED X REFUSED _____

DATE OF ENDORSEMENT: OCTOBER 30, 1990.

SIGNER: Gretchen Kafoury TITLE OF SIGNER: VICE-CHAIR, BOARD OF COMMISSIONERS

GRETCHEN KAFOURY

SIGNATURES

EACH LICENSEE or authorized corporate officer must sign this application. If a licensee is not available, another person may sign ONLY if the signer includes legal authorization for the signature.

PRINT YOUR NAME	PRINT YOUR NAME	PRINT YOUR NAME
WATARI, Joe S	WATARI, TAMIYO	
SIGNATURE / DATE	SIGNATURE / DATE	SIGNATURE / DATE
Joe S Watari 10/12/90	Tamiyo Watari 10/12/90	
SOCIAL SECURITY NUMBER / D.O.B.	SOCIAL SECURITY NUMBER / D.O.B.	SOCIAL SECURITY NUMBER / D.O.B.
559-28-2145 8/10/21	528-28-5559 1/22/24	

Form 84545-F Rev (10-90)

DATE SUBMITTED: October 22, 1990

(For Clerk's Use)
Meeting Date OCT 30 1990
Agenda No. C-1(h)

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: LIQUOR LICENSE

Informal Only* _____ (Date)

Formal Only _____ (Date)

DEPARTMENT Sheriff's Office DIVISION _____

CONTACT Deputy Harvey Haigh TELEPHONE 251-2481

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Deputy Harvey Haigh

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

Attached is the package store liquor license renewal for the Sunshine Market, 13580 SE Powell, Portland, Oregon 97236. The applicant(s) Zane R. Kinnaman have no criminal record and we recommend that the application be approved.

ACTION REQUESTED:

(__)INFORMATION ONLY (__)PRELIMINARY APPROVAL (__)POLICY DIRECTION (xx)APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA Consent Agenda

IMPACT:

PERSONNEL

(__) FISCAL/BUDGETARY

(__) GENERAL FUND

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, OR COUNTY COMMISSIONER: _____

BUDGET / PERSONNEL _____/_____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, Etc.)

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

HH/slr/323-AINT

421-203

LICENSE RENEWAL APPLICATION

OREGON LIQUOR CONTROL COMMISSION P.O. BOX 22297 PORTLAND, OREGON 97222 PHONE 1-800-452-6522 1990

SYMBOL	CLASSIFICATION	LICENSE FEE	DISTRICT	CITY/COUNTY	DPLRN	CODE
PS	PACKAGE STORE	$50.00	1	2600	R19425A	F

IF YOU DO NOT COMPLETE THIS APPLICATION FULLY, WE WILL RETURN IT TO YOU FOR COMPLETION. WE CANNOT CONSIDER AN INCOMPLETE APPLICATION. YOUR LICENSE EXPIRES DECEMBER 31, 1990.

KINNAMAN Z
15933 SE MILL ST
PORTLAND OR 97233

KINNAMAN ZANE R

SUNSHINE MARKET
13580 SE POWELL
PORTLAND OR 97236

1. Please list a daytime phone number in case we need more information: 761-4141.

2. Were you or anyone else who holds a financial interest in these premises arrested or convicted of any crime, violation or infraction of any law during the past year? (DO NOT INCLUDE MINOR TRAFFIC VIOLATIONS FOR WHICH A FINE OR BAIL FORFEITURE OF $50.00 OR LESS WAS IMPOSED).
YES____ NO X IF YES, PLEASE GIVE NAME OF INDIVIDUAL(S): N/A

OFFENSE	DATE	CITY/STATE	RESULT
		N/A	

3. Will anyone share in the profits who is not a licensee? YES____ NO X
If yes, please give name(s) and explain:____

RENEWAL FEE

DO NOT MAIL CASH. ENCLOSE A CHECK OR MONEY ORDER FOR $50.00 MADE PAYABLE TO "OLCC".

LATE RENEWAL ADDITIONAL FEE

Your renewal must be in liquor commission hands by 12-12-90 or you must pay an additional late fee of $12.50. A legible postmark showing this date is acceptable. If your application is received after 12-31-90, the additional fee increases to $20.00 . You may take your application to the nearest OLCC office if you do not wish to mail it.

ENDORSEMENT

The (CITY OR COUNTY OF) MULTNOMAH recommends that this license be GRANTED X REFUSED ____

DATE OF ENDORSEMENT: OCTOBER 30, 1990.

SIGNED: Gretchen Kafoury GRETCHEN KAFOURY TITLE OF SIGNER: VICE-CHAIR, BOARD OF COMMISSIONERS

SIGNATURES

EACH LICENSEE or authorized corporate officer must sign this application. If a licensee is not available, another person may sign ONLY if the signer includes legal authorization for the signature.

PRINT YOUR NAME	PRINT YOUR NAME	PRINT YOUR NAME
ZANE R. KINNAMAN		
SIGNATURE DATE	SIGNATURE DATE	SIGNATURE DATE
Zane R. Kinnaman 10-16-90		
SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.
540-36-4631 12-02-32		

Form 84545-F Rev (10-90)

DATE SUBMITTED: October 22, 1990

(For Clerk's Use)
Meeting Date OCT 30 1990
Agenda No. C-1(i)

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: LIQUOR LICENSE

Informal Only* _____ (Date)

Formal Only _____ (Date)

DEPARTMENT Sheriff's Office DIVISION _____

CONTACT Deputy Harvey Haigh TELEPHONE 251-2481

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Deputy Harvey Haigh

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

Attached is the restaurant liquor license renewal for the Pizza Baron, 2604 SE 122nd, Portland, Oregon 97236. The applicant(s) William A. Dayton and Lori Diann Dayton have no criminal record and we recommend that the application be approved.

ACTION REQUESTED:

(__)INFORMATION ONLY (__)PRELIMINARY APPROVAL (__)POLICY DIRECTION (xx)APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA Consent Agenda

IMPACT:

PERSONNEL

(__) FISCAL/BUDGETARY

(__) GENERAL FUND

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, OR COUNTY COMMISSIONER: _____

BUDGET / PERSONNEL _____/_____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, Etc.)

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

HH/slr/323-AINT

LICENSE RENEWAL APPLICATION

OREGON LIQUOR CONTROL COMMISSION P.O. BOX 22297 PORTLAND, OREGON 97222 PHONE 1-800-452-6522 1990

SYMBOL	CLASSIFICATION	FEES	DISTRICT	CITY/COUNTY	DPLRN	CODE
R	RESTAURANT SERVER EDUCATION STUDENT FEE	$200.00 2.60	1	2600	R00771A	C

IF YOU DO NOT COMPLETE THIS APPLICATION FULLY, WE WILL RETURN IT TO YOU FOR COMPLETION. WE CANNOT CONSIDER AN INCOMPLETE APPLICATION. YOUR LICENSE EXPIRES DECEMBER 31, 1990.

DAYTON LORI D
PIZZA BARON
2604 SE 122ND
PORTLAND OR 97236

DAYTON LORI D
DAYTON WILLIAM A

PIZZA BARON
2604 SE 122ND
PORTLAND OR 97236

1. Please list a daytime phone number in case we need more information: 761-1799.
2. Were you or anyone else who holds a financial interest in these premises arrested or convicted of any crime, violation or infraction of any law during the past year? (DO NOT INCLUDE MINOR TRAFFIC VIOLATIONS FOR WHICH A FINE OR BAIL FORFEITURE OF $50.00 OR LESS WAS IMPOSED).
   YES_____ NO X IF YES, PLEASE GIVE NAME OF INDIVIDUAL(S):_____
   OFFENSE DATE CITY/STATE RESULT
3. Will anyone share in the profits who is not a licensee? YES_____ NO X
   If yes, please give name(s) and explain:_____
4. Did you make any significant changes in operation during the past year that you have not reported to the OLCC, such as changes in menu, hours of operation, or remodeling?
   YES_____ NO X IF YES, EXPLAIN:_____

RENEWAL FEE / SERVER EDUCATION STUDENT FEE

DO NOT MAIL CASH. ENCLOSE A CHECK OR MONEY ORDER FOR $202.60 MADE PAYABLE TO "OLCC".

LATE RENEWAL ADDITIONAL FEE

Your renewal must be in liquor commission hands by 12-12-90 or you must pay an additional late fee of $50.00. A legible postmark showing this date is acceptable. If your application is received after 12-31-90, the additional fee increases to $80.00 . You may take your application to the nearest OLCC office if you do not wish to mail it.

ENDORSEMENT

The (CITY OR/COUNTY OF) MULTNOMAH recommends that this license be GRANTED X REFUSED _____

DATE OF ENDORSEMENT: OCTOBER 30, 1990.

SIGNED: Gretchen Kafoury TITLE OF SIGNER: VICE-CHAIR, BOARD OF COMMISSIONERS

GRETCHEN KAFOURY

SIGNATURES

EACH LICENSEE or authorized corporate officer must sign this application. If a licensee is not available, another person may sign ONLY if the signer includes legal authorization for the signature.

PRINT YOUR NAME	PRINT YOUR NAME	PRINT YOUR NAME
William A. Dayton	Lori Diann Dayton	
SIGNATURE DATE	SIGNATURE DATE	SIGNATURE DATE
William A Dayton 10/16/90	Lori D. Dayton 10/16/90	
SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.
544-66-2432 5/1/53	537-56-3178 8/23/56	

NOTICE All employees who serve or sell alcoholic beverages MUST have a valid Service Permit.

Form 84545-C Rev (10-90)

DATE SUBMITTED: October 16, 1990

(For Clerk's Use)
Meeting Date OCT 30 1990
Agenda No. C-1(j)

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: LIQUOR LICENSE

Informal Only* _____ (Date)

Formal Only _____ (Date)

DEPARTMENT Sheriff's Office DIVISION _____

CONTACT Deputy Harvey Haigh TELEPHONE 251-2481

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Deputy Harvey Haigh

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

Attached is the retail malt beverage liquor license renewal for the Daily Double Tavern, 1607 NE 162nd, Portland, Oregon 97230. The applicant(s) Patricia L. Dreues and Harry W. Dreues have no criminal record and we recommend that the application be approved.

ACTION REQUESTED:

(__)INFORMATION ONLY (__)PRELIMINARY APPROVAL (__)POLICY DIRECTION (xx)APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA Consent Agenda

IMPACT:

PERSONNEL

(__) FISCAL/BUDGETARY

(__) GENERAL FUND

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, OR COUNTY COMMISSIONER: _____

BUDGET / PERSONNEL _____/_____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, Etc.)

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

HH/slr/319-AINT

421-201

LICENSE RENEWAL APPLICATION

OREGON LIQUOR CONTROL COMMISSION P.O. BOX 22297 PORTLAND, OREGON 97222 PHONE 1-800-452-6522 1990

SYMBOL	CLASSIFICATION	FEES	DISTRICT	CITY/COUNTY	DPLRN	CODE
RMB	RETAIL MALT BEVERAGE SERVER EDUCATION STUDENT FEE	$200.00 2.60	1	2600	R00226A	C

IF YOU DO NOT COMPLETE THIS APPLICATION FULLY, WE WILL RETURN IT TO YOU FOR COMPLETION. WE CANNOT CONSIDER AN INCOMPLETE APPLICATION. YOUR LICENSE EXPIRES DECEMBER 31, 1990.

HARRY & PAT'S TAVERN INC
DAILY DOUBLE TAVERN
1607 NE 162ND
PORTLAND OR 97230

HARRY & PAT'S TAVERN INC
DREVES PATRICIA L *T*

DAILY DOUBLE TAVERN
1607 NE 162ND
PORTLAND OR 97230

* Is Server Education designee(s), indicated by *T* above, correct? Yes ✓ No___
** If no, who is your new designee? _____ SS# _____.

1. Please list a daytime phone number in case we need more information: 2549939.
2. Were you or anyone else who holds a financial interest in these premises arrested or convicted of any crime, violation or infraction of any law during the past year? (DO NOT INCLUDE MINOR TRAFFIC VIOLATIONS FOR WHICH A FINE OR BAIL FORFEITURE OF $50.00 OR LESS WAS IMPOSED).
   YES_____ NO_____ IF YES, PLEASE GIVE NAME OF INDIVIDUAL(S):_____
   OFFENSE DATE CITY/STATE RESULT
3. Will anyone share in the profits who is not a licensee? YES_____ NO ✓
   If yes, please give name(s) and explain:_____
4. Did you make any significant changes in operation during the past year that you have not reported to the OLCC, such as changes in menu, hours of operation, or remodeling?
   YES_____ NO ✓ IF YES, EXPLAIN:_____

RENEWAL FEE / SERVER EDUCATION STUDENT FEE

DO NOT MAIL CASH. ENCLOSE A CHECK OR MONEY ORDER FOR $202.60 MADE PAYABLE TO "OLCC".

LATE RENEWAL ADDITIONAL FEE

Your renewal must be in liquor commission hands by 12-12-90 or you must pay an additional late fee of $50.00. A legible postmark showing this date is acceptable. If your application is received after 12-31-90, the additional fee increases to $80.00 . You may take your application to the nearest OLCC office if you do not wish to mail it.

ENDORSEMENT

The (CITY OR/COUNTY OF) MULTNOMAH recommends that this license be GRANTED X REFUSED _____
DATE OF ENDORSEMENT: OCTOBER 30, 1990.

SIGNED: Gretchen Kafoury TITLE OF SIGNER: VICE-CHAIR, BOARD OF COMMISSIONERS
GRETCHEN KAFOURY

SIGNATURES

EACH LICENSEE or authorized corporate officer must sign this application. If a licensee is not available, another person may sign ONLY if the signer includes legal authorization for the signature.

PRINT YOUR NAME	PRINT YOUR NAME	PRINT YOUR NAME
PATRICIA L DREVES	Harry W Dreves	
SIGNATURE DATE	SIGNATURE DATE	SIGNATURE DATE
Patricia L Dreves 101090	Harry W Dreves	
SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.
036 26 5337 11/21940	098-30-7976 4-17-1931	

NOTICE All employees who serve or sell alcoholic beverages MUST have a valid Service Permit.

Form 84545-C Rev (10-90)

DATE SUBMITTED: October 16, 1990

(For Clerk's Use)
Meeting Date OCT 30 1990
Agenda No. C-1(K)

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: LIQUOR LICENSE

Informal Only* _____ (Date)

Formal Only _____ (Date)

DEPARTMENT Sheriff's Office DIVISION _____

CONTACT Deputy Harvey Haigh TELEPHONE 251-2481

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Deputy Harvey Haigh

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

Attached is the retail malt beverage liquor license renewal for the Peanut Farm, 12646 SE Division, Portland, Oregon 97236. The applicant(s) Myrna L. Holcombe and Charles F. Nakvasil have no criminal record and we recommend that the application be approved.

ACTION REQUESTED:

(__)INFORMATION ONLY (__)PRELIMINARY APPROVAL (__)POLICY DIRECTION (xx)APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA Consent Agenda

IMPACT:

PERSONNEL

(__) FISCAL/BUDGETARY

(__) GENERAL FUND

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, OR COUNTY COMMISSIONER: _____

BUDGET / PERSONNEL _____/_____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, Etc.)

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

HH/slr/319-AINT

421-201

LICENSE RENEWAL APPLICATION

OREGON LIQUOR CONTROL COMMISSION P.O. BOX 22297 PORTLAND, OREGON 97222 PHONE 1-800-452-6522 1990

SYMBOL	CLASSIFICATION	FEES	DISTRICT	CITY/COUNTY	DPLRN	CODE
RMB	RETAIL MALT BEVERAGE	$200.00	1	2600	R00266A	C
	SERVER EDUCATION STUDENT FEE	2.60				

IF YOU DO NOT COMPLETE THIS APPLICATION FULLY, WE WILL RETURN IT TO YOU FOR COMPLETION. WE CANNOT CONSIDER AN INCOMPLETE APPLICATION. YOUR LICENSE EXPIRES DECEMBER 31, 1990.

PEANUT FARM TAVERN INC
THE PEANUT FARM
12646 SE DIVISION
PORTLAND OR 97236

PEANUT FARM TAVERN INC
HOLCOMBE MYRNA *T*
THE PEANUT FARM
12646 SE DIVISION
PORTLAND OR 97236

* Is Server Education designee(s), indicated by *T* above, correct? Yes X No___
** If no, who is your new designee? _____ SS# _____.

1. Please list a daytime phone number in case we need more information: 761-1297.
2. Were you or anyone else who holds a financial interest in these premises arrested or convicted of any crime, violation or infraction of any law during the past year? (DO NOT INCLUDE MINOR TRAFFIC VIOLATIONS FOR WHICH A FINE OR BAIL FORFEITURE OF $50.00 OR LESS WAS IMPOSED).
   YES_____ NO X IF YES, PLEASE GIVE NAME OF INDIVIDUAL(S):_____
   OFFENSE DATE CITY/STATE RESULT
3. Will anyone share in the profits who is not a licensee? YES_____ NO X
   If yes, please give name(s) and explain:_____
4. Did you make any significant changes in operation during the past year that you have not reported to the OLCC, such as changes in menu, hours of operation, or remodeling?
   YES_____ NO X IF YES, EXPLAIN:_____

RENEWAL FEE / SERVER EDUCATION STUDENT FEE

DO NOT MAIL CASH. ENCLOSE A CHECK OR MONEY ORDER FOR $202.60 MADE PAYABLE TO "OLCC".

LATE RENEWAL ADDITIONAL FEE

Your renewal must be in liquor commission hands by 12-12-90 or you must pay an additional late fee of $50.00. A legible postmark showing this date is acceptable. If your application is received after 12-31-90, the additional fee increases to $80.00. You may take your application to the nearest OLCC office if you do not wish to mail it.

ENDORSEMENT

The (CITY) OR/COUNTY OF) MULTNOMAH recommends that this license be GRANTED X REFUSED _____
DATE OF ENDORSEMENT: OCTOBER 30, 1990.
SIGNED: Gretchen Kafoury TITLE OF SIGNER: VICE-CHAIR, BOARD OF COMMISSIONERS
GRETCHEN KAFOURY

SIGNATURES

EACH LICENSEE or authorized corporate officer must sign this application. If a licensee is not available, another person may sign ONLY if the signer includes legal authorization for the signature.

PRINT YOUR NAME	PRINT YOUR NAME	PRINT YOUR NAME
Myrna L. Holcombe	Charles F. NAKVASIL	
SIGNATURE DATE	SIGNATURE DATE	SIGNATURE DATE
Myrna L. Holcombe 10-6-90	Charles F Nakvasil 10-6-90	
SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.	SOCIAL SECURITY NUMBER D.O.B.
541-36-5460 1/19/36	544-34-9474 7-29-35	

NOTICE All employees who serve or sell alcoholic beverages MUST have a valid Service Permit.

Form 84545-C Rev (10-90)

DATE SUBMITTED: October 22, 1990

(For Clerk's Use) OCT 30 1990
Meeting Date _____
Agenda No. C-1(1)

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: LIQUOR LICENSE

Informal Only* _____ (Date)

Formal Only _____ (Date)

DEPARTMENT Sheriff's Office DIVISION _____

CONTACT Deputy Harvey Haigh TELEPHONE 251-2481

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Deputy Harvey Haigh

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

Attached is the retail malt beverage liquor license renewal for the Rose City Music Club, 12334 SE Division, Portland, Oregon 97216. The applicant(s) John B. Kendall have no criminal record and we recommend that the application be approved.

ACTION REQUESTED:

(__)INFORMATION ONLY (__)PRELIMINARY APPROVAL (__)POLICY DIRECTION (xx)APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA Consent Agenda

IMPACT:

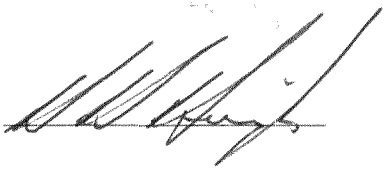
PERSONNEL

(__) FISCAL/BUDGETARY

(__) GENERAL FUND

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, OR COUNTY COMMISSIONER: 

BUDGET / PERSONNEL _____/_____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, Etc.)

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

HH/slr/323-AINT

LICENSE RENEWAL APPLICATION

OREGON LIQUOR CONTROL COMMISSION P.O. BOX 22297 PORTLAND, OREGON 97222 PHONE 1-800-452-6522 1990

SYMBOL	CLASSIFICATION	FEES	DISTRICT	CITY/COUNTY	DPLRN	CODE
RMB	RETAIL MALT BEVERAGE SERVER EDUCATION STUDENT FEE	$200.00 2.60	1	2600	R14471A	C

IF YOU DO NOT COMPLETE THIS APPLICATION FULLY, WE WILL RETURN IT TO YOU FOR COMPLETION. WE CANNOT CONSIDER AN INCOMPLETE APPLICATION. YOUR LICENSE EXPIRES DECEMBER 31, 1990.

ROSE CITY MUSIC CLUB
ROSE CITY MUSIC CLUB
12334 SE DIVISION
PO BOX 16001
PORTLAND OR 97216

ROSE CITY MUSIC CLUB
HALEY RICHARD M *T*

ROSE CITY MUSIC CLUB
12334 SE DIVISION
PO BOX 16001
PORTLAND OR 97216

* Is Server Education designee(s), indicated by *T* above, correct? Yes X No___
** If no, who is your new designee? _____ SS# _____.

1. Please list a daytime phone number in case we need more information: (503) 760-4638.
2. Were you or anyone else who holds a financial interest in these premises arrested or convicted of any crime, violation or infraction of any law during the past year? (DO NOT INCLUDE MINOR TRAFFIC VIOLATIONS FOR WHICH A FINE OR BAIL FORFEITURE OF $50.00 OR LESS WAS IMPOSED).
   YES_____ NO X IF YES, PLEASE GIVE NAME OF INDIVIDUAL(S):_____

OFFENSE	DATE	CITY/STATE	RESULT
NONE			

3. Will anyone share in the profits who is not a licensee? YES_____ NO X
   If yes, please give name(s) and explain:_____
4. Did you make any significant changes in operation during the past year that you have not reported to the OLCC, such as changes in menu, hours of operation, or remodeling?
   YES_____ NO X IF YES, EXPLAIN:_____

RENEWAL FEE / SERVER EDUCATION STUDENT FEE

DO NOT MAIL CASH. ENCLOSE A CHECK OR MONEY ORDER FOR $202.60 MADE PAYABLE TO "OLCC".

LATE RENEWAL ADDITIONAL FEE

Your renewal must be in liquor commission hands by 12-12-90 or you must pay an additional late fee of $50.00. A legible postmark showing this date is acceptable. If your application is received after 12-31-90, the additional fee increases to $80.00 . You may take your application to the nearest OLCC office if you do not wish to mail it.

ENDORSEMENT

The (CITY OR/COUNTY OF) MULTNOMAH recommends that this license be GRANTED X REFUSED _____
DATE OF ENDORSEMENT: OCTOBER 30, 1990.
SIGNED: Gretchen Kafoury TITLE OF SIGNER: VICE-CHAIR, BOARD OF COMMISSIONERS
GRETCHEN KAFOURY

SIGNATURES

EACH LICENSEE or authorized corporate officer must sign this application. If a licensee is not available, another person may sign ONLY if the signer includes legal authorization for the signature.

PRINT YOUR NAME	SIGNATURE	DATE	SOCIAL SECURITY NUMBER	D.O.B.
RICHARD M HALEY	Richard M. Haley	10-16-90	541 40 8793	5-23-37
JOHN B KENDALL	John B Kendall	10-16-90	541-46-5922	2-2-43
JAMES KALMBACH	James D. Kalmbach	10-16-90	542-40-3749	10-16-36

NOTICE All employees who serve or sell alcoholic beverages MUST have a valid Service Permit.

Work Phone
252 9811

Form 84545-C Rev (10-90)

DATE SUBMITTED _____ ORIGINAL 800191

(For Clerk's Use)
Meeting Date OCT 30 1990
Agenda No. C-2

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Intergovernmental Agreement with Mt. Hood Community College - Amend #1

Informal Only* _____ (Date)

Formal Only October 18, 1990 (Date)

DEPARTMENT Sheriff's Office **DIVISION** Corrections

CONTACT Larry Aab **TELEPHONE** 255-3600

***NAME(s) OF PERSON MAKING PRESENTATION TO BOARD** Robert G. Skipper

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

Amendment #1 to the contract with Mt. Hood Community College to change and include language pertaining to safe conditions for instructors.

10/30/90 Originals to Darla Beckwith

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

ACTION REQUESTED:

☐ INFORMATION ONLY ☐ PRELIMINARY APPROVAL ☐ POLICY DIRECTION ☒ ~~APPROVAL~~ RATIFICATION

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA _____

IMPACT:

PERSONNEL

☐ FISCAL/BUDGETARY

☐ General Fund

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Robert D. Skipper 10/22

BUDGET / PERSONNEL _____ /

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) Sandra Duffy

OTHER _____
(Purchasing, Facilities Management, etc.)

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

1984

PLANNING & BUDGET UNIT

FROM:
( ) LARRY AAB, MANAGER
(✓) DARLA BECKWITH
( ) JAMES DUSEVOIR
( ) LAURA HARRYMAN
( ) JANELLE HOGLAN
( ) MILLIE MOSMEIER
( ) RUTH NUTTING
( ) SHARON OWEN
( ) RICHARD SHOWALTER
( ) SHERRILL WHITTEMORE

DATE: 10/02/90

TO: 106/1530/Co. Counsel - Rita

___ AAB	___ JAMIESON	___ SCHWEITZER
___ AMIDON	___ JARON	___ SHOWALTER
___ AMUNDSON	___ JOHNSTON	___ SKIPPER
___ BECKWITH	___ HOGLAN	___ SLYTER
___ COOK, W.	___ LaBERGE	___ STELLE
___ DUSEVOIR	___ LaTRACE	___ STITES
___ ENGLERT	___ MILLER, RW	___ THACKER
___ FESSLER	___ MOSMEIER	___ TILLINGHAS
___ GOSS	___ NUTTING	___ VANDEVER
___ HANSON	___ ORAZETTI	___ WALKER, G.
___ HARRYMAN	___ OWEN, S.	___ WALLIKER
___ HAUG, R.	___ PETERSON,G.	___ WHALEN
___ HAUSAFUS	___ PILAND	___ WHITTEMORE
___ INGLESBY	___ POOL	___ WOOD, W.

_____ Per Your Request

FOR YOUR . . .	AND/OR
✓ Review	_____ File
✓ Approval	_____ Return
✓ Signature	_____ Discard
_____ Comment	✓ Forward to:

1. Co. Counsel please review and sign where indicated then forward to Cl. of Board for Agenda. Enclosed are 3 Originals & 9 Copies

---

2. Cl. of Board please review, stamp then forward back to 3/3/225/Darla. Please send us back all 3 Originals. (9 Copies are enclosed)

25102/90

CONTRACT APPROVAL FORM

(See Administrative Procedure #2106)

MULTNOMAH COUNTY OREGON

Contract # 800~~421~~ 191

Amendment # 1

CLASS I	CLASS II	CLASS III
☐ Professional Services under $10,000	☐ Professional Services over $10,000 (RFP, Exemption) ☐ PCRB Contract ☐ Maintenance Agreement ☐ Licensing Agreement ☐ Construction ☐ Grant ☐ Revenue	☒ Intergovernmental Agreement **RATIFIED** **Multnomah County Board of Commissioners** C-2 October 30, 1990

RETURN TO: Larry Aab 313/225

Contact Person Bill Wood Phone 248-3256 Date 9/21/90

Department Sheriff's Office Division Corrections Bldg/Room 119/307

Description of Contract Provide GED instruction for inmates at MCCF and MCIJ as stated in original contract. This amends contract to include the understanding the the Sheriff's Office will provide a reasonably safe working environment for the instructors.

RFP/BID # _____ Date of RFP/BID _____ Exemption Exp. Date _____

ORS/AR # _____ Contractor is ☐ MBE ☐ WBE ☐ QRF

Contractor Name Mt. Hood Comm. College

Mailing Address 26000 SE Stark St.
Gresham, OR 97030

Phone 667-7116

Employer ID # or SS # 1-93-0546890-AL

Effective Date July 1, 1990

Termination Date June 30, 1991

Original Contract Amount $ 10,000.00

Amount of Amendment $ -0-

Total Amount of Agreement $ 10,000.00

Payment Term

☐ Lump Sum $ _____

☐ Monthly $ _____

☒ Other $ as billed

☐ Requirements contract - Requisition required.

Purchase Order No. _____

☐ Requirements Not to Exceed $ _____

REQUIRED SIGNATURES:

Department Manager [signature] Date 10-01-90

Purchasing Director _____ Date _____
(Class II Contracts Only)

County Counsel Sandra Duffy Date 10-16-90

County Chair/Sheriff _____ Date _____

VENDOR CODE	VENDOR NAME	TOTAL AMOUNT	$	

LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT	SUB OBJ	REPT CATEG	LGFS DESCRIPTION	AMOUNT	INC/ DEC IND
01.	156	025	3915			6110				$2,700	
02.	169	025	4110			6110				$7,300	
03.											

INSTRUCTIONS ON REVERSE SIDE

WHITE - PURCHASING CANARY - INITIATOR PINK - CLERK OF THE BOARD GREEN - FINANCE

ORIGINAL 800191

CONTRACT #:800191
AMENDMENT #: 1

AMENDMENT

This is an amendment to the Personal Services Agreement (Agreement) between Multnomah County Sheriff's Office (Sheriff's Office) and Mt. Hood Community College (Contractor).

Section II, part B, paragraph 4 shall be added to present contact to read as follows:

4. It is agreed and understood that Sheriff's Office shall provide a reasonably safe working environment for instructors in a correction context. It is further agreed and understood that the directions from all corrections officers and that failure to abide by the rules or regulations or failure to obey the orders of corrections officers may result in risk of injury or harm. Mt. Hood Community college acknowledges there is a risk assumed when its instructors enter aa correctional institution.

All other provisions of the Agreement remain in effect for said term.

DATED this _____ day of _____, 1990.

MULTNOMAH COUNTY, OREGON

By: _____
ROBERT G. SKIPPER
Sheriff

Date: _____

MT. HOOD COMMUNITY COLLEGE

By: _____

Date: _____

_____
(Contractor's Federal ID#)

REVIEWED:
Lawrence Kressel, County Counsel
Multnomah County, Oregon

By: Sandra Duffy
Assistant County Counsel

RATIFIED
Multnomah County Board of Commissioners
October 30, 1990

DATE SUBMITTED _____

(For Clerk's Use)
Meeting Date OCT 30 1990
Agenda No. C-3

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Intergovernmental Agreement - Herman Miller Furnishings

Informal Only * _____ (Date)

Formal Only _____ (Date)

DEPARTMENT General Services **DIVISION** Admin. Services/
CONTACT Marion Grabarits **TELEPHONE** 248-5111

***NAME(s) OF PERSON MAKING PRESENTATION TO BOARD** Lillie Walker

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

Intergovernmental Agreement to allow County's contract for the purchase of Herman Miller furnishings to be used by State of Oregon, Adult and Family Services Division in accordance with Bid B43-100-3028. 10/30/90 original to Marion Grabarits

ACTION REQUESTED:

___INFORMATION ONLY ___PRELIMINARY APPROVAL ___POLICY DIRECTION _X_ APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 5 minutes

IMPACT:

_____ PERSONNEL

_____ FISCAL/BUDGETARY

_____ GENERAL FUND

OTHER _____

1990 OCT 23 PM 3:07
MULTNOMAH COUNTY
OREGON
BOARD OF
COUNTY COMMISSIONERS

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Linda Alexander

BUDGET/PERSONNEL _____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) John L. DuBay

OTHER Lillie M. Walker
(Purchasing, Facilities Management, etc.)

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

421pur

NEIL GOLDSCHMIDT
GOVERNOR

Department of Human Resources
ADULT AND FAMILY SERVICES DIVISION
PUBLIC SERVICE BUILDING, SALEM, OREGON 97310

October, 5, 1990

Multnomah County, Purchasing
2505 SE 11th
Portland, OR 97202

Attention: Marion Grabarits

The Adult and Family Services Division (AFS) would like to enter into an agreement with Multnomah County which would allow us to purchase modular furniture that you competitively bid and awarded to Environetics.

If possible, we would like to receive a copy of your contract with Environetics so that we will know the terms and conditions and the products carried under this contract.

I am the contact at AFS and can be reached by phone at 378-2392 or 373-1024, mail can be sent to P.O. Box 14090, Salem, OR 97309.

Sincerely,

Cheryl Miller Nordhagen

Cheryl Miller Nordhagen, Manager
Business Services Unit

cmn

RECEIVED
PURCHASING SECTION
90 OCT -9 PM 2:56
MULTNOMAH COUNTY

REQUIREMENTS

CONTRACT

No. 30035-9

THIS AGREEMENT, made and entered into this 1st day of September, 1988, by and between the COUNTY OF MULTNOMAH, State of Oregon, hereinafter referred to as the County, and ENVIRONETICS, INC., 17380 Boones Ferry Road, Lake Oswego, OR, 97034, phone 635-8141, Andy Nacrelli, hereinafter referred to as the Contractor,

THE PARTIES HERETO AGREE AS FOLLOWS:

ARTICLE I. Description of Goods: Contractor shall and will sell and deliver to the County Herman Miller Action Office Furnishings and Accessories on a requirements basis per Bid No. B43-100-3028, in strict accordance with the plans and specifications prepared for the same, which plans and specifications shall be and are a part of this contract as much so as though they had been fully copied hereinto.

ARTICLE II. Payment: The County will pay to the Contractor for said services and material so sold and delivered the amount specified by the Contractor in response to the bid and incorporated herein as Article VIII, being the sum named in the Contractor's bid, subject to additions and deductions as hereinafter provided. Payment will be made not later than the 15th of the month following the current month within which services have been provided by the Contractor.

ARTICLE III. Payment Approval: No payment shall be made except upon the approval of the Purchasing Director in writing after approval of the services and material so sold and delivered. Delivery shall be made at the time and place indicated by said official.

ARTICLE IV. Failure to Deliver: That in case of the Contractor's failure to deliver said services within the time limited herein, the County shall have the right to supply the deficiency by procurement in the open market or otherwise purchasing any of the materials so required at such place as the County may elect, with a view to promptly obtaining said material, and at a fair and reasonable price at the expense of the Contractor, and in case said Contractor fails to perform any of the conditions of said contract, the right is hereby expressly reserved to the County to elect whether the Contractor shall be permitted to continue performance as to the remaining parts or whether the entire unperformed part shall be procured at the expense of the Contractor; provided, that in the event additional time for the performance of the contract is granted to the Contractor, the cost of inspection and other expense and damages to the County incidental thereto, if any, shall be charged to the Contractor.

ARTICLE V. Indemnification: The Contractor agrees to hold and save the County and all its officers and agents harmless from and against all claims of

every nature or kind for or on account of the use of any patented article, combination or process which may affect the material delivered or work done under this contract.

ARTICLE VI. State Law Compliance: The Contractor agrees to make payment promptly as due to all persons supplying such Contractor with labor or materials for the prosecution of the work provided for in this contract, and that said Contractor will not permit any lien or claim to be filed or prosecuted against the County on account of any labor or material furnished, and agrees further that no person shall be employed for more than eight hours in any one day, or forty hours in any one week; unless in case of necessity or emergency, or where the public policy absolutely requires it, and in such case to pay wages in accordance with the provisions of ORS 279.334 and ORS 279.338 where applicable.

The Contractor agrees that should the Contractor fail, neglect or refuse to make prompt payment of any claim for labor or services furnished by any person for the prosecution of the work provided in this contract as said claim becomes due, whether said services and labor be performed for said Contractor or a subcontractor, fail, neglect, or refuse to make all contributions or amounts due the State Industrial Accident Fund or to the State Unemployment Compensation Fund, and all sums withheld from employees due the State Department of Revenue, then and in such event the said County and the other proper officers representing said County may pay such claim or funds to the person furnishing such labor or services or to the State Industrial Accident Commission or to the State Unemployment Compensation or to the State Department of Revenue and charge the amount thereof against funds due or to become due said Contractor by reason of his said contarct, but payment of any such claims in the manner herein authorized shall not relieve the contractor or his surety from his or its obligation with respect to any unpaid claims.

The Contractor shall promptly, as due, make payment to any person, copartnership, association or corporation furnishing medical, surgical or hospital care or other needed care and attention incident to sickness or injury to the employees of such Contractor of all sums which the said Contractor agrees to pay for such services, and all moneys and sums which the Contractor may or shall have deducted from the wages of his/her employees for such services.

ARTICLE VII. Nonappropriation: The Contractor agrees that if payment for this contract extends into County's next fiscal year, it is made subject to future appropriations by the Board of County Commissioners of Multnomah County, Oregon to fund its provisions; and may be cancelled by County upon thirty days written notice to Contractor of any such failure.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly appointed officers the date first written above.

APPROVED AS TO FORM:

LAURENCE KRESSEL, County Counsel
for Multnomah County, Oregon

By _____
Assistant County Counsel

COUNTY OF MULTNOMAH, State of Oregon

By _____ KB
Gladys McCoy, County Chair

ENVIRONETICS, INC.

_____
Contractor

WILLIAM D MILLER
President

_____
Contractor

RB:CLS
081788

MULTNOMAH COUNTY OREGON

CONTRACT APPROVAL FORM

(See Administrative Procedure #2106)

Contract # A-0056-1

Amendment # _____

CLASS I	CLASS II	CLASS III
☐ Professional Services under $10,000	☐ Professional Services over $10,000 (RFP, Exemption) ☐ PCRB Contract ☐ Maintenance Agreement ☐ Licensing Agreement ☐ Construction ☐ Grant ☐ Revenue	☒ Intergovernmental Agreement **RATIFIED** **Multnomah County Board of Commissioners** C-3 October 30, 1990

Contact Person Marion Grabarits Phone 248-5111 Date 10/12/90

Department DGS Division Admin Svcs Bldg/Room 421/1st

Description of Contract Intergovernemtnal agreement to allow County's contract for the purchase of Herman Miller furnishings to be used by State of Oregon Adult and Family Services Division in accordance with Bid B43-100-3028

RFP/BID # AR 10.010A Date of RFP/BID 8/11/88 Exemption Exp. Date _____

ORS/AR # _____ Contractor is ☐ MBE ☐ WBE ☐ QRF

Contractor Name Adult and Family Svcs Div.

Mailing Address PO Box 14090

Salem, OR 97309

Phone 503-378-2392 Cheryl Miller Nordhagen

Employer ID # or SS # _____

Effective Date upon signature

Termination Date August 30, 1991

Original Contract Amount $ _____

Amount of Amendment $ _____

Total Amount of Agreement $ N/A

Payment Term

☐ Lump Sum $ _____

☐ Monthly $ _____

☐ Other $ _____

☐ Requirements contract - Requisition required.

Purchase Order No. _____

☐ Requirements Not to Exceed $ _____

REQUIRED SIGNATURES:

Department Manager _____ Date _____

Purchasing Director _____ Date _____
(Class II Contracts Only)

County Counsel _____ Date 10/25/90

County Chair/Sheriff _____ Date 10/30/90

VENDOR CODE	VENDOR NAME	TOTAL AMOUNT	$	

LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT	SUB OBJ	REPT CATEG	LGFS DESCRIPTION	AMOUNT	INC/ DEC IND
01.											
02.											
03.											

INSTRUCTIONS ON REVERSE SIDE

WHITE - PURCHASING CANARY - INITIATOR PINK - CLERK OF THE BOARD GREEN - FINANCE

Contract # 4-0056-1

INTERGOVERNMENTAL AGREEMENT

FOR PURCHASE OF FURNISHINGS AND OFFICE SYSTEMS

THIS AGREEMENT, dated October 12, 1990 is between Multnomah County, a political subdivision of the State of Oregon (hereinafter County) and State of Oregon, Adult and Family Services Division, PO Box 14090, Salem, Oregon 97309, a political subdivision of the State of Oregon (hereinafter called Adult and Family Services).

WHEREAS, the parties hereto are both political entities authorized to enter into intergovernmental agreements pursuant to ORS Chapter 190; and

WHEREAS, the County has conducted a request for bids and has selected Environetics, Inc. as the vendor of Herman Miller Action Office Furnishings and Accessories; and

WHEREAS, the County's contract with the vendor requires the vendor to make the same discounts on pricing available to other public entities through August, 1991.

WHEREAS, Adult and Family Services wishes to make Herman Miller Action Office Furnishings pursuant to the County contract since such purchases will be in the public interest and will benefit Adult and Family Services due to the advantageous pricing offered and the thoroughness of the County's request for proposals;

NOW, THEREFORE, the parties hereto agree as follows:

1. County assigns to Adult and Family Services the right to make purchases under the County's contract with Environetics, Inc. under County contract #300359 dated September 1, 1988.

2. This Agreement will expire on August 30, 1991.

3. The County assumes no liability, financial or otherwise, on behalf of the Adult and Family Services for the Adult and Family Services use of the County's contract with Environetics, Inc.

IN WITNESS WHEREOF, Adult and Family Services and the County have caused this contract to be executed by their duly authorized representative(s), all on the day and year first written above.

COUNTY OF MULTNOMAH, STATE OF OREGON

By _____
Gladys McCoy, County Chair

REVIEWED:

for _____
Laurence Kressel, County Counsel

421pur

RATIFIED
Multnomah County Board of Commissioners
October 30, 1990

ADULT AND FAMILY SERVICES

By _____

_____
Title

Meeting Date: OCT 30 1990

Agenda No.: R-1

(Above space for Clerk's Office Use)

. . . . . .

AGENDA PLACEMENT FORM
(For Non-Budgetary Items)

SUBJECT: TRI-MET CONTRACT - IGA

BCC Informal _____ (date) BCC Formal 10-25-90 (date)

DEPARTMENT GENERAL SERVICES DIVISION EMPLOYEE SERVICES

CONTACT SARA MARTIN TELEPHONE 248-5015 x2203

PERSON(S) MAKING PRESENTATION Merrie Ziady

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: _____

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: _____

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

ANNUAL RENEWAL OF TRI-MET CONTRACT. PRESENTED FOR BCC APPROVAL.

10/30/90 originals to Sara Martin

1990 OCT 23 PM 3:06
BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON

(If space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL _____

Or

DEPARTMENT MANAGER _____

(All accompanying documents must have required signatures)

1/90

MULTNOMAH COUNTY OREGON

CONTRACT APPROVAL FORM

(See Administrative Procedure #2106)

Contract # 400551

Amendment # _____

CLASS I	CLASS II	CLASS III
☐ Professional Services under $10,000	☒ Professional Services over $10,000 (RFP, Exemption) ☐ PCRB Contract ☐ Maintenance Agreement ☐ Licensing Agreement ☐ Construction ☐ Grant ☐ Revenue	☒ Intergovernmental Agreement **RATIFIED** **Multnomah County Board of Commissioners** R-1 October 30, 1990

Contact Person Sara Martin Phone 248-5015 Date 9/24/90

Department General Services Division Employee Srvs. Bldg/Room 106/1430

Description of Contract Provides annual, unlimited bus passes for eligible (Exempt) County employees.

RFP/BID # _____ Date of RFP/BID _____ Exemption Exp. Date _____

ORS/AR # _____ Contractor is ☐ MBE ☐ WBE ☐ QRF

Contractor Name Tri-Met

Mailing Address 4012 SE 17th Avenue
Portland, OR 97202

Phone (503) 238-4802

Employer ID # or SS # _____

Effective Date July 1, 1990

Termination Date June 30, 1991

Original Contract Amount $ _____

Amount of Amendment $ _____

Total Amount of Agreement $ not to exceed $60,000

Payment Term

☐ Lump Sum $ _____

☐ Monthly $ _____

☒ Other $ _____

☐ Requirements contract - Requisition required.
Purchase Order No. _____

☐ Requirements Not to Exceed $ _____

REQUIRED SIGNATURES:

Department Manager Linda D'Alessandro/M. Grady Date 9/28/90

Purchasing Director _____ Date _____
(Class II Contracts Only)

County Counsel _____ Date 10/2/90

County Chair/Sheriff Gladys McCoy Date 10/3/90

VENDOR CODE	VENDOR NAME	TOTAL AMOUNT	$

LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT	SUB OBJ	REPT CATEG	LGFS DESCRIPTION	AMOUNT	INC/ DEC IND
01.	100	040			7512	6110					
02.											
03.											

INSTRUCTIONS ON REVERSE SIDE

WHITE - PURCHASING CANARY - INITIATOR PINK - CLERK OF THE BOARD GREEN - FINANCE

91-100I

TRI-COUNTY METROPOLITAN TRANSPORTATION
DISTRICT OF OREGON

INTERGOVERNMENTAL AGREEMENT

THIS CONTRACT, made and entered into as of the 1st day of July, 1990, by and between the Tri-County Metropolitan Transportation District of Oregon (hereinafter referred to as "Tri-Met"), and Multnomah County, a political subdivision of the State of Oregon (hereinafter referred to as "County").

W I T N E S S E T H:

WHEREAS, Tri-Met is the mass transportation provider in Multnomah County; and

WHEREAS, Tri-Met has authorized the issuance of annual passes to certain County employees by Tri-Met Code Chapter 21; and

WHEREAS, the County by ordinance or collective bargaining contract has agreed to provide certain employees with a compensation package which includes providing said employees with a pass to use Tri-Met services;

NOW, THEREFORE, IN CONSIDERATION of these mutual promises, and the terms and conditions set forth hereinafter, the parties agree as follows:

1. Term

The term of this agreement shall be from July 1, 1990 to and including June 30, 1991, unless sooner terminated under the provisions hereof.

2. Eligible Employees

"Eligible employee", for the purposes of this agreement, means an employee who is a member of a group with which the County, by terms of an ordinance or collective bargaining agreement, has agreed to provide a Tri-Met Bus Pass. The County shall certify to Tri-Met the number of eligible employees as it may change from time to time.

3. Bus Pass

Tri-Met shall provide to the County, 500 bus passes for use by eligible employees.

Such bus passes shall be good for an unlimited number of rides on Tri-Met regular service in all zones, during the term specified in this agreement.

Tri-Met shall provide bus passes to the County in a form mutually acceptable to Tri-Met and the County for issuance by the County. The County shall keep records of the issuance of the passes, shall be responsible for accounting for each pass, and shall administer a survey of transit utilization by County pass holders.

4. Quarterly Reports

The County shall submit to Tri-Met, on a quarterly basis, a list of all valid serial numbers issued to date, along with the name and position of persons holding passes. The report shall also list all cancelled numbers, to be accompanied by cancelled passes or a statement as to why the passes cannot be returned.

5. Lost or Stolen Passes

In case a pass is lost or stolen, the County shall pay to Tri-Met $50.00 upon replacement of the pass.

6. Termination of Employees

Employees of the County shall be required to surrender their pass upon termination of employment with the County. Should a pass not be surrendered upon termination of an employee, the pass shall be considered active for the balance of the contract term, unless reasonable evidence is provided to Tri-Met that the pass holder is no longer in a position to use the pass.

7. Replacement of Cancelled Passes

Tri-Met Paratransit Department shall issue to the County, upon request, additional blank numbered passes sufficient to cover anticipated cancelled passes for the ensuing quarter.

8. Increases or Decreases in Eligible Employees

The County may opt to increase or decrease the number of eligible employees covered by this agreement, as reflected by collective bargaining agreement or County ordinance. The County shall immediately notify Tri-Met of any increase or decrease. Any change in the number of eligible employees shall cause an increase or decrease in the annual premium.

9. Termination

This agreement may be terminated upon thirty (30) days written notice by either party to the other. Such notice shall be

delivered by certified mail, or in person to the designated Project Managers. The agreement may be terminated immediately by mutual written consent of both parties.

10. Project Managers

Tri-Met's Project Manager shall be Sally Gerhart, and the County's Project Manager shall be Sara Martin, subject to written notice of Project Manager replacement.

11. Reimbursement Upon Early Termination

Should this agreement be terminated prior to its expiration date, reimbursement of the annual fee shall be prorated upon the following terms:

> Tri-Met shall reimburse to the County a pro rata share of the annual premium based on the number of days this agreement was in effect, except that if the County fails to return any active passes within five business days following the date of such early termination, Tri-Met may retain from said amount an amount equal to the pro rata value of any such active passes as security until such time as they are returned, or until such time as the County submits reasonable evidence that they are no longer being used, whichever is earlier. Tri-Met shall thereupon reimburse to the County from the amount retained the pro rata value of such passes. The prorated value shall be determined as following: If the passes are returned within five days of the termination the prorated value shall be as of the date of receipt. In no event may any passes be considered active for valuation purposes beyond the date upon which Tri-Met, at its discretion, circulates notification to Tri-Met management and operations not to honor the passes as proof of fare.

12. Suspension of all Services by Tri-Met

In the event of a general strike, or other incident, which results in the suspension of all Tri-Met services, the County shall receive, at County's option, reimbursement of a portion of the annual premium as determined below, or a credit as determined below against any increase that may occur in the current contract, or a credit as determined below which shall be applied to the renewal of this contract. The amount to be reimbursed to the County under this section shall be equal to the value of the annual premium, divided by the number of days in the agreement, times the number of days from the beginning of the strike, or other incident, to and including the last full day preceding resumption of service.

13. Annual Premium

The County shall pay to Tri-Met on or before October 15, 1990, the estimated annual premium in an amount not to exceed $60,000, to be determined by a survey of affected employees, which survey shall be completed by July 23, 1990. The premium to the County will be based upon survey computations as detailed on the attached Exhibit A, incorporated by reference and made a part of this contract.

14. Changes in Services

Tri-Met shall have the right to change the level of service to the Tri-Met system without any obligation to renegotiate the annual premium. Tri-Met has no obligation to provide specific service to people or facilities as a result of this agreement.

15. Access to Records

Tri-Met may examine, audit, and make excerpts or transcripts of County's books, documents, receipts, papers, and records that are directly pertinent to this Contract.

16. Law of Oregon

The Contract shall be governed by the laws of the State of Oregon. The Contract provisions that must be included in public contracts under ORS Chapter 279 are hereby incorporated by reference and made a part of this Contract as if fully set forth.

IN WITNESS WHEREOF, the parties have caused this agreement to be executed by their duly appointed officers the date first written below.

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

By: _____

Name: James E. Cowen

Title: General Manager

MULTNOMAH COUNTY, OREGON

By: Gretchen Kafoury

Name: GRETCHEN KAFOURY

Title: VICE-CHAIR, BOARD OF COMMISSIONERS

APPROVED AS TO FORM:

_____
Jacquelyn Blyn
Legal Services

REVIEWED
By _____
MULTNOMAH COUNTY COUNSEL

RATIFIED
Multnomah County Board
of Commissioners
October 30, 1990

EXHIBIT A

TRI-MET
INTEROFFICE MEMORANDUM

Date: July 23, 1990

To: Joyce Lang

From: Carol Ambruso CA

Subject: Multnomah County Annual Pass Charges

==========

Tri-Met has an ongoing agreement with Multnomah County to provide them with annual passes for a certain group of their employees. The agreement calls for an employee survey to be conducted every year to determine the value of passes provided. In addition, the agreement allows for reconciliation of the previous year's payment based on the actual number of passes used.

As per our contract with Multnomah County, I have completed an employee survey to determine pass usage in order to set an appropriate fee for the coming year. In addition, I have reconciled last year's payment with the number of employees who actually used the program. Following is a summary of the results of the analysis.

ESTIMATED CHARGES FOR FY 91

The survey fixes a value to the annual pass based on the number of trips each employee holding a pass made in the month prior to the survey using the regular Tri-Met fare for a trip from home to work. I have pro-rated the charges for the upcoming fare increase to reflect the ten months of the billing period when it will be in effect.

Based on the survey, the monthly cost per participant before the fare increase is $24.93. After fares increase on September 2, the monthly value will increase to $26.42 per participant. Multnomah County estimates that it will have 158 participants each month in FY 91. Following is a breakdown of changes:

158 participants @ $24.93 per month * 2 months	= $ 7,877.88
158 participants @ $26.42 per month * 10 months	= 41,743.60
Total Estimated Billing for FY 91	= $49,621.48

RECONCILIATION OF FY 90 CHARGES

The monthly value per participant for FY 90 was estimated from the 1989 survey to be $25.33. Tri-Met billed Multnomah County based on an estimate of 169 participants. This number increased to 179 by December 29, 1989. Following is a reconciliation of charges.

169 participants * $25.33 per month * 6 months	=	$25,684.62
179 participants * $25.33 per month * 6 months	=	$27,204.42
Total Amount Due for FY 90	=	$52,889.04
Total Amount Paid for FY 90		- 51,369.24
Balance Due	=	$ 1,519.80

TOTAL AMOUNT TO BE BILLED FOR FY 91

	Estimated value of FY 91 Annual Passes	=	$49,621.49
PLUS	Balance due for FY 90	=	1,519.80
	TOTAL AMOUNT TO BILL MULTNOMAH COUNTY	=	$51,141.29

I will be sending a copy of the survey results, documentation of these figures and this memo to Sara Martin at Multnomah County. If you have any questions, please contact me at 239-6435.

c: G.B. Arrington
Dave Auxier
Kathryn Coffel
Sally Gerhart

END OF EXHIBIT A

Meeting Date: OCT 30 1990

Agenda No.: R-2

(Above space for Clerk's Office Use)

. . . . . .

AGENDA PLACEMENT FORM
(For Non-Budgetary Items)

SUBJECT: Revision #1 State Health Division grant

BCC Informal _____ (date) BCC Formal _____ (date)

DEPARTMENT Human Services DIVISION Health

CONTACT Scott Clement TELEPHONE 3674

PERSON(S) MAKING PRESENTATION Scott Clement/Duane Zussy

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: 5 minutes maximum

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: X

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

Approval of revision #1 of the annual State Health Division grant for FY91. The revision will increase funds available to the Health Division $425,836. A budget modification is being prepared reconciling the County Health Division budget to changes in the grant award.

10/30/90 originals to Herman Brane

(If space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL _____

Or

DEPARTMENT MANAGER Duane Zussy (ac)

(All accompanying documents must have required signatures)

MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES
HEALTH DIVISION
426 S.W. STARK STREET, 8TH FLOOR
PORTLAND, OREGON 97204
(503) 248-3674
FAX (503) 248-3676

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

M E M O R A N D U M

TO: Gladys McCoy
Multnomah County Chair

VIA: Duane Zussy, Director Duane Zussy (ac)
Department of Human Services

FROM: for Billi Odegaard, Director
Health Division

DATE: October 11, 1990

SUBJECT: Recommendation to Approve a Modification to the Health Division Budget with Accompanying Intergovernmental Agreement

RECOMMENDATION: That the Board of County Commissioners consider and approve budget modification DHS 8 and the accompanying intergovernmental agreement between the County and the State Health Division.

RETROACTIVE: As with all State initiated revenue agreements, the effective date is July 1, 1990.

ANALYSIS AND BACKGROUND: This revenue agreement is the first of many for this fiscal year. The Health Division will typically process six to eight of these agreements during the year.

This agreement changes the funding level of 14 of the 22 components of the State grant. The agreement represents the State Health Division's attempt to reconcile this grant with changes in federal and state resources that have occurred since the County originally submitted its grant application last May.

The budget modification form describes in some detail the changes in revenues and the corresponding requested expenditure changes. The total change on this agreement is $272,105 in relation to our Adopted budget. The total change in relation to our May grant application is $425,836. This difference results from the Health Division submitting revenue amendments at technical amendment time based on anticipated changes to the State grant.

NEIL GOLDSCHMIDT
GOVERNOR

Department of Human Resources
HEALTH DIVISION
1400 SW 5th AVENUE, PORTLAND, OREGON 97201 (503) 229-6380
TDD-NONVOICE: (503) 229-5497

August 30, 1990

TO: Health Department Administrators/Grantees

FROM: Donna Clark, Assistant Administrator DC

SUBJECT: FY 91 Budget Revision #1

Enclosed is Budget Revision #1 for FY 91. The following Program changes are reflected in this revision.

AIDS COMMUNITY OUTREACH: Hood River, Union, and Deschutes counties are receiving new grants and Multnomah County will receive an increase in current grant amount.

AIDS PREVENTION/EDUCATION: Lake County will begin receiving funds for prevention/education.

DRINKING WATER PROGRAM: Curry County is contracting with the Health Division for the Drinking Water Program.

FAMILY PLANNING: Jackson, Marion, and Multnomah Counties are receiving National Priority Project Awards. Drug adjustments are being made for FY 90, and Benton County is transferring funds from their drug account to service account.

HIGH RISK INFANT MONITORING AND FOLLOW UP: All counties are being offered funds for the new High Risk Infant Monitoring and Follow Up Program. You may either accept or reject these funds based upon you ability to meet the enclosed Assurances. Please add these Assurances to your Grant Packet.

HIV INTERVENTION: Multnomah County is receiving this new grant.

PERINATAL SUBSTANCE ABUSE: Multnomah and Deschutes Counties are receiving special grants to provide services intended to prevent substance abuse in pregnant women. Assurances will be developed and mailed later.

REFUGEE PROGRAMS: Changes reflect an increase in funding due to successful negotiations on both the CDC Refugee TB and Hepatitis B Follow-Up grant and the AFS Health Screening grant.

SCHOOL BASED HEALTH CLINICS: Yamhill County will be awarded their unused start up funds from FY 90.

STD: Jackson and Multnomah Counties are receiving an increase in federal funds for their Communicable Disease Investigators. Multnomah County funding reflects a correction to their original grant amount.

TB OUTREACH: Multnomah County will receive an increase which reflects the actual grant amount awarded by CDC for this project.

WIC: Changes reflect adjustments in administrative grants to counties piloting the Integrated Data System.

Also, enclosed in the packet for your information:

Notification to grantees on new prohibitions and requirements for disclosure and certification relating to lobbying for recipients of Federal grants. This outlines how you must comply with the new requirements. Also, there is information on the options of single audit or program audit for some non-profit organizations. Please read these and add them to your Grant Packet.

The new Revenue and Expenditure Report form for the Family Planning Program is enclosed. You may order these forms from Oregon Health Division Stockroom, PO Box 231, Portland OR 97207 (229-5904).

Last of all, there are copies of revised Oregon Administrative Rules # 333-14-040 through 333-14-070. These are included just in case you have not previously received them.

You are no longer required to break down your individual program grants into Personal Services/Services and Supplies/Capital Outlay. Capital Outlay must still be listed on the bottom of the budget sheet. However, only items costing $1,000 or more and whose life expectancy is over one year need be included. Grantees still need approval prior to purchasing these items.

The original, signed budget page needs to be returned to our office no later than September 21, 1990. Our mailing address is Office of Health Services, 1400 SW 5th Ave. Room 508, Portland OR 97201.

If you have any questions, please call the appropriate program manager or your Field Services Section representative.

MULTNOMAH COUNTY OREGON

CONTRACT APPROVAL FORM

(See Administrative Procedure #2106)

Contract # 10314

Amendment # 1

CLASS I	CLASS II	CLASS III
☐ Professional Services under $10,000	☐ Professional Services over $10,000 (RFP, Exemption) ☐ PCRB Contract ☐ Maintenance Agreement ☐ Licensing Agreement ☐ Construction ☐ Grant ☒ Revenue	☒ Intergovernmental Agreement Revenue RATIFIED Multnomah County Board of Commissioners R-2 October 30, 1990

Contact Person Brame Phone X 2670 Date 10/12/90

Department Human Services Division Health Bldg/Room 160/2

Description of Contract FY91 Budget Revision #1 reflecting various program changes to the State Health Division grant.

RFP/BID # _____ Date of RFP/BID _____ Exemption Exp. Date _____

ORS/AR # _____ Contractor is ☐ MBE ☐ WBE ☐ QRF

Contractor Name Oregon Health Division

Mailing Address 1400 S.W. 5th Ave.
Portland, OR 97201

Phone 229-6380

Employer ID # or SS # N/A

Effective Date July 1, 1990

Termination Date June 30, 1991

Original Contract Amount $ 3,497,233

Amount of Amendment $ 425,836

Total Amount of Agreement $ 3,923,069

Payment Term N/A

☐ Lump Sum $ _____

☐ Monthly $ _____

☐ Other $ _____

☐ Requirements contract - Requisition required.

Purchase Order No. _____

☐ Requirements Not to Exceed $ _____

REQUIRED SIGNATURES:

Department Manager Duane Zussy (ac) Date 10/12/90

Purchasing Director _____ Date _____
(Class II Contracts Only)

County Counsel [signature] Date 10.16.90

County Chair/Sheriff [signature] Date 10.30.90

VENDOR CODE			VENDOR NAME				TOTAL AMOUNT		$	
LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT	SUB OBJ	REPT CATEG	LGFS DESCRIPTION	AMOUNT	INC/ DEC IND
01.	156	010	0400						Rev 2383	$425,836	
02.											
03.											

INSTRUCTIONS ON REVERSE SIDE

WHITE - PURCHASING CANARY - INITIATOR PINK - CLERK OF THE BOARD GREEN - FINANCE

State of Oregon
OREGON HEALTH DIVISION
Department of Human Resources
NOTICE OF GRANT AWARD

1) Grantee	2) Issue Date	This Action
Name: Multnomah Co. Community Health	8/2/90	REVISION #1
Street 426 S. W. Stark St.-7th Floor		
City: Portland	3) Award Period	
State: OR Zip Code: 97204	From 07/01/90 Through 06/30/91	

4) OSHD Funds Approved	Program Manager Approval	Previously Approved Award	Increase/ (Decrease)	New Grant Award
State Support for Public Health		319,550	0	319,550
Family Planning	DC	245,881	20,589	266,470
Central Drug Purchasing	DC	346,621	(500)	346,121
MCH		251,855	0	251,855
Prenatal		115,000	0	115,000 (a)
WIC		864,663	0	864,663
High Risk Infants	8/20 DM	0	59,186	59,186
WATER		5,613	0	5,613
TB-Case Management		42,078	0	42,078
HIV Counseling & Testing		211,000	0	211,000
Aids Prevention/Education		55,087	0	55,087
STD/VD	DH	23,000	93,144	116,144

5) Remarks:

The amounts cited in item 4 of this award are provisional and are subject to adjustments when the FFY91 appropriation is enacted and Oregon receives its allocation. Any adjustment to these amounts will be reflected in subsequent grant awards.

(a) Combined MCH & Prenatal is $ 366,855
$36,611 must be spent on primary care
(b) Prenatal must be at least $77,370
including prenatal outreach of $10,583
(c) Administration 72,957
Drugs 253,164
Drug Reserve 20,000
CENTR DRUG TOTAL 346,121

(d) Includes National Priority Project of $15,385.

6) Capital Outlay Requested in This Action

Prior approval is required for Capital Outlay. Capital Outlay is defined as an expenditure for equipment with a purchase price in excess of $1,000 and a life expectancy greater than one year.

PROGRAM	ITEM DESCRIPTION	COST	PROG. APPROV.

OREGON HEALTH DIVISION

Grantee Assurances

The following is a list of the titles of assurances with which grantees must agree to comply if they accept state and federal funds administered by the Oregon Health Division. The detailed assurances are located under these titles in the Resource Manual for Grant Programs provided to each grantee. The Common Program Assurances and Fiscal Assurances are required for all programs; the Program-Specific Assurances are required for individual grant programs. Your signature on this document is evidence that you have read and agreed to comply with the required assurances.

ASSURANCES

Common Program Assurances
Fiscal Assurances
Program Specific Assurances
- AIDS Prevention-Education
- AIDS Minority Outreach
- County Level Outreach for Gay/Bisexual Men
- Drinking Water Program
- Family Planning Program
- HIV Community Test Sites
- HIV Clinic Counseling and Testing
- HIV Family Seroprevalance Survey
- HIV Surveillance Activities in Multnomah County
- Immigration
- Immunization
- Maternal and Child Health/Prenatal
- Refugee Health Screening Program
- School-Based Health Clinics
- STD Control Program
- State Support for Public Health
- TB General Case Management and Epidemiology
- TB Outreach
- WIC Program
- Perinatal Substance Abuse

****

The undersigned agrees to comply with the above assurances which are in effect during the time of the grant period.

TO BE COMPLETED BY THE HEALTH DIVISION:
Approved by:

_____
Assistant Administrator,
Health Services

_____
Manager, Fiscal Services

_____
Administrator, Health Division

Date _____

03/08/90

TO BE COMPLETED BY THE GRANTEE:
Approved by:

Multnomah County
Local Agency Name

RATIFIED
Multnomah County Board
of Commissioners

By:
October 30, 1990

Authorized County or Agency Officer
and Title Gladys McCoy, County Chair

Date 10.30.90

Reviewed:
Laurence Kressel
County Counsel for Multnomah County, Oregon
By:
Date: 10.16.90

State of Oregon
OREGON HEALTH DIVISION
Department of Human Resources
NOTICE OF GRANT AWARD

1) Grantee	2) Issue Date	This Action
Name: Multnomah Co. Community Health	8/2/90	REVISION #1
Street 426 S. W. Stark St.-7th Floor		
City: Portland	3) Award Period	
State: OR Zip Code: 97204	From 07/01/90 Through 06/30/91	

4) OSHD Funds Approved	Program Manager Approval	Previously Approved Award	Increase/ (Decrease)	New Grant Award
School Based Clinics		103,840	0	103,840
AIDS - Minority Outreach		91,100	0	91,100
AIDS Outreach		73,000	8,500	81,500
AIDS Surveillance		40,384	0	40,384
Seroprevalance		87,279	0	87,279
TB Outreach		36,160	4,290	40,450
Refugee Screening		585,122	26,999	612,121
Refugee TB		0	38,571	38,571
HIV Intervention		0	24,950	24,950
Perinatal Substance Abuse		0	150,107	150,107 (e
TOTAL		3,497,233	425,836	3,923,069

5) Remarks:

The amounts cited in item 4 of this award are provisional and are subject to adjustments when the FFY91 appropriation is enacted and Oregon receives its allocation. Any adjustment to these amounts will be reflected in subsequent grant awards.

(e) Grant Period: 7/1/90 to 1/31/91

6) Capital Outlay Requested in This Action

Prior approval is required for Capital Outlay. Capital Outlay is defined as an expenditure for equipment with a purchase price in excess of $1,000 and a life expectancy greater than one year.

PROGRAM	ITEM DESCRIPTION	COST	PROG. APPROV.

OREGON HEALTH DIVISION

Grantee Assurances

The following is a list of the titles of assurances with which grantees must agree to comply if they accept state and federal funds administered by the Oregon Health Division. The detailed assurances are located under these titles in the Resource Manual for Grant Programs provided to each grantee. The Common Program Assurances and Fiscal Assurances are required for all programs; the Program-Specific Assurances are required for individual grant programs. Your signature on this document is evidence that you have read and agreed to comply with the required assurances.

ASSURANCES

Common Program Assurances

Fiscal Assurances

Program Specific Assurances

- AIDS Prevention-Education
- AIDS Minority Outreach
- County Level Outreach for Gay/Bisexual Men
- Drinking Water Program
- Family Planning Program
- HIV Community Test Sites
- HIV Clinic Counseling and Testing
- HIV Family Seroprevalance Survey
- HIV Surveillance Activities in Multnomah County
- Immigration
- Immunization
- Maternal and Child Health/Prenatal
- Refugee Health Screening Program
- School-Based Health Clinics
- STD Control Program
- State Support for Public Health
- TB General Case Management and Epidemiology
- TB Outreach
- WIC Program
- Perinatal Substance Abuse

****

The undersigned agrees to comply with the above assurances which are in effect during the time of the grant period.

TO BE COMPLETED BY THE HEALTH DIVISION:
Approved by:

_____
Assistant Administrator,
Health Services

_____
Manager, Fiscal Services

_____
Administrator, Health Division

Date _____

TO BE COMPLETED BY THE GRANTEE:
Approved by:

Multnomah County
Local Agency Name

RATIFIED
Multnomah County Board
of Commissioners
October 30, 1990

By: [signature]
Authorized County or Agency Officer
and Title Gladys McCoy, County Chair

Date 10.30.90

03/08/90

Reviewed:
Laurence Kressel
County Counsel for Multnomah County, Oregon
By: [signature]
Date: 10-16-90

BUDGET MODIFICATION NO. DHS#8 (For Clerk's Use) Meeting Date: OCT 30 1990
Agenda No.: R-3

1. REQUEST FOR PLACEMENT ON THE AGENDA FOR

DEPARTMENT Human Services DIVISION Health
CONTACT Scott Clement/Tom Fronk TELEPHONE ext. 3674

NAME OF PERSON MAKING PRESENTATION TO BOARD Duane Zussy

SUGGESTED AGENDA TITLE (To assist in preparing a description for the printed agenda:

Budget Modification DHS #8 requests several appropriation changes resulting from revision #1 to the State Health Division revenue agreement.

(ESTIMATED TIME NEEDED ON THE AGENDA)

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

[x] PERSONNEL CHANGES ARE SHOWN IN DETAIL ON THE ATTACHED SHEET

The State Health Division has forwarded to the Health Division revision no. 1 to the annual revenue agreement. This agreement includes several revenue changes in relation to the adopted budget, resulting in a need for increased appropriations. Specifically:

a) The Federal pass through grant for AIDS Minority Outreach is increased by $2,759. This budget modification requests an increase in Pass Through, HIV program, of the same amount.

b) The State grant for AIDS Education and Prevention is increased by $19,958. This budget modification also requests an increase in Pass Through, HIV program, of the same amount.

c) The Federal grant for central drug purchasing is increased by $23,164. This budget modification requests an increase in Drugs, Services and Support, of the same amount.

d) Federal Family Planning dollars are increased by $28,865. This allows the Divison to continue a Health Information Specialist currently budgeted for six months through the fiscal year. It also frees up $8,618 of General Fund, which is moved to the Pharmacy Section to help fund a Pharmacy Tech.

e) The award for the contractual services portion of the Federal Perinatal Substance Abuse grant is $19,027 higher than anticipated at Technical time. Professional Services in Field Services would be increased by $17,027, and in the A&D program in Social Services by $2,000.

f) Within Primary Care Federal WIC revenues are $679 lower, Federal MCH $1,444 higher, and State Basic Support $5,775 higher. This allows a request that the net of $6,540 be moved as General Fund to the Pharmacy Section to help fund a Pharmacy Tech.

g) The Federal STD grant increases by $32,821, to allow the creation of an additional STD Epidemiology position. The budget modification requests that the funds be used to add one Health Information Specialist/Sr position, and to reclassify the current STD Epidemiology position from Community Info Tech to HIS/Sr.

h) The Federal grant for Refugee Screening increases by $27,816. This budget modification requests the addition of one Health Assistant with the funds, with the balance added to Temporary to purchase call in interpreters.

i) The Federal Refugee/TB grant increases by $38,571, the Federal TB Outreach grant increases by $3,290, and the State TB Case Management grant decreases by $5,263. These changes are combined on this budget modification to allow the addition of a Health Assistant for the TB Clinic, to purchase additional call in interpreter time, and to free up $4,583 of General Fund to the Pharmacy Section to complete the funding of an additional Pharmacy Tech.

j) A new grant for High Risk Infant tracking is added with this revision. This grant purchases one and a half additional Field Nurses.

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

See attachment for changes to State Revenues.
Increase Cash Transfer to the Federal State Fund - Health (Indirect) by $15,241.
Increase Cash Transfer to the Federal State Fund - Social (Indirect) by $130.
Increase Service Reimbursement revenue to the Insurance Fund by $20,243.
Increase Service Reimbursement revenue to the General Fund by $15,371.

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

Originated by: Tom Frank — Date: 10-10-90	Department Director: Duane Zasy (ac) — Date: 10/16/90
Finance/Budget: Kathleen Innis 10-22-90 — Date:	Employee Relations: Susan Daniell 10/22/90 — Date:
Board Approval: Deborah L Rogers — Date: 10/30/90	

REVENUE CHANGES: STATE REVENUE AGREEMENT REVISION NO. 1

SOURCE	0700 PRIMARY CARE	0300 HIV PROGRAM	0750 FIELD SERVICES	0400 SPEC CARE	0850 SUPPORT SERVICES	+ HEALTH DIVISION	+ 1410 SOCIAL SERVICES	+ TOTAL
2384 AIDS OUTREACH		19,958				19,958		19,958
2381 AIDS/MINORITY OUTREACH		2,759				2,759		2,759
2611 CENTRAL DRUG PURCHASING					23,164	23,164		23,164
2612 FAMILY PLANNING			28,865			28,865		28,865
2615 PERINATAL SUBST ABUSE			17,027			17,027	2,000	19,027
2058 WIC	(679)					(679)		(679)
2051 MCH/PRENATAL	1,444					1,444		1,444
2610 STATE BASIC SUPPORT	5,775					5,775		5,775
2383 STD				32,821		32,821		32,821
2053 REFUGEE SCREENING				27,816		27,816		27,816
2054 REFUGEE TB FOLLOWUP				38,571		38,571		38,571
2055 TB OUTREACH				3,290		3,290		3,290
2382 TB CASE MGMT				(5,263)		(5,263)		(5,263)
NEW HIGH RISK INFANTS			59,186			59,186		59,186
						0		0
7601 GENERAL FUND ICR	0	159	6,270	6,023	2,789	15,241	130	15,371
7601 GENERAL FUND	(6,540)		(8,618)	(4,583)	19,741	0		0
	0	22,876	102,730	98,675	45,694	269,975	2,130	272,105

ERSONNEL DETAIL FOR BUD MOD DHS #8

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

			ANNUALIZED			
FTE	POSITION TITLE		BASE PAY	FRINGE	INSURANCE	TOTAL
1.00	Health Info Spec/2	Field	22676	6066	3804	32546
1.00	Pharmacy Tech	Pharmacy	20087	5373	4004	29464
1.00	Health Info Spec/Sr	STD Clinic	24910	6663	4160	35733
1.00	Health Info Spec/Sr	STD Clinic	24910	6663	4160	35733
1.00)	CIT	STD Clinic	(21961)	(5875)	(4033)	(31869)
1.00	Health Asst	TB Clinic	17914	4792	3873	26579
1.00	Health Asst	IHC	17914	4792	3873	26579
1.00	CHN	Field	26776	7163	4329	38268
0.50	CHN	Field	13388	3582	2165	19135
0.00	Temporary	IHC	21676	1669	759	24104
6.50	TOTAL CHANGE (ANNUALIZED)		168290	40888	27094	236272

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

			CURRENT FISCAL YEAR			
FTE	POSITION TITLE / EXPLANATION		BASE PAY	FRINGE	INSURANCE	TOTAL
0.50	Health Info Spec/2	Field	11338	3033	1902	16273
0.67	Pharmacy Tech	Pharmacy	13458	3600	2683	19741
0.75	Health Info Spec/Sr	STD Clinic	18682	4997	3120	26799
0.75	Health Info Spec/Sr	STD Clinic	18682	4997	3120	26799
0.75)	CIT	STD Clinic	(16471)	(4406)	(3025)	(23902)
0.67	Health Asst	TB Clinic	12002	3211	2595	17808
0.67	Health Asst	IHC	12002	3211	2595	17808
1.00	CHN	Field	26776	7163	4329	38268
0.50	CHN	Field	13388	3582	2165	19135
0.00	Temporary	IHC	21676	1669	759	24104
4.76	TOTAL CHANGE (ANNUALIZED)		131533	31057	20243	182833

EXPENDITURE TRANSACTION EB [ ] GM [ ] TRANSACTION DATE ACCOUNTING PERIOD BUDGET FISCAL YEAR

Document Number	Action	Fund	Agency	Organization	Object Code	Current Amount	Revised Amount	Increase (Decrease)	Subtotal	Description
		156	010	0600	5100			109857		Permanent
		156	010	0600	5200			21676		Temporary
		156	010	0600	5500			31057		Fringe
		156	010	0600	5550			20243		Insurance
									182833	HD PERSONNEL
		156	010	0600	6060			22717		Pass Thru
		156	010	0600	6110			17489		Prof Svcs
		156	010	0600	6120			450		Printing
		156	010	0600	6200			500		Postage
		156	010	0600	6230			1145		Supplies
		156	010	0600	6310			3986		Education/Training
		156	010	0600	6330			2450		Local Travel
		156	010	0600	6550			23164		Drugs
		156	010	0600	7100			15241		ICR
									87142	HD M&S
									269,975	Total HO
		156	010	1410	6110			2000		Prof Svcs
		156	010	1410	7100			130		ICR
									2130	SSD M&S
		100	010	0103	7608			15241		Cash Trans to F/S
		100	010	0104	7608			130		Cash Trans to F/S
		400	040	7531	6520			20243		Insurance
TOTAL EXPENDITURE CHANGE		//////	//////	//////	//////	//////	//////	307719		TOTAL EXPENDITURE CHANGE

REVENUE TRANSACTION RB [ ] GM [ ] TRANSACTION DATE ACCOUNTING PERIOD BUDGET FISCAL YEAR

Document Number	Action	Fund	Agency	Organization	Revenue Source	Current Amount	Revised Amount	Increase (Decrease)	Subtotal	Description
		156	010	0600	2384			19958		AIDS Outreach
		156	010	0600	2381			2759		AIDS Minority Outreach
		156	010	0600	2611			23164		Central Drugs
		156	010	0600	2612			28865		Family Planning
		156	010	0600	2615			17027		Perinatal Subst Abuse
		156	010	0600	2058			(679)		WIC
		156	010	0600	2051			1444		MCH
		156	010	0600	2610			5775		State Support
		156	010	0600	2383			32821		STD
		156	010	0600	2053			27816		Refugee Screening
		156	010	0600	2054			38571		Refugee TB Followup
		156	010	0600	2055			3290		TB Outreach
		156	010	0600	2382			(5263)		TB Case Mgmt
		156	010	0600	NEW			59186		High Risk Infants
		156	010	0600	7601			15241		General Fund ICR
									269,975	HD Total
		156	010	1410	2615			2000		Perinatal Subst Abuse
		156	010	1410	7601			130		General Fund ICR
									2,130	550 Total
		100	045	7410	6602			15371		Service Reimbursement
		400	040	7531	6602			20243		Service Reimbursement
TOTAL REVENUE CHANGE		////////////

BUD 1 FACSIMILE STATE REVENUE AGREEMENT REVISION NO. 1 10-Oct-90

10-Oct-90 ACCT CODE	DESCRIPTION	0300 HIV PROGRAM	0750 FIELD SERVICES	0410 IHC	0420 TB	0430 STD	0400 SPEC CARE TOTAL	0860 PHARMACY	HEALTH DIVISION TOTAL	1410 SOCIAL SERVICES	DEPT TOTAL
5100	Permanent	0	51,502	12,002	12,002	20,893	44,897	13,458	109,857	0	109,857
5200	Temporary	0	0	21,676	0	0	21,676	0	21,676	0	21,676
5300	Overtime	0	0	0	0	0	0	0	0	0	0
5400	Premium Pay	0	0	0	0	0	0	0	0	0	0
5500	Fringe	0	13,778	4,880	3,211	5,588	13,679	3,600	31,057	0	31,057
	DIRECT PERSONNEL COSTS	0	65,280	38,558	15,213	26,481	80,252	17,058	162,590	0	162,590
5550	Insurance Benefits	0	8,396	3,354	2,595	3,215	9,164	2,683	20,243	0	20,243
	TOTAL PERSONAL SERVICES	0	73,676	41,912	17,808	29,696	89,416	19,741	182,833	0	182,833
6060	Pass Through Payments	22,717	0	0	0	0	0	0	22,717	0	22,717
6110	Professional Services	0	17,489	0	0	0	0	0	17,489	2,000	19,489
6120	Printing	0	450	0	0	0	0	0	450	0	450
6130	Utilities	0	0	0	0	0	0	0	0	0	0
6140	Communications	0	0	0	0	0	0	0	0	0	0
6170	Rentals	0	0	0	0	0	0	0	0	0	0
6180	Repair and Maintenance	0	0	0	0	0	0	0	0	0	0
6190	Maintenance Contracts	0	0	0	0	0	0	0	0	0	0
6200	Postage	0	500	0	0	0	0	0	500	0	500
6230	Supplies	0	1,145	0	0	0	0	0	1,145	0	1,145
6270	Food	0	0	0	0	0	0	0	0	0	0
6310	Education & Training	0	750	0	0	3,236	3,236	0	3,986	0	3,986
6330	Local Travel and Mileage	0	2,450	0	0	0	0	0	2,450	0	2,450
6520	Insurance	0	0	0	0	0	0	0	0	0	0
6550	Drugs	0	0	0	0	0	0	23,164	23,164	0	23,164
6620	Dues & Subscriptions	0	0	0	0	0	0	0	0	0	0
	DIRECT M & S	22,717	22,784	0	0	3,236	3,236	23,164	75,137	2,000	256,734
7100	Indirect Cost	159	6,270	2,724	1,158	2,141	6,023	2,789	15,241	130	15,371
7150	Telephone Services	0	0	0	0	0	0	0	0	0	0
7200	Data Processing Services	0	0	0	0	0	0	0	0	0	0
7300	Motor Pool Services	0	0	0	0	0	0	0	0	0	0
7400	Bldg. Mat. Services	0	0	0	0	0	0	0	0	0	0
7500	Other Internal Services	0	0	0	0	0	0	0	0	0	0
	INTERNAL SERVICE REIMB.	159	6,270	2,724	1,158	2,141	6,023	2,789	15,241	130	15,371
	TOTAL M & S	22,876	29,054	2,724	1,158	5,377	9,259	25,953	87,142	2,130	272,105
8300	Other Improvements	0	0	0	0	0	0	0	0	0	0
8400	Equipment	0	0	0	0	0	0	0	0	0	0
	CAPITAL OUTLAY	0	0	0	0	0	0	0	0	0	0
	DIRECT BUDGET	22,717	88,064	38,558	15,213	29,717	83,488	40,222	234,491	2,000	256,734
	TOTAL BUDGET	22,876	102,730	44,636	18,966	35,073	98,675	45,694	269,975	2,130	272,105

MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES
HEALTH DIVISION
426 S.W. STARK STREET, 8TH FLOOR
PORTLAND, OREGON 97204
(503) 248-3674
FAX (503) 248-3676

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

M E M O R A N D U M

TO: Gladys McCoy
Multnomah County Chair

VIA: Duane Zussy, Director Duane Zussy (ac)
Department of Human Services

FROM: for Billi Odegaard, Director
Health Division

DATE: October 11, 1990

SUBJECT: Recommendation to Approve a Modification to the Health Division Budget with Accompanying Intergovernmental Agreement

RECOMMENDATION: That the Board of County Commissioners consider and approve budget modification DHS 8 and the accompanying intergovernmental agreement between the County and the State Health Division.

RETROACTIVE: As with all State initiated revenue agreements, the effective date is July 1, 1990.

ANALYSIS AND BACKGROUND: This revenue agreement is the first of many for this fiscal year. The Health Division will typically process six to eight of these agreements during the year.

This agreement changes the funding level of 14 of the 22 components of the State grant. The agreement represents the State Health Division's attempt to reconcile this grant with changes in federal and state resources that have occurred since the County originally submitted its grant application last May.

The budget modification form describes in some detail the changes in revenues and the corresponding requested expenditure changes. The total change on this agreement is $272,105 in relation to our Adopted budget. The total change in relation to our May grant application is $425,836. This difference results from the Health Division submitting revenue amendments at technical amendment time based on anticipated changes to the State grant.

BUDGET MODIFICATION NO. DHS#9

(For Clerk's Use) Meeting Date OCT 30 1990
Agenda No. R-4

1. REQUEST FOR PLACEMENT ON THE AGENDA FOR _____
(Date)

DEPARTMENT: Human Services DIVISION: Aging Services/Community Action
CONTACT: Cilla Murray/Bill Thomas TELEPHONE: 248-3646
*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD: Duane Zussy/Jim McConnell

SUGGESTED
AGENDA TITLE (to assist in preparing a description for the printed agenda)
DHS Budget Modification # 9 shifts $28,667 in planned personnel savings in the Community Action Program to pass through contracts for Metropolitan Community Action and Oregon Housing Now, and to professional services for consultants and technical assistance.

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.)
[x] PERSONNEL CHANGES ARE SHOWN IN DETAIL ON THE ATTACHED SHEET.
This Budget Modification is budget-neutral to the Community Action budget. It shifts $28,667 in planned personnel savings to Pass-Through ($24,720) to pay for Metropolitan Community Action close-out and a new Oregon Housing Now contract, and to Professional Services ($3,947) for additional consultant services.

3. REVENUE IMPACT (Explain revenues being changed and the reason for the change.)
- Reduces General Fund Indirect Support for Community Action by $1,433;
- Reduces Service Reimbursement from F/S to General Fund by $1,433;
- Reduces Service Reimbursement from F/S to Insurance Fund by $3,238.

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

Originated By Jim McConnell (DS) Date 10/18/90	Department Director Duane Zussy (DS) Date 10/18/90
Finance/Budget Kathleen Rowe Date 10/22/90	Employee Relations Susan Darnell Date 10/22/90
Board Approval DEBORAH L. ROGERS Date October 30, 1990	

bm2

1990 OCT 22 PM 4
MULTNOMAH COUNTY
OREGON
BOARD OF COUNTY COMMISSIONERS

PERSONNEL DETAIL FOR BUD MOD NO. DHS #9

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

		Annualized		
FTE Increase (Decrease)	POSITION TITLE	BASE PAY Increase (Decrease)	FRINGE Increase (Decrease)	TOTAL Increase (Decrease)
			Fringe/Insur.	
	TOTAL CHANGE (ANNUALIZED)			

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.)

			Current FY	
Full Time Position, Part-Time, Overtime, or Premium	Explanation of Change	BASE PAY Increase (Decrease)	FRINGE Increase (Decrease)	TOTAL Increase (Decrease)
	Following positions held vacant:		Fringe/Insur.	
(.25)	Human Svc Specialist	($8,013)	($1,378)/($1,122)	($10,513)
(.25)	Prog. Dvpt. Specialist	(6,842)	(1,177)/(1,058)	(9,077)
(.25)	Prog. Dvpt. Specialist	(6,842)	(1,177)/(1,058)	(9,077)
	TOTAL CHANGE	($21,697)	($3,732)/($3,238)	($28,667)

pers2

File Name: BUDMOD2

EXPENDITURE

TRANSACTION EB [ ] GM [ ] TRANSACTION DATE_____ ACCOUNTING PERIOD_____ BUDGET FY 1990-91

Document Number	Action	Fund	Agency	Organization	Activity	Reporting Category	Object	Current Amount	Revised Amount	Change Increase (Decrease)	Subtotal	Description
		156	010	1730			5100			(21,697)		Permanent Personnel
		156	010	1730			5500			(3,732)		Fringe
		156	010	1730			5550			(3,238)		Insurance
											(28,667)	SUBTOTAL PERSONNEL
		156	010	1730			6060			24,720		Pass Through Funds
		156	010	1730			6110			3,947		Professional Services
											28,667	SUBTOTAL DIRECT M & S
		156	010	1730			7100			(1,433)		Indirect
											27,234	SUBTOTAL MAT & SVCS
											(1,433)	TOTAL, ORG NO. 1730
		400	040	7531			6520			(3,238)		Serv Reimb/Insurance
		100	010	0105			7608			(1,433)		Cash Transfer
TOTAL EXPENDITURE CHANGE										(6,104)		TOTAL EXPENDITURE CHANGE

REVENUE

TRANSACTION RB [ ] GM [ ] TRANSACTION DATE_____ ACCOUNTING PERIOD_____ BUDGET FY 1990-91

Document Number	Action	Fund	Agency	Organization	Activity	Reporting Category	Revenue Source	Current Amount	Revised Amount	Change Increase (Decrease)	Subtotal	Description
		156	010	1730			7601			(1,433)		Gen.Fund Indirect Support
		100	045	7410			6602			(1,433)		Serv.Reimb./Gen.Fund
		400	040	7531			6602			(3,238)		Serv.Reimb./Insurance
TOTAL REVENUE CHANGE										(6,104)		TOTAL REVENUE CHANGE

MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES
AGING SERVICES DIVISION
AREA AGENCY ON AGING
421 S.W. 5TH, 3RD FLOOR
PORTLAND, OREGON 97204
(503) 248-3646
TDD: 248-3683

BOARD OF COUNTY COMMISSIONERS
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RICK BAUMAN • DISTRICT 3 COMMISSIONER
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

MEMORANDUM

TO: Gladys McCoy, County Chair

VIA: Duane Zussy, Director Duane Zussy (ac)
Department of Human Services

FROM: James McConnell, Director Jim McConnell (JM)
Aging Services Division

DATE: October 17, 1990

SUBJECT: DHS Budget Modification #9

Recommendation: The Aging Services Division/Community Action Program recommends Board of County Commissioner approval of the attached Budget Modification DHS #9.

Analysis: This Budget Modification shifts $28,667 in personnel savings to pass-through service contracts ($24,720) and professional consultant services ($3,947).

Background: Savings from vacant staff positions were planned as a way to pay for close-out costs for Metropolitan Community Action, without affecting funds for client services. This is a one-time payment to MCA. Due to these staff vacancies, additional consultant services are necessary to complete aspects of planning and program development within the emergency services system. In addition, two County Commissioners have requested the Community Action Program to contract for services with Oregon Housing Now; personnel savings are the only available funding source for this contract, which will be processed separately.

bm2z

Meeting Date OCT 30 1990

Agenda No. R-5

(Above space for Clerk's Office Use)

. . . . . .

AGENDA PLACEMENT FORM
(For Non-Budgetary Items)

SUBJECT: SALES TO PORTLAND DEVELOPMENT COMMISSION

BCC Informal _____ (date) BCC Formal October 30, 1990 (date)

DEPARTMENT Environmental Services DIVISION Tax Title

CONTACT Larry Baxter TELEPHONE 248-3590

PERSON(S) MAKING PRESENTATION Larry Baxter

ACTION REQUESTED:

| | INFORMATIONAL ONLY | | POLICY DIRECTION | X | APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA 15 minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: X

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

1. Request hearing and approval for the sale of five tax foreclosed properties to the Portland Development Commission for its Urban Homestead Program.

2. ORS 275.090 (2) gives the Board of County Commissioners the power to sell, exchange or lease lands acquired by the county by foreclosure of delinquent tax liens. ORS 271.310 (1) provides that whenever the county controls real property, and whenever the public interest may be furthered, it may sell its interest to a governmental body. Multnomah County Ordinance 577, Sections 5B and C as amended by Multnomah County Ordinance 613, Section 2, provides that notice of intent to transfer property to a governmental unit shall be published for two successive weeks. The notice must specify when the Board of Commissioners will hear objections to the transfer and describe the property to be transferred. Upon conclusion of the hearing, the Board may order the transfer without restriction upon payment of the costs for which the properties are liable.
10/30/90 original orders 90-181, 90-182, 90-183, 90-184 & 90-185

3. Notice of the hearing of this matter has been published as required.
with Deeds x2 sent to Larry Baxter

4. Request hearing to be held on October 30, 1990.

(if space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL _____

Or

DEPARTMENT MANAGER [signature]

(All accompanying documents must have required signatures)

Reviewed: Sandra Duffy, Asst Co Counsel

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of the Execution of Deed D91495 for Certain Tax Acquired Property to

THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION

ORDER

90-181

It appearing that THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, has offered to purchase the real property hereinafter described for the amount of $7,399.63, and that under the provisions of ORS 275.090 (2) and ORS 271.310 (1) said property may be sold to a governmental body whenever the public interest may be furthered; and

It further appearing that after hearing objections to the transfer of the property as by law required, it is determined the public interest will be furthered because the that the property will be used to provide safe, affordable housing which in turn will help to provide stability to the neighborhood.

NOW, THEREFORE, it is hereby ORDERED that the Chair of the Multnomah County Board of County Commissioners execute a deed conveying to THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, the following described real property, situated in the County of Multnomah, State of Oregon:

COLUMBIA HEIGHTS
LOT 16, BLOCK 22
COMMONLY KNOWN AS 1433 NE PORTLAND BLVD

Dated at Portland, Oregon this 30th day of October, 1990.

(SEAL)

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

Gladys McCoy
Multnomah County Chair

REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

By Sandra Duffy

Journal

Page

Entered October 30, 1990

DEED D91495

MULTNOMAH COUNTY, a political subdivision of the State of Oregon, Grantor, conveys to THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, Grantee the following described real property, situated in the County of Multnomah, State of Oregon:

COLUMBIA HEIGHTS
LOT 16, BLOCK 22
COMMONLY KNOWN AS 1433 NE PORTLAND BLVD

The true and actual consideration paid for this transfer, stated in terms of dollars is $7,399.63.

This instrument will not allow use of the property described in this instrument in violation of applicable land use laws and regulations. Before signing or accepting this instrument, the person acquiring fee title to the property should check with the appropriate city or county planning department to verify approved uses.

Until a change is requested, all tax statements shall be sent to the following address:

1120 SW FIFTH AVE
PORTLAND, OR 97204

IN WITNESS WHEREOF, MULTNOMAH COUNTY has caused these presents to be executed by the Chair of the Multnomah County Board of County Commissioners this 30th day of October, 1990, by authority of an Order of said Board of County Commissioners heretofore entered of record.

(SEAL)

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

Gladys McCoy
Multnomah County Chair

REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

By Sandra Duffy

DEED APPROVED:
F. Wayne George, Director
Facilities and Property Management Division

By F. Wayne George

MULTNOMAH COUNTY OREGON

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

GLADYS McCOY • CHAIR • 248-3308
PAULINE ANDERSON • DISTRICT 1 • 248-5220
GRETCHEN KAFOURY • DISTRICT 2 • 248-5219
RICK BAUMAN • DISTRICT 3 • 248-5217
SHARRON KELLEY • DISTRICT 4 • 248-5213
CLERK'S OFFICE • • 248-3277

STATE OF OREGON)
) ss
County of Multnomah)

PERSONALLY APPEARED GRETCHEN KAFOURY, Vice-Chair of the Multnomah County Board of Commissioners, and acknowledged that the foregoing Deed was signed and sealed on behalf of Multnomah County by authority of its Board of Commissioners.

BEFORE ME this 30th day of October. 1990.

OFFICIAL SEAL
DEBORAH L. ROGERS
NOTARY PUBLIC - OREGON
COMMISSION NO.A216454
MY COMMISSION EXPIRES JUNE 27, 1993

Deborah L Rogers
Notary Public for Oregon
My commission expires: 6/27/93

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of the Execution)
of Deed D91496 for Certain Tax)
Acquired Property to)
)
THE CITY OF PORTLAND,)
PORTLAND DEVELOPMENT)
COMMISSION)

ORDER

90-182

It appearing that THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, has offered to purchase the real property hereinafter described for the amount of $3,505.48, and that under the provisions of ORS 275.090 (2) and ORS 271.310 (1) said property may be sold to a governmental body whenever the public interest may be furthered; and

It further appearing that after hearing objections to the transfer of the property as by law required, it is determined the public interest will be furthered because the that the property will be used to provide safe, affordable housing which in turn will help to provide stability to the neighborhood.

NOW, THEREFORE, it is hereby ORDERED that the Chair of the Multnomah County Board of County Commissioners execute a deed conveying to THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, the following described real property, situated in the County of Multnomah, State of Oregon:

INA PARK
LOT 14, BLOCK 7
COMMONLY KNOWN AS 5229 NE 28TH AVE, PORTLAND

Dated at Portland, Oregon this 30th day of October, 1990.

(SEAL)

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

Gladys McCoy
Multnomah County Chair

REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

By Sandra Duffy

Journal

Page

Entered October 30, 1990

DEED D91496

MULTNOMAH COUNTY, a political subdivision of the State of Oregon, Grantor, conveys to THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, Grantee the following described real property, situated in the County of Multnomah, State of Oregon:

INA PARK
LOT 14, BLOCK 7
COMMONLY KNOWN AS 5229 NE 28TH AVE, PORTLAND

The true and actual consideration paid for this transfer, stated in terms of dollars is $3,505.48.

This instrument will not allow use of the property described in this instrument in violation of applicable land use laws and regulations. Before signing or accepting this instrument, the person acquiring fee title to the property should check with the appropriate city or county planning department to verify approved uses.

Until a change is requested, all tax statements shall be sent to the following address:

1120 SW FIFTH AVE
PORTLAND, OR 97204

IN WITNESS WHEREOF, MULTNOMAH COUNTY has caused these presents to be executed by the Chair of the Multnomah County Board of County Commissioners this 30th day of October, 1990, by authority of an Order of said Board of County Commissioners heretofore entered of record.

(SEAL)

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

Gladys McCoy
Multnomah County Chair

REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

By _____

DEED APPROVED:
F. Wayne George, Director
Facilities and Property Management Division

By _____

MULTNOMAH COUNTY OREGON

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

GLADYS McCOY • CHAIR • 248-3308
PAULINE ANDERSON • DISTRICT 1 • 248-5220
GRETCHEN KAFOURY • DISTRICT 2 • 248-5219
RICK BAUMAN • DISTRICT 3 • 248-5217
SHARRON KELLEY • DISTRICT 4 • 248-5213
CLERK'S OFFICE • • 248-3277

STATE OF OREGON)
) ss
County of Multnomah)

PERSONALLY APPEARED GRETCHEN KAFOURY, Vice-Chair of the Multnomah County Board of Commissioners, and acknowledged that the foregoing Deed was signed and sealed on behalf of Multnomah County by authority of its Board of Commissioners.

BEFORE ME this 30th day of October. 1990.

OFFICIAL SEAL
DEBORAH L. ROGERS
NOTARY PUBLIC - OREGON
COMMISSION NO.A216454
MY COMMISSION EXPIRES JUNE 27, 1993

Deborah L Rogers
Notary Public for Oregon
My commission expires: 6/27/93

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of the Execution of Deed D91498 for Certain Tax Acquired Property to

THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION

ORDER

90-183

It appearing that THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, has offered to purchase the real property hereinafter described for the amount of $5,061.32, and that under the provisions of ORS 275.090 (2) and ORS 271.310 (1) said property may be sold to a governmental body whenever the public interest may be furthered; and

It further appearing that after hearing objections to the transfer of the property as by law required, it is determined the public interest will be furthered because the that the property will be used to provide safe, affordable housing which in turn will help to provide stability to the neighborhood.

NOW, THEREFORE, it is hereby ORDERED that the Chair of the Multnomah County Board of County Commissioners execute a deed conveying to THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, the following described real property, situated in the County of Multnomah, State of Oregon:

SUNNYSIDE & PLATS 2 & 3
LOTS 17 & 18, BLOCK 70
COMMONLY KNOWN AS 3705 SE YAMHILL ST

Dated at Portland, Oregon this 30th day of October, 1990.

(SEAL)

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

Gladys McCoy
Multnomah County Chair

REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

By Sandra Duffy

Journal

Page

Entered October 30, 1990

DEED D91498

MULTNOMAH COUNTY, a political subdivision of the State of Oregon, Grantor, conveys to THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, Grantee the following described real property, situated in the County of Multnomah, State of Oregon:

SUNNYSIDE & PLATS 2 & 3
LOTS 17 & 18, BLOCK 70
COMMONLY KNOWN AS 3705 SE YAMHILL ST

The true and actual consideration paid for this transfer, stated in terms of dollars is $5,061.32.

This instrument will not allow use of the property described in this instrument in violation of applicable land use laws and regulations. Before signing or accepting this instrument, the person acquiring fee title to the property should check with the appropriate city or county planning department to verify approved uses.

Until a change is requested, all tax statements shall be sent to the following address:

1120 SW FIFTH AVE
PORTLAND, OR 97204

IN WITNESS WHEREOF, MULTNOMAH COUNTY has caused these presents to be executed by the Chair of the Multnomah County Board of County Commissioners this 30th day of October, 1990, by authority of an Order of said Board of County Commissioners heretofore entered of record.

(SEAL)

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

Gladys McCoy
Multnomah County Chair

REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

By Sandra Duffy

DEED APPROVED:
F. Wayne George, Director
Facilities and Property Management Division

By F. Wayne George

MULTNOMAH COUNTY OREGON

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

GLADYS McCOY • CHAIR • 248-3308
PAULINE ANDERSON • DISTRICT 1 • 248-5220
GRETCHEN KAFOURY • DISTRICT 2 • 248-5219
RICK BAUMAN • DISTRICT 3 • 248-5217
SHARRON KELLEY • DISTRICT 4 • 248-5213
CLERK'S OFFICE • • 248-3277

STATE OF OREGON)
) ss
County of Multnomah)

PERSONALLY APPEARED GRETCHEN KAFOURY, Vice-Chair of the Multnomah County Board of Commissioners, and acknowledged that the foregoing Deed was signed and sealed on behalf of Multnomah County by authority of its Board of Commissioners.

BEFORE ME this 30th day of OCTOBER. 1990.

OFFICIAL SEAL
DEBORAH L. ROGERS
NOTARY PUBLIC - OREGON
COMMISSION NO.A216454
MY COMMISSION EXPIRES JUNE 27, 1993

Deborah L Rogers
Notary Public for Oregon
My commission expires: 6/27/93

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of the Execution of Deed D91499 for Certain Tax Acquired Property to

THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION

ORDER

90-184

It appearing that THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, has offered to purchase the real property hereinafter described for the amount of $9,420.29, and that under the provisions of ORS 275.090 (2) and ORS 271.310 (1) said property may be sold to a governmental body whenever the public interest may be furthered; and

It further appearing that after hearing objections to the transfer of the property as by law required, it is determined the public interest will be furthered because the that the property will be used to provide safe, affordable housing which in turn will help to provide stability to the neighborhood.

NOW, THEREFORE, it is hereby ORDERED that the Chair of the Multnomah County Board of County Commissioners execute a deed conveying to THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, the following described real property, situated in the County of Multnomah, State of Oregon:

TREMONT
LOT 5, BLOCK 40
COMMONLY KNOWN AS 6738 SE RAMONA ST

Dated at Portland, Oregon this 30th day of October, 1990.

(SEAL)

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

Gladys McCoy
Multnomah County Chair

REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

By Sandra Duffy

Journal

Page

Entered October 30, 1990

DEED D91499

MULTNOMAH COUNTY, a political subdivision of the State of Oregon, Grantor, conveys to THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, Grantee the following described real property, situated in the County of Multnomah, State of Oregon:

TREMONT
LOT 5, BLOCK 40
COMMONLY KNOWN AS 6738 SE RAMONA ST

The true and actual consideration paid for this transfer, stated in terms of dollars is $9,420.29.

This instrument will not allow use of the property described in this instrument in violation of applicable land use laws and regulations. Before signing or accepting this instrument, the person acquiring fee title to the property should check with the appropriate city or county planning department to verify approved uses.

Until a change is requested, all tax statements shall be sent to the following address:

1120 SW FIFTH AVE
PORTLAND, OR 97204

IN WITNESS WHEREOF, MULTNOMAH COUNTY has caused these presents to be executed by the Chair of the Multnomah County Board of County Commissioners this 30th day of October, 1990, by authority of an Order of said Board of County Commissioners heretofore entered of record.

(SEAL)

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

Gladys McCoy
Multnomah County Chair

REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

By Sandra Duffy

DEED APPROVED:
F. Wayne George, Director
Facilities and Property Management Division

By

MULTNOMAH COUNTY OREGON

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

GLADYS McCOY • CHAIR • 248-3308
PAULINE ANDERSON • DISTRICT 1 • 248-5220
GRETCHEN KAFOURY • DISTRICT 2 • 248-5219
RICK BAUMAN • DISTRICT 3 • 248-5217
SHARRON KELLEY • DISTRICT 4 • 248-5213
CLERK'S OFFICE • • 248-3277

STATE OF OREGON)
) ss
County of Multnomah)

PERSONALLY APPEARED GRETCHEN KAFOURY, Vice-Chair of the Multnomah County Board of Commissioners, and acknowledged that the foregoing Deed was signed and sealed on behalf of Multnomah County by authority of its Board of Commissioners.

BEFORE ME this 30th day of October. 1990.

OFFICIAL SEAL
DEBORAH L. ROGERS
NOTARY PUBLIC - OREGON
COMMISSION NO.A216464
MY COMMISSION EXPIRES JUNE 27, 1993

Deborah C Rogers
Notary Public for Oregon
My commission expires: 6/27/93

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of the Execution of Deed D91516 for Certain Tax Acquired Property to

THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION

ORDER

90-185

It appearing that THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, has offered to purchase the real property hereinafter described for the amount of $3,526.06, and that under the provisions of ORS 275.090 (2) and ORS 271.310 (1) said property may be sold to a governmental body whenever the public interest may be furthered; and

It further appearing that after hearing objections to the transfer of the property as by law required, it is determined the public interest will be furthered because the that the property will be used to provide safe, affordable housing which in turn will help to provide stability to the neighborhood.

NOW, THEREFORE, it is hereby ORDERED that the Chair of the Multnomah County Board of County Commissioners execute a deed conveying to THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, the following described real property, situated in the County of Multnomah, State of Oregon:

CLIFFORD ADD
W 50' OF N 15' OF LOT 3, BLOCK 15;
W 50' OF LOT 4, BLOCK 15
COMMONLY KNOWN AS 634 N BLANDENA ST

Dated at Portland, Oregon this 30th day of October, 1990.

(SEAL)

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

Gladys McCoy
Multnomah County Chair

REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

By Sandra Duffy

Journal

Page

Entered October 30, 1990

DEED D91516

MULTNOMAH COUNTY, a political subdivision of the State of Oregon, Grantor, conveys to THE CITY OF PORTLAND, PORTLAND DEVELOPMENT COMMISSION, Grantee the following described real property, situated in the County of Multnomah, State of Oregon:

CLIFFORD ADD
W 50' OF N 15' OF LOT 3, BLOCK 15; W 50' OF LOT 4, BLOCK 15
COMMONLY KNOWN AS 634 N BLANDENA ST

The true and actual consideration paid for this transfer, stated in terms of dollars is $3,526.06.

This instrument will not allow use of the property described in this instrument in violation of applicable land use laws and regulations. Before signing or accepting this instrument, the person acquiring fee title to the property should check with the appropriate city or county planning department to verify approved uses.

Until a change is requested, all tax statements shall be sent to the following address:

1120 SW 5TH AVE
PORTLAND, OR 97204

IN WITNESS WHEREOF, MULTNOMAH COUNTY has caused these presents to be executed by the Chair of the Multnomah County Board of County Commissioners this 30th day of October, 1990, by authority of an Order of said Board of County Commissioners heretofore entered of record.

(SEAL)

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

Gladys McCoy
Multnomah County Chair

REVIEWED:
Laurence Kressel, County Counsel
for Multnomah County, Oregon

By Sandra Duffy

DEED APPROVED:
F. Wayne George, Director
Facilities and Property Management Division

By

MULTNOMAH COUNTY OREGON

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

GLADYS McCOY • CHAIR • 248-3308
PAULINE ANDERSON • DISTRICT 1 • 248-5220
GRETCHEN KAFOURY • DISTRICT 2 • 248-5219
RICK BAUMAN • DISTRICT 3 • 248-5217
SHARRON KELLEY • DISTRICT 4 • 248-5213
CLERK'S OFFICE • • 248-3277

STATE OF OREGON)
) ss
County of Multnomah)

PERSONALLY APPEARED GRETCHEN KAFOURY, Vice-Chair of the Multnomah County Board of Commissioners, and acknowledged that the foregoing Deed was signed and sealed on behalf of Multnomah County by authority of its Board of Commissioners.

BEFORE ME this 30th day of October. 1990.

OFFICIAL SEAL
DEBORAH L. ROGERS
NOTARY PUBLIC - OREGON
COMMISSION NO.A216454
MY COMMISSION EXPIRES JUNE 27, 1993

Deborah L Rogers
Notary Public for Oregon
My commission expires: 6/27/93

Meeting Date: October 30, 1990

Agenda No.: R-C0

(Above space for Clerk's Office Use)

. . . . . .

AGENDA PLACEMENT FORM
(For Non-Budgetary Items)

SUBJECT: **LIGHT RAIL BOND MEASURE**

BCC Informal _____ (date) BCC Formal **OCTOBER 30, 1990** (date)

DEPARTMENT **Non-Departmental** DIVISION **BCC (Comm. Anderson)**

CONTACT Diane Luther TELEPHONE 248-5008

PERSON(S) MAKING PRESENTATION Larry Nicholas and Susi Lahsene

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: 10 minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: _____

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

RESOLUTION IN SUPPORT OF BALLOT MEASURE 26-1, LIGHT RAIL BOND MEASURE, ON NOVEMBER BALLOT.

10/30/90 Copy to Diane Luther & Susan Lahsene

BOARD OF COUNTY COMMISSIONERS
1990 OCT 24 AM 10:19
MULTNOMAH COUNTY
OREGON

(If space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL Pauline Anderson

Or

DEPARTMENT MANAGER _____

(All accompanying documents must have required signatures)

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY

In the Matter of Endorsing) R E S O L U T I O N
Ballot Measure #26-1)

WHEREAS, the livability of Multnomah County is of great value to all who live and work here; and

WHEREAS, Multnomah County's Comprehensive Plan; Transportation element, calls for a balanced transportation system; and

WHEREAS, a balanced transportation system will help maintain the quality of life in the face of growth and economic development; and

WHEREAS, development of the MAX Light Rail System to East Multnomah County, which carries more than one-half million passengers a month, has decreased the burden of growth on our existing freeways and street system; and

WHEREAS, Multnomah County in conjunction with other state and local governments, through the Joint Policy Advisory Committee on Transportation (JPACT), has identified the Westside Corridor as the next regional priority for light rail transit development, followed by an Eastside alignment into Clackamas County; and

WHEREAS, Congress has authorized the Urban Mass Transit Administration to provide up to 75% funding for light rail transit projects through September 1991 which could mean $3 for every $1 invested by Oregon taxpayers on the Westside Corridor project; and

WHEREAS, the Oregon State Legislature will be asked to appropriate state funds to share in local costs of the Westside Max construction; and

WHEREAS, it is required to have local funds in place prior to September 30, 1991, before a full funding agreement can be signed by the federal government;

THEREFORE BE IT RESOLVED, that Multnomah County supports Ballot Measure #26-1, which would provide the local government portion of the non-federal funding to construct the Westside Light Rail Line and begin development of an eastside/Clackamas County line.

Adopted this _____ day of _____, 1990.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

By_____
Gladys McCoy, Chair
Board of County Commissioners

REVIEWED:

LAURENCE KRESSEL, County Counsel
for Multnomah County, Oregon

By_____

8240V

MULTNOMAH COUNTY OREGON

NEWS

CONTACT: Teri Duffy, 248-3308

PHOTO, VIDEO, AUDIO OPPORTUNITY: YES

IMMEDIATE RELEASE

MULTNOMAH COUNTY BOARD OF COMMISSIONERS TO RECOMMEND STAND ON BALLOT MEASURES 5 AND 26-1

On Tuesday, October 30, 1990 at the formal Multnomah County Board of Commissioners meeting, the Board will be asked to take a public stand on two critical ballot measures in the November election.

The Commissioners will be asked to support Ballot Measure 26-1, which would provide local funding to construct the Westside Light Rail Line and begin development of an eastside/ Clackamas County line rail system.

In addition, the Multnomah County Board will be asked to oppose and recommend a NO vote on Ballot Measure 5 at the November 6, 1990 general election.

The formal board meeting will be held on Tuesday, October 30 at 9:30 a.m. in Room 602 of the County Courthouse.

# # #

OREGON
1990 OCT 29 AM 8:58

Gladys McCoy,
County Chair

Multnomah County Courthouse
1021 S.W. Fourth Avenue
Portland, Oregon 97204

GLADYS McCOY
Multnomah County Chair
1021 S. W. 4th Avenue
Room 134
Portalnd, Oregon 97204

I/O

Carrie Parkerson
Assistant Clerk of the Board
B101-R606
00000

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY

In the Matter of Endorsing)
Ballot Measure #26-1)

R E S O L U T I O N

90-186

WHEREAS, the livability of Multnomah County is of great value to all who live and work here; and

WHEREAS, Multnomah County's Comprehensive Plan; Transportation element, calls for a balanced transportation system; and

WHEREAS, a balanced transportation system will help maintain the quality of life in the face of growth and economic development; and

WHEREAS, development of the MAX Light Rail System to East Multnomah County, which carries more than one-half million passengers a month, has decreased the burden of growth on our existing freeways and street system; and

WHEREAS, Multnomah County in conjunction with other state and local governments, through the Joint Policy Advisory Committee on Transportation (JPACT), has identified the Westside Corridor as the next regional priority for light rail transit development, followed by an Eastside alignment into Clackamas County; and

WHEREAS, Congress has authorized the Urban Mass Transit Administration to provide up to 75% funding for light rail transit projects through September 1991 which could mean $3 for every $1 invested by Oregon taxpayers on the Westside Corridor project; and

WHEREAS, the Oregon State Legislature will be asked to appropriate state funds to share in local costs of the Westside Max construction; and

WHEREAS, it is required to have local funds in place prior to September 30, 1991, before a full funding agreement can be signed by the federal government;

THEREFORE BE IT RESOLVED, that Multnomah County supports Ballot Measure #26-1, which would provide the local government portion of the non-federal funding to construct the Westside Light Rail Line and begin development of an eastside/Clackamas County line.

Adopted this 30th day of October, 1990.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

By _____
Gladys McCoy, Chair
Board of County Commissioners

REVIEWED:

LAURENCE KRESSEL, County Counsel
for Multnomah County, Oregon

By _____

8240V

Meeting Date: OCT 30 1990

Agenda No.: R-7

(Above space for Clerk's Office Use)

. . . . . .

AGENDA PLACEMENT FORM
(For Non-Budgetary Items)

SUBJECT: Resolution in opposition to Ballot Measure 5

BCC Informal _____ (date) BCC Formal October 30, 1990 (date)

DEPARTMENT BCC DIVISION _____

CONTACT Sharron Kelley TELEPHONE _____

PERSON(S) MAKING PRESENTATION N.A

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ■ APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: 30 minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: _____

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

Resolution in the matter of opposition to Ballot Measure 5 on the November 6, 1990 General Election.

10/30/90 copies to Sharron Kelley & Fred Neal

BOARD OF COUNTY COMMISSIONERS
1990 OCT 24 AM 11:52
MULTNOMAH COUNTY
OREGON

(If space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL Sharron Kelley

Or

DEPARTMENT MANAGER _____

(All accompanying documents must have required signatures)

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Opposing Measure 5, the Constitutional Limit on Property Taxes for Schools, Government Operations)	)))	RESOLUTION 90-187

WHEREAS, voters of this state will have the question of a property tax limitation before them on the General Election ballot on November 6, 1990; and

WHEREAS, the proposed constitutional amendment would dramatically reduce the amount of property tax revenue available for funding public schools beginning in 1991; and

WHEREAS, local governments would also experience dramatic reductions in property tax revenue to fund services such as law enforcement, health, jails, and criminal prosecution; and

WHEREAS, Multnomah County, alone, is estimated to suffer an annual loss of 24 percent of its property tax revenues, requiring either drastic and harmful cuts in critical public services or major increases in other taxes and fees; and

WHEREAS, existing voter-approved 3 year serial levies for County Jail construction and operation and Library construction and operation are specially threatened by Measure 5, as the taxes authorized by the levies would not be fully collectible; and

WHEREAS, taxing districts and any future County serial levies will be forced to compete against each other for restricted property tax resources; and

WHEREAS, the measure would require the State Legislature to replace lost revenue to schools for the next five years, with an estimated final cost of $1.4 billion, thereby forcing the legislature to either enact new taxes or drastically reduce state programs, many of which are operated by counties; and

WHEREAS, the far-reaching, complex measure contains numerous unanswered questions, further burdening the administration of Assessment and Taxation, restricts the voters' right to decide local tax and finance issues and goes far beyond a limitation on ad valorem taxes, affecting pet licensing, motor vehicle fees, and other program funding; and

WHEREAS, reduction in local property taxes decreases State and Federal income tax deductions, thereby transferring up to 40 percent of those taxes from local services to State and Federal government;

NOW, THEREFORE, BE IT RESOLVED THAT the Multnomah County Board of County Commissioners, having considered the ramifications of the constitutional amendment proposed in Ballot Measure 5, and finding it to be seriously flawed, recommends a NO vote on Ballot Measure 5 at the November 6, 1990, General Election.

DATED this 30th day of October, 1990.

MULTNOMAH COUNTY, OREGON

Gladys McCoy
Multnomah County Chair

REVIEWED:
LAURENCE KRESSEL, COUNTY COUNSEL
for Multnomah County, Oregon

UNANIMOUS CONSENT

Meeting Date: OCT 30 1990

Agenda No.: UC #1

(Above space for Clerk's Office Use)

. . . . . .

AGENDA PLACEMENT FORM
(For Non-Budgetary Items)

SUBJECT: Interim operation (11/1/90-6/30/91) of East County District Center Services by Aging Services Division

BCC Informal _____ (date) BCC Formal October 30, 1990 (date)

DEPARTMENT Human Services DIVISION Aging Services

CONTACT June Schumann TELEPHONE 248-3646

PERSON(S) MAKING PRESENTATION Duane Zussy/Jim McConnell

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: 10 minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: _____

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

Request authorization for ASD to assume operation of the District Center Services for older persons in East Multnomah County after contract with Human Solutions, Inc. is terminated on October 31, 1990.

Budget Modification DHS #13 accompanies this report.

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
1990 OCT 29 AM 8:24

(If space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL _____

Or

DEPARTMENT MANAGER June Zussy

(All accompanying documents must have required signatures)

MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES
AGING SERVICES DIVISION
AREA AGENCY ON AGING
421 S.W. 5TH, 3RD FLOOR
PORTLAND, OREGON 97204
(503) 248-3646
TDD: 248-3683

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

MEMORANDUM

TO: Gladys McCoy, Chair
Multnomah County Commissioners

THROUGH: Duane Zussy, Director
Department of Human Services

FROM: Jim McConnell, Director
Aging Services Division

DATE: October 26, 1990

SUBJECT: Human Solutions, Inc. (HSI)

The purpose of this memo is to provide a status report regarding decisions to continue the District Center Services for older persons in East Multnomah County after contract with Human Solutions, Inc. is terminated on October 31, 1990.

I. Decision: Aging Services Division (ASD) will assume operation of the District Senior Center Services in East Multnomah County effective November 1, 1990 through June 30, 1991. This is an interim arrangement necessitated as a result of termination of contract with Human Solutions, Inc. effective October 31, 1990. In accordance with the provisions of Older Americans Act, an open, competitive procurement process through a Request for Proposal will select a provider for the contract to start July 1, 1991. This decision is based on the desire and need to find the least disruptive option to continue services for East County elderly during this period.

II. Background: This decision process involved evaluation of the following options for an interim provider:

- Mt. Hood Community Mental Health Center
- Portland Impact
- Hollywood Senior Center
- ASD if above options do not result in acceptable solution

All of these agencies expressed interest and are current contractors with ASD, are located in East County or are in service districts adjacent to East County. Mt. Hood Mental Health Center and Portland Impact decided to withdraw from consideration. Hollywood Senior Center was the only provider available and interested as of October 23rd.

On October 23rd, ASD met with Hollywood Senior Center Director and two representatives from Hollywood Board of Directors. Representatives from HSI Advisory Committee and Portland Multnomah Commission on Aging were also in attendance at this meeting.

The major issues discussed include:

1. Request by Hollywood for an additional $15,000 for start-up tasks could not be accommodated. The budget for the balance of the year needed to stay within funds available.

2. ASD's suggestions to Hollywood to maximize flexibility within funding constraints were discussed.

3. ASD requested information from Hollywood regarding planned process and timelines for hiring staff, arrangements for management oversight, staff supervision, and organizational structure.

Hollywood agreed to consider ASD's concerns and to respond back the next day with additional information. Counter-proposal on funding and service levels was received on October 24th, but response was not received on other requested information.

The feedback by the representatives from HSI's Advisory Committee and Portland Multnomah Commission on Aging included:

1. Concerns as to whether or not there was enough time for Hollywood to complete a speedy transition to maintain continuity in services effective November 1, 1990.

2. Concerns that given circumstances of the situation the result would not be a smooth transition for East County District Center and at the same time jeopardize current operations at Hollywood.

3. Both indicated support for ASD as the best option at this time to take on the operation of East County District Center services on an interim basis through June 30, 1991.

III. Rationale: The decision for ASD to operate the program on an interim basis through June 30, 1991 as the preferred alternate for the speediest and least disruptive transition is supported by the following:

1) All current HSI aging program employees could and probably would become county employees and continue serving clients as a District Center.

2) Clients will continue to receive services from case managers they know.

3) Since program staff will stay intact, time consuming transitional tasks of hiring and training is minimized.

4) ASD management structure can assume oversight responsibilities with minimal changes to either the District Center or Branch operations.

5) ASD's management and administrative structure can absorb management of District Center operations in East County with no additional cost.

Hollywood Senior Center was the only one of our current subcontractors to submit a proposal to take this program on an interim basis. Although there was merit to their proposal, there were also significant areas of concern. (See attached letter to Dan LaGrande.)

Attachment

cc: Sharron Kelley, Board of County Commissioners
Gretchen Kafoury, Board of County Commissioners
Pauline Anderson, Board of County Commissioners
Rick Bauman, Board of County Commissioners
Channing Briggs, Chair of PMCoA
Bill French, PMCoA
Roberta Anderson, HSI Advisory Committee
Bonnie Morris, Chair of HSI Board
Jim Paynter, Hollywood Senior Center
Marilyn Miller, Portland Impact
Peggy West, Mt. Hood Community Mental Health Center

[9075/KM]

ATTACHMENT

MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES
AGING SERVICES DIVISION
AREA AGENCY ON AGING
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SHARRON KELLEY • DISTRICT 4 COMMISSIONER

October 25, 1900

Dan LaGrande, President
Hollywood Senior Center Board of Directors
1820 NE 40th Avenue
Portland, OR 97212

Dear Dan:

This is in response to your letter of October 24th with revised proposal by Hollywood Senior Center to provide District Service Center services in East Multnomah County.

We have considered your original proposal which was discussed at our meeting on October 23rd and the subsequent revisions contained in your letter of October 24th. Our conclusion is that the best option is for ASD to assume operation of the District Center services for seniors in East County. This is based on the desire and need to find the least disruptive option to continue the services on an interim basis from November 1, 1990 through June 30, 1991.

We were unable to accept your proposal to be the interim provider due to significant problems and limitations to meet the above objectives. The problems are:

1) The transition for this program requires a capacity by the provider to maintain current service levels. Hollywood Senior Center's latest proposal significantly reduces service level from original ASD expectations.

Service	Minimum Difference	Maximum Difference
Case Mgmt/Short Term Intervention	3900 hrs <1890>	5700 <790>
Info & Referral	3000 cont.<1520>	4500 < 20>

2) The cost reimbursement payment mechanism for the eight months proposed by Hollywood will significantly increase the costs for services compared to the original unit price proposed:

Case Mgmt $33,377 higher if minimum service level is achieved
$13,951 higher if maximum service level is achieved

I & R $ 6,870 higher if minimum service level is achieved
$ 90 higher if maximum service level is achieved

3) The request by Hollywood for a loan of three FTE Case managers for three weeks without a reduction in the contracted amount to offset the cost of the three FTE is not workable. There is no other revenue source to fund these case management positions.

4) Continuity of current program and staffing would be lost due to probable likelihood that current HSI staff who have the right to return to county employment status will take that option. Hollywood would need to undertake the hiring process immediately to fill vacancies and to hire one or two staff who may opt to apply for employment with Hollywood.

In addition to the above we are acutely aware of shortness of time in which to complete the transitional tasks. We feel the urgency to move on with the best option available under these circumstances. Further, our decision is based on the fact that:

1) ASD can assume the District Center services in East County without additional cost to the county,

2) Continuity to services to clients can be maintained without major disruptions, and

3) Probable likelihood that most of the HSI employees will stay on under County operation will minimize time and effort needed to fill vacancies and to train new staff.

We want to acknowledge Hollywood Senior Center's sincere interest and effort to assist us in this circumstance. We are fully aware of the difficulties and the limitations entailed in the management of a program on an interim basis.

Thank you for your dedication to serve the elderly in Multnomah County.

Sincerely,

June Arima Schumann, Manager
Community Services

cc: Jim Paynter, Director
Bill French, PMCOA
Roberta Anderson, East County Advisory Council
Duane Zussy, Dept. of Human Services

Unanimous
Consent item

MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES
AGING SERVICES DIVISION
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MEMORANDUM

TO: Gladys McCoy, County Chair

VIA: Duane Zussy, Director
Department of Human Services

FROM: James McConnell, Director
Aging Services Division

DATE: October 29, 1990

SUBJECT: Human Solutions, Inc. Contract Amendment and DHS Budget Modification #13

Retroactive Status: This contract amendment with Human Solutions is retroactive to October 1, 1990. Negotiations over the emergency close-out of the aging services program at Human Solutions were not completed until October 26, 1990. The contract will end October 31, 1990.

Recommendation: The Aging Services Division recommends County Chair approval of the attached contract amendment with Human Solutions, Inc, for the period October 1, 1990 through October 31, 1990, and DHS Bud Mod #13.

Analysis: This contract amendment changes the terms and method of payment for the Human Solutions aging services contract as a transition in the aging program closure October 31, 1990. The contract termination date is amended from June 30, 1991 to October 31, 1990; the method of payment is changed from fee-for-service to cost reimbursement. The budget is reduced from $244,563 to $97,138, to cover services provided July through October.

DHS Budget Modification #13, attached, will be processed simultaneously. The Budget Modification transfers the unexpended funds from the contract to the Aging Services Division East Branch budget, to pay for costs of assuming program operations for the balance of the fiscal year. The Budget Modification also creates a Gatekeeper Trainer position within ASD Central Office, using savings from vacant positions.

Background: Human Solutions notified Aging Services Division in late September that it could no longer continue serving as the East County District Center, due to funding problems. Upon mutual agreement, the Aging Services Division is closing out the contract as of the close of business, October 31, 1990. Negotiations over budgets, transition tasks, and an alternate provider took place during October, 1990; final decisions were made October 26, 1990.

hsicsz/z

CONTRACT APPROVAL FORM

(See Administrative Procedure #2106)

MULTNOMAH COUNTY OREGON

Contract # 101571

Amendment # 1

CLASS I	CLASS II	CLASS III
☐ Professional Services under $10,000	☒ Professional Services over $10,000 (RFP, Exemption) ☐ PCRB Contract ☐ Maintenance Agreement ☐ Licensing Agreement ☐ Construction ☐ Grant ☐ Revenue	☐ Intergovernmental Agreement **RATIFIED** **Multnomah County Board of Commissioners** UC #1 October 30, 1990

Contact Person Cilla Murray/Caroline Sullivan Phone 248-3646 Date October 29, 1990

Department Human Services Division Aging Services Bldg/Room Bl61/3rd floor

Description of Contract Contract amendment revises terms and conditions of contract in order to close out the contract.

RFP/BID # P6S0371 Date of RFP/BID 4/10/86 Exemption Exp. Date

ORS/AR # Contractor is ☐ MBE ☐ WBE ☐ QRF

Contractor Name Human Solutions

Mailing Address 2900 SE 122nd

Portland, OR 97236

Phone 248-5200

Employer ID # or SS # 93-0977166

Effective Date October 1, 1990

Termination Date October 31, 1990

Original Contract Amount $ 244,563

Amount of Amendment $ (147,425)

Total Amount of Agreement $ 97,138

Payment Term

☐ Lump Sum $

☒ Monthly $ Cost Reimbursement

☐ Other $

☐ Requirements contract - Requisition required.

Purchase Order No.

☐ Requirements Not to Exceed $

REQUIRED SIGNATURES:

Department Manager [signature] Date 10/29/90

Purchasing Director (Class II Contracts Only) Date

County Counsel [signature] Date 10.25.90

County Chair/Sheriff [signature] Date October 30, 1990

VENDOR CODE	VENDOR NAME	TOTAL AMOUNT	$	

LINE NO.	FUND	AGENCY	ORGANIZATION	SUB ORG	ACTIVITY	OBJECT	SUB OBJ	REPT CATEG	LGFS DESCRIPTION	AMOUNT	INC/ DEC IND
01.			SEE ATTACHED								
02.											
03.											

INSTRUCTIONS ON REVERSE SIDE

WHITE - PURCHASING CANARY - INITIATOR PINK - CLERK OF THE BOARD GREEN - FINANCE

DATE PRINTED: 29-Oct-90

CONTRACT APPROVAL FORM SUPPLEMENT
ASD COMMUNITY SERVICES PROGRAM, FY 1990-91
CONTRACTOR:Human Solutions (HSICS)
MOD #:1

LINE	FUND	AGENCY	ORG CODE	ACT	OBJECT	REPT CATEG	LGFS DESCRIPTION	ORIGINAL AMOUNT	MOD 1	MOD 2	FINAL AMOUNT
01	156	010	1855	AS10	6060	1723	GATEKEEPER TRNG IIIB	$5,474			$5,474
02	156	010	1855	AS10	6060	1729	GATEKEEPER TRNG CNTY	5,474			5,474
03	156	010	1855	AS23	6060	1729	FOCAL POINT MGMT CNTY	18,059	(11,300)		6,759
04	156	010	1855	AS12	6060	1729	INFO & REFERRAL CNTY	30,687	(17,051)		13,636
05	156	010	1855	AS15	6060	1723	CASE MGMT/STI IIIB	73,951	(40,474)		33,477
06	156	010	1855	AS15	6060	1729	CASE MGMT/STI CNTY	72,678	(57,418)		15,260
07	156	010	1855	AS51	6060	1726	CASE MGMT/STI OPI	36,200	(19,142)		17,058
08	156	010	1855	AS84	6060	1710	CASE MGMT/STI OPI-A	2,040	(2,040)		0
09											
10											
11											
TOTAL								$244,563	($147,425)	$0	$97,138

MULTNOMAH COUNTY
AGING SERVICES DIVISION/COMMUNITY SERVICES PROGRAM
CONTRACT AMENDMENT NUMBER 1

DURATION OF AMENDMENT: October 1, 1990 TO: October 31, 1990
CONTRACTOR NAME: Human Solutions, Inc. TELEPHONE: 248-5200
CONTRACTOR ADDRESS: 2900 SE 122nd IRS NUMBER:93-0977166
Portland, OR 97236

This amendment is to that certain contract dated July 1, 1990, between the Multnomah County Aging Services Division, Community Services Program, referred to as the "COUNTY" and Human Solutions, Inc, referred to as the "CONTRACTOR". It is understood by the parties that all conditions and agreements in the original contract not superseded by the language of this amendment are still in force and apply to this amendment.

PART I: AGREED: CONTRACTOR

1. CONTRACTOR shall cease operations as the East County District Senior Service Center as of the close of business October 31, 1990. CONTRACTOR agrees to cooperate in the smooth transition of the aging services program to another provider, as specified below.

2. CONTRACTOR shall provide case management/short term intervention and information and referral services throughout October 1990 as follows:

Service	Estimated Service Level
Case Mgmt/STI	400 hours
Info/Referral	581 contacts

3. CONTRACTOR shall continue staffing the district advisory committee through the end of October, 1990. CONTRACTOR shall assist the committee in finalizing any projects that are near completion.

4. CONTRACTOR shall provide scheduled Gatekeeper trainings through October.

5. CONTRACTOR shall update all client files and program reports and shall turn them over to the new service provider(s) as directed by the COUNTY. These files and records shall include, but are not limited to, computerized Gatekeeper data base, inhome service authorization tracking data base, information and referral resource files, and client files. CONTRACTOR agrees to identify for the COUNTY what files and records, including automated systems, it has used in operating the aging services program.

6. CONTRACTOR shall provide an inventory of equipment and furnishings purchased with COUNTY funds prior to July 1, 1986 and items transferred from the COUNTY at the time of the July 1, 1988 spin-off from the COUNTY. Items purchased under the Aging Services Division fee-for-service contract are not included in this inventory. Equipment charged under the October 1990 cost reimbursement provisions will become property of the COUNTY.

7. CONTRACTOR shall notify all clients and Gatekeeper organizations of the program termination and the plans to transition the program to another agency. CONTRACTOR shall assure all communications regarding the program closure are positive and reassuring in tone.

8. CONTRACTOR shall relinquish space currently allocated by the COUNTY for aging programs as directed by the COUNTY.

9. CONTRACTOR shall transfer to the COUNTY all program, fiscal, and client records, files, and materials related to the Gatekeeper program, including, but not limited to computer program documents and, a copy on disk of all computerized program data and program source codes; and training materials, files of all past dispositions and pending referrals, public information and recognition supplies and materials, and discrete accounts of expenditures and pledges designated for the Gatekeeper program.

PART II. AGREED: COUNTY

1. COUNTY agrees to work cooperatively with CONTRACTOR to develop and implement a plan to transition the aging services program to another provider.

2. COUNTY shall provide technical assistance on fiscal and program close-out procedures.

3. COUNTY shall transfer in existing aging program service staff.

PART III. COMPENSATION

1. COUNTY shall reimburse CONTRACTOR for 100 percent of actual allowable expenses incurred in the month of October, 1990 for the operations of the East County District Senior Service Center, up to and including $30,326 for the month of October, except as adjusted under item 5 below. The total contract amount for the period July 1,1990 through October 31, 1990 is $97,138.

2. The maximum allowable for each line-item is set by the line-item budget attached and by this reference made a part of this contract amendment.

3. COUNTY shall pay no more than twenty percent (20%) of aging program direct service costs for agency overhead.

4. COUNTY shall reimburse CONTRACTOR upon receipt of required program reports, a line-item expense accounting and proof of expenses.

5. COUNTY shall reduce the October payment by the remaining amount of advance not yet recovered from the CONTRACTOR.

In witness whereof, the parties hereto have caused this Agreement to be executed by their authorized officers.

MULTNOMAH COUNTY

BY _____ 10/24/90
Aging Services Division Program Manager — Date

BY _____ 10/29/90
Aging Services Division Director — Date

BY _____ 10/30/90
Gladys McCoy, Multnomah County Chair — Date

CONTRACTOR

BY _____ _____
Agency Executive Director — Date

BY _____ _____
Agency Board Chair — Date

RATIFIED
Multnomah County Board of Commissioners
October 30, 1990

REVIEWED:
LAURENCE KRESSEL
County Counsel for
Multnomah County, Oregon

By _____ 10.29.90
Date

hsicsl/c

HUMAN SOLUTIONS AGING COST REIMBURSEMENT CONTRACT

OBJECT	DESCRIPTION	BUDGET
5100	PERMANENT	17,282
5200	TEMPORARY	1,560
5500	FRINGE	2,660
5550	INSURANCE	2,067
	TOTAL PAYROLL	23,569
6100	PROFESSIONAL FEES	195
6120	PRINTING	208
6140	COMMUNICATIONS	446
6170	RENTALS	210
6200	POSTAGE	150
6230	SUPPLIES	133
6310	EDUCATION & TRAINING	75
6330	TRAVEL	281
6620	DUES & SUBSCRIPTIONS	5
7100	ADMIN. INDIRECT	5,054
	TOTAL MATERIAL/SERVICES	6,757
	TOTAL BUDGETED EXPENDITURES	30,326

BUDGET MODIFICATION NO. DHS#13

(For Clerk's Use) Meeting Date OCT 30 1990
Agenda No. DC # 2

1. REQUEST FOR PLACEMENT ON THE AGENDA FOR _____
(Date)

DEPARTMENT:Human Services DIVISION:Aging Services/Community Services
CONTACT:Cilla Murray/June Schumann TELEPHONE:248-3646
*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD:Duane Zussy/Jim McConnell

SUGGESTED
AGENDA TITLE (to assist in preparing a description for the printed agenda)
DHS Budget Modification #13 shifts $147,425 in Aging Services Division/Community Services budget from pass-through to personnel, materials and services to provide east county district center services for the balance of the fiscal year, due to emergency termination of a contract with Human Solutions for these services.

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.)
[x] PERSONNEL CHANGES ARE SHOWN IN DETAIL ON THE ATTACHED SHEET.
This DHS Budget Modification #13 adjusts the Aging Services Division budgets by:

- Reducing Pass-Through funds by $147,425
- Adding 3 case manager 2's, 2 office assistant 2's, and 1 senior case manager for 8 months to ASD East Branch to provide district center services.
- Adding one Community Information Technician position to ASD Central Office to carry out the county-wide Gatekeeper Program and back-up information and referral functions. This position is funded with personnel savings.

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

- Moves $21,182 in Oregon Project Independence funds, $40,474 in Older Americans Act IIIB, and $85,769 in General Fund Subsidy from Community Services pass-through (Org 1750) to ASD East Branch (Org 1910).
- Reduces Indirect on Community Services pass-through by $1,032 and increases indirect on ASD East Branch personnel and materials and services by $9,583.
- Increases Service Reimbursement from F/S to Insurance Fund by $17,358.
- Increases Service Reimbursement from F/S to General Fund for Indirect by $8,551.
- Increases Service Reimbursement from F/S to Telephone Fund by $1,785.

4. CONTINGENCY STATUS (to be completed by Finance/Budget)
Central Contingency before this modification (as of 10/29/90) $2012434
(Specify Fund) (Date)
After this modification $2012434

Originated By Date
Jim McConnell by DMC 10/29/90

Department Director Date
10/29/90

Finance/Budget Date
Kathleen Rogers 10/29/90

Employee Relations Date

Board Approval Date
DEBORAH L. ROGERS October 30, 1990

csbm1

PERSONNEL DETAIL FOR BUD MOD NO. DHS#13

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

		Annualized		
FTE Increase (Decrease)	POSITION TITLE	BASE PAY Increase (Decrease)	FRINGE Increase (Decrease)	TOTAL Increase (Decrease)
			Fringe/Insur.	
3.0	Case Manager 2, $12.29/hr	$76,689	$20,514/ $13,206	$110,409
2.0	Office Assistant 2, $8.31/hr	34,570	9,248/ 7,896	51,714
1.0	Case Manager Senior, $12.91/hr	26,853	7,183/ 4,473	38,509
0.5	Community Info Tech, $11.14/hr	11,586	3,099/ 2,135	16,820
	TOTAL CHANGE (ANNUALIZED)	$149,698	$40,044/ $27,710	$217,452

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.)

		Current FY		
Full Time Position, Part-Time, Overtime, or Premium	Explanation of Change	BASE PAY Increase (Decrease)	FRINGE Increase (Decrease)	TOTAL Increase (Decrease)
			Fringe/Insur.	
1.98 FTE Case Mgr 2	Add 3 positions for 8 months each	$51,126	$13,676/ $8,804	$73,606
1.33 FTE OA2	Add 2 positions for 8 months each	23,047	6,165/ 5,264	34,476
.66 FTE Case Mgr Sr	Add 1 position for 8 months	17,902	4,789/ 2,982	25,673
	SUBTOTAL	$92,075	$24,630/ $17,050	$133,755
(.236) Data Analy.	Shift vacancy savings	(7,890)	(2,110)/ (1,101)	(11,101)
.33 Comm Info Tech	Add .5 position for 8 months	7,647	2,045 / 1,409	11,101
	SUBTOTAL	($243)	($65)/ $308	$0
	TOTAL CHANGE	$91,832	$24,565/ $17,358	$133,755

cspersl

File Name: CSBM1
EXPENDITURE
TRANSACTION EB [ ] GM [ ] TRANSACTION DATE_____ ACCOUNTING PERIOD_____ BUDGET FY 1990-91

Document Number	Action	Fund	Agency	Organization	Activity	Reporting Category	Object	Current Amount	Revised Amount	Change Increase (Decrease)	Subtotal	Description
		156	010	1750			6060			(147,425)		Pass-Through
		156	010	1750			7100			(1,032)		Indirect
											(148,457)	SUBTOTAL, ORG 1750
		156	010	1910			5100			92,075		Permanent Personnel
		156	010	1910			5200			8,705		Temporary
		156	010	1910			5500			24,630		Fringe
		156	010	1910			5550			17,050		Insurance
											142,460	SUBTOTAL PERSONNEL
		156	010	1910			6200			500		Postage
		156	010	1910			6230			2,100		Supplies
		156	010	1910			6310			300		Education & Travel
		156	010	1910			6330			280		Local Travel
											3,180	SUBTOTAL DIR. MAT & SVCS
		156	010	1910			7100			9,583		Indirect
		156	010	1910			7150			1,785		Telephone
											14,548	SUBTOTAL MAT & SVCS
											157,008	SUBTOTAL ORG 1910
		156	010	1710			5100			(243)		Permanent Personnel
		156	010	1710			5500			(65)		Fringe
		156	010	1710			5550			308		Insurance
											0	SUBTOTAL ORG 1710
		400	040	7531			6520			17,358		Serv Reimb/Insurance
		100	010	0105			7608			8,551		Cash Transfer
		402	040	7990			6140			1,785		Serv Reimb/Telephone
											27,694	SUBTOTAL, SERV REIMB.
TOTAL EXPENDITURE CHANGE										36,245	TOTAL EXPENDITURE CHANGE	

REVENUE

TRANSACTION RB [ ] GM [ ] TRANSACTION DATE_____ ACCOUNTING PERIOD_____ BUDGET FY 1990-91

Document Number	Action	Fund	Agency	Organi-zation	Activity	Reporting Category	Revenue Source	Current Amount	Revised Amount	Change Increase (Decrease)	Subtotal	Description
		156	010	1750			2387			(21,182)		OR. PROJ. INDEPENDENCE
		156	010	1750			2064			(40,474)		OLDER AMER. ACT-IIIB
		156	010	1750			7601			(85,769)		GENERAL FUND SUBSIDY
		156	010	1750			7601			(1,032)		GENERAL FUND INDIRECT SUP
		156	010	1910			2387			21,182		OR. PROJ. INDEPENDENCE
		156	010	1910			2064			40,474		OLDER AMER. ACT-IIIB
		156	010	1910			7601			85,769		GENERAL FUND SUBSIDY
		156	010	1910			7601			9,583		GENERAL FUND INDIRECT SUP
		400	040	7531			6602			17,358		Serv.Reimb./Insurance
		100	045	7410			6602			8,551		Serv.Reimb./Gen.Fund
		402	040	7990			6602			1,785		Serv.Reimb./Telephone
TOTAL REVENUE CHANGE										36,245		TOTAL REVENUE CHANGE

MULTNOMAH COUNTY OREGON

DEPARTMENT OF HUMAN SERVICES
AGING SERVICES DIVISION
AREA AGENCY ON AGING
421 S.W. 5TH, 3RD FLOOR
PORTLAND, OREGON 97204
(503) 248-3646
TDD: 248-3683

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

MEMORANDUM

TO: Gladys McCoy, County Chair

VIA: Duane Zussy, Director
Department of Human Services

FROM: James McConnell, Director
Aging Services Division

DATE: October 29, 1990

SUBJECT: Human Solutions, Inc. Contract Amendment and DHS Budget Modification #13

Retroactive Status: This contract amendment with Human Solutions is retroactive to October 1, 1990. Negotiations over the emergency close-out of the aging services program at Human Solutions were not completed until October 26, 1990. The contract will end October 31, 1990.

Recommendation: The Aging Services Division recommends County Chair approval of the attached contract amendment with Human Solutions, Inc, for the period October 1, 1990 through October 31, 1990, and DHS Bud Mod #13.

Analysis: This contract amendment changes the terms and method of payment for the Human Solutions aging services contract as a transition in the aging program closure October 31, 1990. The contract termination date is amended from June 30, 1991 to October 31, 1990; the method of payment is changed from fee-for-service to cost reimbursement. The budget is reduced from $244,563 to $97,138, to cover services provided July through October.

DHS Budget Modification #13, attached, will be processed simultaneously. The Budget Modification transfers the unexpended funds from the contract to the Aging Services Division East Branch budget, to pay for costs of assuming program operations for the balance of the fiscal year. The Budget Modification also creates a Gatekeeper Trainer position within ASD Central Office, using savings from vacant positions.

Background: Human Solutions notified Aging Services Division in late September that it could no longer continue serving as the East County District Center, due to funding problems. Upon mutual agreement, the Aging Services Division is closing out the contract as of the close of business, October 31, 1990. Negotiations over budgets, transition tasks, and an alternate provider took place during October, 1990; final decisions were made October 26, 1990.

hsicsz/z

Meeting Date: OCTOBER 30, 1990

Agenda No.: INFORMAL BRIEFING

(Above space for Clerk's Office Use)

. . . . . .

AGENDA PLACEMENT FORM
(For Non-Budgetary Items)

SUBJECT: POSSIBLE IMPACTS OF MEASURE 5 - A & T PERSPECTIVE

BCC Informal 10/30/90 (date) BCC Formal _____ (date)

DEPARTMENT Nondepartmental DIVISION County Chair's Office

CONTACT Fred Neal TELEPHONE X-3308

PERSON(S) MAKING PRESENTATION Bob Ellis, Fred Neal, Janice Druian

ACTION REQUESTED:

[XX] INFORMATIONAL ONLY [ ] POLICY DIRECTION [ ] APPROVAL

ESTIMATED TIME NEEDED ON BOARD AGENDA: ~~30-45~~ 20-30 minutes

CHECK IF YOU REQUIRE OFFICIAL WRITTEN NOTICE OF ACTION TAKEN: _____

BRIEF SUMMARY (include statement of rationale for action requested, as well as personnel and fiscal/budgetary impacts, if applicable):

INFORMAL BRIEFING ON THE POSSIBLE IMPACTS OF MEASURE 5 PERSPECTIVE FROM MULTNOMAH COUNTY ASSESSMENT AND TAXATION.

(If space is inadequate, please use other side)

SIGNATURES:

ELECTED OFFICIAL Gladys McCoy

Or

DEPARTMENT MANAGER _____

(All accompanying documents must have required signatures)

MULTNOMAH COUNTY OREGON DIVISION OF ASSESSMENT & TAXATION

FAX TRANSMITTAL COVER SHEET

Number of pages including Cover Sheet: 9 Date: 10/25/90

TO: CLERK'S OFFICE

ATTN: DEBBIE

TELEPHONE #:1-____-____-____ Fax Phone #: 1-____-248-2717

ATTN: _____

FROM: Multnomah County Oregon
Division of Assessment & Taxation
610 S.W. Alder Street, Room 515
Portland, Oregon 97205

Telephone #: 1-503-248-3367 Fax Phone #: 1-503-248-3356

SENDER: Name JANICE DRYMAN, Section ADMIN, Phone Ext# 3090

MESSAGE:

Linda Alexander/Fred Neal/Gil Riddell/Sandy Duffy:

I am afraid unless there are critical changes this is the version that will go to the Clerk of the Board, as I will be out of the office (tied up in meetings) Thursday, Friday, Monday and Tuesday. I will be excused from my meeting at 10:30 on Monday to appear before the board.
I am FAXing a copy to Debbie at the Clerk's office and I will have Bob bring 30 copies to the Board meeting.

Janice

If you have urgent changes please communicate them to Bob Ellis 2368.

POSSIBLE IMPACTS OF MEASURE 5
PERSPECTIVE FROM MULTNOMAH COUNTY ASSESSMENT AND TAXATION

This analysis deals with some potential problems caused by Measure 5. Should this constitutional amendment pass, final decisions on the implementation and methodology used by all assessors and tax collectors will have to be made by the Department of Revenue and the State Attorney General, or the legislature.

The measure is worded in such a way that much of it is open to interpretation. However, we do see at least three areas of concern:

- Determining minimum "real market value"
- Impact on exemptions
- Increased administrative costs

IMPACT OF MEASURE'S DEFINITION OF "REAL MARKET VALUE"

In the Measure, the definition of "real market value" is "the **minimum amount** in cash which could reasonably be expected by an informed seller acting without compulsion, from an informed buyer acting without compulsion in an 'arms-length' transaction during the period for which the property is taxed."

This definition implies that **we will have to come up with two values for every piece of property.** We will need to use the traditional approach to market value: (150-308.205A)

> "Market Value as a basis for true cash value shall be taken to mean the **most probable price** in terms of money which a property will bring if exposed for sale in the open market, allowing a period of time and financing typical for the particular type of property involved and under

conditions where both parties to the transaction are under no undue compulsion to sell or buy and are able, willing and reasonably well informed."

It is the definition of the word "minimum" that could cause severe problems. **"Minimum" is not the same as the "most probable" value.**

This may mean that we need to continue using the traditional definition for appraising value to determine the rates. Since the Measure applies to the extension of property taxes, and the limiting of property taxes, not to the valuation of property , we would then have to reappraise property to determine the minimum value and use this value for extending the taxes.

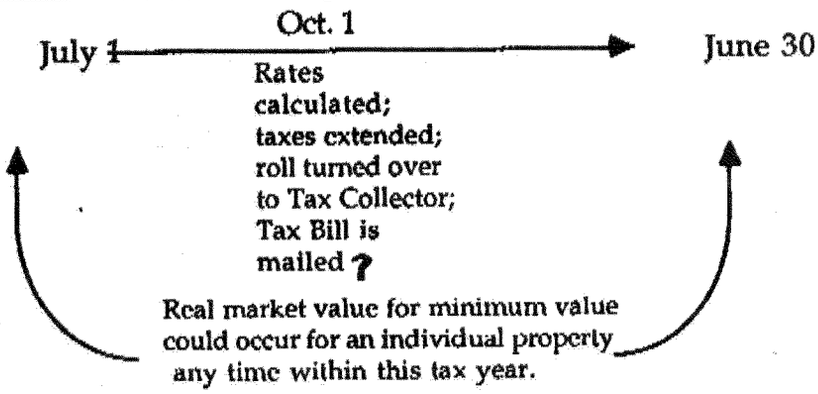
This might result in both a "value year" running from January 1 through December 31, and a "tax year" running from July 1 through June 30.

The chart on the following page shows the two conflicting schedules.

Current Appraisal year

Jan 1[1]	May 1	Sept. 1	Oct. 1	Dec. 30
Market Value Date, set by Legislature as Jan 1 for full calendar year	Turn Roll over to the Board of Equalization to hear appeals and equalize taxes	Roll returned to Assessor by B of E		

Current Tax Year and Value Year, if Measure 5 passes



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The limitation on taxes proposed by the Measure would require us to value a property at the minimum value for the tax year. We could face some confusing situations.

If you strictly interpret minimum value as any sale that is "arms length" you could lower all values of similar properties in a neighborhood to the level of the lowest sale. If the sale occurred after the tax bills were mailed, but within the "tax year," we might have to mail refunds for all properties affected by the sale.

Presently, we take all of the sales, discard those that obviously are not arms length (e.g., parent selling to child and those that seem unusual, eg., a home that sells for way under or way over comparable sales.) When these are removed, we determine the most probable price that the property would bring...not the minimum. The example on the next page shows the impact.

This measure if strictly interpreted, could cause some peculiar values to be put on the roll. Suppose a home suffered water pipe damage in one of our not infrequent winter storms. During the time the home was without water it's value would be considerably less than prior to the freeze or after the repairs. However, a strict interpretation of Measure 5 would require us to fix the value for the year at the date when it hit its minimum value.

We would constantly be giving refunds on taxes levied because we did not have the absolute mimimum value on a home. This would seriously impact our taxing districts when they tried to plan their revenues.

CURRENT SITUATION

July 1 — Tax Year — June 30

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Date for which all property is valued

Home appraised for $60K

Tax bills mailed

Home valued for tax purposes at $60K for tax year

Dec 15

Home sells for for $40K;

Mar 20

Similar home sells for $61K

Both of these sales are added to data that will be used to appraise value for subsequent years.

SITUATION UNDER MEASURE 5

July 1 — Tax Year & Value Year — June 30

Oct. 15-25 Tax Bill Mailed

Home appraised for $60K

Home valued for taxes at $60K

Arms distance sale for $40K

Possible that Comparable Properties revalued to reflect $40K minimum; possible refunds to all comparables.

Refund Period

EFFECT ON PARTIALLY EXEMPT OR SPECIALLY EXEMPT PROPERTIES

Because the limitation is based on real market value, those properties which have enjoyed special assessments or some exemptions will have their total taxes based on the real market value rather than on the current taxable value. The net effect will be that they lose substantial benefits they currently enjoy.

Examples in Multnomah County of this include:

- 2500 Farm properties
- 6500 Disabled Veterans & Widows of Veterans

The chart on the next page illustrates with an example from a Veterans and Widows exemption , how such an exemption would become essentially useless under Measure 5:

IMPACT ON MULTNOMAH COUNTY ASSESSMENT AND TAXATION ORGANIZATION

We will not be able to accurately assess any changes in work load until we receive procedural requirements from the Department of Revenue and instruction from the legislature. Here are our initial estimates of the cost of performing under Measure 5.

If the interpretation of Measure 5 indicates that we need to appraise to the sale price, we will need to come up with a whole new approach to valuing property. This would certainly have a training cost.

Running parallel systems-- one that establishes value and one that determines the "minimum" value: This would probably require 1/4 more appraisal staff (for the rush period)--equivalent of 12 to 15 more appraisers. This may be low if we have to revalue every property that suffers some sort of loss during the year (e.g. frozen pipes, fire, etc.) ($150K to $300)

Rate making process: We would have considerably more work in determining rates, including accumulating more data on all "taxes" on property to be considered in calculating the maximum rate. We would definitely need to build new systems, and would likely need to hire more staff. ($75,000)

Increase in appeals: We anticipate an increase in appeals and would likely need one or two additional boards (Board of Equalization). ($43,000)

System changes: Depending upon the magnitude of changes, we would likely need 5 more programmers for a short period of time to implement changes. ($200,000)

Needless to say, in the beginning there would also be a heavy demand on our information system. We could also anticipate continued, long-term, volume increases as people were trying to determine a specific date where their property may have had the least value, for tax purposes.

MULTNOMAH COUNTY OREGON

NEWS

CONTACT: Teri Duffy, 248-3308

PHOTO, VIDEO, AUDIO OPPORTUNITY: YES

IMMEDIATE RELEASE

MULTNOMAH COUNTY ASSESSMENT AND TAXATION DIVISION BRIEF

BOARD OF COMMISSIONERS ON POSSIBLE IMPACT OF BALLOT MEASURE 5

Following the formal Board of County Commissioners meeting on Tuesday, October 30, 1990 at 10:30 A.M., the Multnomah County Assessment and Taxation Division will brief the County Commissioners on potential impacts and problems to County assessors and tax collectors should Ballot Measure 5 pass in the November election.

Final decisions on the implementation and methodology used by all assessors and tax collectors would have to be made by the Department of Revenue, State Attorney General or the legislature "because much of the wording of the constitutional amendment is open to interpretation. We see at least three major areas of concern," stated Janice Druian, Manager of the Assessment and Taxation Division.

The three potential problem areas that will be discussed are: the impact of determining minimum real market value; the effect on partially exempt or special exempt properties (2500 farm properties and 6500 disabled veterans and widows of veterans); and the increased administrative costs to the Assessment and Taxation Division.

BOARD OF COUNTY COMMISSIONERS
1990 OCT 29 AM 10:56
MULTNOMAH COUNTY
OREGON

# # #

Gladys McCoy,
County Chair

Multnomah County Courthouse
1021 S.W. Fourth Avenue
Portland, Oregon 97204

POSSIBLE IMPACTS OF MEASURE 5
PERSPECTIVE FROM MULTNOMAH COUNTY ASSESSMENT AND TAXATION

This analysis deals with some potential problems caused by Measure 5. Should this constitutional amendment pass, final decisions on the implementation and methodology used by all assessors and tax collectors will have to be made by the Department of Revenue and the State Attorney General, or the legislature.

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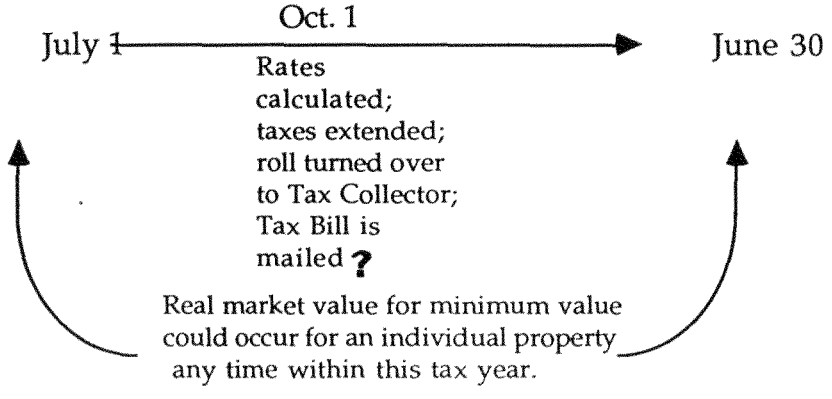

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Examples in Multnomah County of this include:

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The chart on the next page illustrates with an example from a Veterans and Widows exemption , how such an exemption would become essentially useless under Measure 5:

TAX PAYER WITHOUT EXEMPTION

TAX YEARS	90-91	91-92	92-93	93-94	94-95	95-96
TRUE CASH VALUE	$60,000	60,000	60,000	60,000	60,000	60,000
RATE	33.5048	25.00	22.50	20.00	17.50	15.00
TAXES	2,010.29	1,500.00	1,350.00	1,200.00	1,050	900

TAX PAYER WITH VETERANS' EXEMPTION

TAX YEARS	90-91	91-92	92-93	93-94	94-95	95-96
REAL MKT.[1] VALUE	$60,000	60,000	60,000	60,000	60,000	60,000
VETERANS EXEMPTION	-10,000	-10,000	-10,000	-10,000	-10,000	-10,000
RATE MAKING VALUE[2]	$50,000	50,000	50,000	50,000	50,000	50,000
RATE	33.5048	25.00	22.50	20.00	17.50	15.00
TAXES COLLECTABLE	1,675.24	**1,500.00**	**1,350.00**	**1,200.00**	**1,050**	**900**

From '91-92 on the Veterans Exemption has no impact on the amount owed on taxes. This effectively negates out the Veterans Exemption

1. Value used to calculate tax limitation (same as having no exemption)
2. Value used to calculate rate of levy

IMPACT ON MULTNOMAH COUNTY ASSESSMENT AND TAXATION ORGANIZATION

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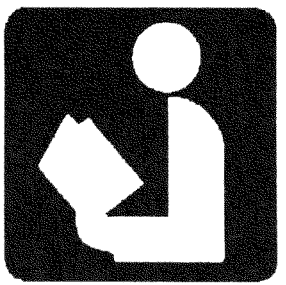
These are examples of how budget cuts would affect the library. Specific reduction in services will be determined by the Library Board and by the Board of County Commissioners.

MULTNOMAH COUNTY
LIBRARY

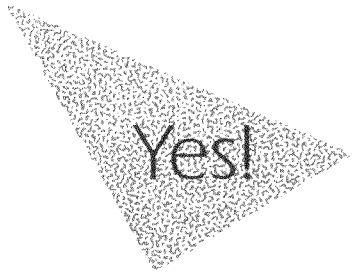
Will Ballot Measure 5 affect the library?

Yes!



Information about the effects of Ballot Measure 5 on Multnomah County Library.

Will Multnomah County Library be affected by passage of Ballot Measure 5 on November 6?



Passage of the measure would have the potential to cut the library's budget by 17 percent or more. The library's 1990-91 budget of $15 million would be reduced by $2.8 million during the first year and in larger amounts during the next four years.

But how can that be? We just passed a library levy in March.

The library's current three-year serial levy, approved by voters in March 1990, would be subject to the same cuts as other property taxes. Approximately two-thirds of library funding comes from the serial levy with the remaining third coming from the County General Fund which is also property taxes.

What will this mean for the average library user?

Potential reductions include cutting capital improvements planned for Midland and Central libraries, reducing the amount to be spent for books and other library materials by 33 percent and laying off approximately 48 full-time staff members from the library's present staff of 359 full-time equivalent positions.

Would libraries still be open the same hours?

No. Central Library and Gresham Regional Library would be closed at least two days a week, perhaps Mondays and Saturdays. Some branch libraries would be open as few as two days per week; all libraries would open later and close earlier. Some libraries may close completely.

Will there still be programs for children and adults?

Special programs could be curtailed or eliminated. These include pre-school story hours, reading programs for children and young people and Brown Bag Lunch and Learn programs at Central Library.

What about special services like the bookmobile?

Library van service to nursing homes and retirement facilities could be eliminated. Bookmobile service to outlying areas of Multnomah County may also be eliminated.

What about the selection and availability of books and other library materials?

A one-third reduction in purchasing would mean fewer books, magazines, newspapers, indexes and audio and video tapes for all library users. Also fewer large-print books, books-on-tape and picture books for children would be available.

Waiting times for new materials that are now 2-3 weeks could become 3-18 months. As books become scarce, libraries may have to limit the number of items checked out at each visit.

MULTNOMAH COUNTY
DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S.E. 190th Ave. PORTLAND, ORE.

1990 BICYCLE MASTER PLAN
1990 BIKEWAY PLAN
NORTHWEST MULTNOMAH COUNTY
SCALE: 1" = 3000'

1/2 0 1/2 1 MILE

N

COLUMBIA COUNTY

WASHINGTON COUNTY

WASHINGTON COUNTY

MULTNOMAH COUNTY

PORTLAND

WATSON RD.

GILKISON RD.

ROCKY POINT RD.

SKYLINE BLVD.

MORELAND RD.

MORGAN RD.

TRAIL RD.

LOGIE RD.

PEDERSON RD.

JOHNSON RD.

BECK RD.

ELLIOTT BLVD.

ROCK CREEK RD.

CORNELIUS PASS RD.

OLD CORNELIUS PASS RD.

McNAMEE RD.

KAISER RD.

GERMANTOWN RD.

OLD GERMANTOWN RD.

SPRINGVILLE RD.

NEWBERRY RD.

ST. HELENS HWY.

ST. HELEN'S HWY.

GILBERT RIVER

STURGEON LAKE

REEDER ROAD

DAIRY CREEK

REEDER RD.

GILLIHAN ROAD

COLUMBIA RIVER

LUCY REEDER RD.

ST. HELENS

MULTNOMAH CHANNEL

SAUVIE ISLAND RD.

OAK ISLAND RD.

REEDER RD.

SAUVIE ISLAND BRIDGE

GILLIHAN

WILLAMETTE RIVER

BYBEE LAKE

SMITH LAKE

OREGON SLOUGH

COLUMBIA RIVER

ST JOHN'S BRIDGE

WILLAMETTE

LEGEND

	MULTNOMAH COUNTY	OTHER JURISDICTIONS
Plan Bikeways	▬▬▬	▨▨▨
1990 Additions	▬▬▬	

The 1990 Bikeway Plan Maps represent the comprehensive County bicycle network as planned. The designated facilities are to be preserved and improved over time to better accommodate bicycling. No warranty or guarantee is made, at this time, as to the suitability of the roadway condition or fitness of the route for bicycling. Modifications to the system will be made as conditions warrant.

The 1990 Bikeway Plan Maps represent the comprehensive County bicycle network as planned. The designated facilities are to be preserved and improved over time to better accommodate bicycling. No warranty or guarantee is made, at this time, as to the suitability of the roadway condition or fitness of the route for bicycling. Modifications to the system will be made as conditions warrant.

MULTNOMAH COUNTY
DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 S.E. 190th Ave. PORTLAND, ORE.

1990 BICYCLE MASTER PLAN
1990 BIKEWAY PLAN
EAST COUNTY URBAN

SCALE: 1" = 3000'
1/2 0 1/2 1 MILE

LEGEND

	MULTNOMAH COUNTY	OTHER JURISDICTIONS
PLAN BIKEWAYS		
1990 ADDITIONS		

COLUMBIA RIVER
SANDY
MAYWOOD PARK
PORTLAND
TROUTDALE
FAIRVIEW
WOOD VILLAGE
GRESHAM
MT. HOOD COMUNITY COLLEGE
DELETE
I-84
I-205
AIRPORT WAY
SANDY BLVD.
FREMONT ST.
SAN RAFAEL ST.
HALSEY ST.
GLISAN ST.
BURNSIDE ST.
STARK ST.
MAIN ST.
MARKET ST.
MILL ST.
DIVISION ST.
POWELL
CENTER ST.
HOLGATE BLVD.
HAROLD ST.
FOSTER
FLAVEL ST.
MT. SCOTT BLVD.
CLATSOP ST.
YAMHILL ST.
BLUE LAKE PARK
BLUE LAKE RD.
MARINE DR.
ARATA RD.
CHERRY PARK
HENSLEY RD.
HALL RD (23RD)
COCHRAN RD
SWEETBRIAR RD.
STREBIN RD.
8TH ST.
BULLRUN ST.
VALLEY
PALMQUIST RD
HEINEY RD.
MC KINLEY RD.
GIESE RD.
BUTLER RD.
HILLYARD
SALQUIST RD.
CHASE RD.
WELCH RD.
ROORK RD.
LUSTED RD.
DODGE PARK BLVD
HOMAN RD.
MAX
BURNSIDE PKWY
BINFORD PKWY
JOHNSON CREEK
MULTNOMAH COUNTY
CLACKAMAS COUNTY