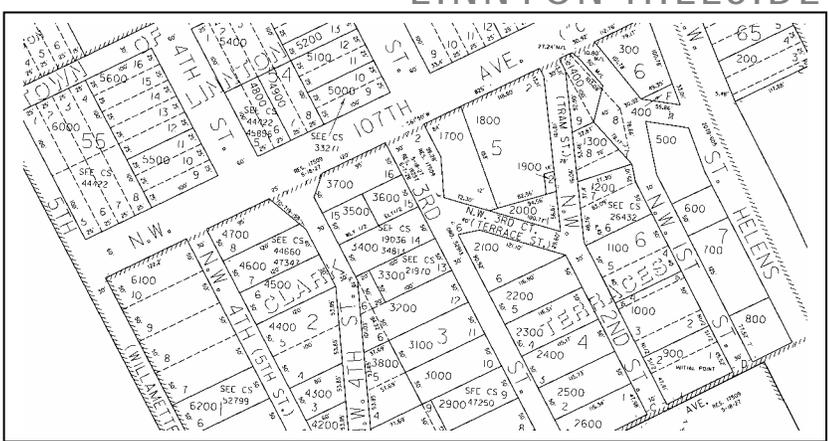


EXISTING CONDITIONS

LINNTON HILLSIDE



LINNTON VILLAGE EXISTING CONDITIONS UNDER SEPARATE COVER

Updated June 2005

Bureau of Planning
City of Portland, Oregon



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INTRODUCTION

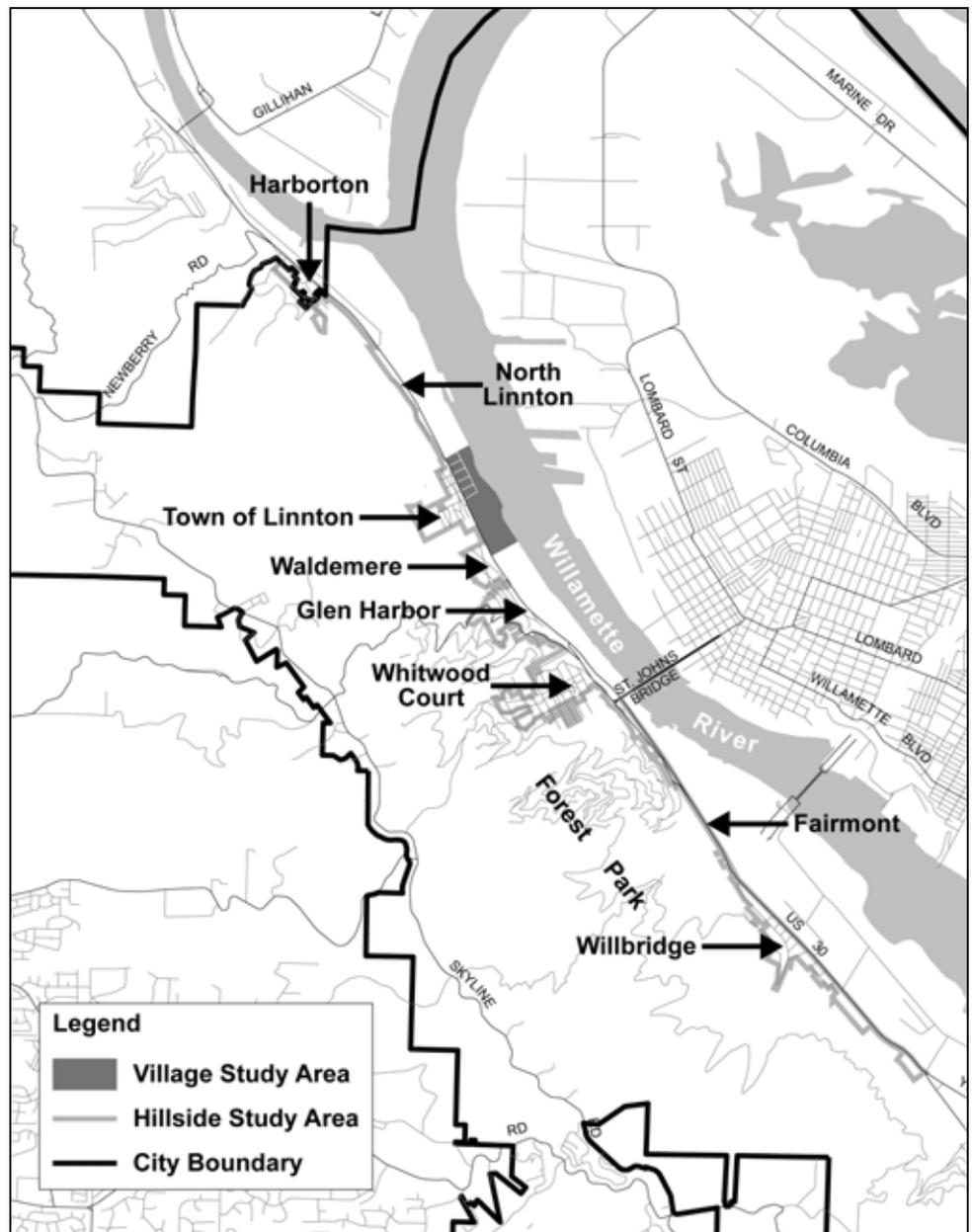
Project Area Description

The Linnton neighborhood is located in northwest Portland. The neighborhood includes the industrial area between the Willamette River and St. Helens Road (Highway 30), from the Guilds Lake Industrial Sanctuary to the Multnomah Channel. The residential areas of Linnton are located in small enclaves on the hillside southwest of Highway 30 and adjacent to Forest Park. A small commercial district is located on the east side of Highway 30, between NW 104th and NW 112th Avenues.

The study areas, shown on the next page, include two portions of the Linnton Neighborhood:

- Linnton Village area includes industrial and commercial land between Highway 30 and the river, extending from the north at the Kinder Morgan tank farm to the south at the BP tank farm, a distance of about one-half mile.
- Linnton Hillside area, includes the residential areas west of St. Helens Road.

This report contains the existing conditions information for the Linnton Hillside area. The existing conditions for the Linnton Village area is under a separate cover, Linnton Village Existing Conditions, by Parsons Brinckerhoff (June 29, 2004).



Linnton Village and Hillside Study Area Boundaries

Background

In the spring of 2004, the Bureau of Planning began work on the Linnton Village and Hillside Studies to better understand and guide future development in these areas. These studies are timely for several reasons:

Proposed Linnton
Neighborhood Plan, 2000

1. The Linnton Neighborhood Association completed the Linnton Neighborhood Plan in 2000. The neighborhood has requested that the City of Portland officially adopt the plan. However, due to limited city resources these studies will strategically focus on two of the major issues in the neighborhood plan.
 - The neighborhood plan calls for the creation of a 'Linnton Village' on the east side of St. Helens Road in the original town of Linnton. The neighborhood would like to see the commercial uses along the highway strengthened and the industrial area near the river developed into a mixed-access to the riverfront.
 - The second major issue in the neighborhood plan concerns residential development on the hillsides. The neighborhood plan proposes changes to better protect the existing character of the areas and reflect the current and probable future levels of infrastructure and city services.

River Renaissance Vibrant
Waterfront District

2. River Renaissance Conditions Report identifies Linnton as an area with the potential to become a vibrant waterfront district. The River Renaissance project calls for further refining the vision and implementation strategies for this area that include:
 - Realizing the value of the river for generating investment and development;
 - Connecting with the river as an attractive amenity for residents, employers and employees;
 - Looking to the river as an element that shapes urban design; and
 - Developing the Linnton Village in a way that reflects Portland's identity, values, and future as an exceptionally livable and "green" city.

Linnton Plywood Site

3. The Linnton Plywood site (25 acres located in the southern portion of the Linnton Village study area) is currently for sale. The redevelopment of this site will greatly influence the character and success of the envisioned 'Linnton Village'.
4. There are several projects, listed below, that may affect the environmentally sensitive hillside areas in the Linnton Neighborhood. The Linnton Hillside study will consider these projects, as well as the capacity of infrastructure and public service, to assess the appropriate level of future development.

Rapidly Moving Landslide
Maps

- Much of the hillside in the Linnton neighborhood, as well as flat lands at the bottom of the hills, have recently been included on the Oregon Department of Geology and Mineral Industries' preliminary Rapidly Moving Landslide (RML) maps. It is unclear at this time whether local jurisdictions will be required to apply additional regulations to these areas.

Natural Resources Update
Project

- The hillside areas in Linnton are included in the Bureau of Planning's Natural Resources Update project that is currently underway. The information from this update could result in changes to the City's environmental overlay zones.

Scope of the Studies

The Linnton Village and Hillside Studies are being conducted at the same time within the planning process, but are essentially separate studies because the characteristics and issues affecting each area are unique. Information from both studies will be tied together in reports and public meetings in order to maintain the same timeline for both areas and to identify issues held in common.

Linnton Village Study

The Linnton Village Study will include the following:

- *Existing Conditions Report* that contains current information about land use, zoning, connections to the water, and natural habitat. There will also be an assessment of the environmental risks to future uses in the area resulting from the close proximity of heavy industrial uses and tank farms. The Existing Conditions Report will also include a site/building assessment and market analysis of the Linnton Plywood site. Most of this work will be done by consultants from the engineering/urban design/environmental firm of Parsons Brinckerhoff. This information will be used to inform the urban design concept described below.
- *Urban Design Concept* that identifies appropriate long term land uses for the area, includes a redevelopment strategy for the Linnton Plywood Site, identifies connections to the river and potential habitat enhancements, and addresses the compatibility of mixed-use/residential development and industry.
- *Action Plan* that identifies priority actions to implement the urban design concept such as possible zoning and regulatory amendments, public/private investments and acquisitions.

Hillside Study

The Hillside Study will include the following:

- *Existing Conditions Report* that contains current information about *Comprehensive Plan* and zoning designations, environmentally sensitive and natural resource areas, existing housing, and the capacity of public service systems, such as stormwater disposal, sanitary sewer, water, fire protection, and transportation. This information will be used to develop the alternative concepts described below.
- *Alternatives Concepts* that present different scenarios for *Comprehensive Plan* and zoning designations. These concepts will be created based on findings from the existing conditions report, the Linnton Neighborhood's recommended plan, and citywide policy on housing, public facilities, and the environment.
- *Action Plan* that identifies a preferred *Comprehensive Plan* and zoning alternative, and/or other regulatory amendments.

Study Process and Timeline

The Linnton Village and Hillside studies are expected to be completed in the summer of 2005. Opportunities for public review and comment will occur throughout the process. Community meetings will be held late summer of 2004, and summer of 2005.

The Planning Bureau will convene a Linnton Working Group. This group will review and comment on the project as it develops prior to opportunities for general community review and input. The LWG will include representatives from the Linnton Neighborhood Association, Northwest Industrial Neighborhood Association, Neighbors West-Northwest, and property owners/tenants. There will also be representatives from the Port of Portland, Bureau of Planning, and the Portland Development Commission.

The project will also have a Technical Advisory Group (TAG) that will review the technical aspects of the proposals. Representatives will include City of Portland bureaus (Planning, Portland Development Commission, Parks, Transportation, Development Services, Water, Fire, and Police) as well as other governmental agencies that may have an interest in proposals for the Linnton area (Port of Portland, METRO, and Oregon Department of Transportation.)

Previous and Current Planning Activities

Portland State
University Plan (1987)

In 1987 a graduate planning class undertook a land use plan for the Linnton Neighborhood. There was good work done but the plan was never adopted.

Draft Linnton
Neighborhood Plan
(1997)

The Linnton Neighborhood and the Bureau of Planning started working on the Linnton Neighborhood Plan in the fall of 1993. A public participation process included monthly meetings of the Land Use Committee, special meetings with interest groups within the neighborhood, and three well attended community meetings. The plan included a vision statement, policies and objectives, concept plans for the Linnton waterfront, and recommended changes to the Comprehensive Plan and zoning map designations. The plan was not submitted to the City for adoption.

Linnton Neighborhood
Plan (2000)

The Linnton Neighborhood continued work on the 1997 Draft Plan. This 2000 proposal includes elements from the 1997 draft, with neighborhood recommendations for changes to Comprehensive Plan and zone map designations.

River Renaissance
(2000 - ongoing)

River Renaissance is a citywide partnership to revitalize the Willamette River. This comprehensive approach combines a shared community vision and a strategy to integrate the natural, economic, urban, and recreational roles that make the Willamette River vital to our city and the region. River Renaissance was created to optimize City efforts, forge public-private partnerships, leverage resources, and mobilize the community to revitalize the River. A collaborative partnership of residents, businesses, community groups, property owners, city bureaus, and government agencies is essential to the success of this initiative.

The Linnton Village area of the Linnton neighborhood has been identified in the River Renaissance Conditions Report as an area with the potential to become a vibrant waterfront district.

Natural Resources
Inventory Update
Project
(1999 - ongoing)

The Natural Resources Inventory Update is a citywide project to revise Portland's existing natural resources inventories. The update is part of Portland's River Renaissance Initiative to ensure a clean and healthy Willamette River and tributary watersheds. The updated inventory will include the Willamette and Columbia river corridors, Balch Creek and other streams in the northwest hills, Stephens Creek, Fanno Creek, Tryon Creek, Johnson Creek, the Columbia Slough, smaller streams and drainages, and other wildlife areas upland of water bodies.

The project will refine a previous draft inventory released in the fall of 2001 as part of the Healthy Portland Streams project. The project scope and timeline have been revised in part in response to public comments on the original Healthy Portland Streams proposals. Some key improvements include:

1. Updated information on year-round and seasonal streams. Over the past year, project staff has visited about 165 properties, in cooperation with owners, to more accurately map the location of streams and seasonal drainages.
2. Updated information on vegetation. The latest, high-resolution aerial data on trees and vegetation is being used to generate the revised inventory maps.
3. A computer mapping process is being used that will clearly show the types and locations of natural resources and resource "functions" for individual properties.

The Natural Resources Inventory Update is being coordinated with Metro's regional fish and wildlife habitat inventory and protection program, which is currently under development.

Draft inventory maps are expected to be available for public review in Fall 2004/Winter 2005 with Planning Commission hearings and City Council action anticipated in late 2005. Once the City Council adopts the updated Natural Resources Inventory for Portland, the inventory will be used to help update the environmental overlay zones and the Willamette Greenway Plan, and to support the Bureau of Environmental Services watershed management planning efforts.

Recent fieldwork has identified additional streams in Linnton. Refer to the Natural Resources maps contained in this document, which identify existing streams in the Linnton hillside area.

LINNTON VILLAGE

Under separate cover. See Linnton Village Existing Conditions Report, Parsons Brinckerhoff, July 2004.

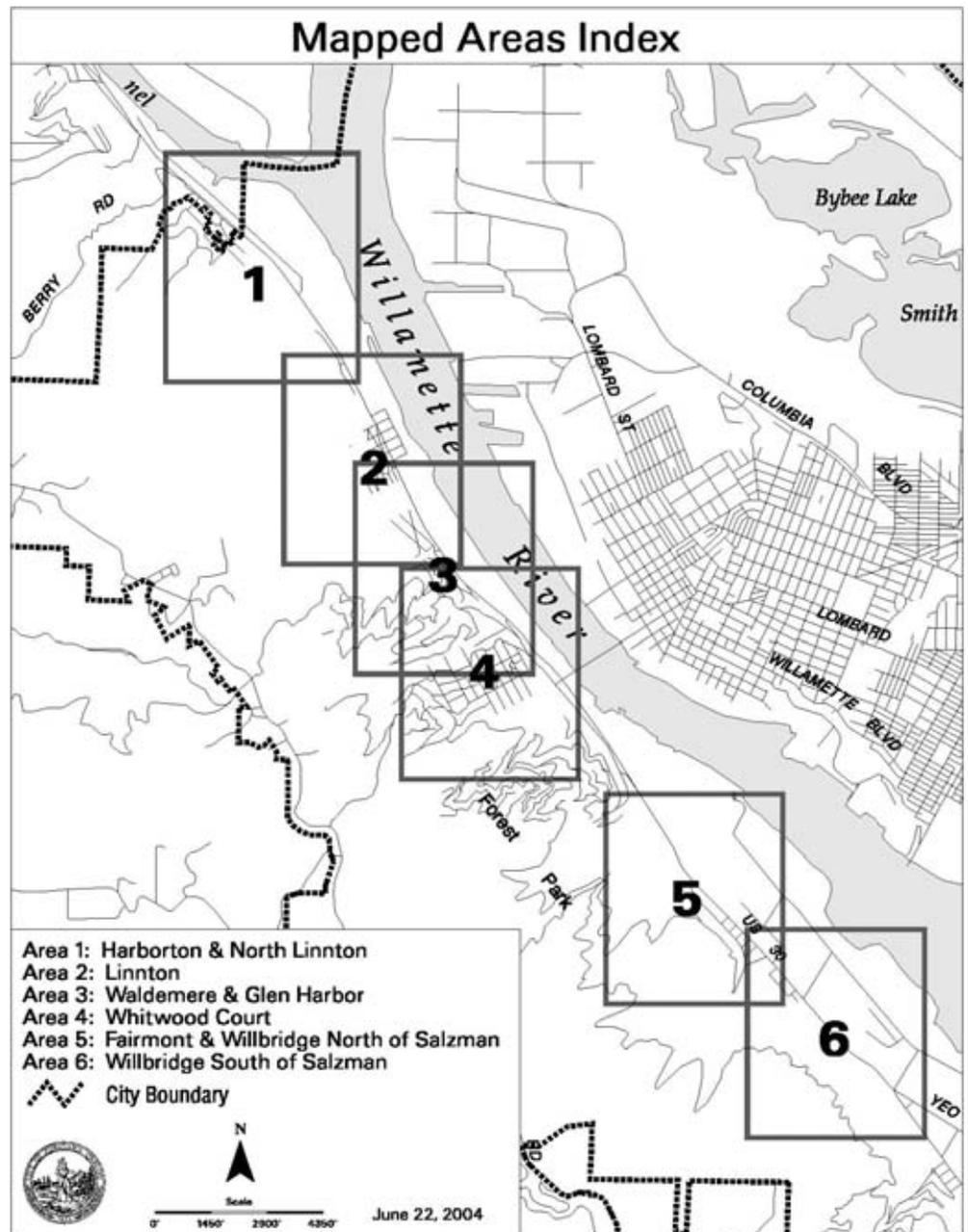


LINNTON HILLSIDE

Area Description

The Linnton Hillside area is composed of the residential portions of the Linnton neighborhood. These residential areas form a long narrow corridor between the Tualatin Hills and Forest Park to the west and St. Helens Road and the Willamette River on the east. The residential areas are small and physically separated from each other due to severe slopes that limit vehicle and pedestrian access, both between the areas and from St. Helens Road.

The areas under study are identified on the map below. Refer to this index map for all maps within this document.





NW Mountain View Road

Harborton and North Linnton

Harborton is a small area of sparsely developed single dwelling homes. Much of the area is just outside the city limits, within unincorporated Multnomah County. Existing lots are served by Harborton View and Mountainview Roads. The area is located on a steeply sloping hillside and provides sweeping views of the Willamette and Columbia Rivers, and Sauvie Island. The area possesses a strong rural character.

The North Linnton Area is a narrow strip of undeveloped residential land. Currently there is no public access from St. Helens Road or the Town of Linnton.



NW 2nd Avenue

Town of Linnton

The Town of Linnton is the heart of the original settlement of Linnton. Much of the housing in this area was constructed during Linnton's population boom that occurred between 1900 and 1910.

The size of lots and houses tend to be smaller here than in other residential areas. The original Linnton School is located at the southern end, and has been converted to residential condominiums. The western portion of this area is rural in character and contains large lots, many of which are undeveloped.



NW 3rd Avenue



NW Wilark Street

Waldemere

Waldemere contains a mix of early 19th Century and recent residential development. The main streets are NW Wilark and NW Hoge. Some of the older development is oriented to St. Helens Road but has vehicle access from NW Wilark. Due to the narrowness of paved roadways the street functions like an alley. The western portion of this area is wooded and contains larger undeveloped lots.



NW Lilac Avenue

Glen Harbor

Residential development in this area is relatively recent (within the last 50 years). Lots are larger than in Linnton and Waldemere, and many houses have large building envelopes. Housing styles vary. The proximity of Forest Park is most evident in this area. Many of the houses are set back from the road, retaining significant stands of trees that create an atmosphere of a natural wooded area.



NW Midway Avenue

Whitwood Court

Whitwood Court contains housing from the early development of Linnton but new development near Forest Park is evident. Housing styles vary. The area's streets are platted in a grid form, but are narrow and disconnected due to natural areas and slopes. While much of the residential area is wooded, especially the perimeter adjacent to Forest Park, areas of grassy meadows create a rural character.



City property in Fairmont
off St. Helens Road

Fairmont

Fairmont is the only area in the Linnton Hillside study that is not residential. The area is mostly Forest Park open space. The only other use is a large city-owned site of approximately 74,000 square feet that contains maintenance buildings and outdoor storage of vehicles.



NW 56th Avenue

Willbridge (north and south of Saltzman Road)

The Willbridge area west of St. Helens Road is a narrow corridor of industrial land with pockets of residential development that is physically constrained by the Tualatin Mountains and Forest Park. There are several commercial and light industrial uses that face St. Helens Road in this area.

Underdeveloped residential land is located north of Saltzman Road and west of the industrial properties facing St. Helens Road.



Commercial development along
St. Helens Road south of
Saltzman Road

Comprehensive Plan and Zoning Designations

Comprehensive Plan Map Designations

The *Comprehensive Plan* map guides land use and development patterns within the City of Portland. The designations are tied to policy statements in the *Comprehensive Plan*.

All land in the city is assigned a *Comprehensive Plan* map designation that determines what type of land uses can be located there in the future. The *Comprehensive Plan* map designations are strategically applied throughout the city based on topography and other physical features, existing land uses and zoning, public review of legislative planning efforts, available and future infrastructure, and desired redevelopment activities. The *Comprehensive Plan* map designations protect community livability and provide certainty for those wishing to develop or redevelop their land.

Zoning Map Designations

Each *Comprehensive Plan* map designation corresponds with one or more zones, which are defined in the Zoning Code. Zoning is a tool that helps implement the *Comprehensive Plan* map. The Zoning Code contains regulations that specify the allowed development type, scale, and density on a given site. Zones include provisions that regulate the use of land and some aspects of building and site design. Like the *Comprehensive Plan* map, the official zoning maps specify which zone is applied to every site within the city.

Where *Comprehensive Plan* Designations Differ from Zoning

Most land in the city has a zone that is consistent with its *Comprehensive Plan* map designation. However, there are some situations where the zoning differs from the *Comprehensive Plan* map designation. Usually this occurs when the existing land use pattern, or the services, are not in place to support the long range vision of the *Comprehensive Plan*.

In areas where this situation occurs, there are two processes that consider whether the existing zoning should be changed to match the *Comprehensive Plan* Designation (planned designation):

1. Quasi-judicial land use procedure: A zone map amendment may be granted to individual properties that can demonstrate that adequate public services exist or can be improved to accommodate future development. This land use review is a type III procedure; the decision is made by a hearings officer.
2. Legislative projects, such as a neighborhood or area plan, may consider changes to the zoning map and/or the *Comprehensive Plan* map. Legislative projects involve many properties as they consider changes on a neighborhood or area scale. Any change must demonstrate compliance with the *Comprehensive Plan* and other applicable plans and policies. Legislative projects are reviewed by the Planning Commission; the decision is made by the City Council.

Comprehensive Plan and Zone Map Designations in the Linnton Hillside Area

Within the Linnton Hillside area the many of the residential areas have a more intensive *Comprehensive Plan* designation. For example, much of the Waldemere area is within the medium density single dwelling R7 zone, but has a *Comprehensive Plan* designation of high density single dwelling R5. The existing zoning maps on the following pages show the areas with different *Comprehensive Plan* designations in parentheses, e.g., R7(R5).

The following *Comprehensive Plan* map designations are applied to the Linnton Hillside area:

Farm and Forest

This designation is intended for agricultural and forested areas in the city which are presently deficient in public services. Agriculture, forestry and extremely low density single-dwelling residential are the primary uses. The maximum density is generally one unit per two acres. The corresponding zone is RF.

Limited Single-Dwelling

This designation is intended for areas with long term service limitations and significant development constraints. Single-dwelling residential is the primary use. The maximum density is generally 2.2 units per acre. The corresponding zone is R20.

Low Density Single-Dwelling

This designation is intended for areas with public services but which are subject to significant development constraints. Single-dwelling residential is the primary use. The maximum density is generally 4.4 units per acre. The corresponding zone is R10.

Medium Density Single-Dwelling

This designation is intended for areas with adequate public services but minor development constraints. Single-dwelling residential is the primary use. The maximum density is generally 6.2 units per acre. The corresponding zone is R7.

High Density Single-Dwelling

This designation is Portland's most common pattern of single-dwelling development. It is intended for areas with good public services and no development constraints. Single-dwelling residential is the primary use. The maximum density is generally 8.7 units per acre. The corresponding zone is R5.

Attached Residential

This designation is intended for areas with complete public services and without development constraints. It allows a mixture of housing types of a single-dwelling character, including attached houses. Allowed densities for attached houses are higher than for detached housing. The maximum density is generally 17.4 units per acre for attached housing. To allow the fulfillment of these densities, the allowed scale of these projects should be allowed to be greater than for other single-dwelling housing structure types. The corresponding zone is R2.5.

Low Density Multi-Dwelling

This designation continues a common development pattern for low density multi-dwelling mixed with single-dwelling housing types. It is intended for areas with good public services and no development constraints. It may be used on larger development sites, or on smaller sites near arterials, transit service, or commercial areas. The maximum density is generally 21.8 units per acre, but may go up to 32 units per acre in some situations. The allowed scale of the development is greater than for single-dwelling housing. The corresponding zone is R2.

Mixed Employment

(Applied in the Fairmont/Willbridge area) This designation is intended for areas where a wide variety of employment opportunities are encouraged in an industrial-type setting. Industrial uses are allowed with few limitations. Commercial uses are allowed, but are limited in intensity as not to overburden public services and to

maintain adequate industrial development opportunities. Residential development is restricted to prevent conflicts with the other uses. The corresponding zones are General Employment 1 (EG1) and General Employment 2 (EG2).

Industrial Sanctuary

(Applied in the Fairmont/Willbridge area) This designation is intended for areas where City policy is to reserve land for existing and future industrial development. A full range of industrial uses are permitted and encouraged. Nonindustrial uses are limited to prevent land use conflicts and to preserve land for industry. The corresponding zones are General Industrial 1 (IG1), General Industrial 2 (IG2), and Heavy Industrial (IH).

Open Space

This designation is intended for lands that serve an open space function, primarily public lands, but also some private areas. Lands intended for open space designation include parks, natural areas, golf courses, and cemeteries. The corresponding zone is OS.

Overlay Zones and Plan Districts

In addition to the *Comprehensive Plan* map and zoning map designations, sites may be affected by further regulations through the application of overlay zones or plan districts. These regulations supersede the base designations and may be more or less restrictive than the base designation. Overlay zones apply to specific circumstances rather than specific areas of the city and may deal with issues like design, scenic resources, greenway resources, or environmentally sensitive areas. In contrast, a plan district is created and applied to specific geographic areas to address unique characteristics and development issues.

Two overlay zones have been applied in the Linnton hillside area: the Environmental Overlay Zone and the Scenic Overlay Zone. The site is also within the Forest Park subdistrict of the Northwest Hills Plan District. Following is a short description of the purpose of the overlay zones and plan district.

Environmental Overlay Zone

The Environmental Overlay Zone (Title 33, Chapter 33.430) is intended to protect resources and functional values that have been identified by the City as providing benefits to the public. The regulations carry out *Comprehensive Plan* policies and objectives. Two overlay designations apply:

1. The Environmental Protection Zone ('p') provides the highest level of protection to the most important resources and functional values. Development in the protection zone will be approved only in rare and unusual circumstances.
2. The Environmental Conservation Zone ('c') conserves important resources and functional values in areas where the resources and functional values can be protected while allowing environmentally sensitive urban development.

The Environmental Overlay Zone has been applied to all of Forest Park and much of the hillside residential areas in Linnton. Refer to the first set of maps titled Existing Base Zones w/Environmental Overlays. These maps show the extent of the existing environmental overlay zones in the Linnton neighborhood.

Scenic Overlay Zone

The scenic overlay zone (Title 33, Chapter 33.480) is intended to protect Portland's significant scenic resources as identified in the Scenic Resource Protection Plan. The overlay zone establishes height limits within view corridors to protect

significant views and by adding landscaping and screening standards to preserve and enhance identified scenic resources.

The scenic overlay zone is applied to an area just south of Waldemere, near NW Germantown Road, to protect views of the St. Johns Bridge. Two scenic viewpoints (VB 09-13 and VB 09-14) are located in this area. Although special height restrictions do not apply to this area, other development standards apply, such as limits on blank facades, setbacks, screening, and tree preservation.

Northwest Hills Plan District

The Northwest Hills plan district (Chapter 33.563 of the Zoning Code) protects sites with sensitive and highly valued resources and functional values. The portions of the plan district that include the Balch Creek Watershed and the Forest Park Subdistrict contain unique, high quality resources and functional values that require additional protection beyond that of the Environmental overlay zone. The plan district also promotes the orderly development of the Skyline subdistrict while assuring that adequate services are available to support development. These regulations provide the higher level of protection necessary for the plan district area. The transfer of development rights option reduces development pressure on protected sites while containing safeguards to protect receiving sites.

Subdistricts of Northwest Hills Plan District

The entire Linnton hillside area is within the Forest Park subdistrict. Harborton is partially within the Miller Creek subdistrict. In the Forest Park subdistrict, activities which expose soil to direct contact with stormwater between October 1 and April 30 are prohibited. An exception to this prohibition is planting of native plants with hand-held equipment, and emergency repair of existing structures.

Additional approval criteria apply to environmental reviews within the Forest Park subdistrict. These approval criteria address impacts to wildlife and parks and open space. In addition sites in the Miller Creek watershed (Harborton area) must show that proposed development will not degrade natural conditions of the watershed.

Unincorporated Multnomah County Urban Pockets

The Harborton area contains lots that are within Multnomah County but outside the city limits. The City has, through an intergovernmental agreement, accepted responsibilities to implement the City's Zoning Code regulations and building code regulations. However, not all services are provided by the city. Transportation services/development review is provided by the county. The Burlington Water District provides water service. There is no public sanitary sewer; private systems are reviewed by the City of Portland's soils scientist.

Comprehensive Plan and Zoning Designations Proposed by the Linnton Neighborhood

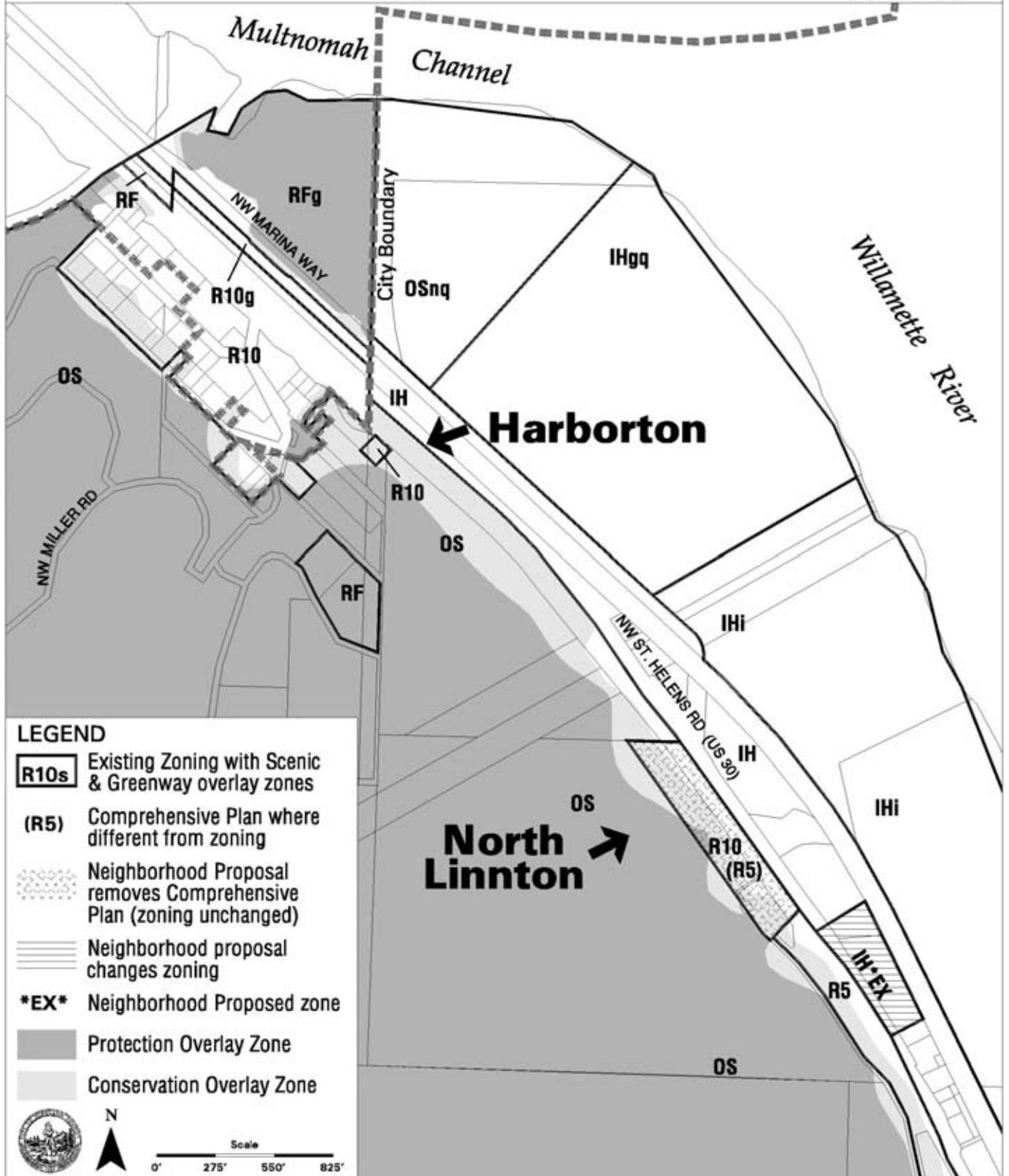
In the Hillside study area the Linnton Neighborhood Plan generally recommends changing the existing *Comprehensive Plan* designations to match the existing zoning designations. Affected residential areas are within Harborton, Linnton, Waldemere, Glen Harbor, and Whitwood Court. Areas where the neighborhood plan calls for changing both the existing zoning and the *Comprehensive Plan* designation are as follows:

- The large triangular-shaped site in the Fairmont area (also known as “the impound lot”), from IH to R1, and
- The site of the current condominium development off NW Germantown Road, from R2 to R5.
- A narrow corridor of sites north and south of NW Saltzman Road, from IH to EX.

The Linnton Neighborhood Plan’s proposed *Comprehensive Plan* and zoning designations changes are shown on the Existing Base Zones Maps w/Environmental Overlay. This set of maps starts on the following page.

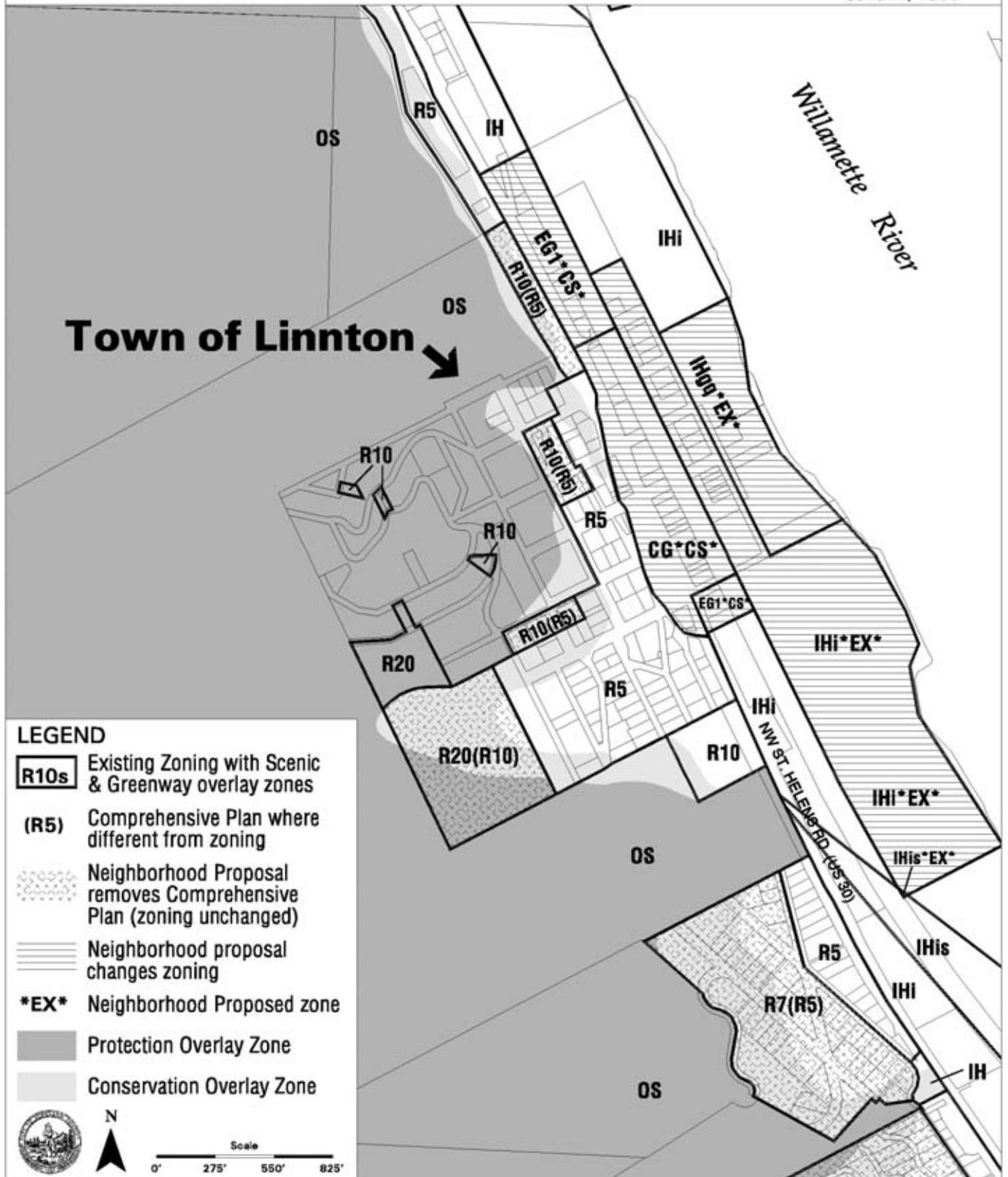
Map 1-1: Harborton Existing Zoning

June 17, 2005



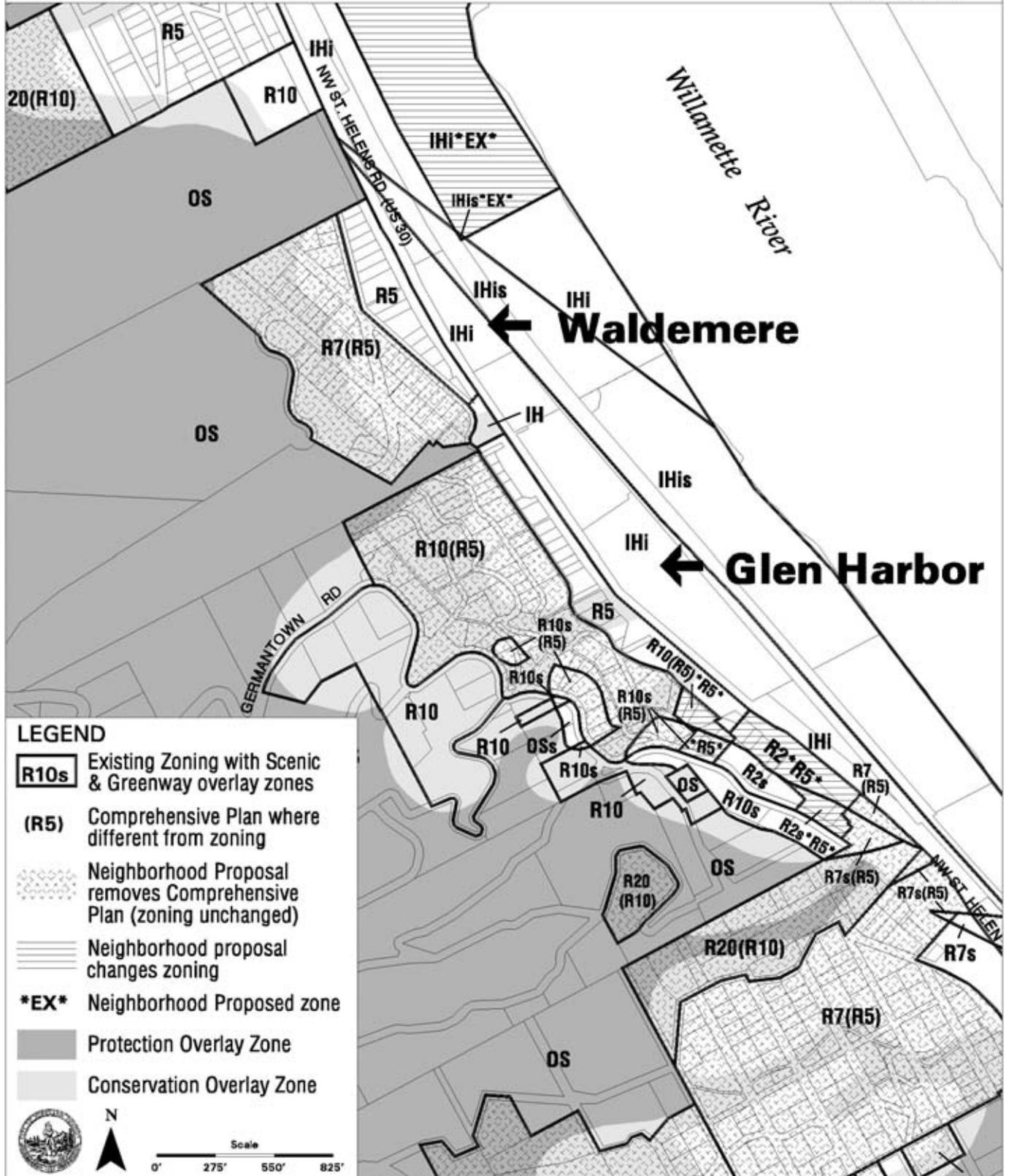
Map 1-2: Linnton & North Linnton Existing Zoning

June 17, 2005



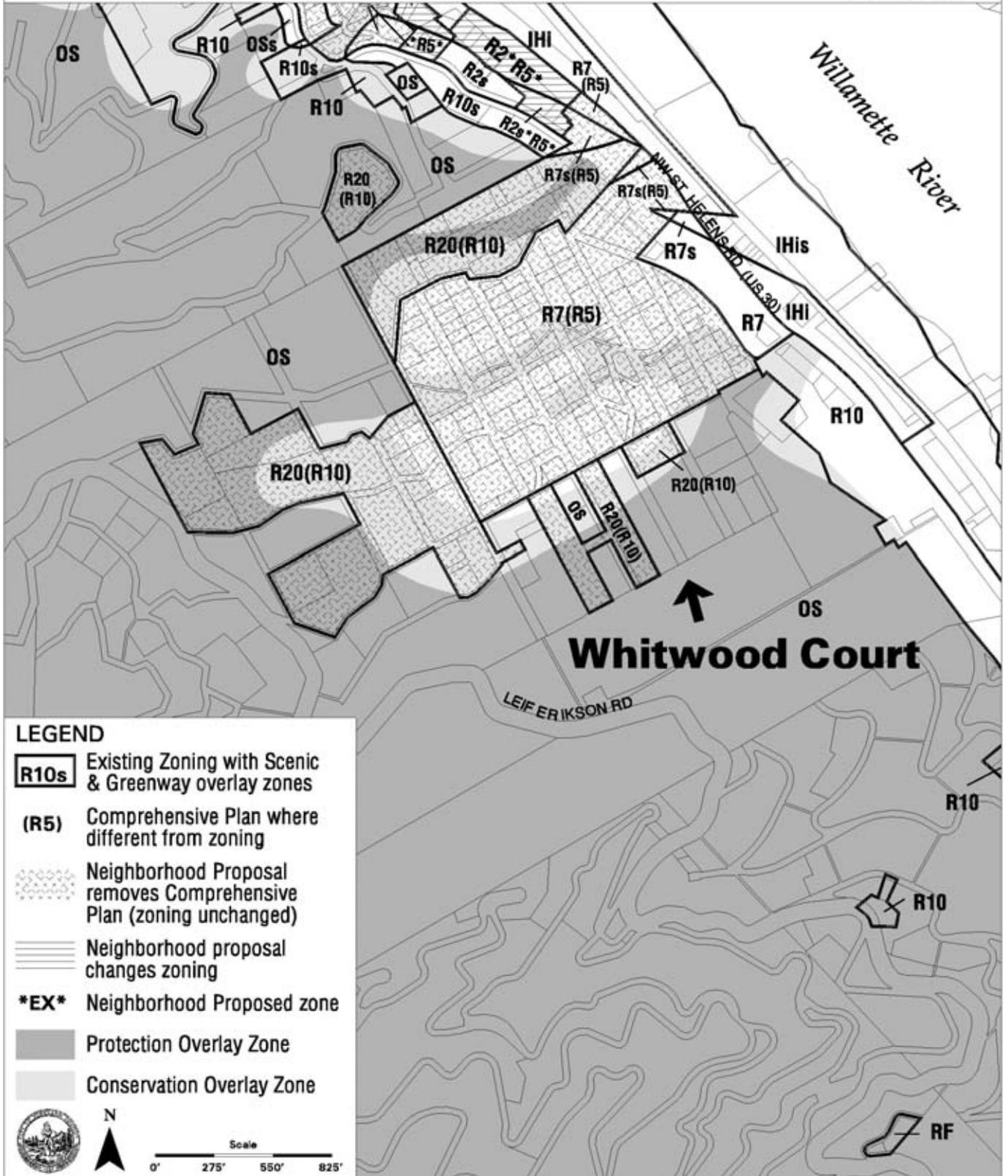
Map 1-3: Waldemere & Glen Harbor Existing Zoning

June 17, 2005



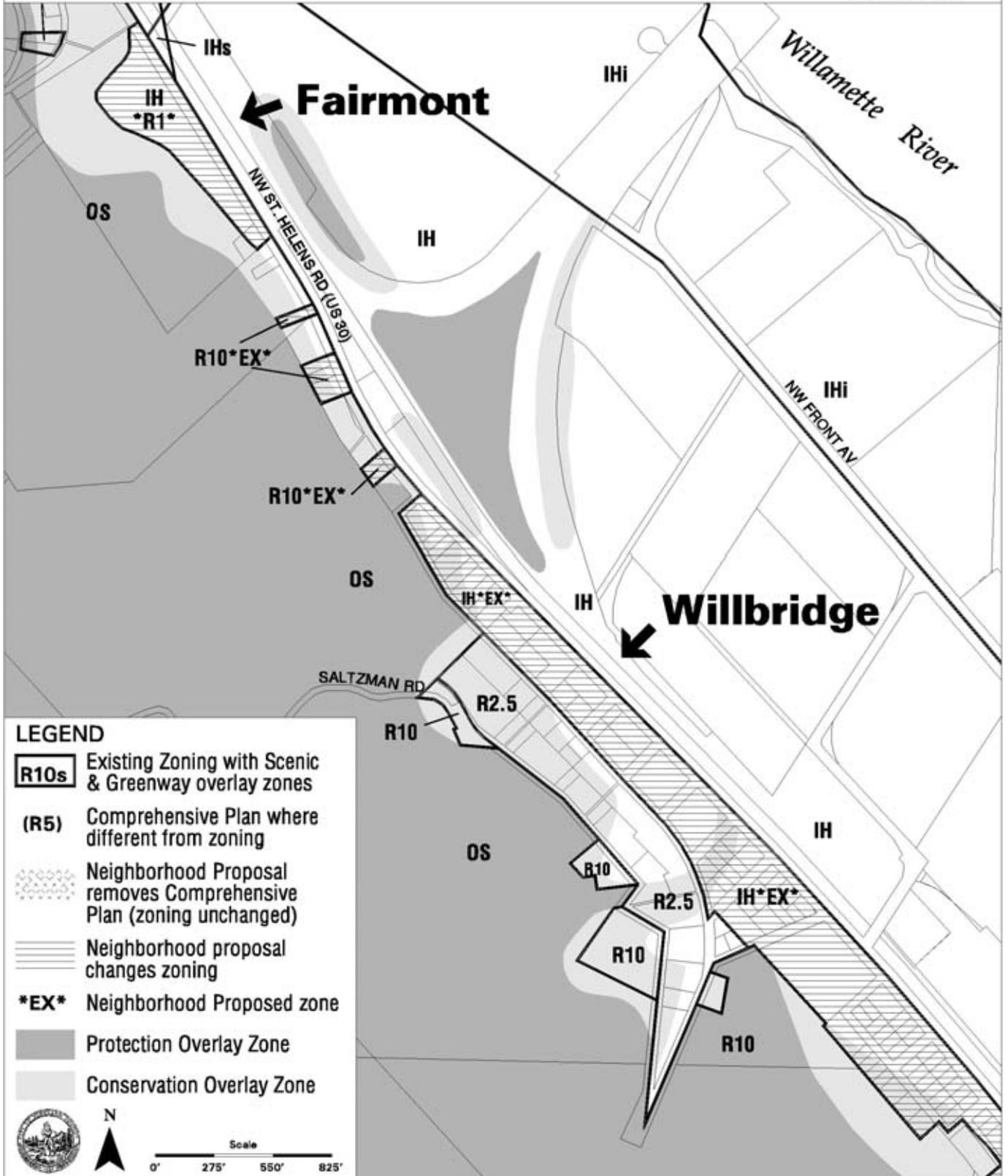
Map 1-4: Whitwood Court Existing Zoning

June 17, 2005



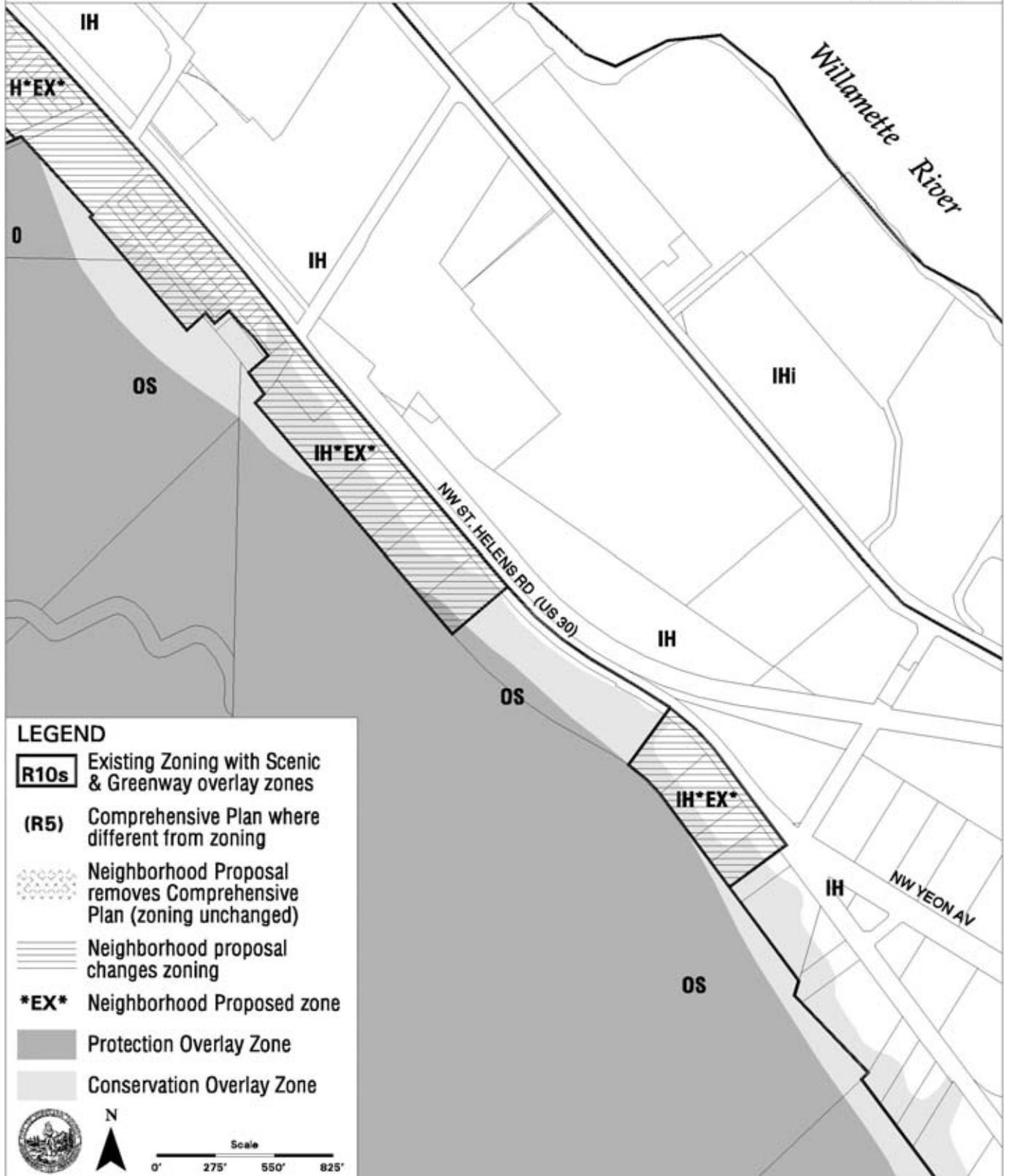
Map 1-5: Fairmont & Willbridge North of Saltzman Rd. Existing Zoning

June 17, 2005



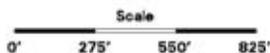
Map 1-6: Willbridge South of Saltzman Rd. Existing Zoning

June 17, 2005



LEGEND

- R10s** Existing Zoning with Scenic & Greenway overlay zones
- (R5)** Comprehensive Plan where different from zoning
- Neighborhood Proposal removes Comprehensive Plan (zoning unchanged)
- Neighborhood proposal changes zoning
- *EX*** Neighborhood Proposed zone
- Protection Overlay Zone
- Conservation Overlay Zone



Building Permit Data

Relatively few homes were built in the last six years. Single dwelling residential permits average about 2 per year, although four are under inspection currently.

Multidwelling building permit activity between 2003 and 2005 consists of the Cascade View condominium development (42 units total, in the R1, medium density multidwelling zone). This development, located at 9151 NW Germantown Road between the Glen Harbor and Whitwood Court areas, is currently under construction. It consists of eight buildings with varying numbers of housing units.

Year	Housing Type	Number of Units
2005*	Multidwelling	16
2004	Multidwelling	8
	Single dwelling	4
2003	Multidwelling	27
2002	Single dwelling	2
2001	Single dwelling	2
2000	Single dwelling	2
1999	Single dwelling	2

* through May 2005.

Demographics (applies to Village Study area also)

Population, Households and Racial/Ethnic Diversity

Compared to Portland as a whole, Linnton has a lower household size and a lower percentage of minority populations.

Year 2000	LINNTON	PORTLAND
Total Acres*	1,179	97,060
Population*	541*	530,638
Households	256	224,425
Persons per household	2.11	2.36
White	85%	81%
Black	2%	6%
American Indian	2%	1%
Asian & Pacific Islander	1%	11%
Hispanic Origin	3%	7%
Other race	1%	2%
Two or more races	3%	4%

Age

The majority of Linnton residents are between the ages of 40 and 64.

Year 2000	LINNTON	PORTLAND
Age 0-4	5%	6%
Age 5-17	12%	15%
Age 18-21	3%	5%
Age 22-39	25%	31%
Age 40-64	44%	31%
Age 65+	11%	12%

Housing

Linnton's housing is predominantly made up of single dwelling detached houses. Median house value in Linnton is about \$50,000 more than in Portland as a whole. Linnton residents are more likely to own their own homes, and have a higher income than Portland residents.

Year 2000	LINNTON	PORTLAND
Total Housing Units	677	236,578
Detached Housing Units	90%	60%
Attached Housing Units	10%	40%
Median Gross Rent	\$703	\$709
Median House Value	\$223,300	\$173,379
Median Household Income	\$61,064	\$50,271
Households Below Poverty	8%	13%
Renter	20%	56%
Owner	80%	44%

Educational Attainment

Almost one-third of Linnton residents holds bachelor degrees.

Year 2000	LINNTON	PORTLAND
Less than 9th grade	2%	5.2%
Some High School	1%	9.1%
High School Graduate	18%	22.2%
Some College	27%	25.0%
Associates Degree	9%	5.8%
Bachelors Degree	29%	21.3%
Graduate or Professional Degree	14%	11.4%

Transportation to Work

Linnton residents who work away from home overwhelmingly rely on their vehicles for transportation. However, a significant percent of Linnton's population works at home, triple the percent of Portland residents.

	LINNTON		PORTLAND
	2000	1990	2000
Auto	83%	87%	76%
Public Transportation	3%	4%	12%
Motorcycle	0%	0%	0%
Bicycle	2%	0%	2%
Walk	0%	3%	5%
Other	0%	0%	1%
Work at home	12%	6%	4%

Historical Lot Patterns

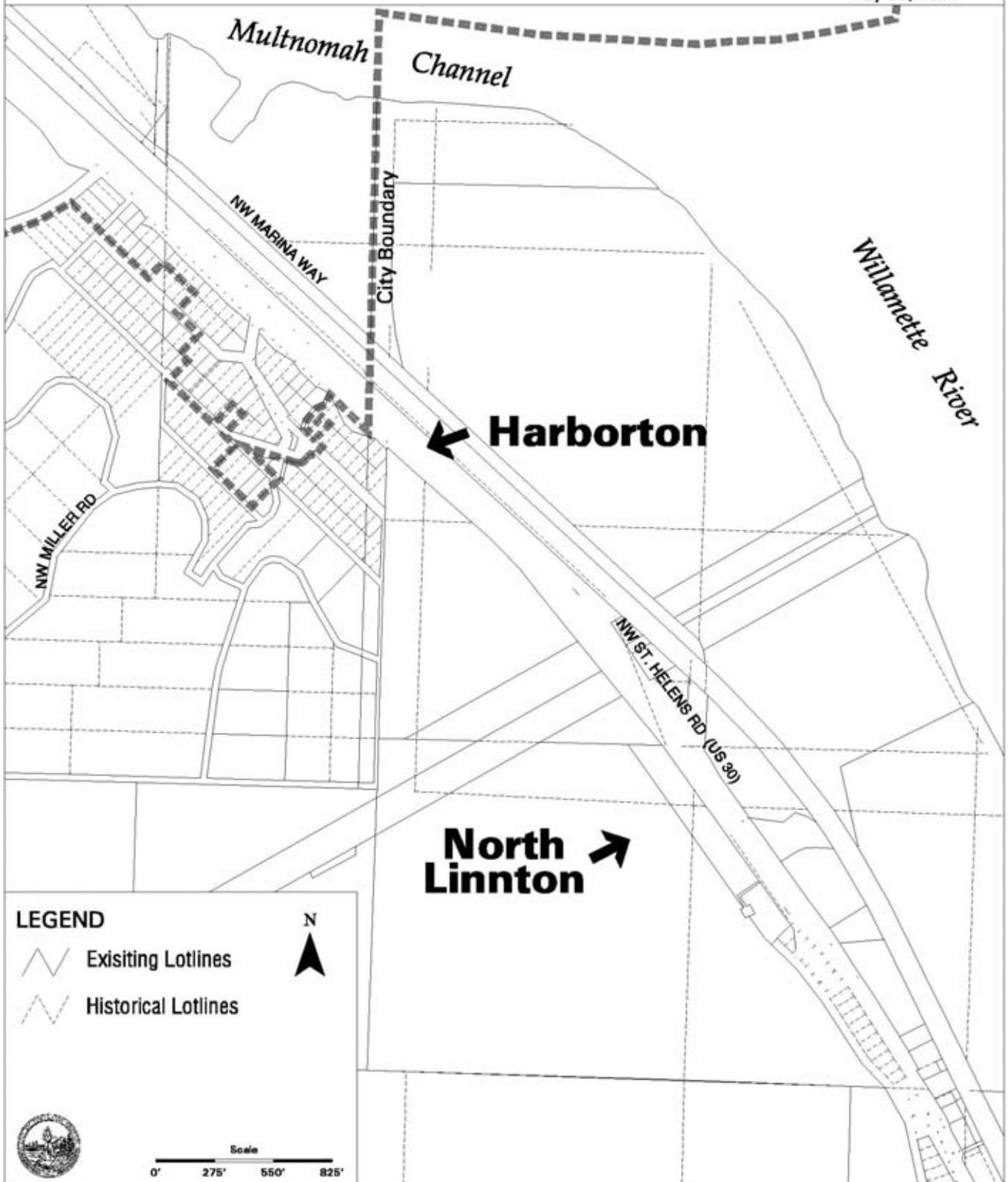
Dating back to the early 1900s, many areas of Portland were platted with 25 x 100-foot lots. The lots were typically sold in combinations of two, three, or four contiguous lots, and developed with one house per ownership, creating the common pattern of development cited in the Comprehensive Plan. Most of these areas with this underlying platting are currently zoned R5 or R2.5.

If certain conditions are met, these historical lots may be sold and developed separately. Regulations governing these lots are complex, but in general, a lot may be developed if it meets the minimum size and dimensional standards of the base zone.

The Linnton hillside area contains historical lots that fit the common 25 by 100-foot lot patterns (these small lots are mainly found in the Town of Linnton), but also contains historical lot patterns that are larger in size and irregular in shape. These larger lots are found in Waldemere, Glen Harbor, and Whitwood Court. For specific lot patterns, refer to the Historical Lot Patterns maps on the following pages.

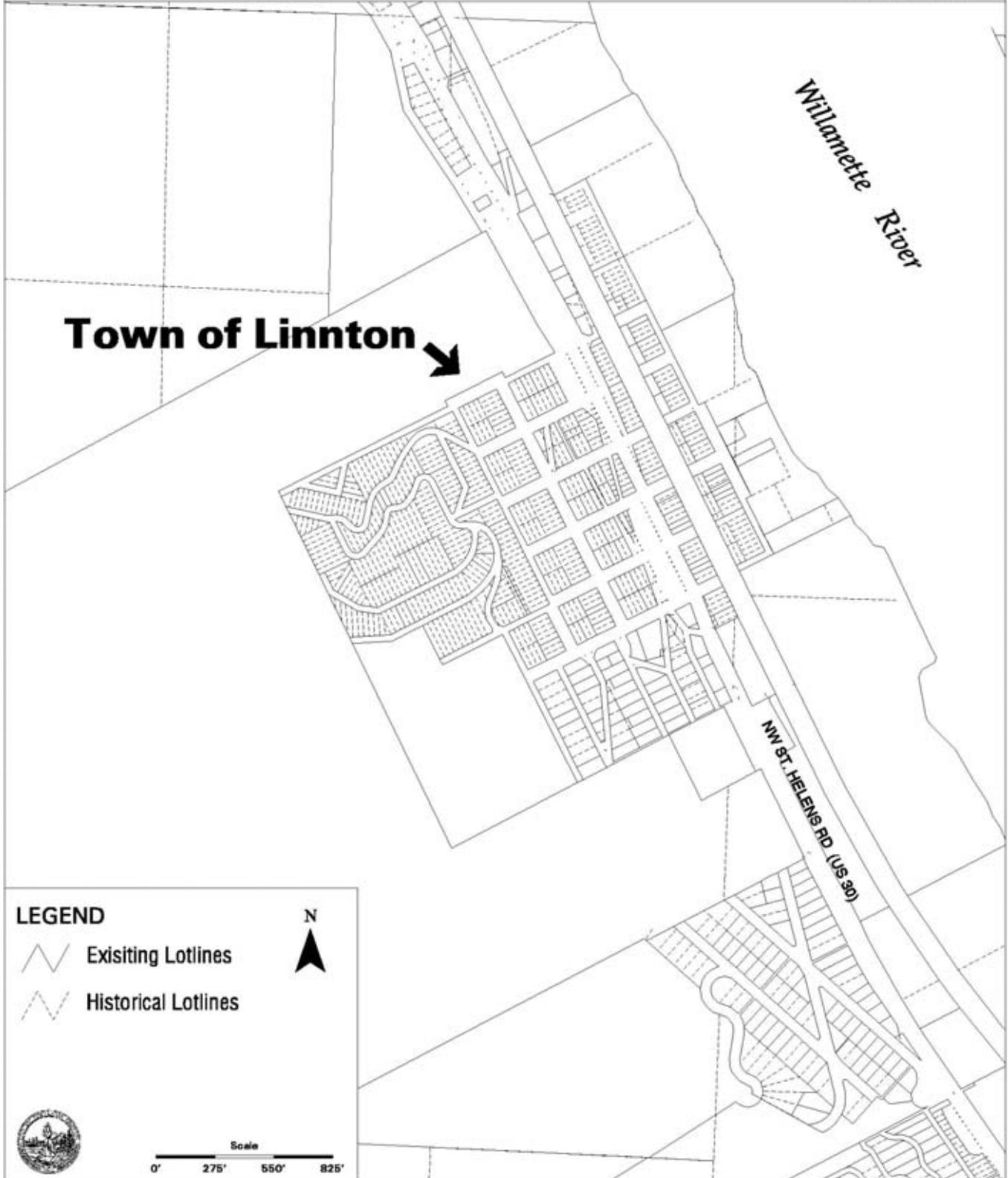
Map 2-1: Harborton Historical Lot Patterns

May 05, 2005



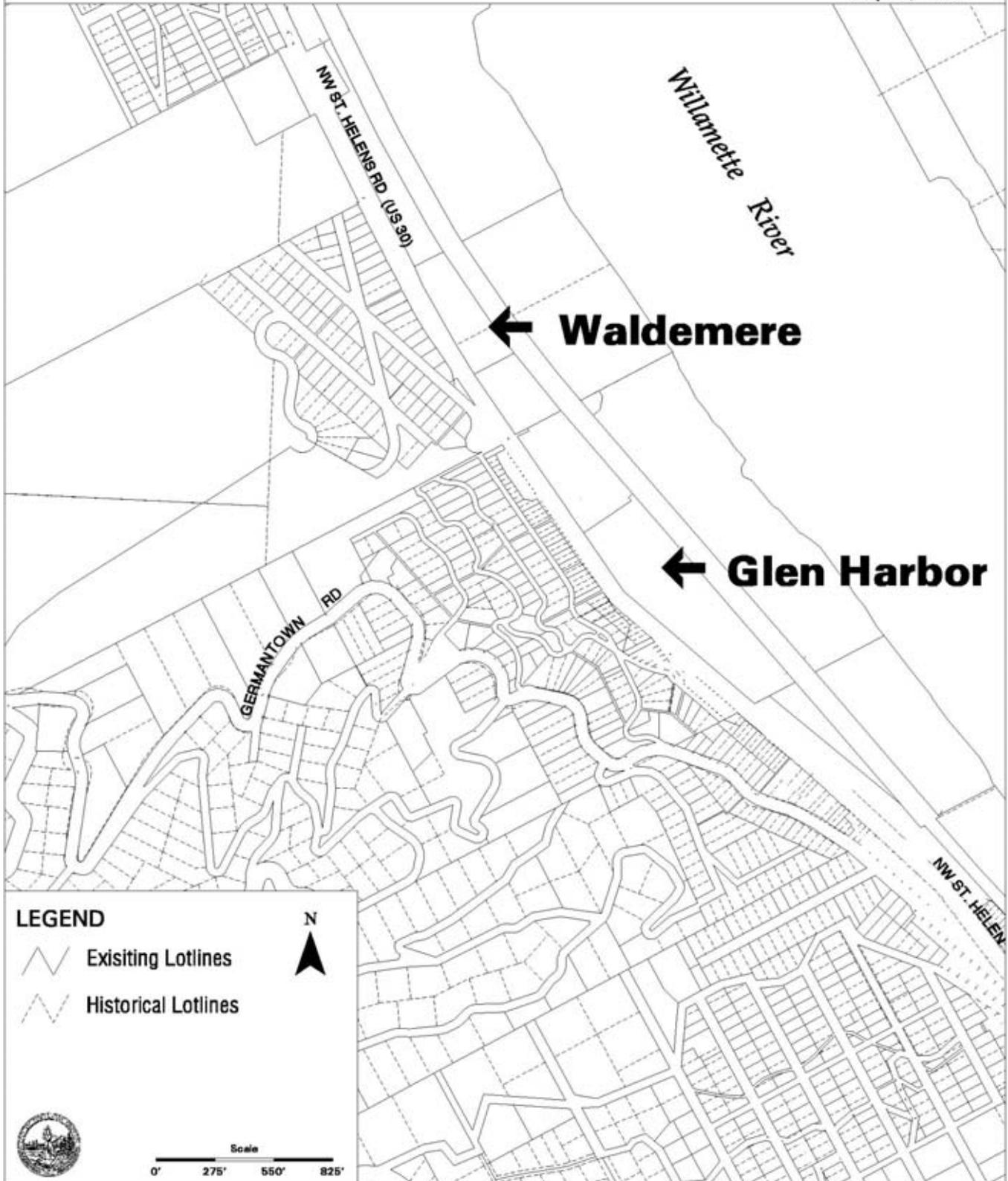
Map 2-2: Linnton & North Linnton Historical Lot Patterns

May 05, 2005



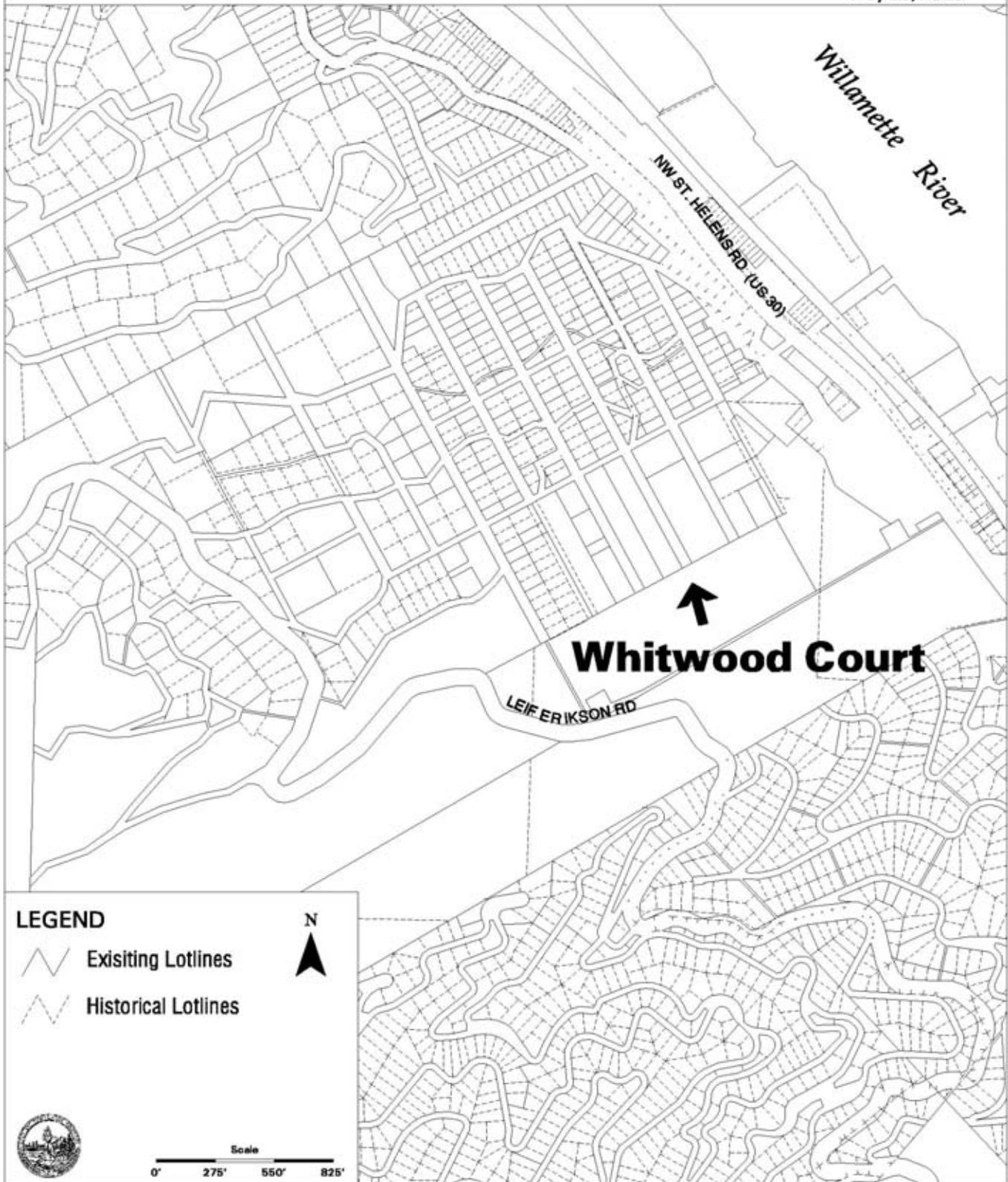
Map 2-3: Waldemere & Glen Harbor Historical Lot Patterns

May 05, 2005



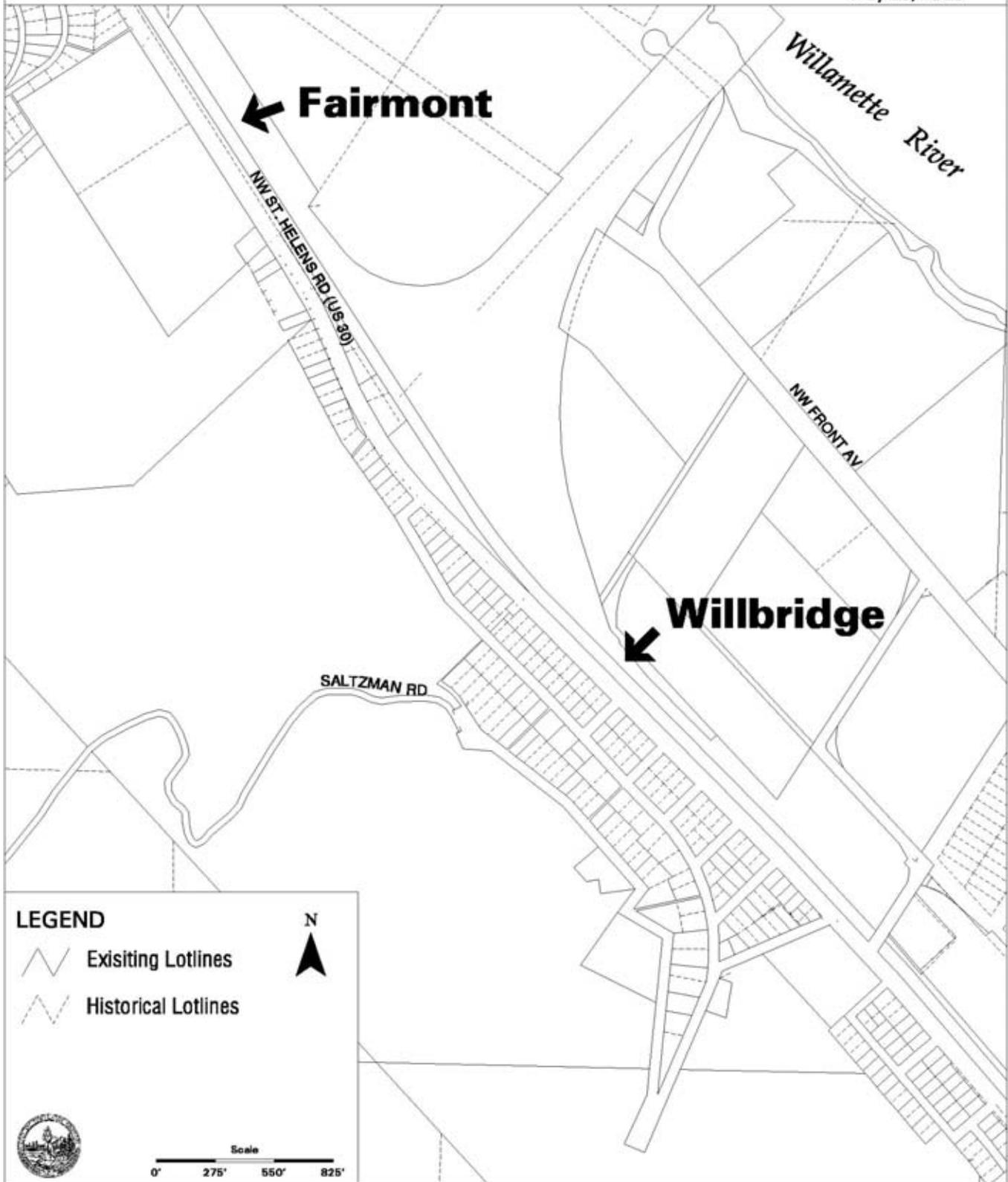
Map 2-4: Whitwood Court Historical Lot Patterns

May 05, 2005



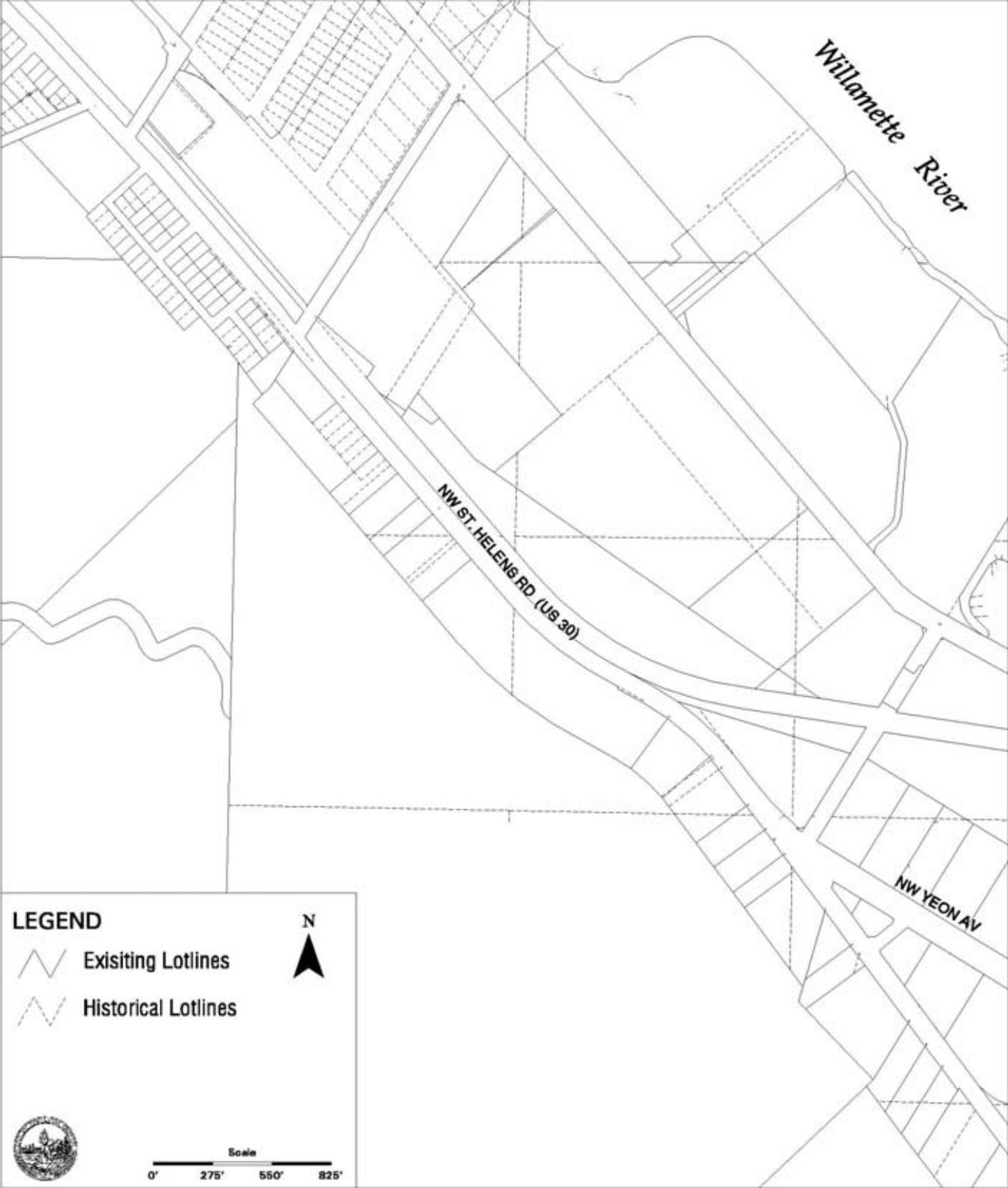
Map 2-5: Fairmont & Willbridge North of Saltzman Rd. Historical Lot Patterns

May 05, 2005



Map 2-6: Willbridge South of Saltzman Rd. Historical Lot Patterns

May 05, 2005



Natural Resources

The following maps show the numerous streams that originate in Forest Park and traverse through the residential areas of Linnton. The named streams include Miller Creek near Harborton, Doane Creek in Fairmont, and Saltzman Creek in Willbridge. Additional streams have been identified through the work of the Natural Resources Inventory Update Project and are included on these maps.

Watershed Conditions

The Bureau of Environmental Services recently completed the Willamette Watershed Characterization Report. The report can be accessed through the website www.portlandonline.com/bes/watershed. Following are excerpts from the report, specific to the Linnton hillside areas.

The Linnton subwatershed extends from the ridge of the west hills near NW Skyline to the Willamette River, including Linnton and parts of the NW industrial area. The subwatershed includes many small streams that flow through Forest Park, and through culverts under highway 30 to the river.

The upper portions of the subwatershed retains natural characteristics, consisting primarily of under-developed forested residential lands. Many species of plants and wildlife are unique to Forest Park because of its large land area and natural condition.

Environmental Overlay Zones

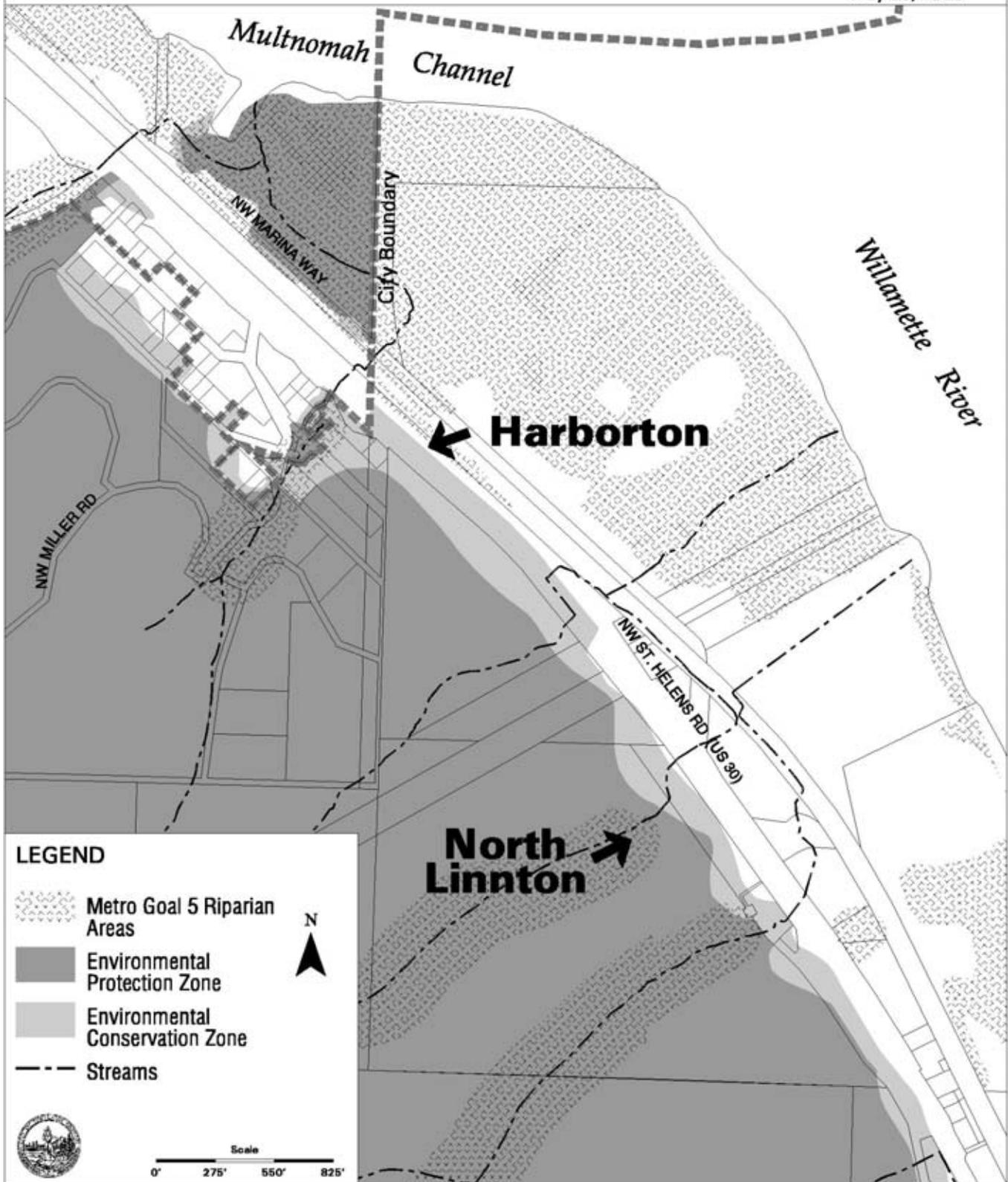
The following maps show the current environmental overlay zones (refer to the previous section for a description of environmental zones). Most of Forest Park is within the environmental protection zone, and a significant portion of the Linnton residential areas are contained in the environmental conservation overlay zone.

Metro Goal 5 Inventory - Riparian Areas

Metro conducted inventories of natural resources throughout the region, focusing on riparian and upland areas. For the Portland area, much of these areas are contained within environmental overlay zones. Riparian areas not currently within environmental overlay zones may be subject to guidelines or regulations in the future. Riparian areas identified by Metro are included on the following maps.

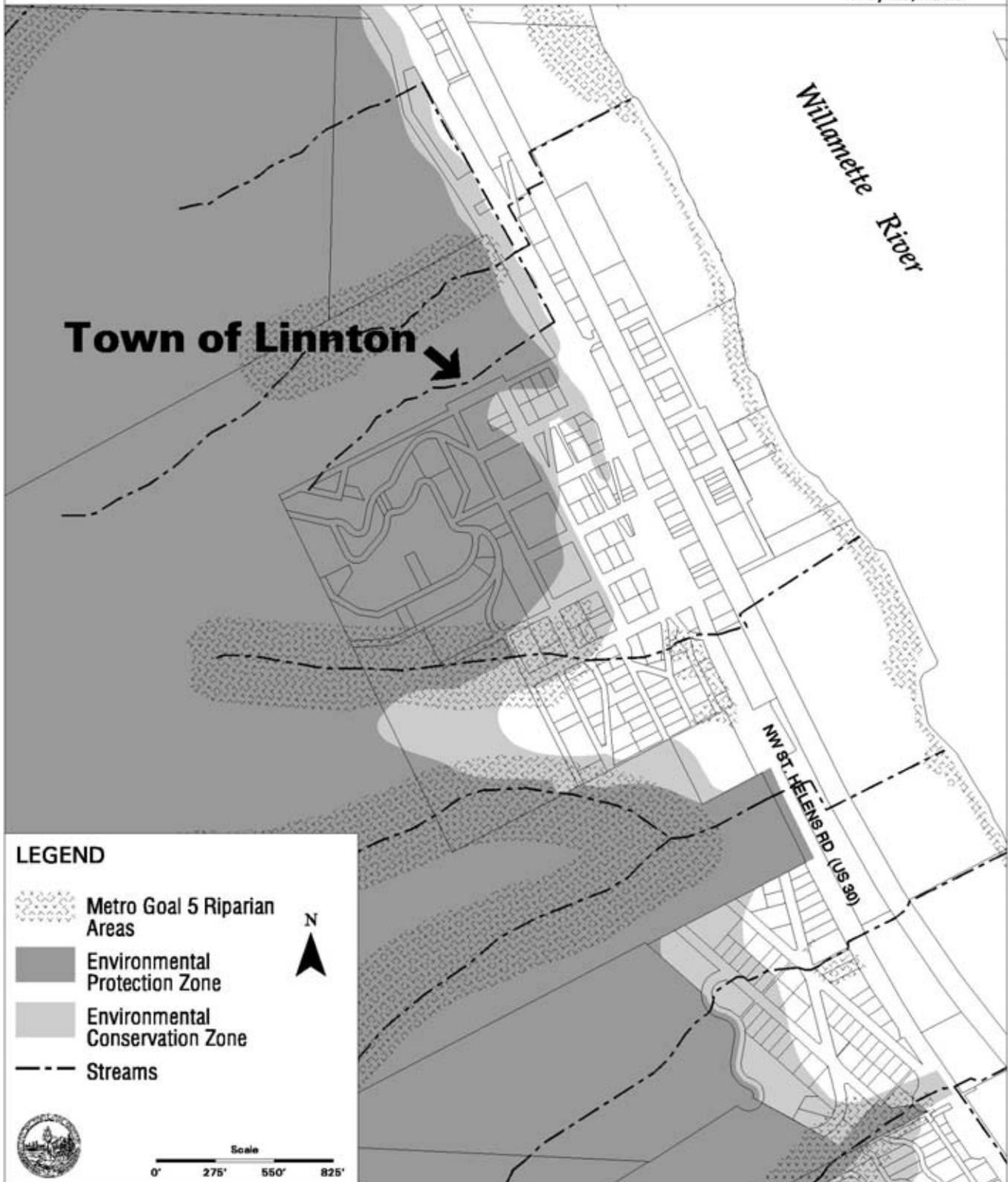
Map 3-1: Harborton Natural Resources

May 05, 2005



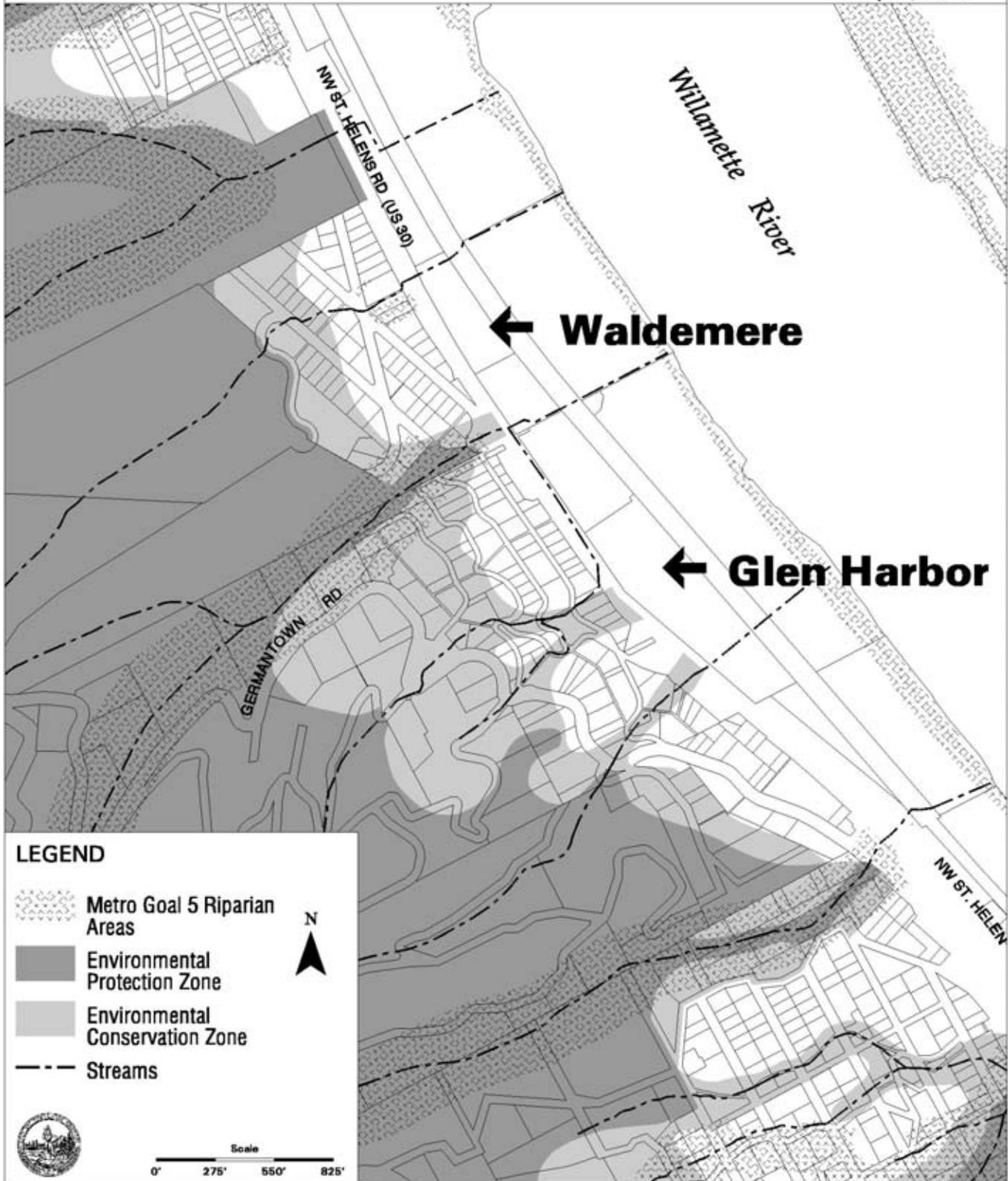
Map 3-2: Linnton & North Linnton Natural Resources

May 05, 2005



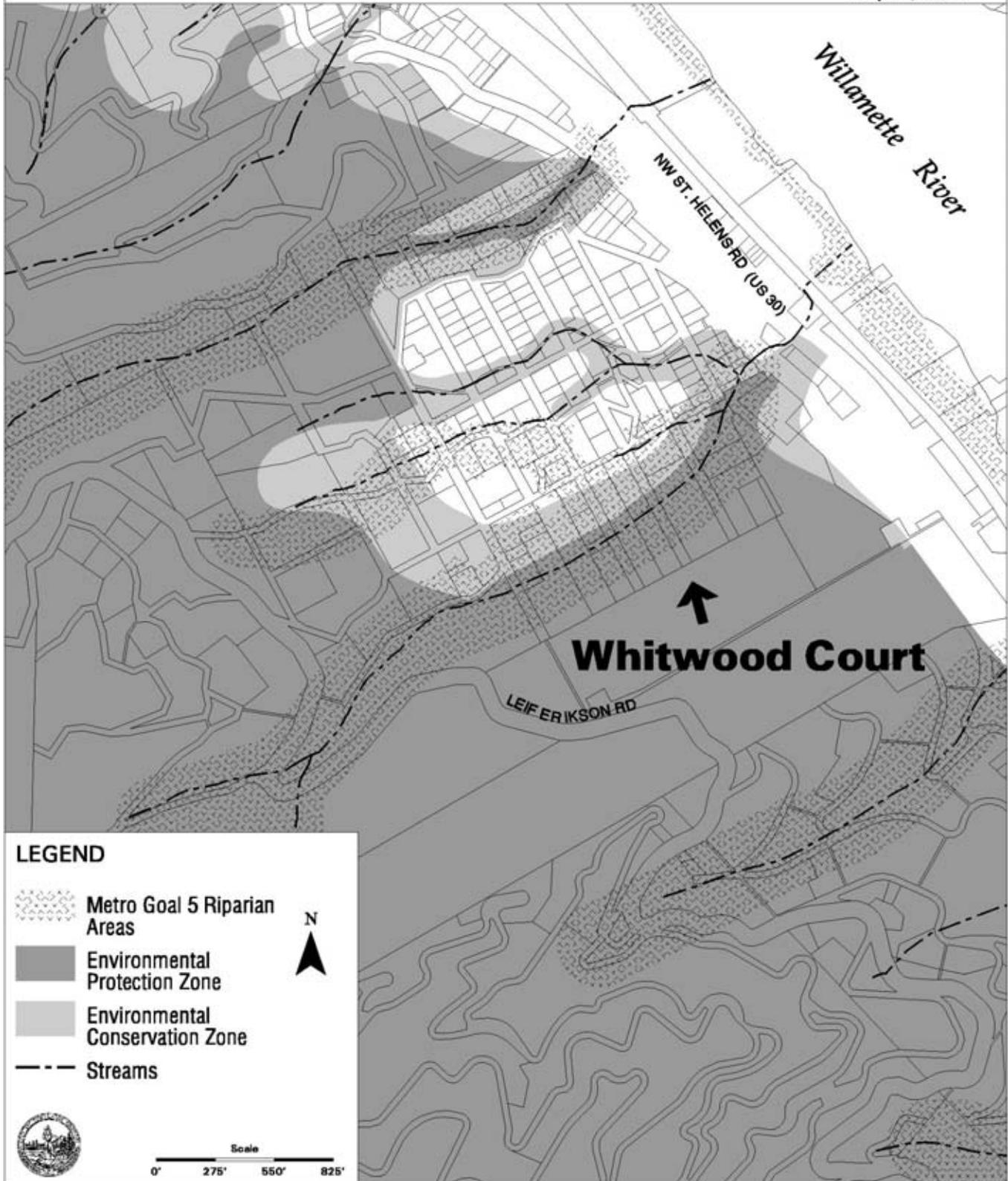
Map 3-3: Waldemere & Glen Harbor Natural Resources

May 05, 2005



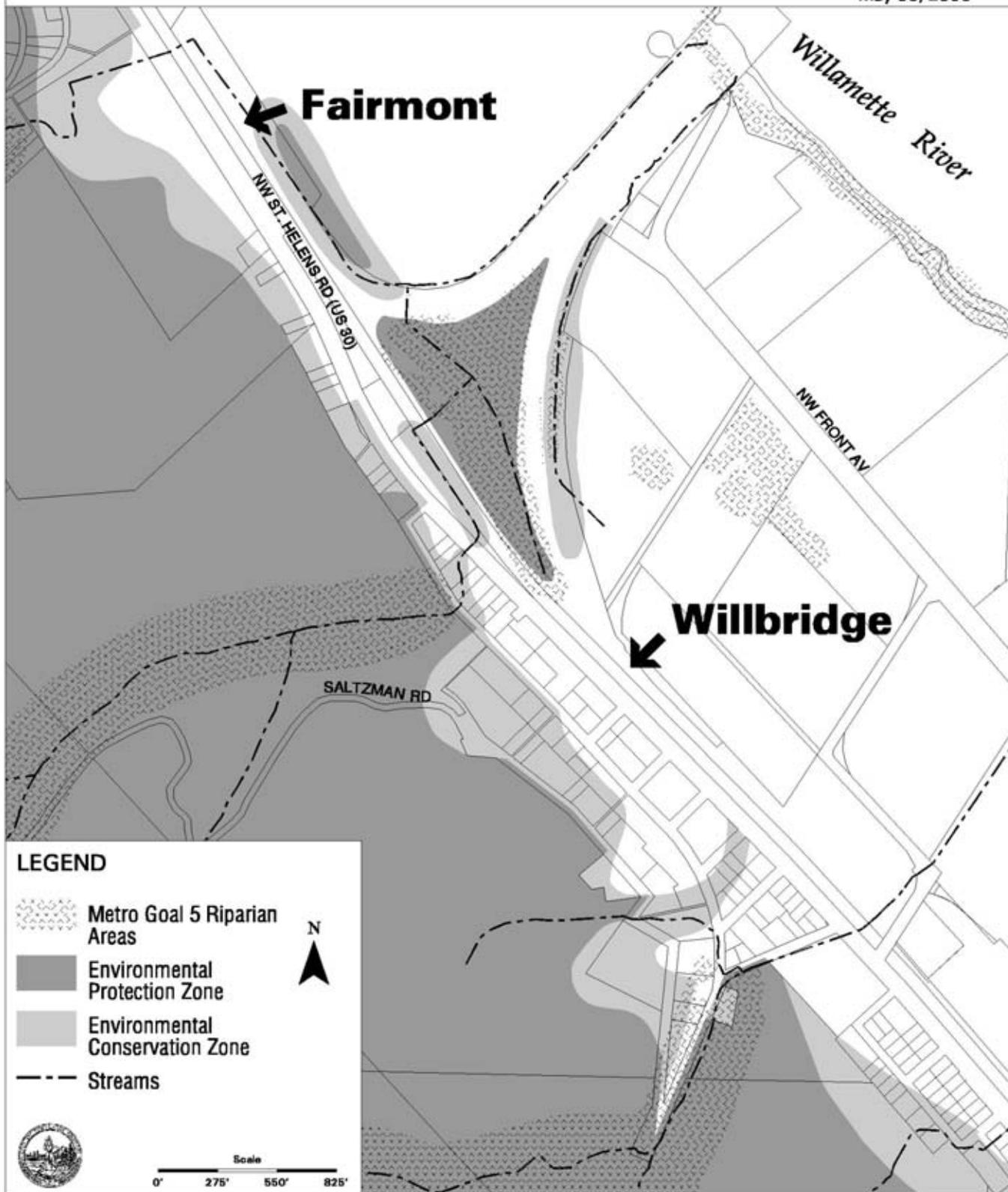
Map 3-4: Whitwood Court Natural Resources

May 05, 2005



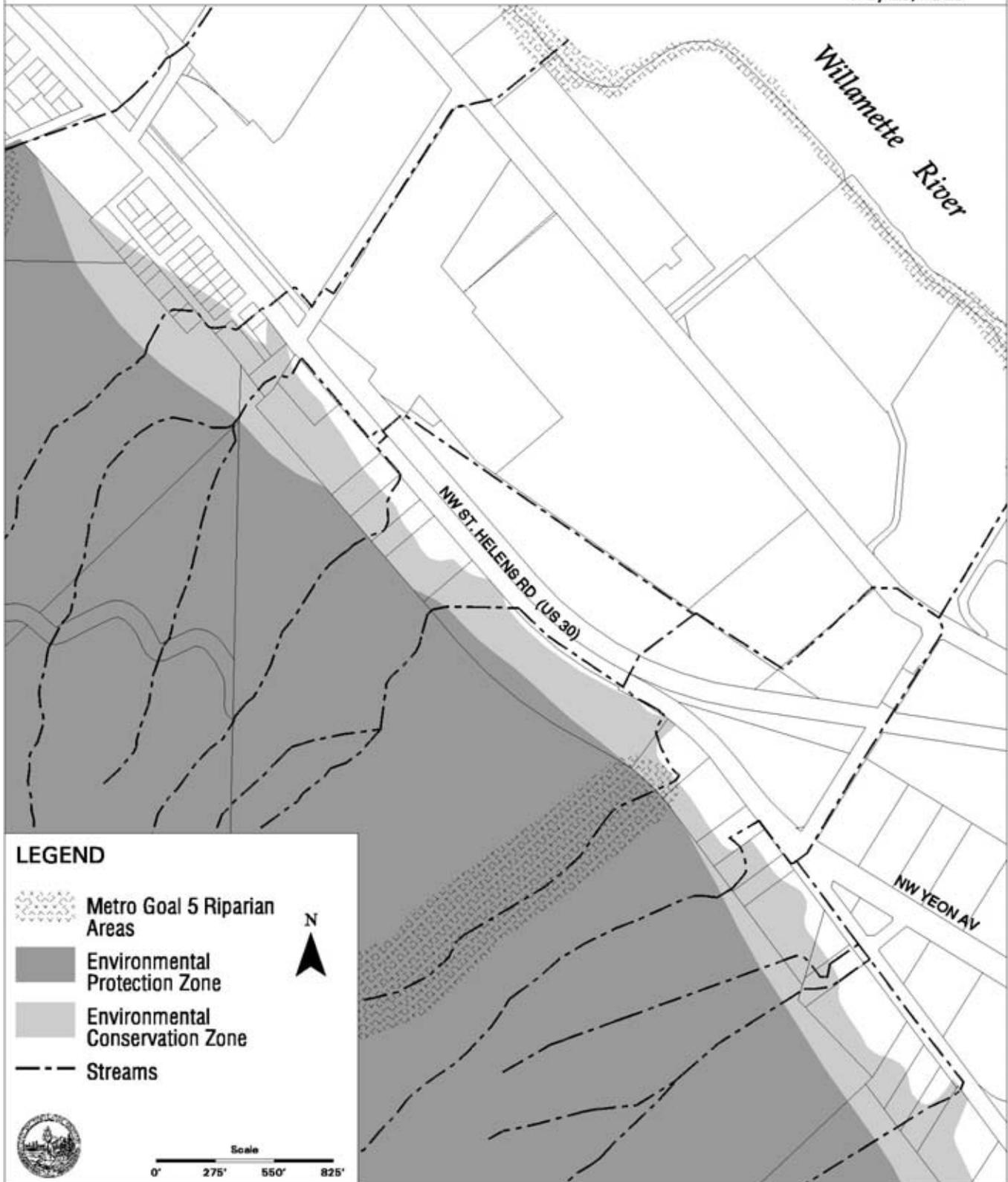
Map 3-5: Fairmont & Willbridge North of Saltzman Rd. Natural Resources

May 05, 2005



Map 3-6: Willbridge South of Saltzman Rd. Natural Resources

May 05, 2005



Stormwater

The following maps show existing streams and the stormwater disposal system. Three of the major creeks are named: Miller Creek (north of Harborton), Doane Creek (south of Whitwood Court, near the railroad bridge), Saltzman Creek (Willbridge area, near Saltzman Road).

Combined Stormwater Sewer

Two collector pipes direct combined flows from NW 111th to St. Helens Road; to the main trunk; then southeast to the northwest interceptor(1946), through the Linnton public station; and to the Columbia Basin Wastewater Treatment Plant. The Linnton pump station accepts combined stormwater and sanitary sewer flows and is nearly at capacity.

The combined system is located in the Town of Linnton and the village area. It is in fair to poor condition in both residential and industrial areas. Since the system was built prior to annexation into Portland, it does not meet city standards. The residential system is mostly 6 to 8 inch pipes of clay or cast iron, 90 years old and shallow (8 inches below surface). Hydraulic capacity problems stem from clay pipes. Flooding has been reported in the area, especially at the transition from steep topography of upper basin to moderate slopes of lower basin.

Stormwater Disposal

Streams and open channels drain the western two-thirds of the watershed. At St. Helens Road, the runoff is confined in storm pipes and discharged to river outfalls. There are a number of culverts where roads cross open channels or roadside drainage ditches, particularly along NW Germantown Road.

The stormwater system between St. Helens and the river is mostly privately owned and therefore there is no information for this area.

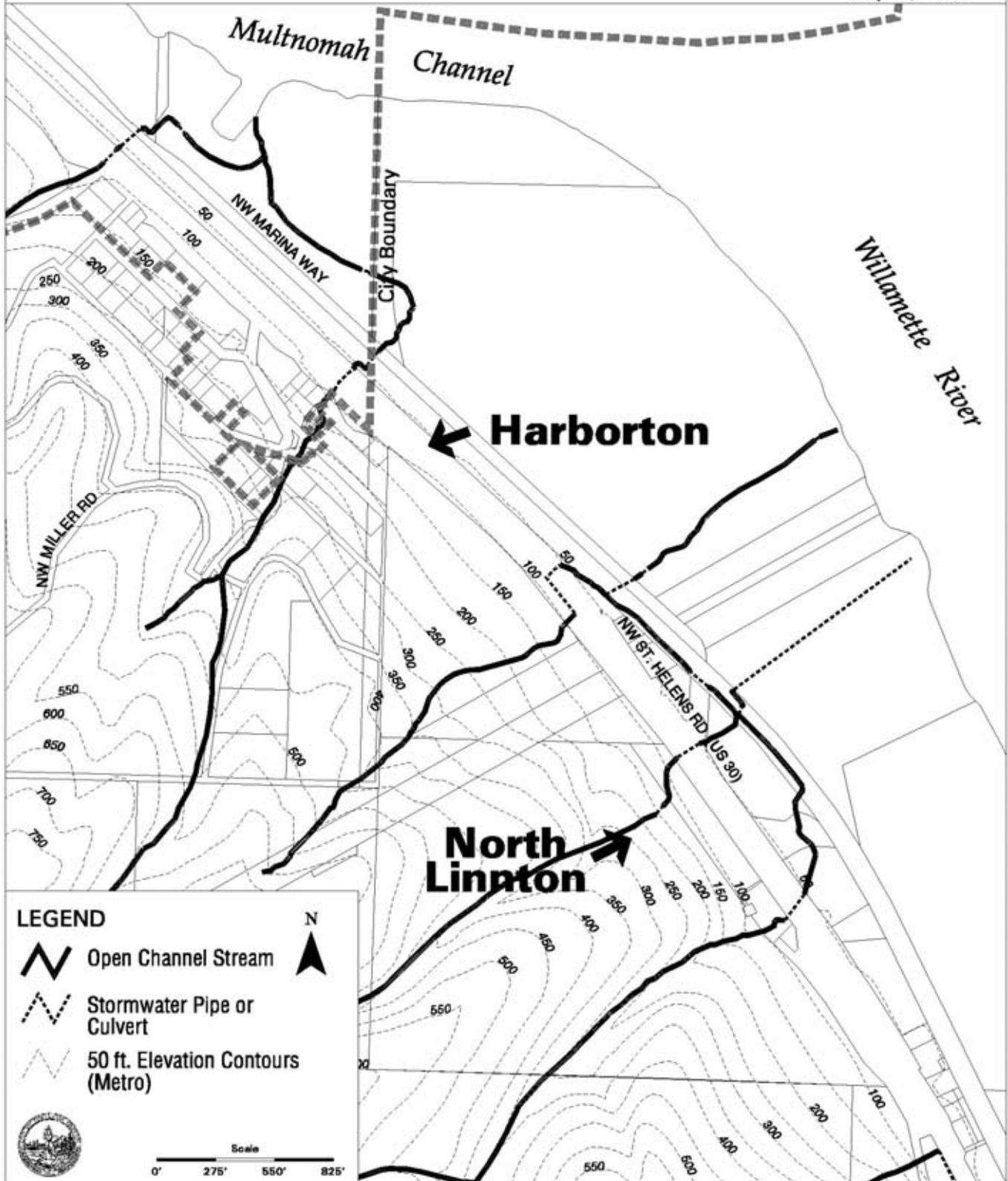
For residential properties on the hillside, stormwater is directed to either existing streams or roadside ditches. If a direct connection to either of these features is not available, stormwater is directed over private property (on easements) and eventually to nearest roadside ditch or stream. Stormwater detention is not required on the hillside due to the sensitive nature of the slopes: the soils do not infiltrate water, and there is a risk of landslides.

Stormwater Quality

Stormwater quality facilities may be required of new development, if practicable. The design of these facilities is guided by the city's Stormwater Manual and usually consists of a vegetative swale or planter.

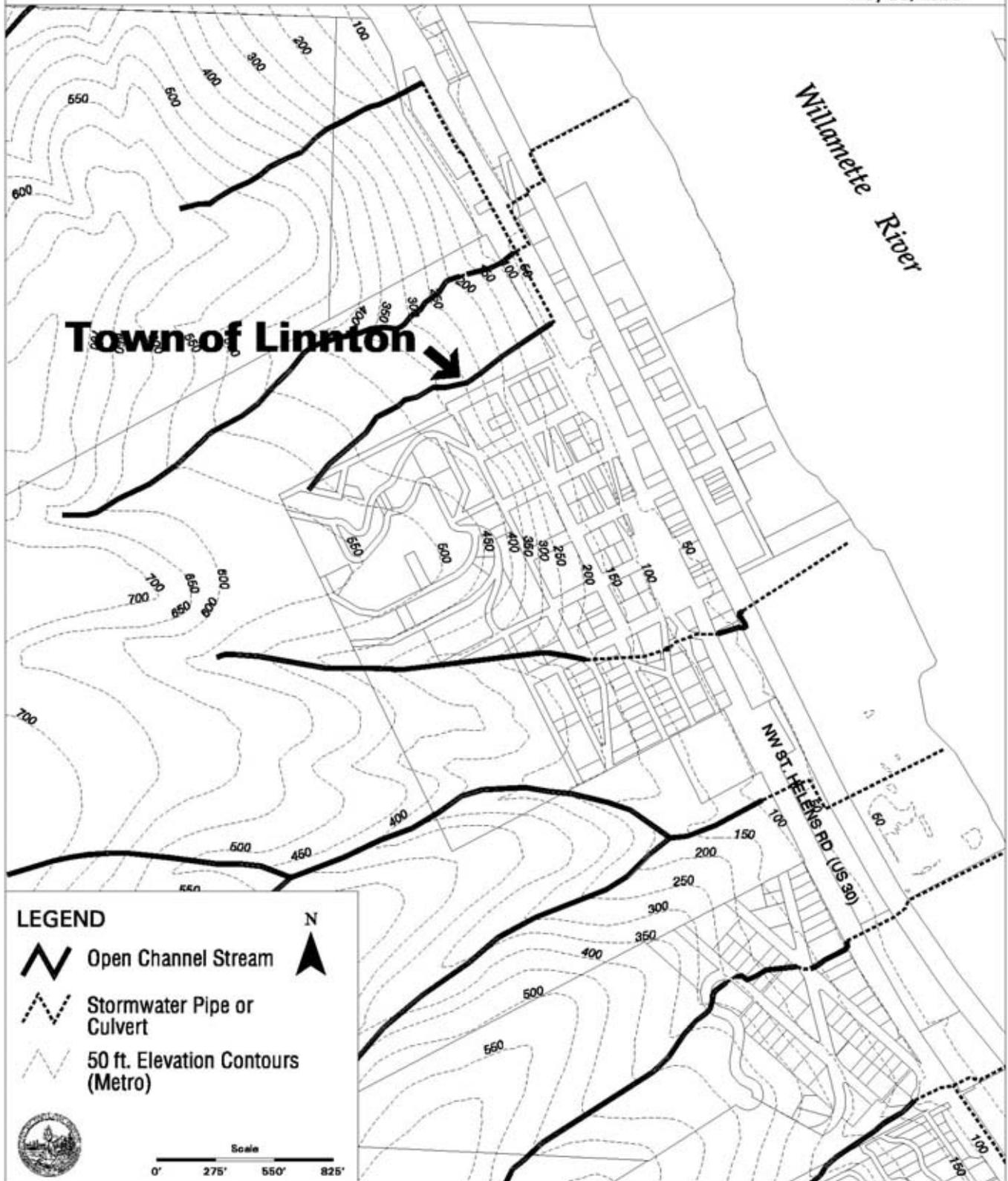
Map 4-1: Harborton Stormwater System

May 05, 2005



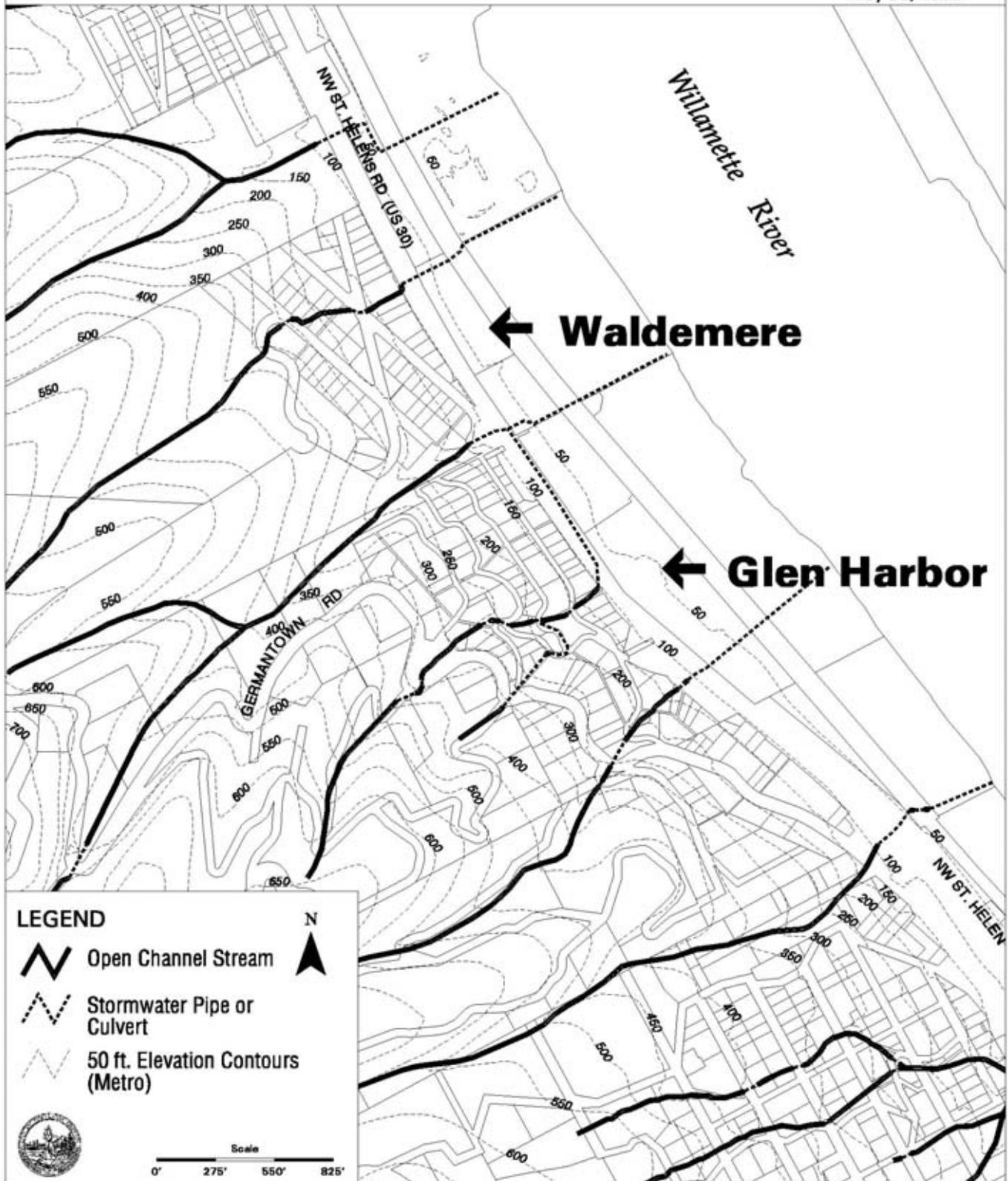
Map 4-2: Linnton & North Linnton Stormwater System

May 05, 2005



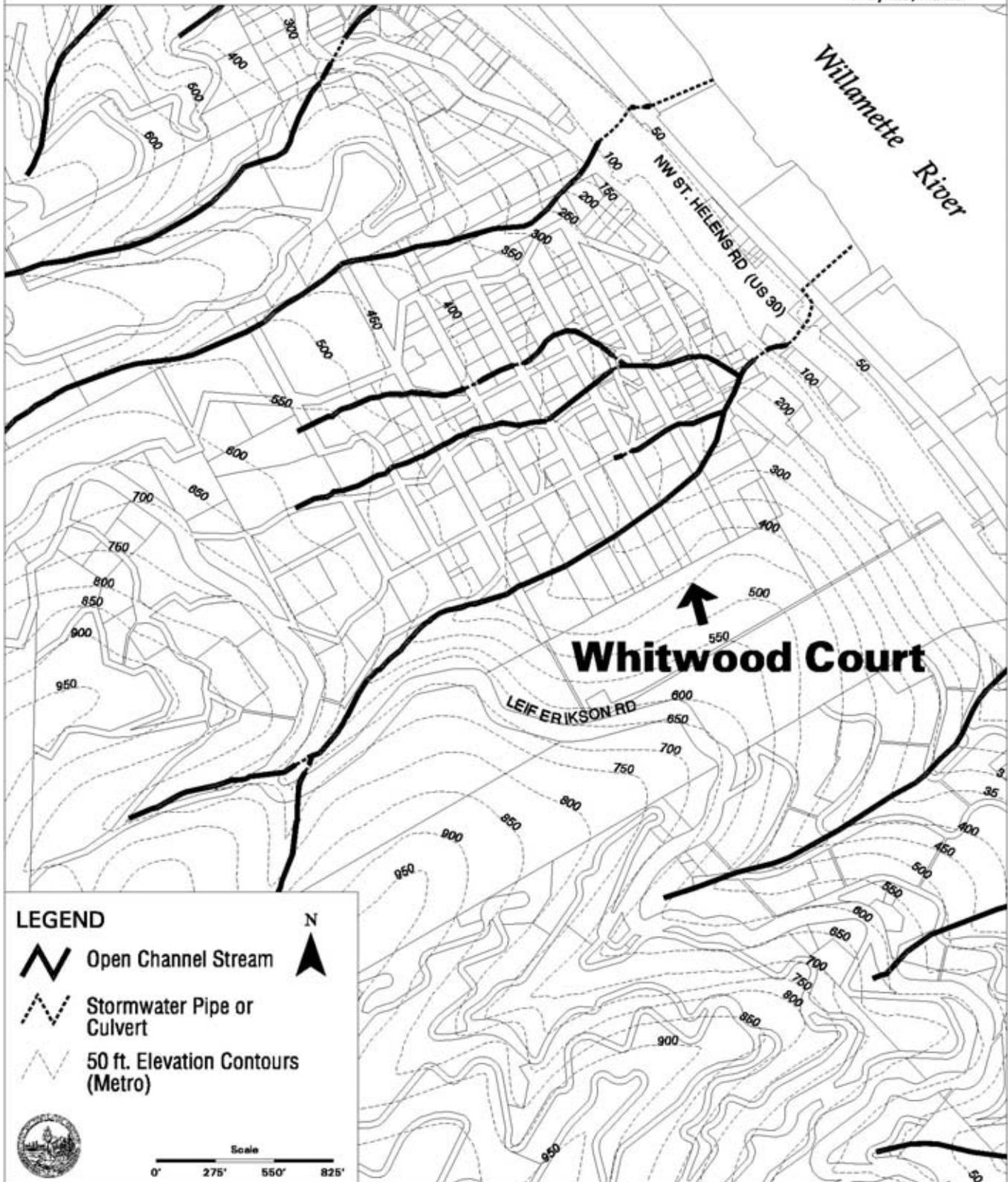
Map 4-3: Waldemere & Glen Harbor Stormwater System

May 05, 2005



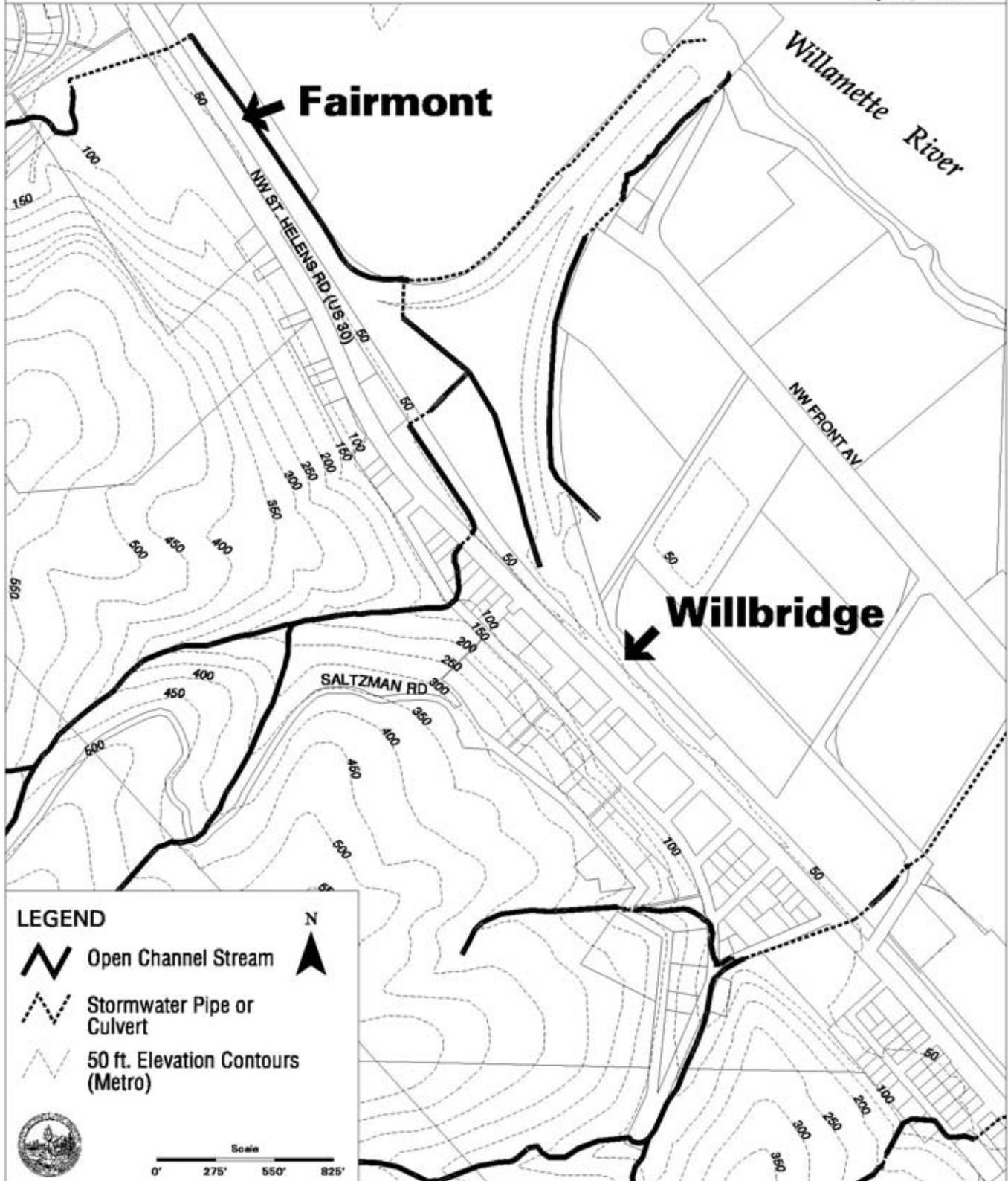
Map 4-4: Whitwood Court Stormwater System

May 05, 2005



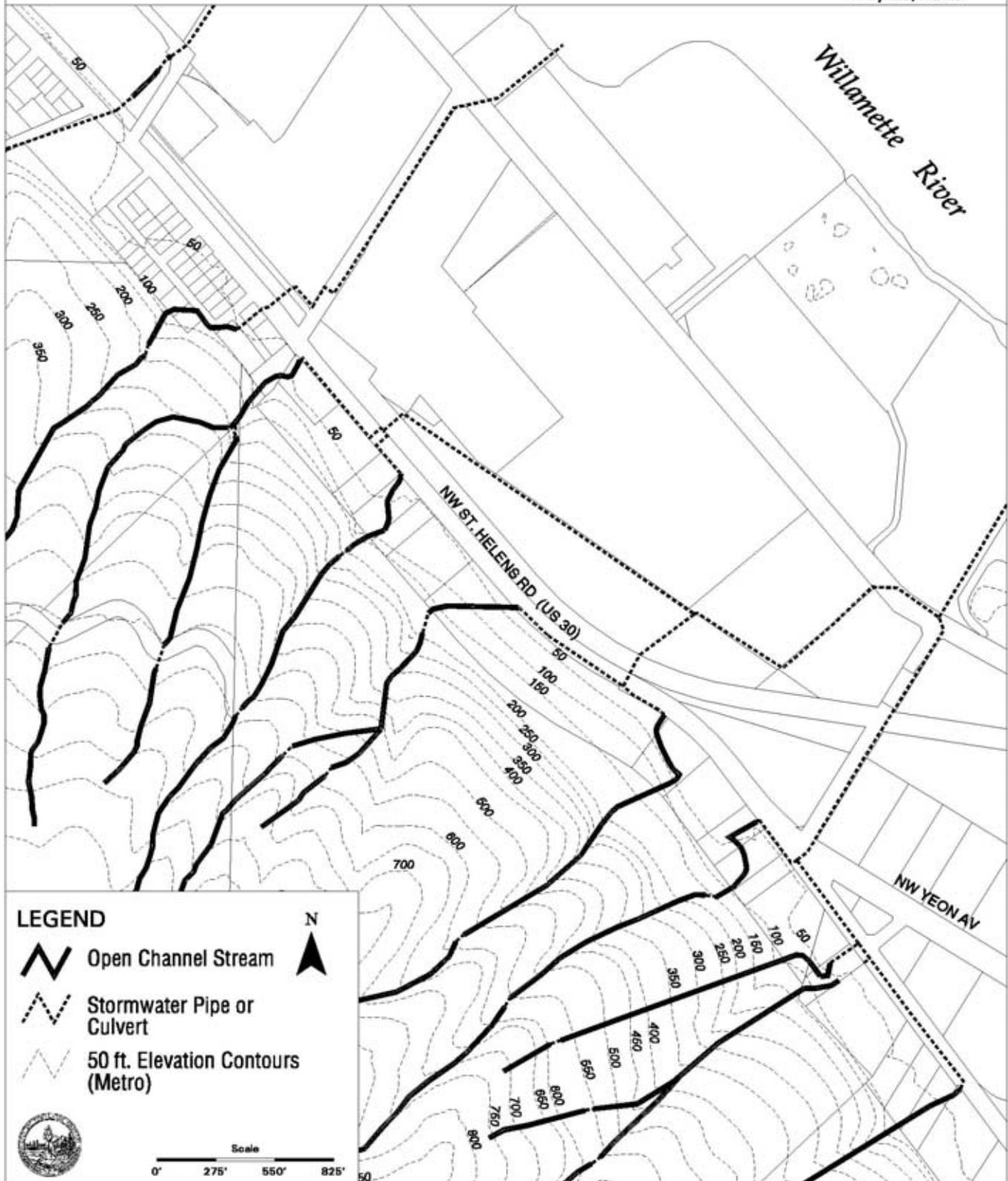
Map 4-5: Fairmont & Willbridge North of Saltzman Rd. Stormwater System

May 05, 2005



Map 4-6: Willbridge South of Saltzman Rd. Stormwater System

May 05, 2005



Transportation System

Vehicle system

Maps on the following pages show level of street improvements in the public right-of-way. They contain the most current information from the Office of Transportation. The classifications are:

1. asphalt/concrete
2. gravel or oiled gravel (permit obtained through the city)
3. unimproved (no surface improvements exist, but could contain worn path or other material added without permit)
4. information not collected

Note that some platted rights-of-way may be designated on the map as unimproved but actually contains a gravel or dirt surface. This is because the data is incomplete, and some improvements may not have a permit associated with them.

The Linnton hillside residential areas have a mix of paved, gravel and unimproved streets. When streets are improved, the paving is generally narrow, (about 12 to 18 feet in width), without sidewalks or landscape strips. Often a storm drainage ditch parallels the roadway.

Pedestrian and Bicycle system

Glen Harbor and Whitwood Court plats include 10-foot wide rights-of-way for separate pedestrian connections.

Pedestrian stairways that connect Highway 30 to the hillside neighborhoods are not identified on the street conditions maps. Stairways have been identified at the following locations:

- Town of Linnton, at NW 107th Avenue
- Town of Linnton, at NW 105th Avenue
- NW Hoge, near entrance to Waldemere
- Germantown Court, just north of Whitwood Court

The Transportation System Plan identifies Springville Road as an off-street bike path. Springville Road is accessed from Highway 30 and connects to Forest Park via Leif Ericson Drive.

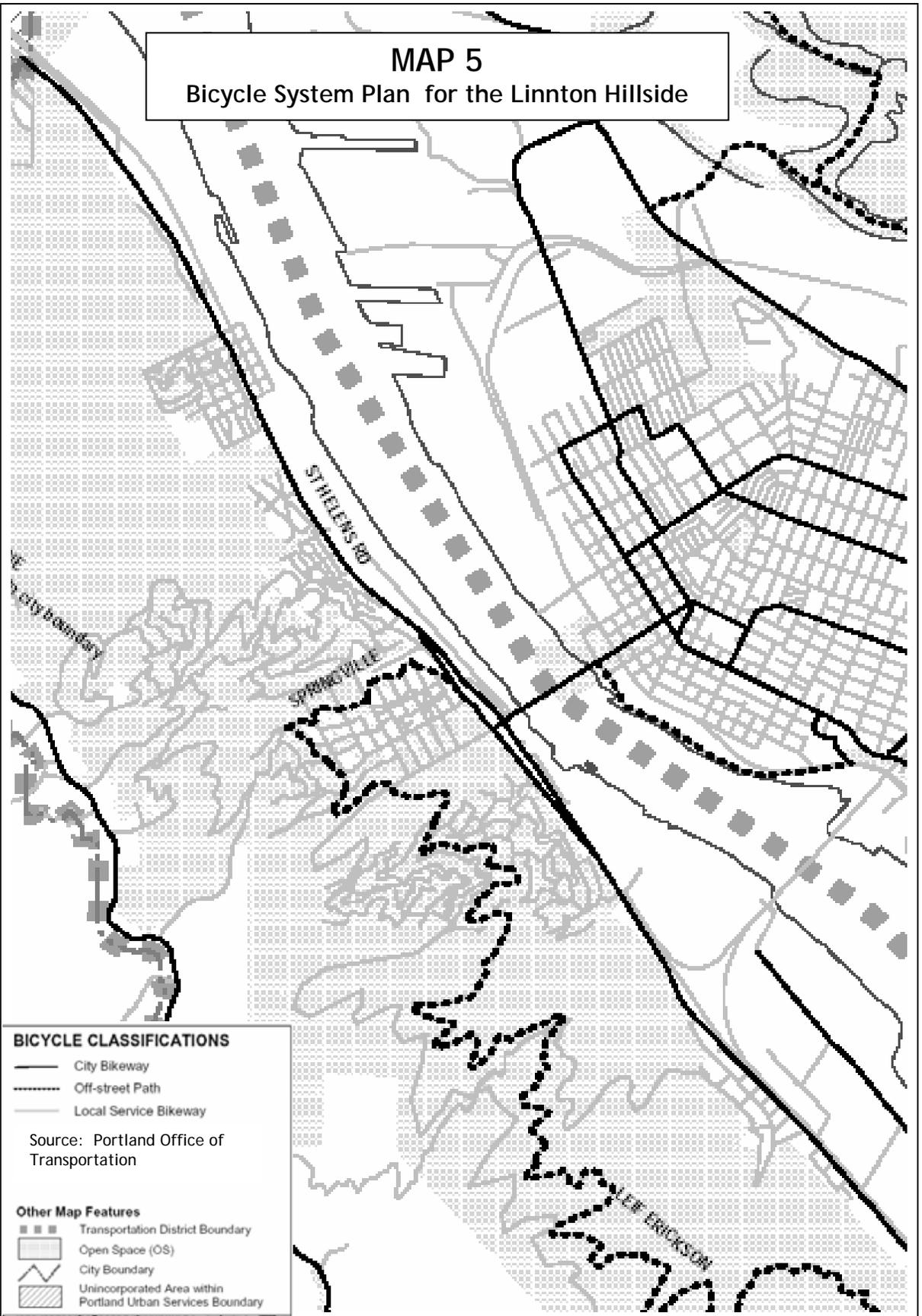
Transit

The residential areas are served by TriMet bus line #17. Bus stops are located along Highway 30.



NW Wilark Street in Waldemere

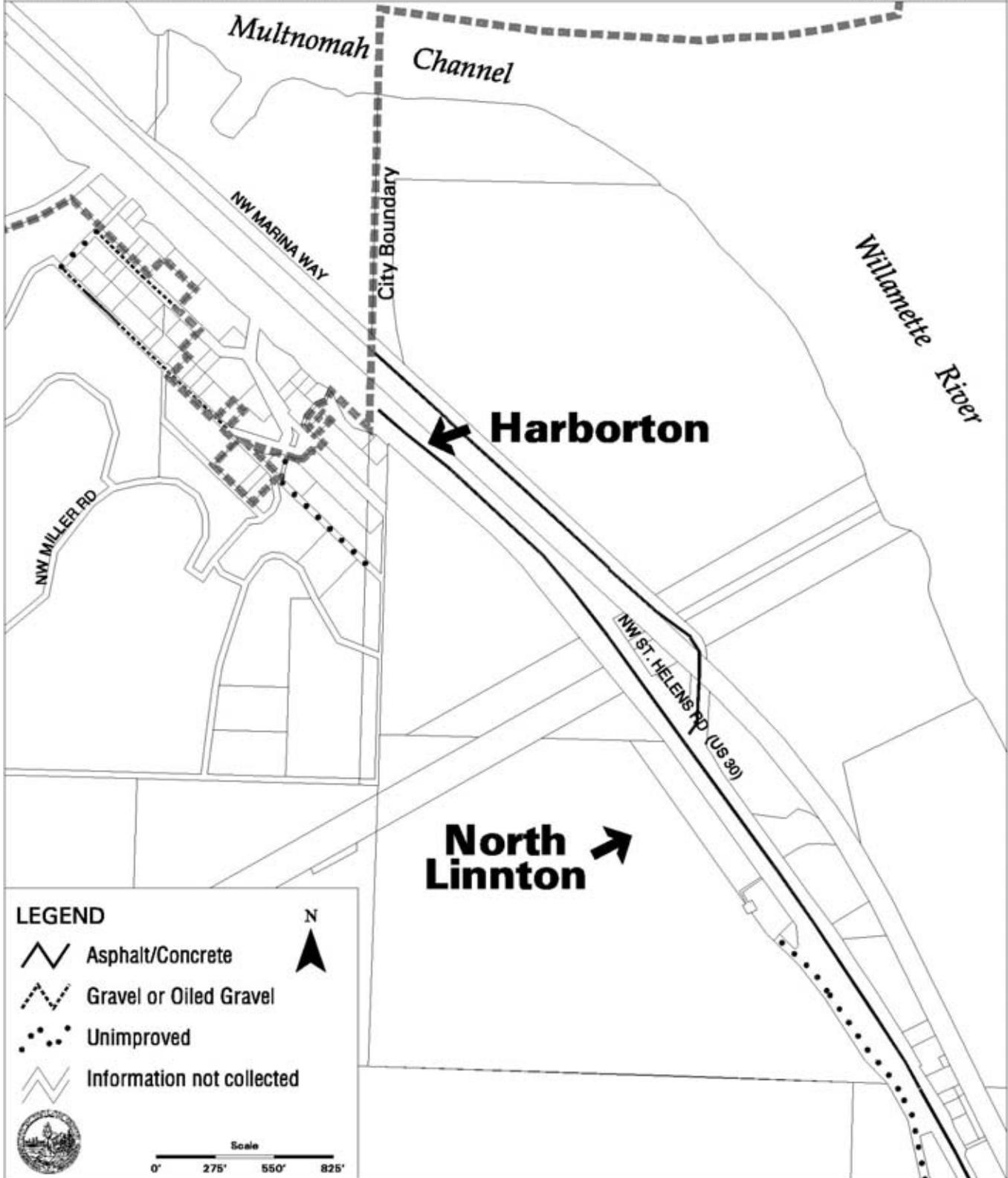
MAP 5
Bicycle System Plan for the Linnton Hillside



Map 6-1: Harborton Street Conditions

Data Source: Portland Department of Transportation

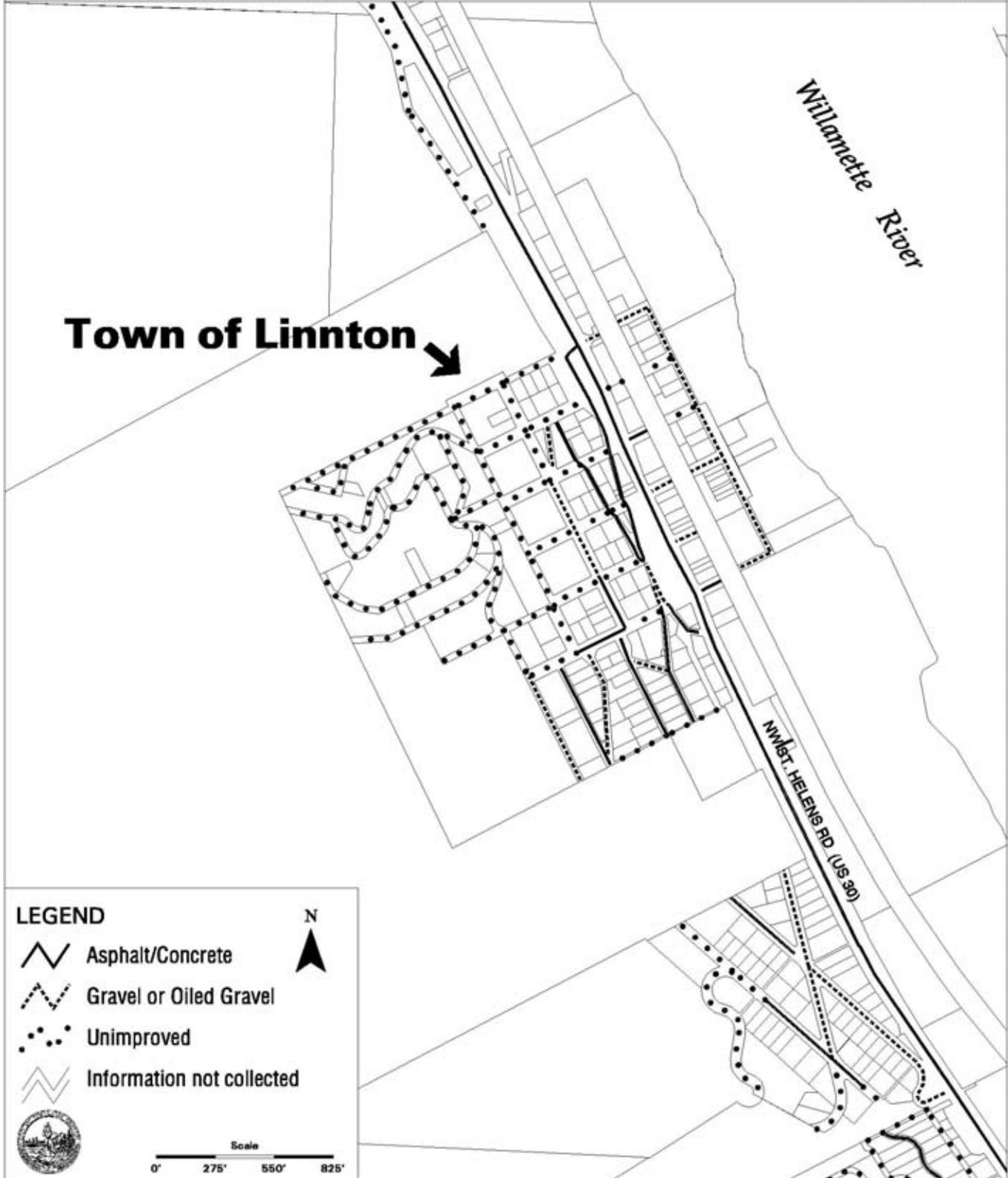
May 05, 2005



Map 6-2: Linnton & North Linnton Street Conditions

Data Source: Portland Department of Transportation

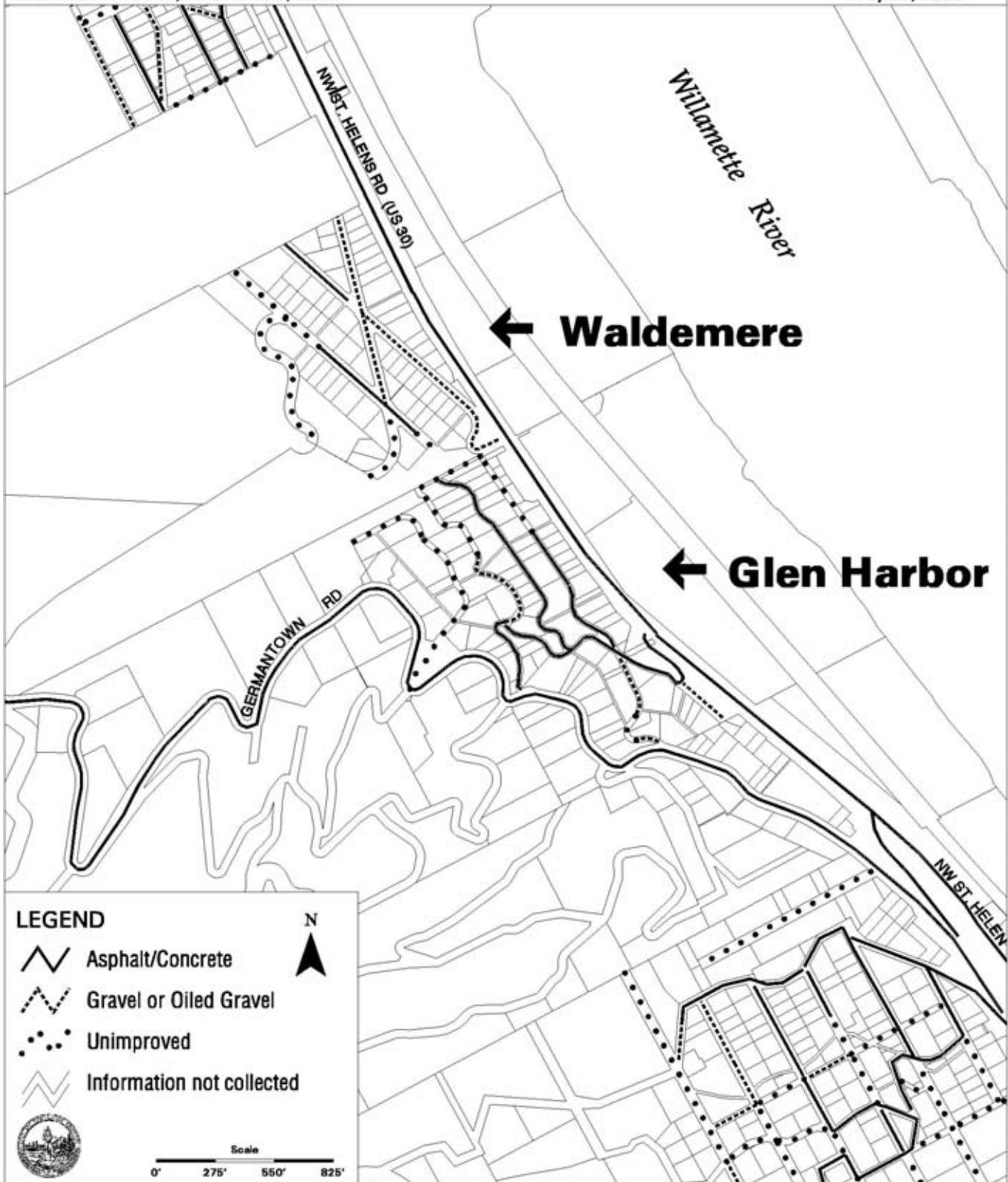
May 05, 2005



Map 6-3: Waldemere & Glen Harbor Street Conditions

Data Source: Portland Department of Transportation

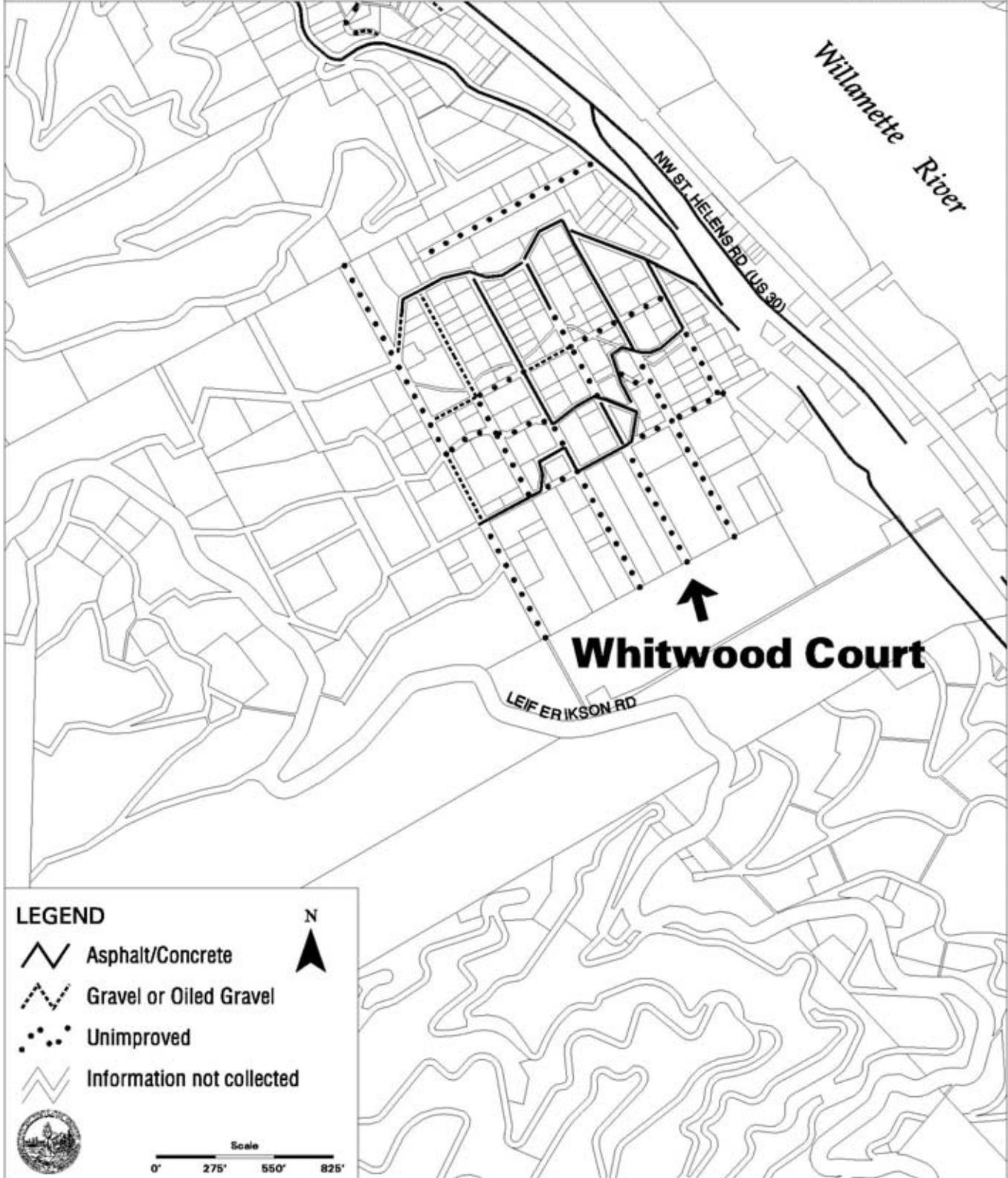
May 05, 2005



Map 6-4: Whitwood Court Street Conditions

Data Source: Portland Department of Transportation

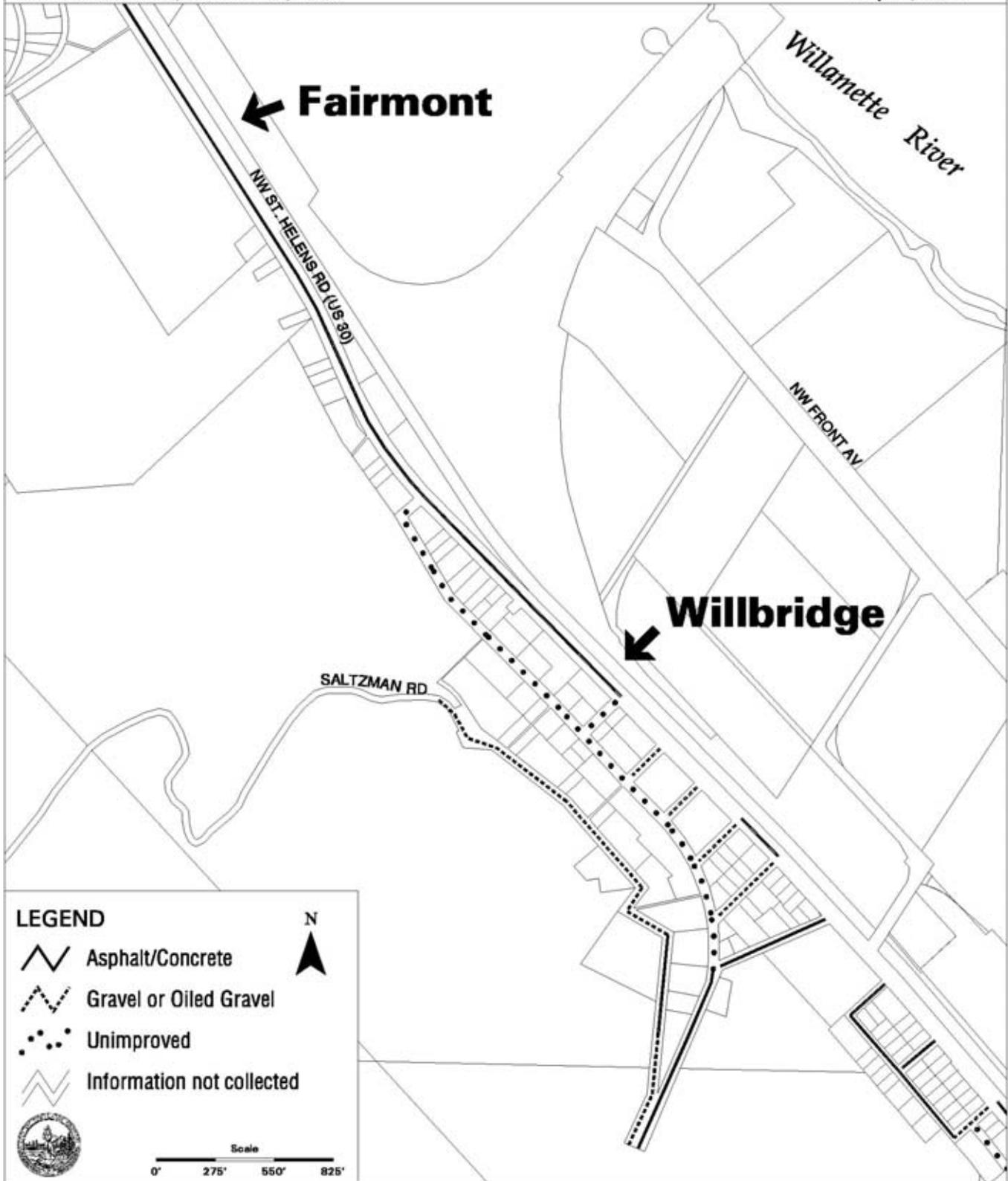
May 05, 2005



Map 6-5: Fairmont & Willbridge North of Saltzman Rd. Street Conditions

Data Source: Portland Department of Transportation

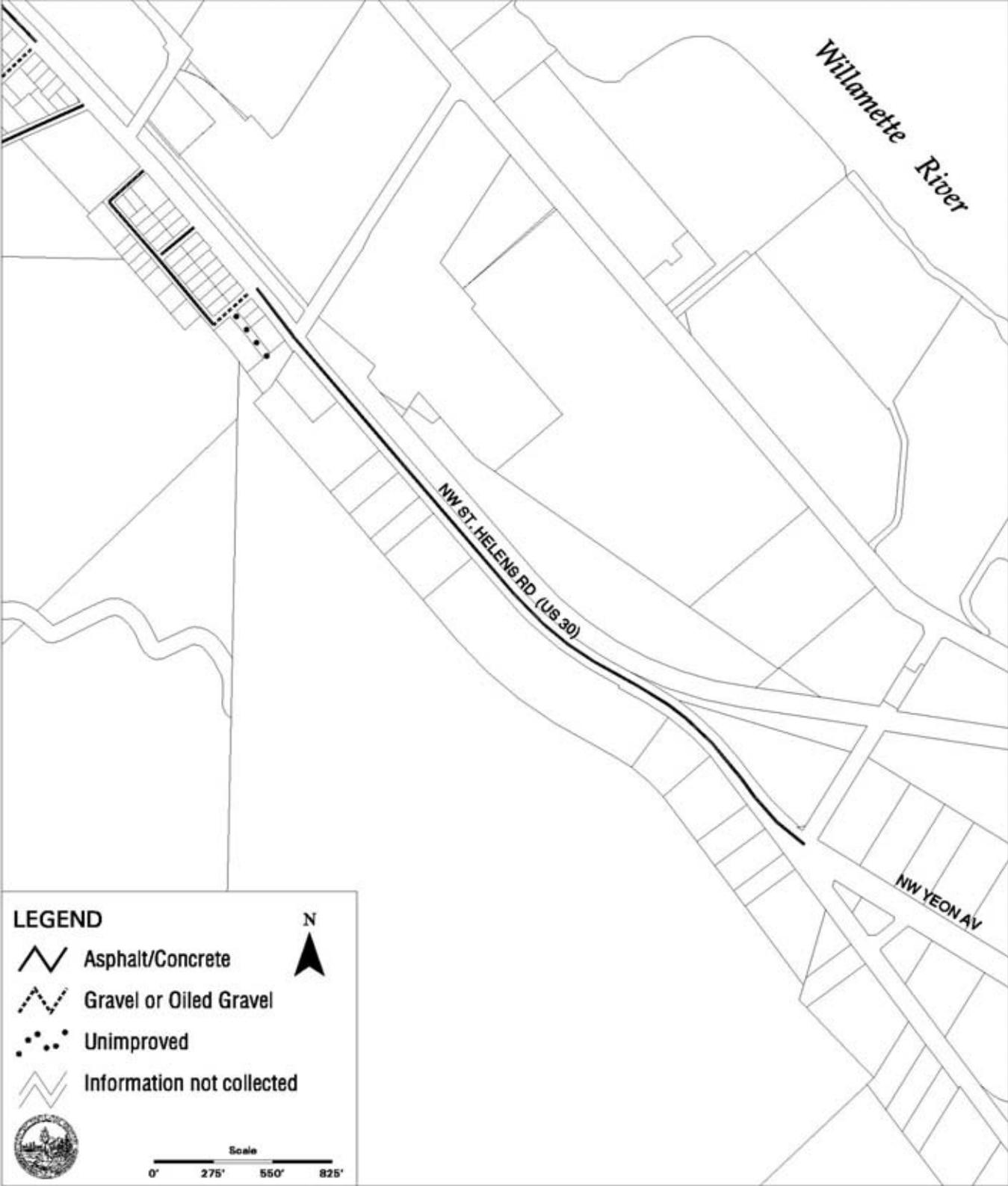
May 05, 2005



Map 6-6: Willbridge South of Saltzman Rd. Street Conditions

Data Source: Portland Department of Transportation

May 05, 2005



Sanitary Sewer

The majority of the existing sanitary sewer system was built in 1946 to serve businesses and homes along and off St. Helens road. Flows are collected at Guilds Lake pump station south of Linnton, then routed to Portsmouth tunnel under the Willamette River and directed to the Columbia River Wastewater Treatment Plant.

There is adequate capacity in the interceptor pipe that runs from the Linnton pump station to the Guilds Lake pump station. However, the Linnton pump station, which current accepts combined stormwater and sewer flows into the interceptor pipe, is near capacity.

The Town of Linnton, Waldemere, and Glen Harbor are served by the public system. A public system is not available in Harborton, Whitwood Court, and portions of the Willbridge residential areas.

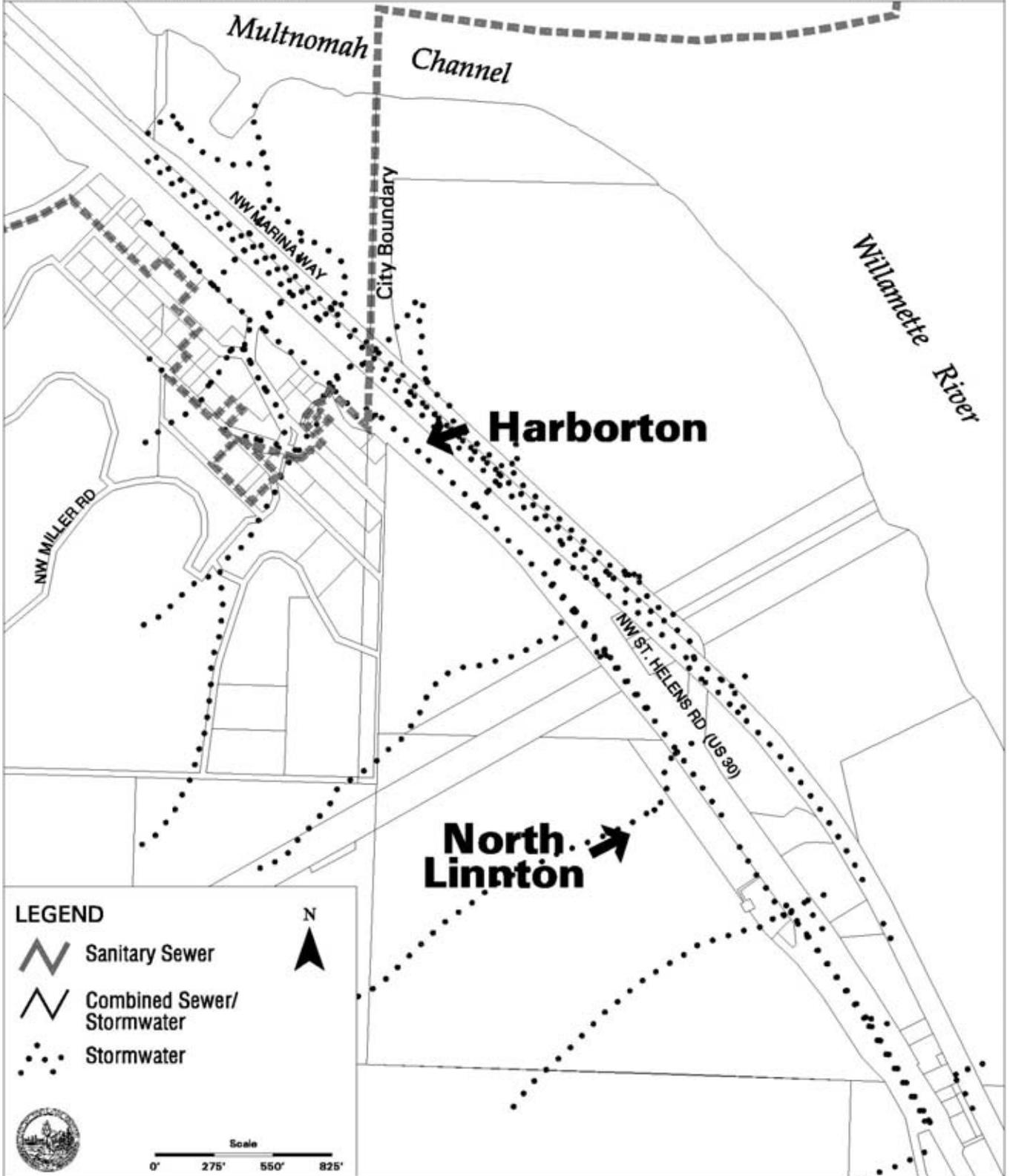
Private Septic Systems

Harborton and Whitwood Court and parts of the Willbridge residential area are not served by public sanitary sewer. Geologic conditions, such as steep slopes and shallow bedrock (basalt) make it difficult to site private septic systems. Proposed building sites in these areas are reviewed by the City's soil scientist to determine if the site's soils and slopes can accommodate a private septic system. Depending on site conditions, up to 20,000 square feet of land may be needed to accommodate a private septic system.

Map 7-1: Harborton Sanitary Sewer Lines

Data Source: Bureau of Environmental Services

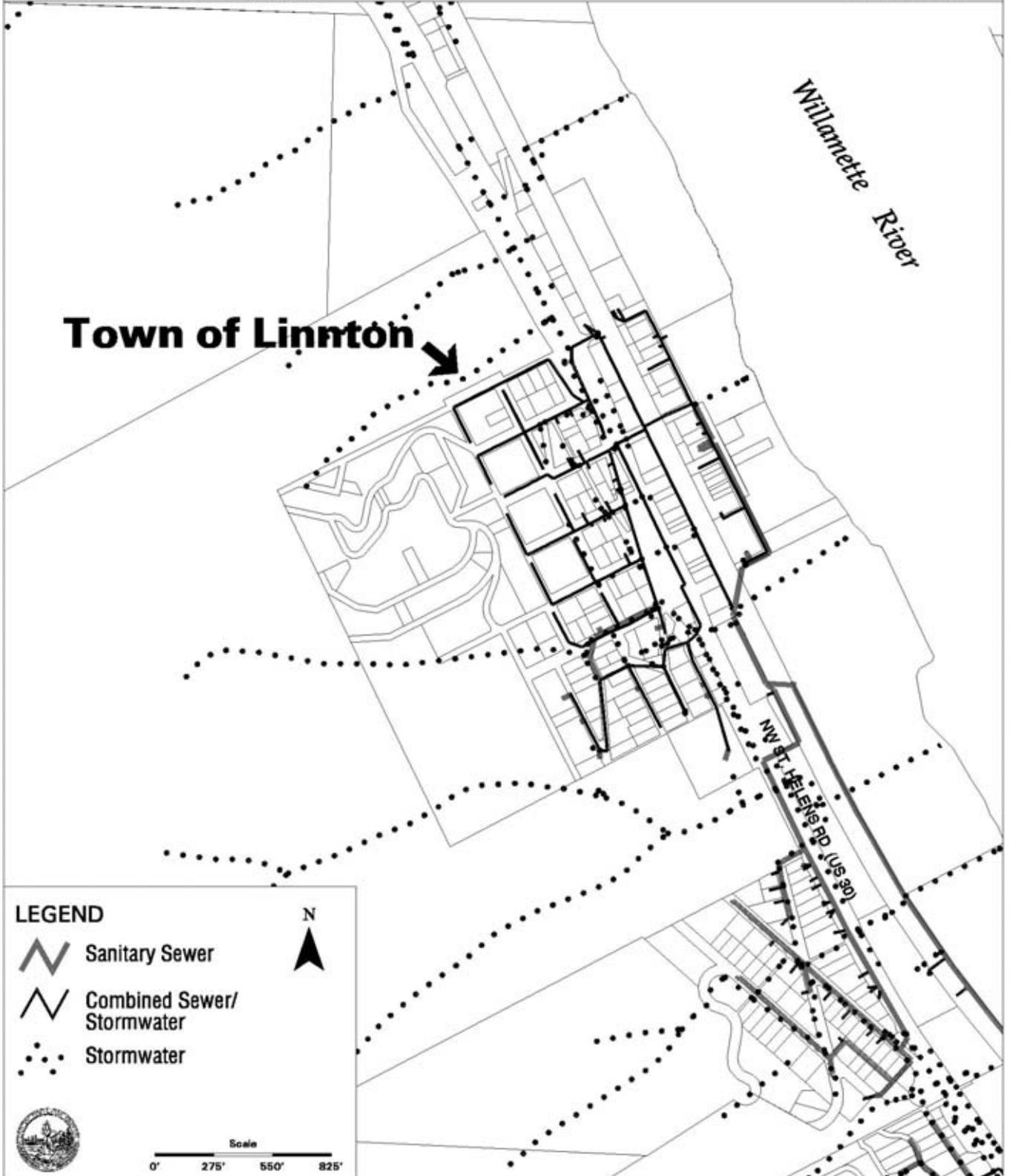
May 05, 2005



Map 7-2: Linnton & North Linnton Sanitary Sewer Lines

Data Source: Bureau of Environmental Services

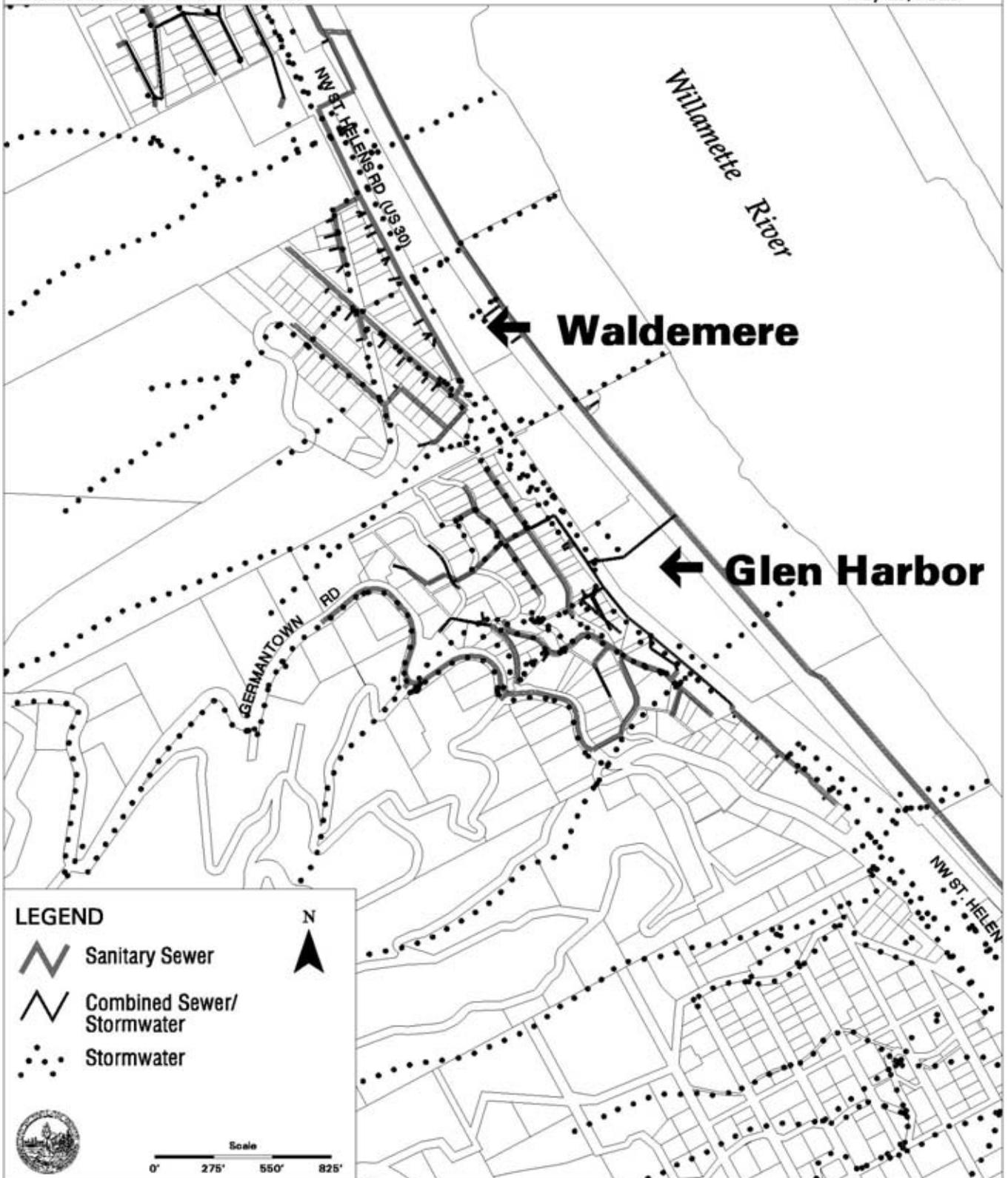
May 05, 2005



Map 7-3: Waldemere & Glen Harbor Sanitary Sewer Lines

Data Source: Bureau of Environmental Services

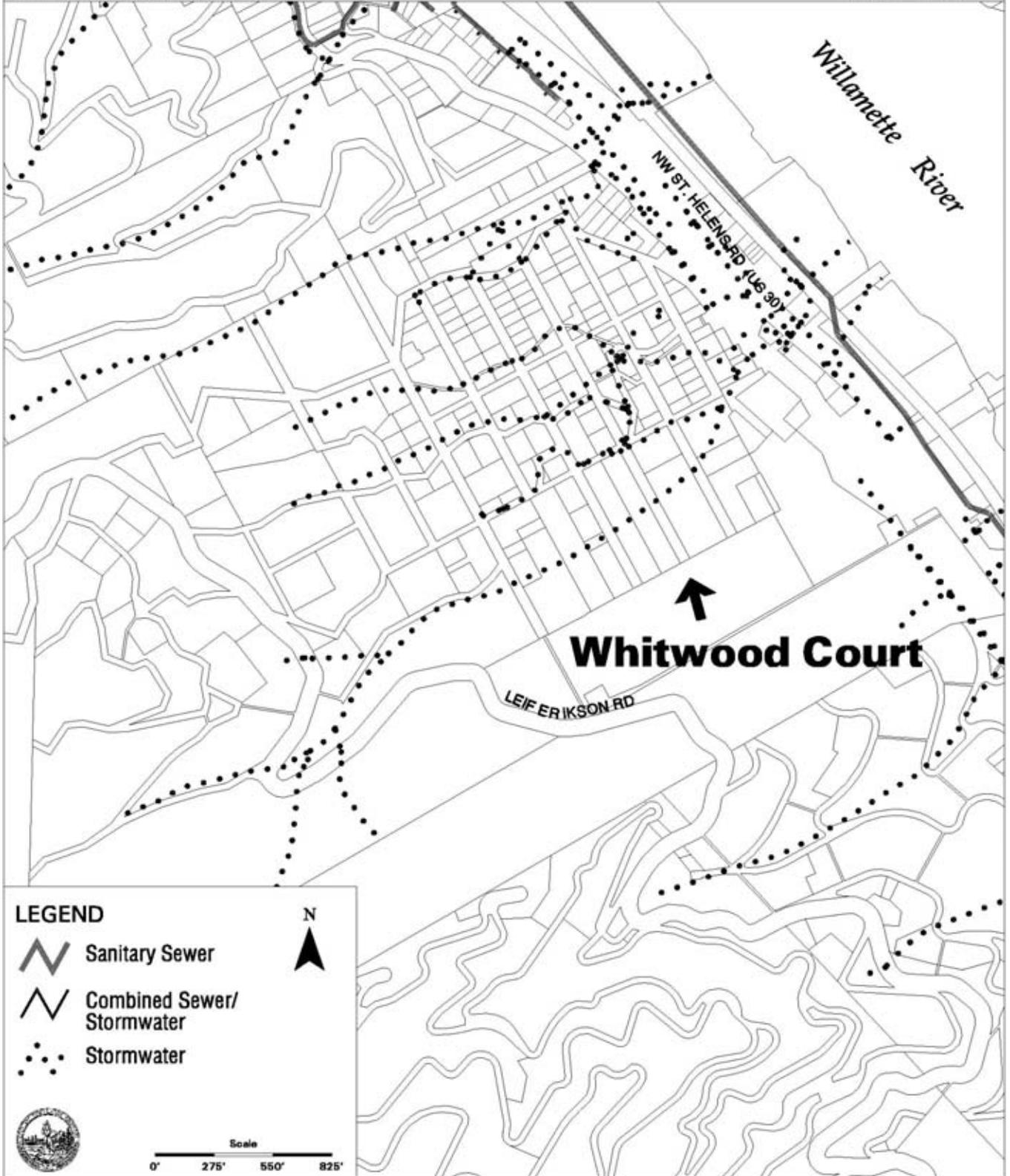
May 05, 2005



Map 7-4: Whitwood Court Sanitary Sewer Lines

Data Source: Bureau of Environmental Services

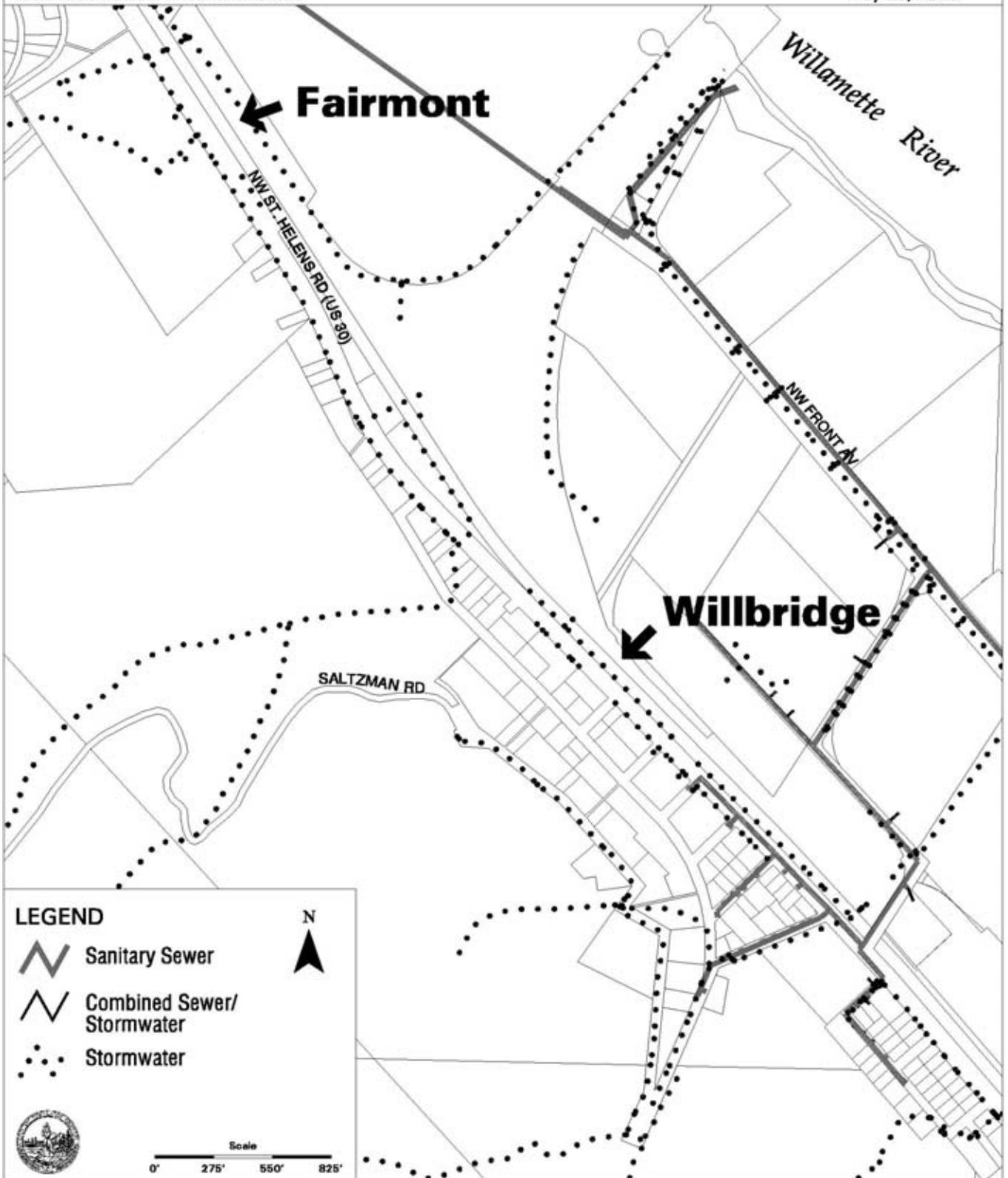
May 05, 2005



Map 7-5: Fairmont & Willbridge North of Saltzman Rd. Sanitary Sewer Lines

Data Source: Bureau of Environmental Services

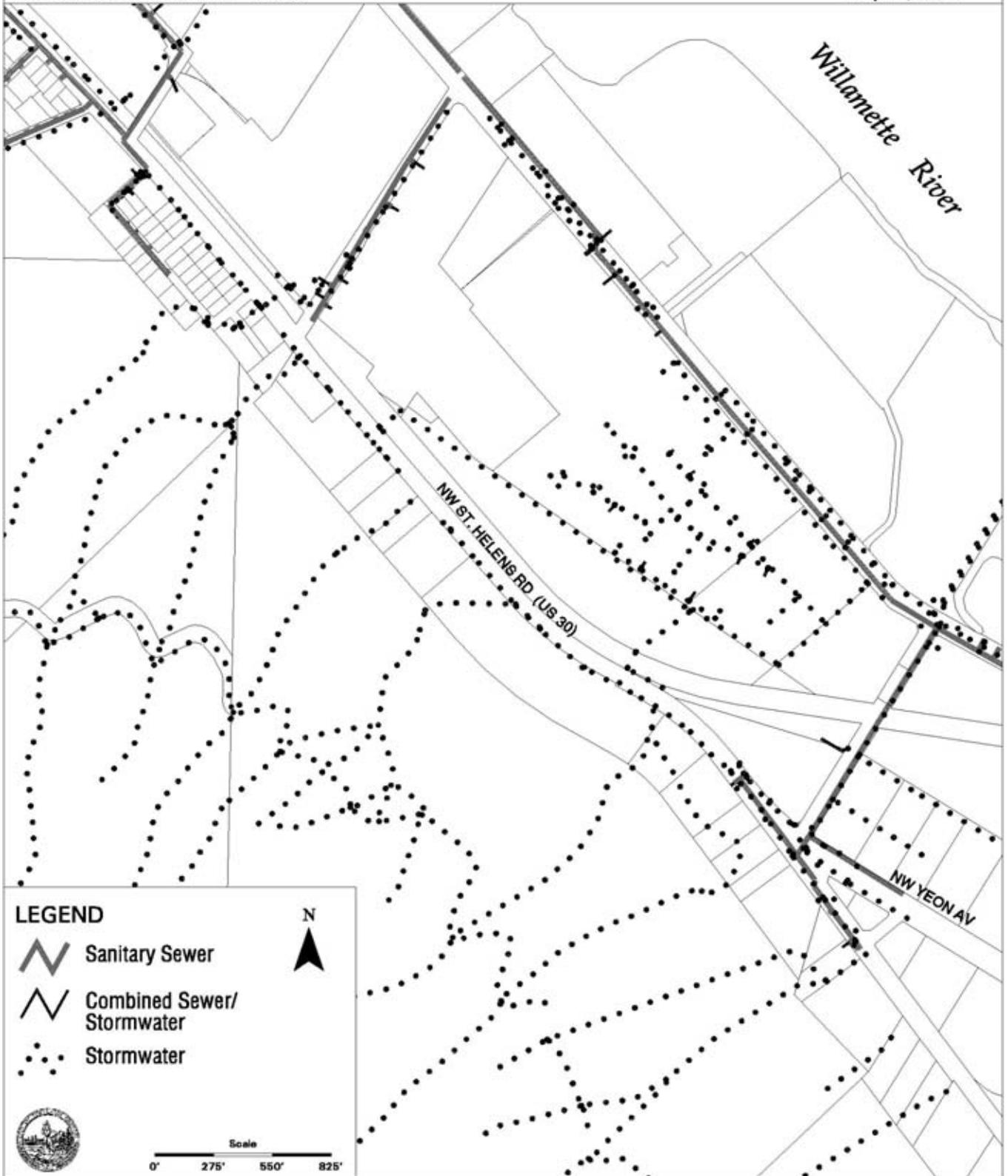
May 05, 2005



Map 7-6: Willbridge South of Saltzman Rd. Sanitary Sewer Lines

Data Source: Bureau of Environmental Services

May 05, 2005



Water Lines

Most of the Linnton hillside area is served by a public water system. All but Harborton receive water service from the City of Portland. Harborton is within the Burlington Water District. Below are the existing issues and deficiencies associated with each area.

Harborton Public water service is provided by the Burlington Water District. There is a service line in Mt. View Road. Service is limited on NW Creston because of the elevation; existing houses on this street have individual water pumps. New facilities are needed to fully develop the area, including a water storage facility, pump station, and backflow device.

Linnton. The water system is adequate; main extension is required to serve some lots.

Waldemere. Inadequate open space fire flow in area bounded by Forest Park, NW Mackay, Mears, and Willark. The three dead end mains have the potential for water quality problems.

Glen Harbor. Inadequate water supply/pressure for residential service in area bounded by Forest Park and Germantown Road (roughly the 400-foot contour). Extension to main in Germantown Road is needed to serve undeveloped lots.

Whitwood Court. Inadequate water supply/pressure for residential service in area bounded by Forest Park, NW Springville, and Whitney (roughly the 480-foot contour). The elevation is too high to provide adequate service pressures from the Whitwood tank. NW Ogden contains a substandard 2-inch line. The Water Bureau plans an upgrade (to date not scheduled).

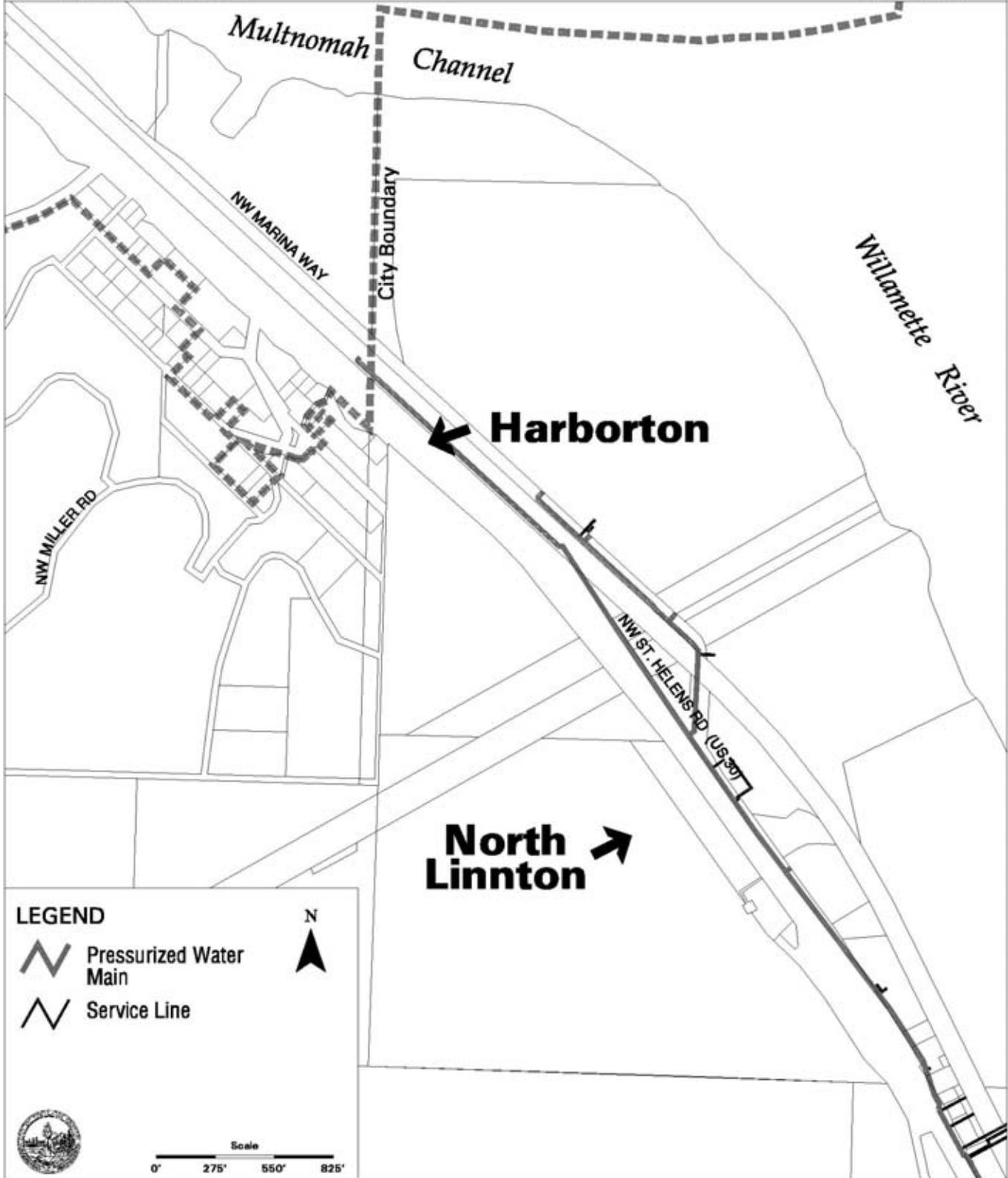
Fairmont and Willbridge. Current dead-end 2-inch line system presents water quality concerns. Inadequate open space fire flow. Water Bureau has identified need to correct deficiencies, including installation of 6-inch main, with pneumatic water pump. The project is currently being constructed.

-

Map 8-1: Harborton Water Lines

Data Source: Bureau of Water Works

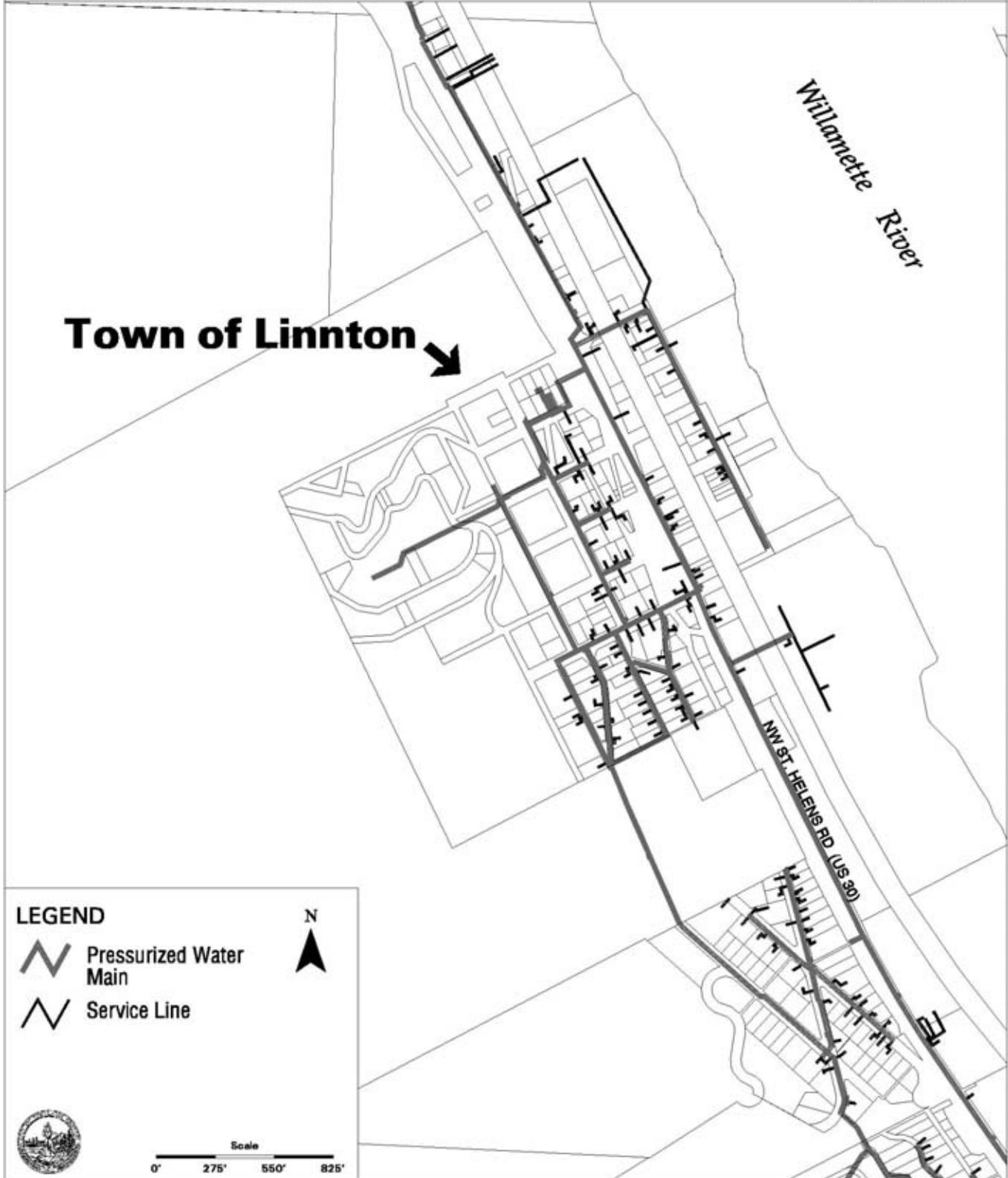
May 05, 2005



Map 8-2: Linnton & North Linnton Water Lines

Data Source: Bureau of Water Works

May 05, 2005



LEGEND

-  Pressurized Water Main
-  Service Line

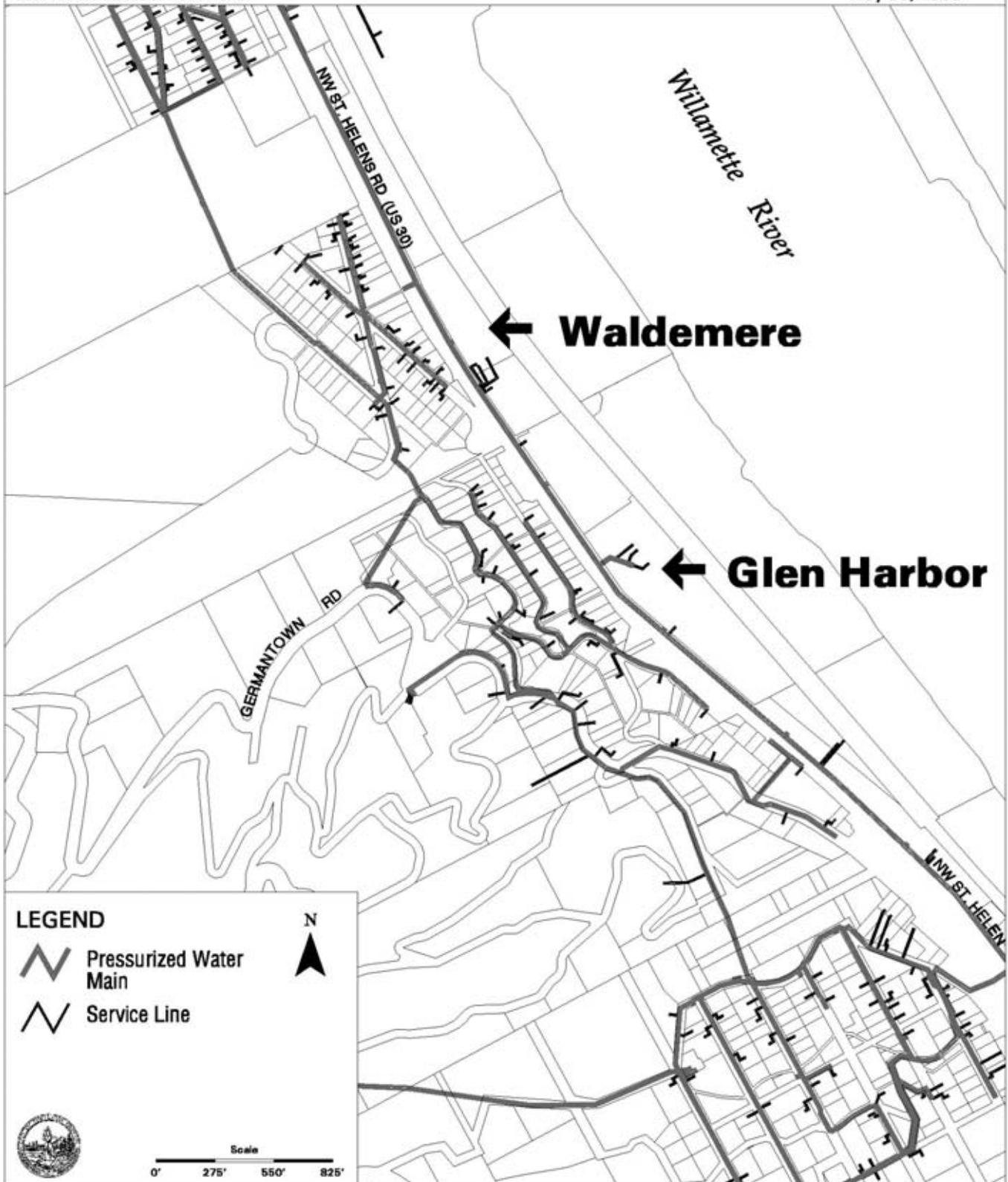


Scale
0' 275' 550' 825'

Map 8-3: Waldemere & Glen Harbor Water Lines

Data Source: Bureau of Water Works

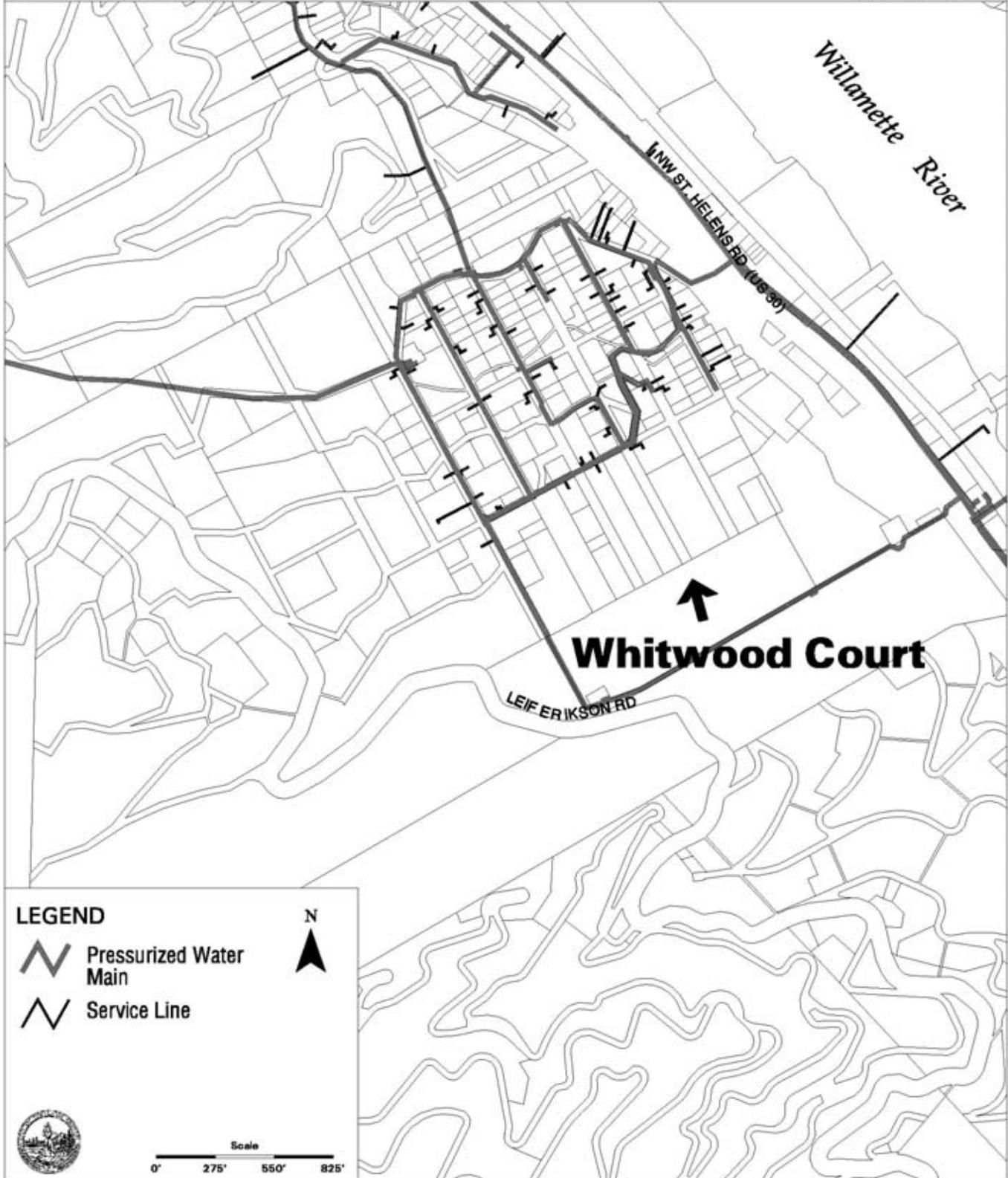
May 05, 2005



Map 8-4: Whitwood Court Water Lines

Data Source: Bureau of Water Works

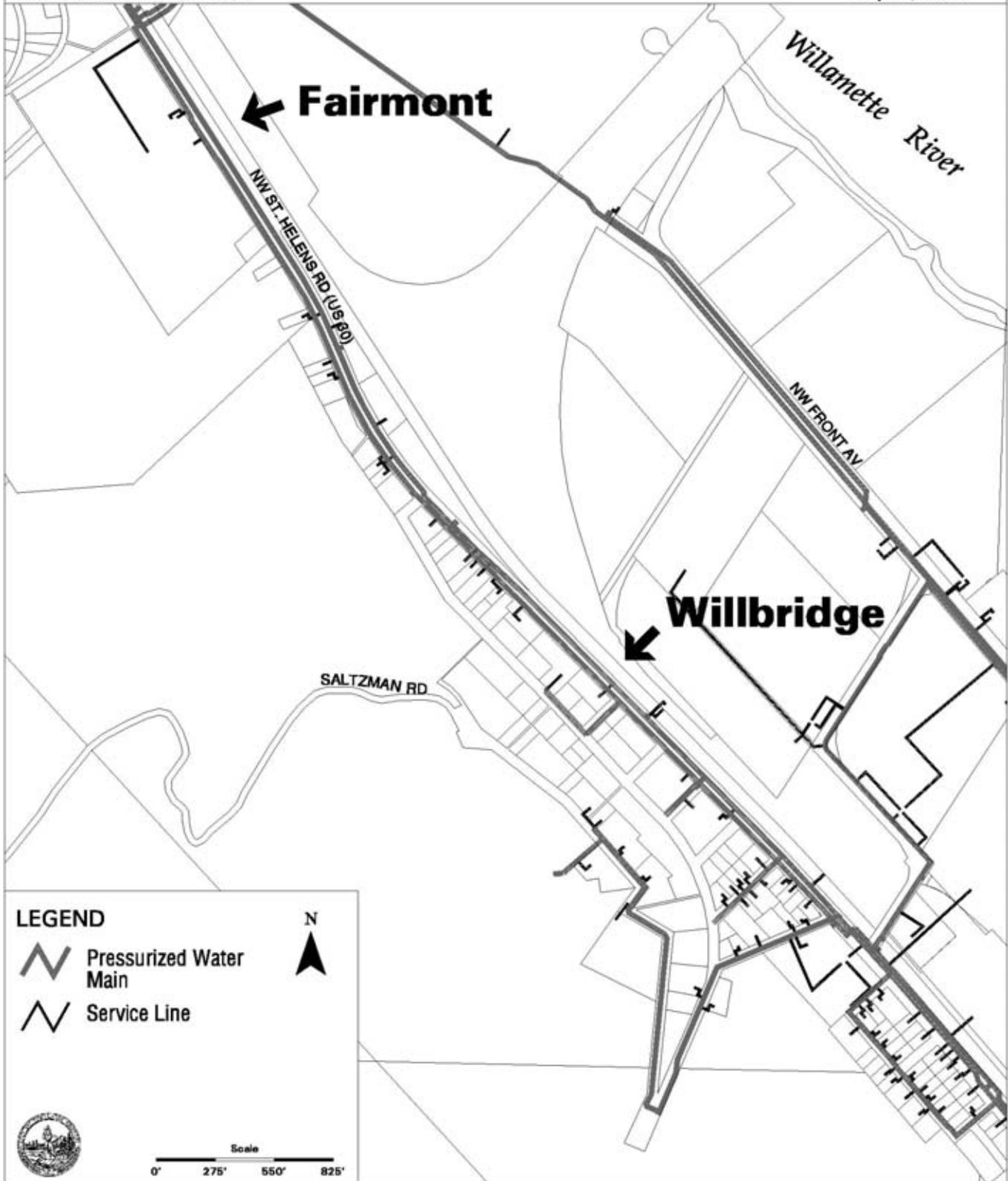
May 05, 2005



Map 8-5: Fairmont & Willbridge North of Saltzman Rd. Water Lines

Data Source: Bureau of Water Works

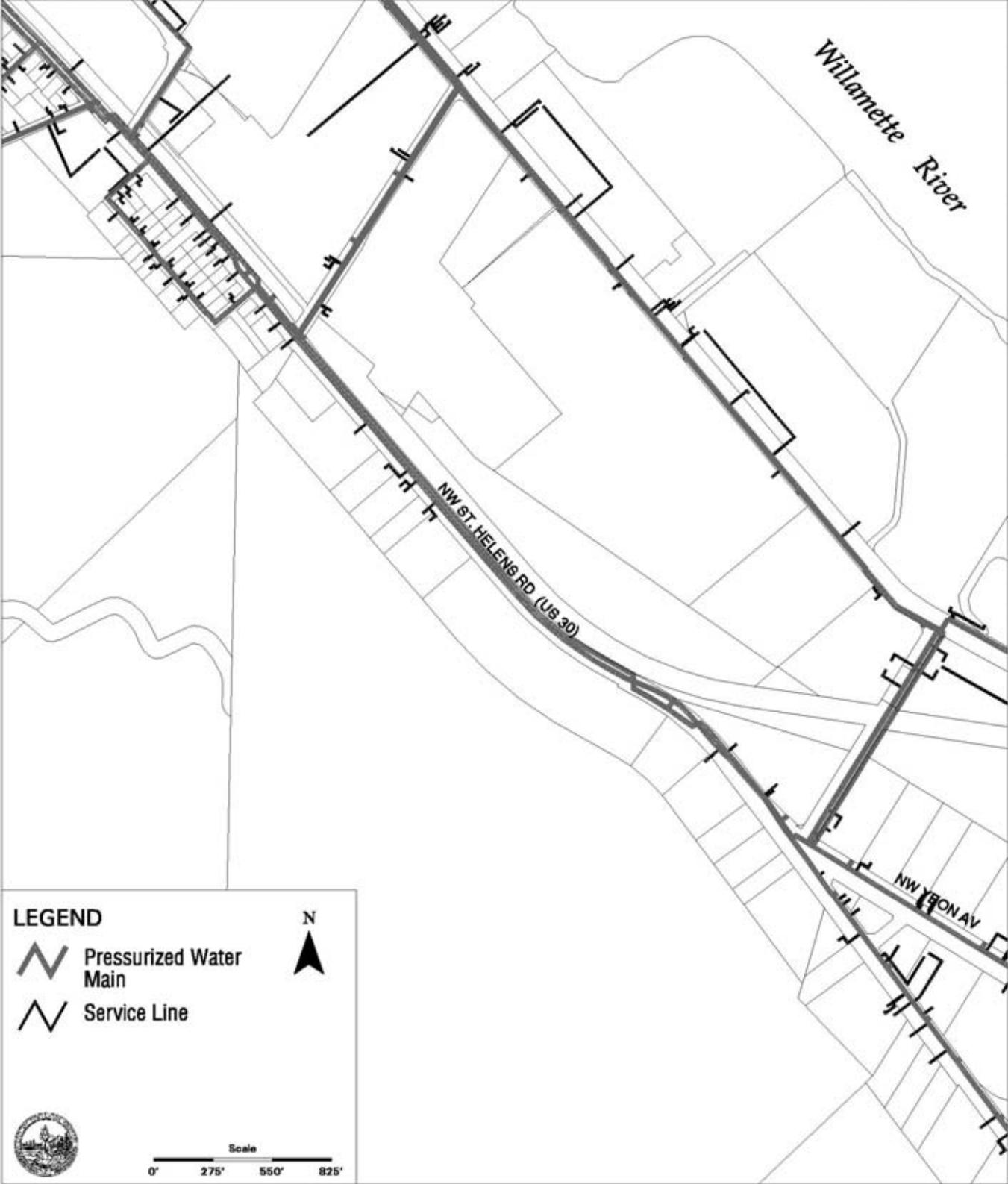
May 05, 2005



Map 8-6: Willbridge South of Saltzman Rd. Water Lines

Data Source: Bureau of Water Works

May 05, 2005



Potential Land Hazard Areas

Maps on the following pages show potential flood hazard areas, potential landslide hazard areas, and recent preliminary maps for areas with potential for rapidly moving landslides.

Flood Hazard Areas

Flood hazard areas are subject to a one- percent or greater chance of flooding in any given year. These areas are commonly known as the 100-year flood plain. The Potential Flood Hazard Map identifies areas of the city that are subject to flooding. Proposals for land division sites within potential flood hazard areas must comply with regulations in Chapter 33.631, Potential Flood Hazard Areas, of the *Zoning Code*.

Potential Landslide Hazard Areas

Potential landslide hazard areas includes slopes greater than fifteen percent, and incorporates the results of a 1997 study by Portland State University (commissioned by Metro). Proposals for land division sites within the potential landslide area must comply with regulations in Chapter 33.632, Potential Landslide Hazard Areas, of the *Zoning Code*. The regulations help minimize public and private losses as a result of landslides.

1996 Landslides

The city has an inventory of locations of the landslides that occurred during the 1996 flood event. As a result of this event, numerous landslides occurred in the Linnton hillside area and a house in Glen Harbor was destroyed. Most of the landslide activity occurred near road cuts, uphill from Waldemere, Glen Harbor, and Whitwood Court areas.

Rapidly Moving Landslides

A rapidly moving landslide (RML) is a term used in state law to refer to landslides that transport materials rapidly downslope. Debris flows are a common source of RMLs. RMLs include land at the landslide begins (source), land where the landslide moves through (transport) and land where the slide materials end up (deposition).

Following the 1996 landslide and flooding events, the Oregon legislature directed the Oregon Department of Geology and Mineral Industries (DOGAMI) to map RMLs. DOGAMI published preliminary maps of RMLs in 2002. In the future, local governments may be required to amend land use regulations that address RMLs.

The preliminary RML maps for Linnton are shown on the Potential Land Hazards maps. Although the preliminary RML areas are not regulated at this time, the information is useful since it has implications for future planning.

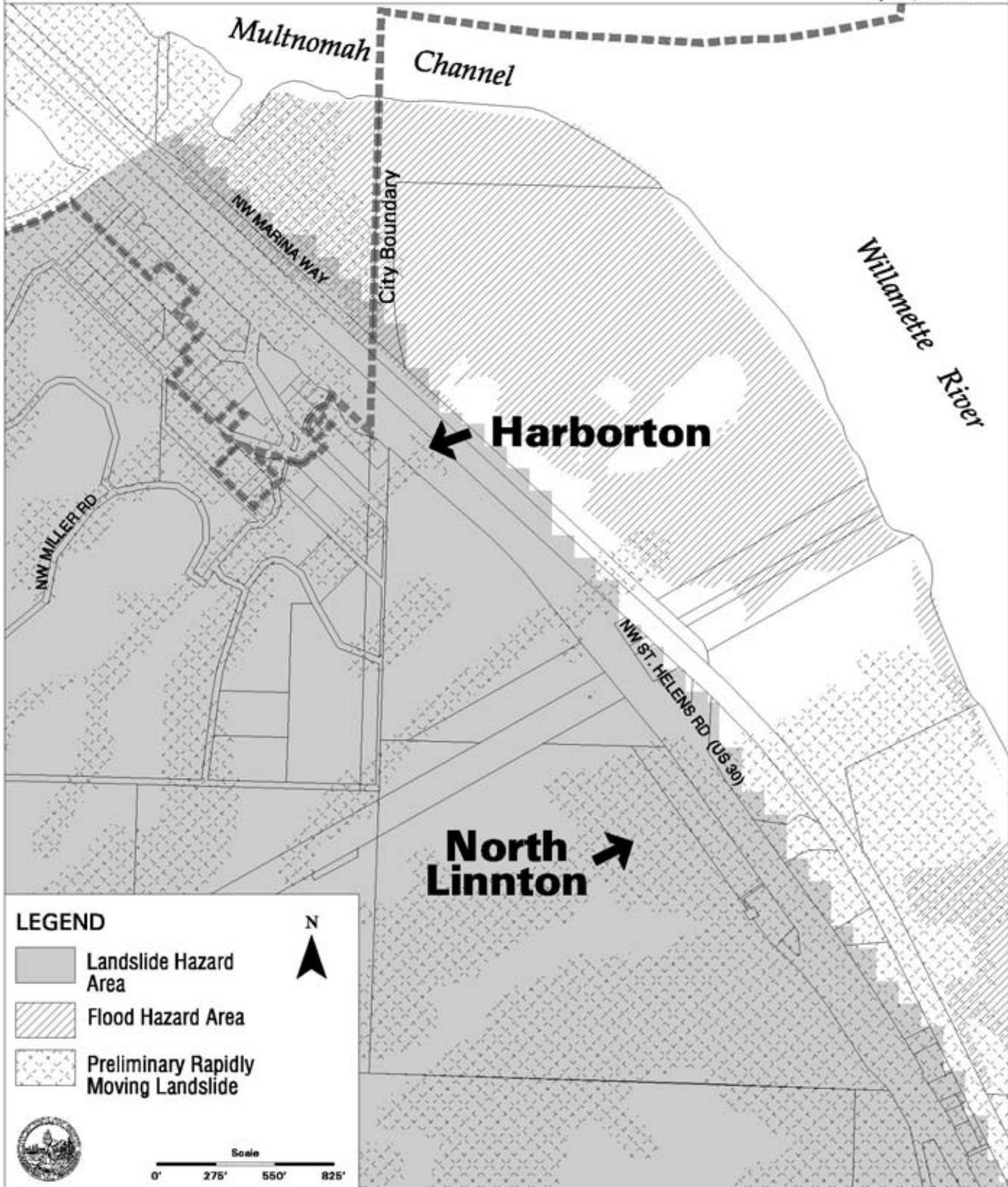
Relative Earthquake Hazard Areas

Relative earthquake hazard area data was produced by DOGAMI for Metro. The map shows areas having the greatest tendency to experience damage due to any combination of liquefaction, amplification of ground shaking or slope instability hazard.

Map 9-1: Harborton Potential Landslide & Flood Hazards

Data Source: Metro

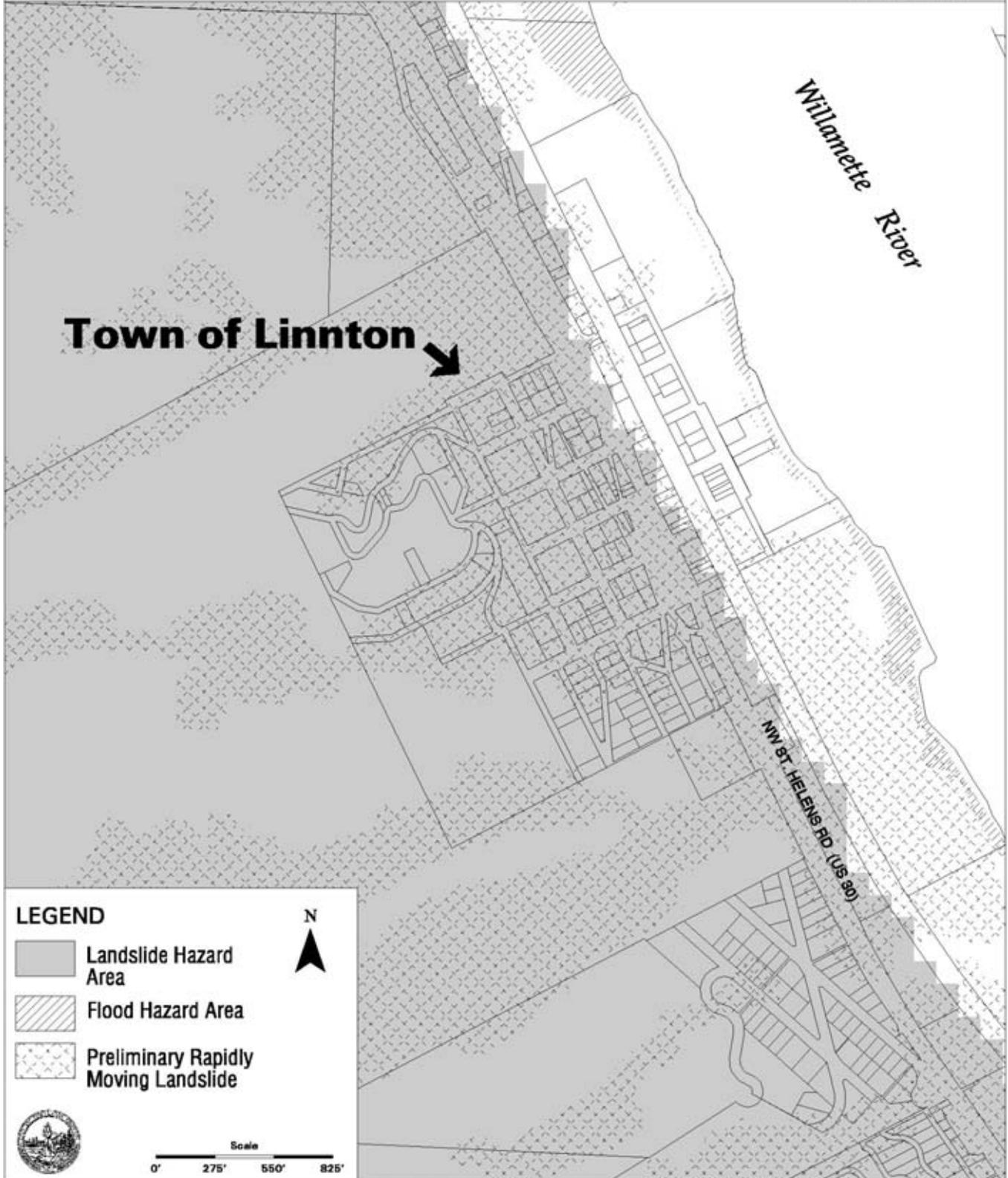
May 05, 2005



Map 9-2: Linnton & North Linnton Potential Landslide & Flood Hazards

Data Source: Metro

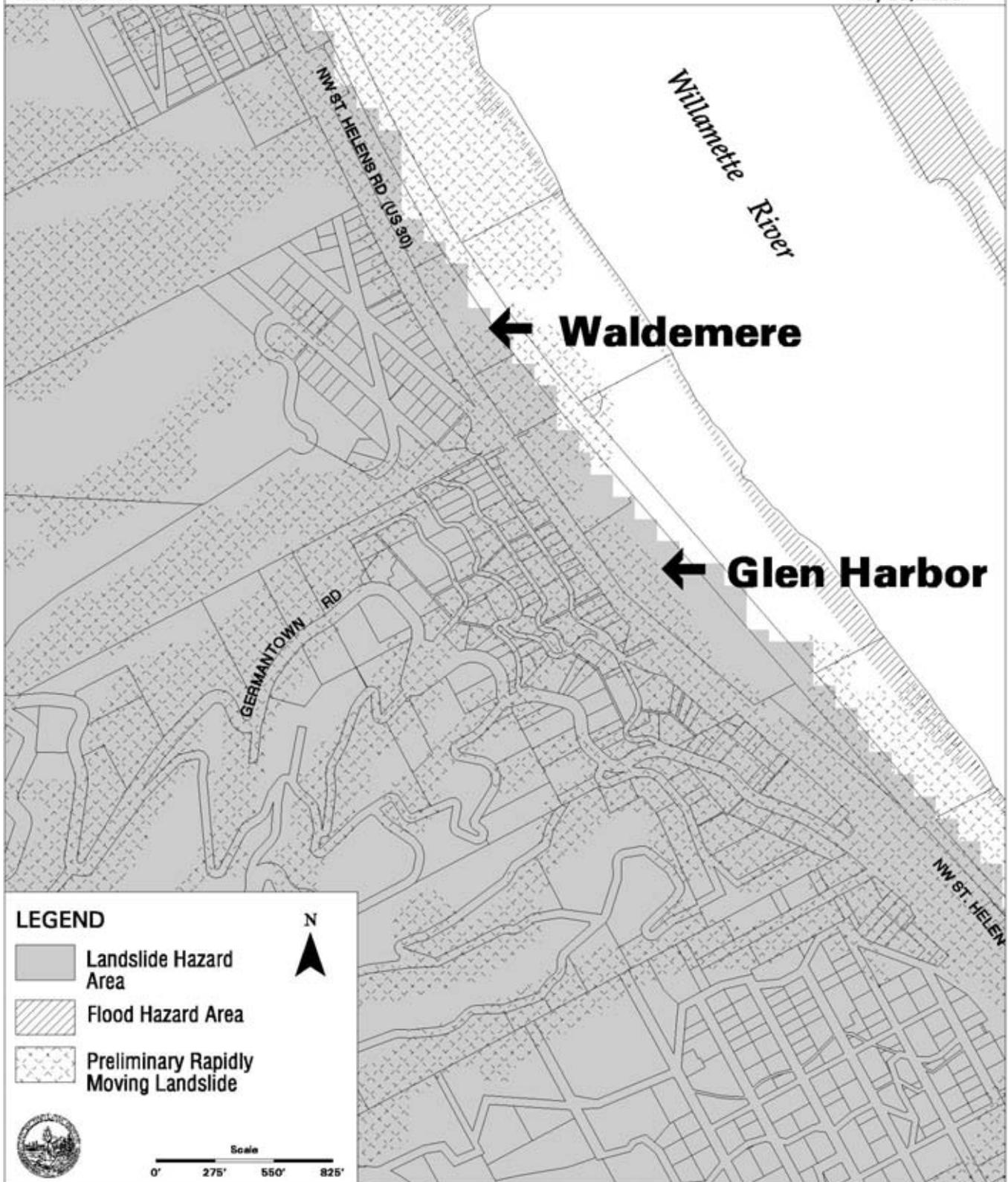
May 05, 2005



Map 9-3: Waldemere & Glen Harbor Potential Landslide & Flood Hazards

Data Source: Metro

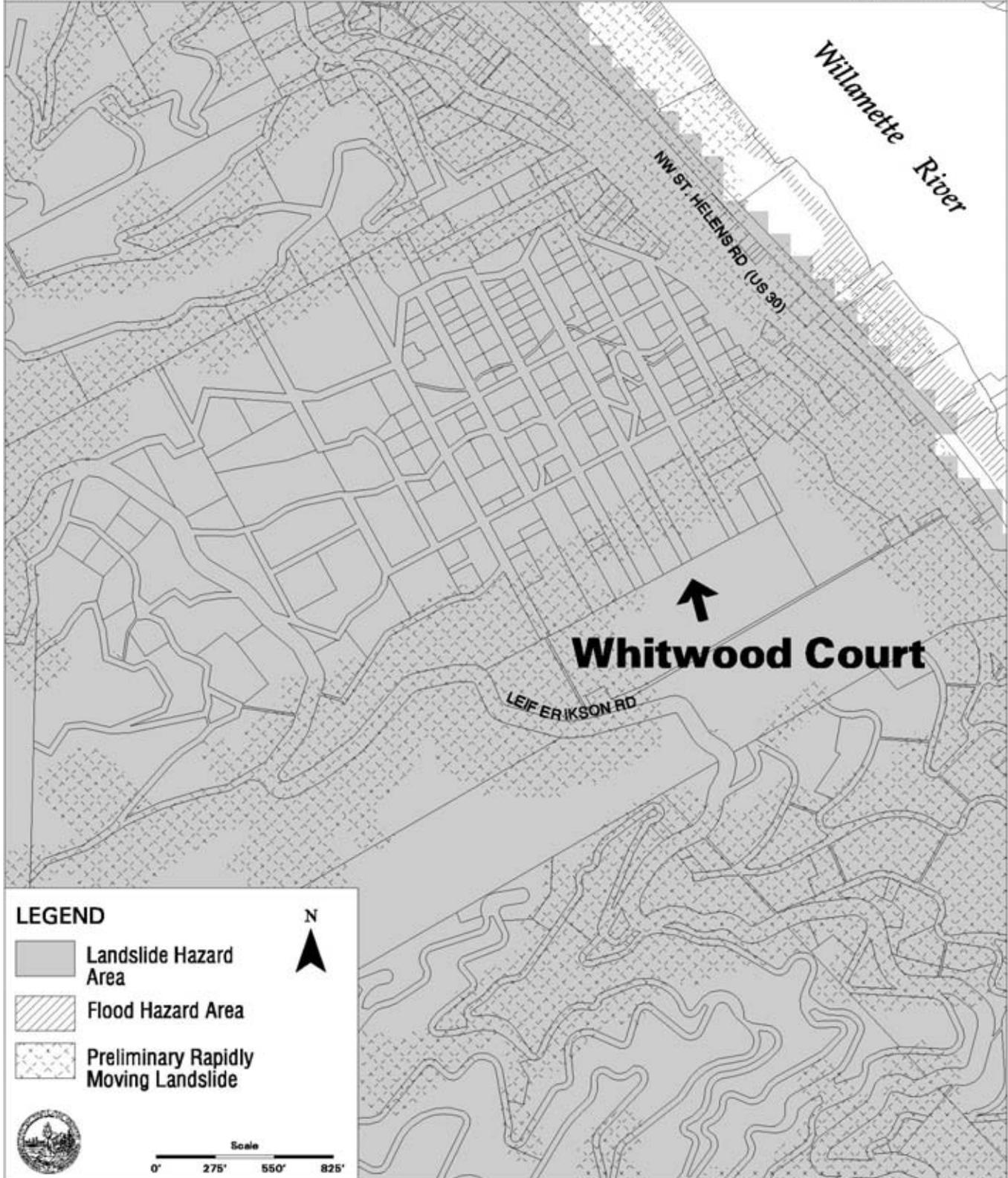
May 05, 2005



Map 9-4: Whitwood Court Potential Landslide & Flood Hazards

Data Source: Metro

May 05, 2005



LEGEND

- Landslide Hazard Area
- Flood Hazard Area
- Preliminary Rapidly Moving Landslide



Scale

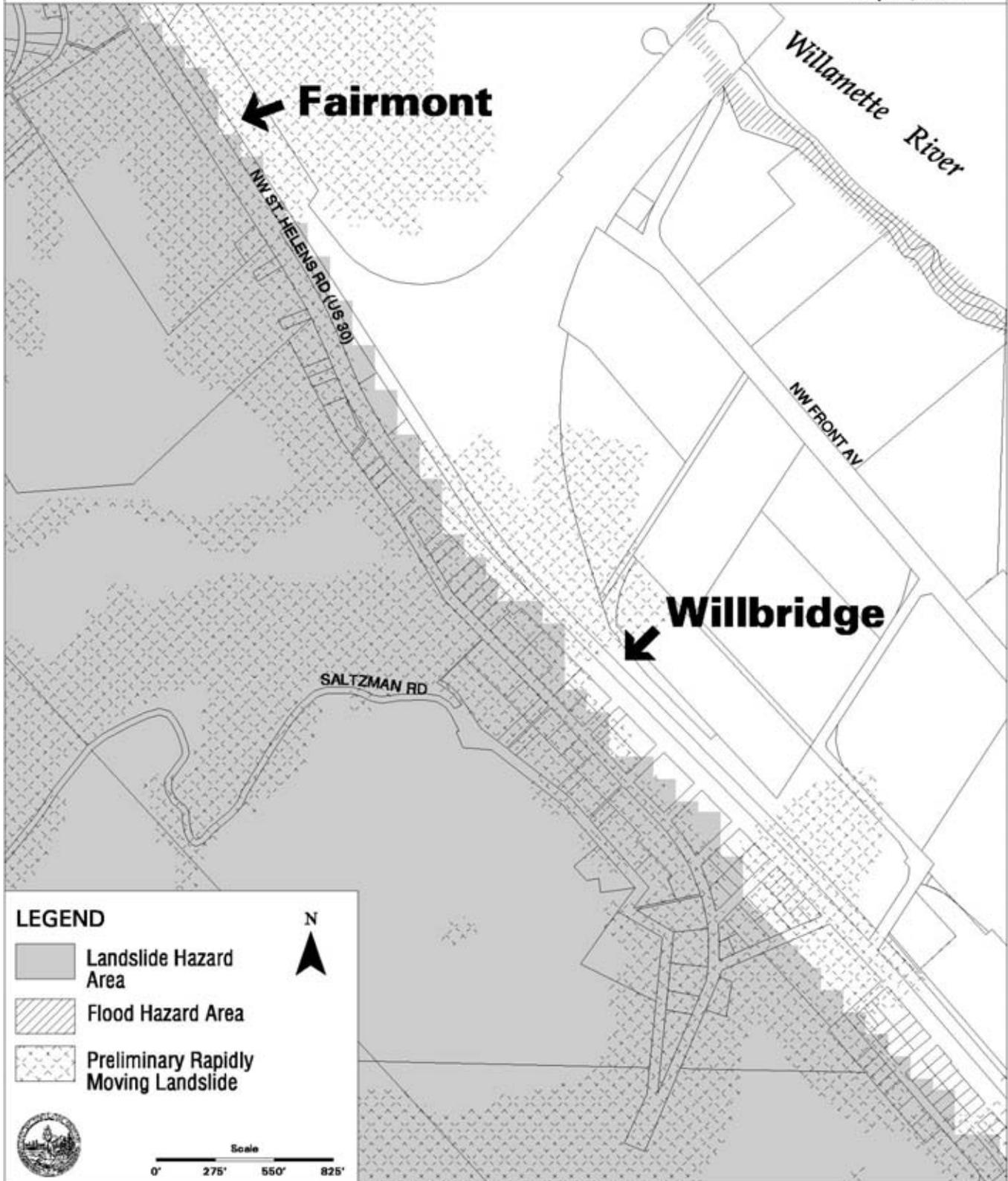
0' 275' 550' 825'



Map 9-5: Fairmont & Willbridge North of Saltzman Rd. Potential Landslide & Flood Hazards

Data Source: Metro

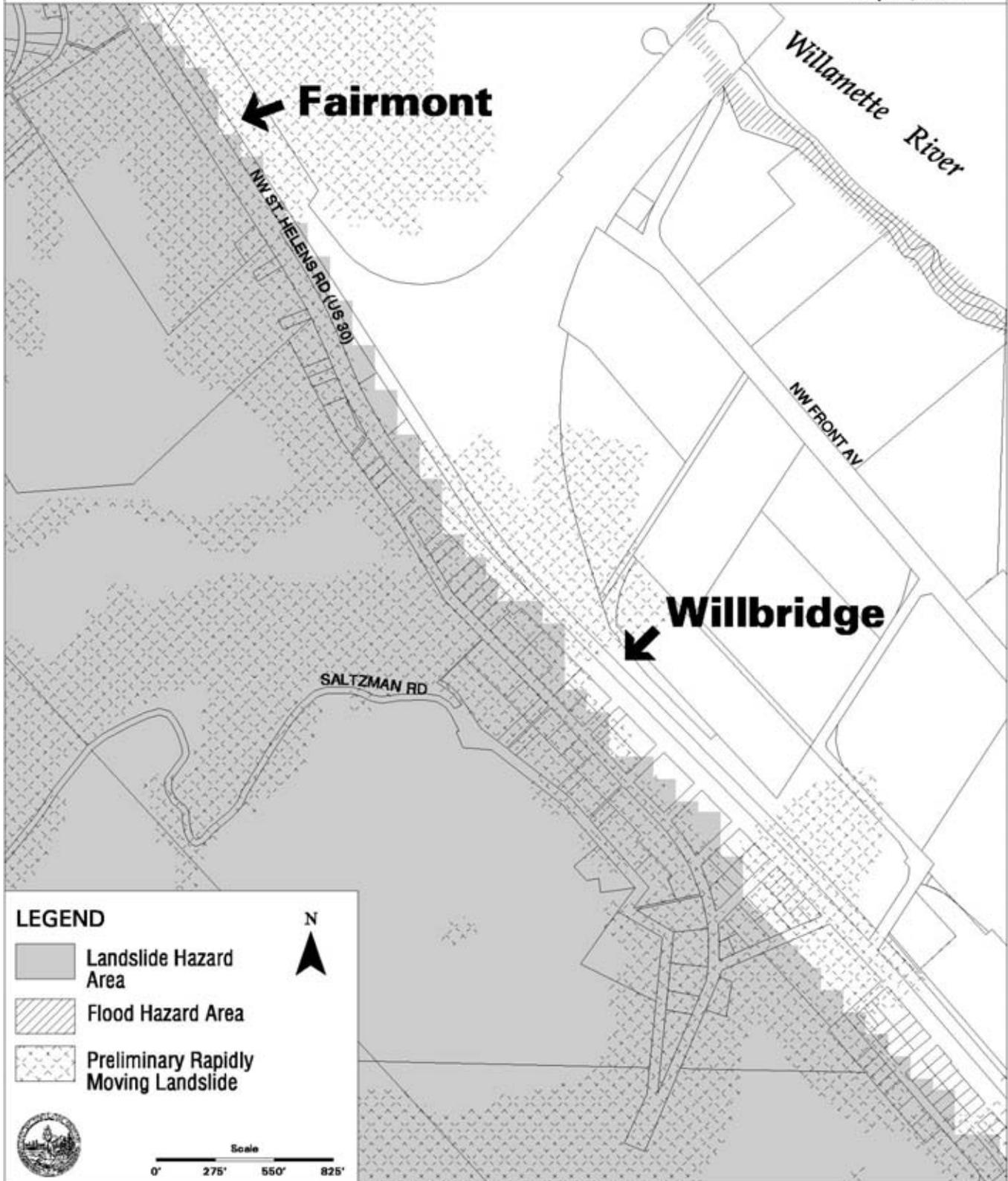
May 05, 2005



Map 9-5: Fairmont & Willbridge North of Saltzman Rd. Potential Landslide & Flood Hazards

Data Source: Metro

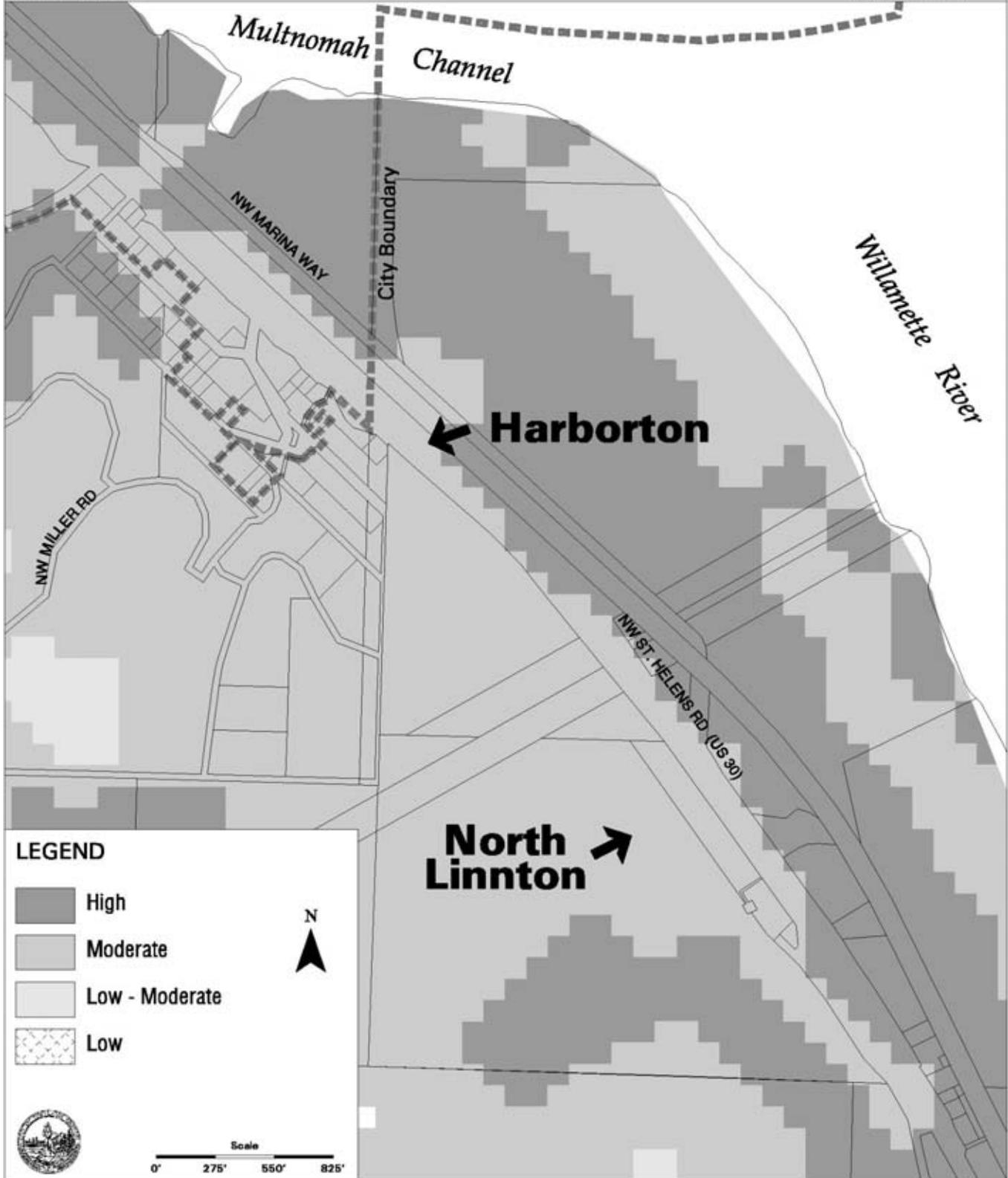
May 05, 2005



Map 10-1: Harborton Relative Earthquake Hazard

Data Source: Metro

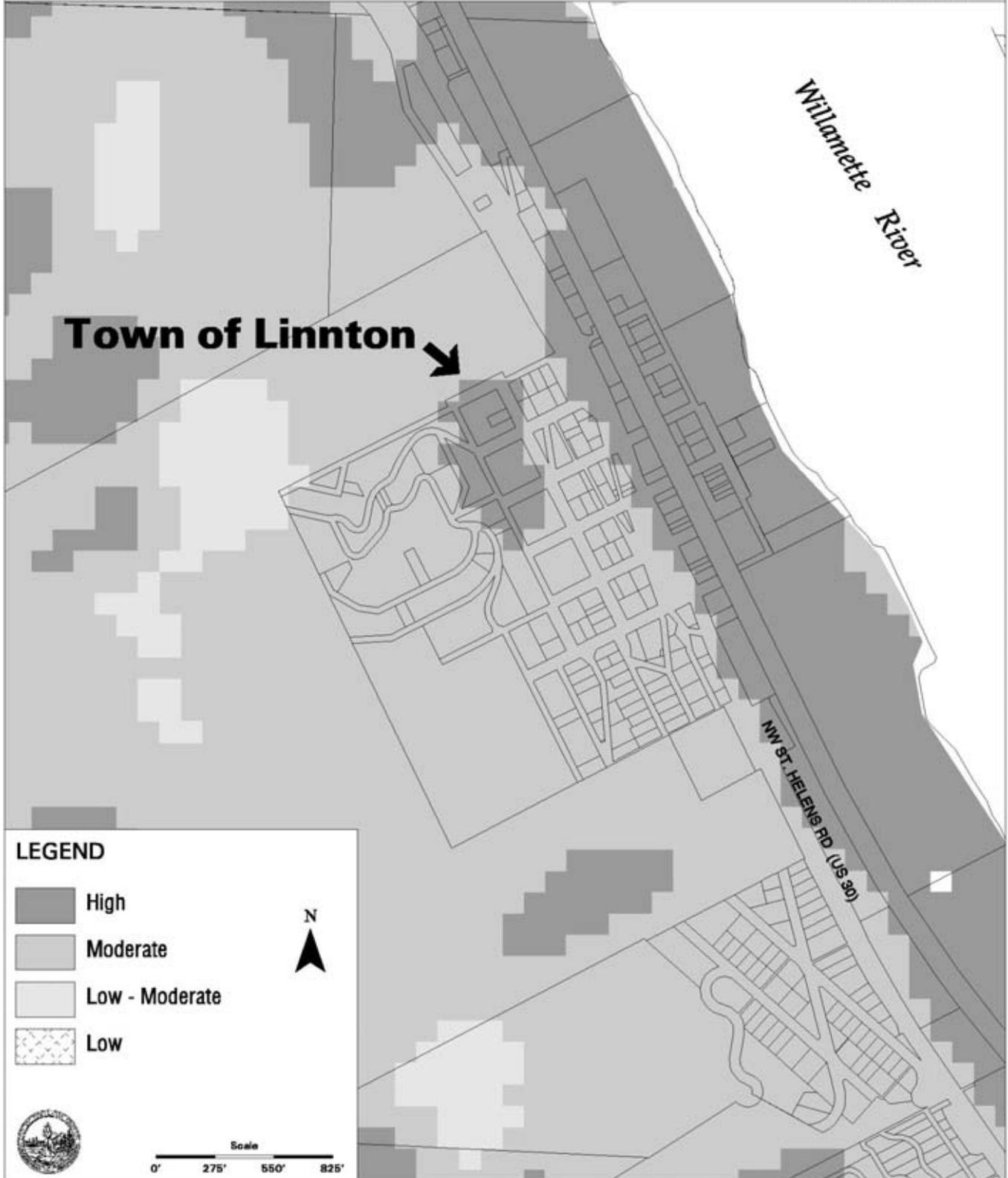
May 05, 2005



Map 10-2: Linnton & North Linnton Relative Earthquake Hazard

Data Source: Metro

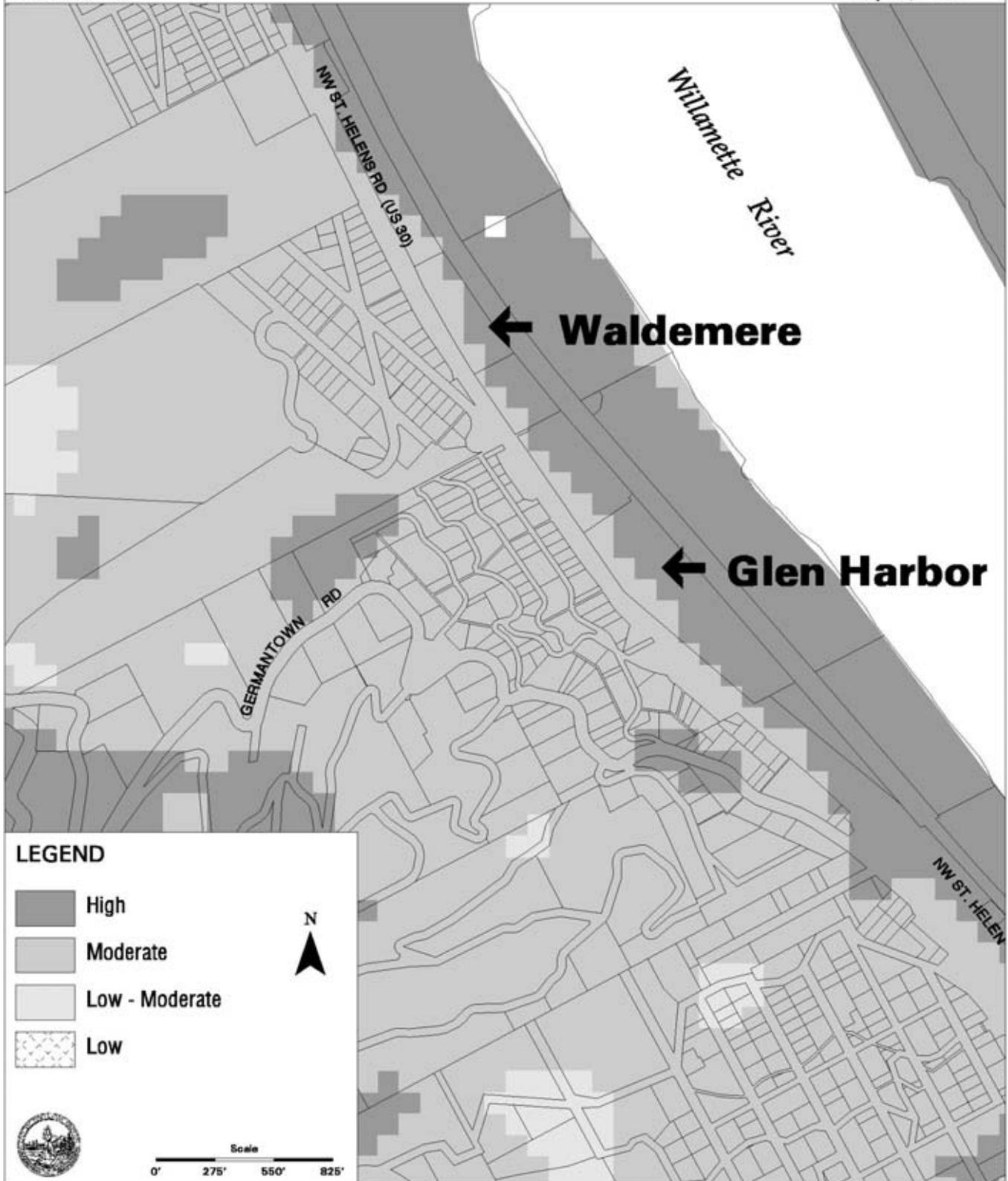
May 05, 2005



Map 10-3: Waldemere & Glen Harbor Relative Earthquake Hazard

Data Source: Metro

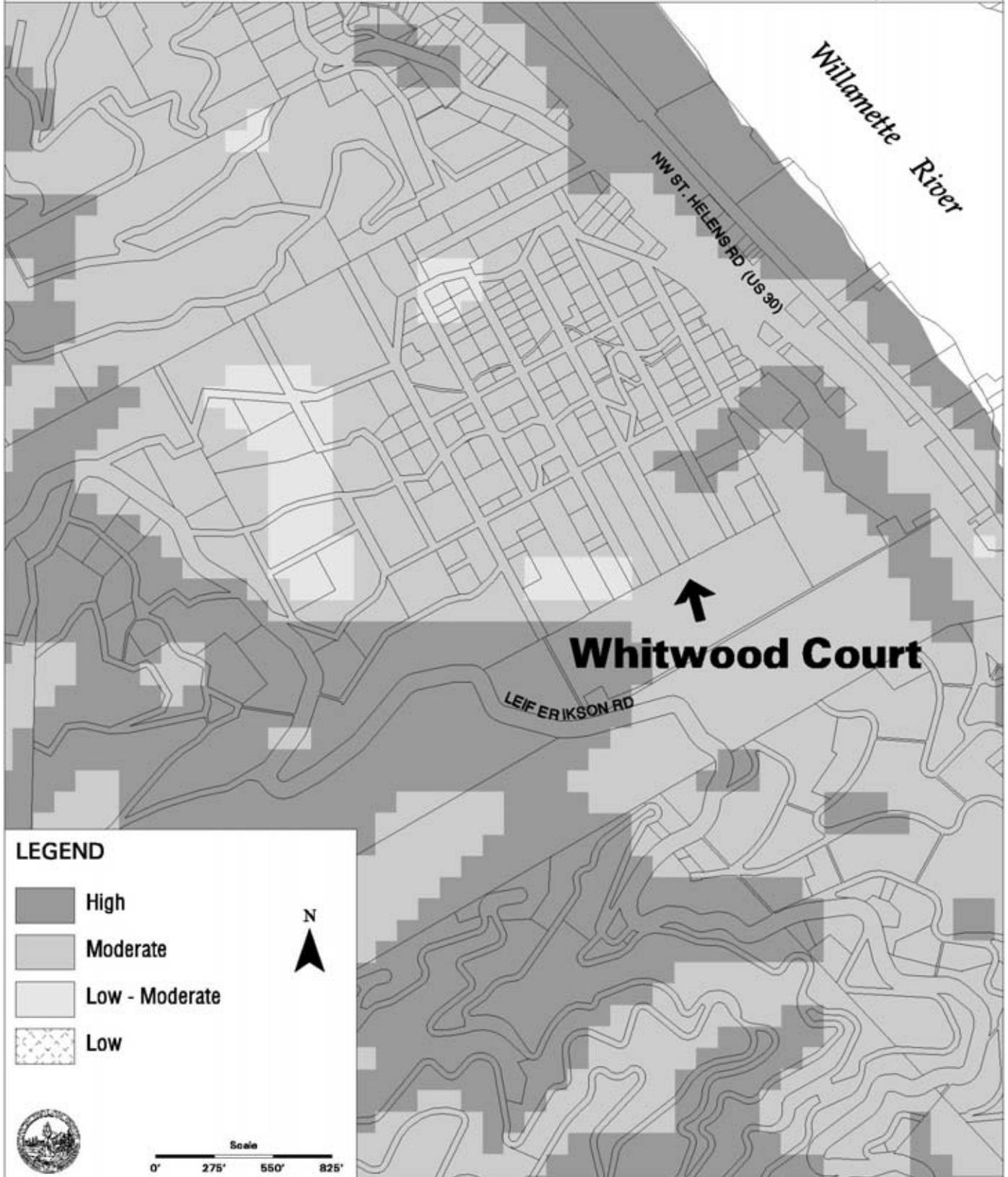
May 05, 2005



Map 10-4: Whitwood Court Relative Earthquake Hazard

Data Source: Metro

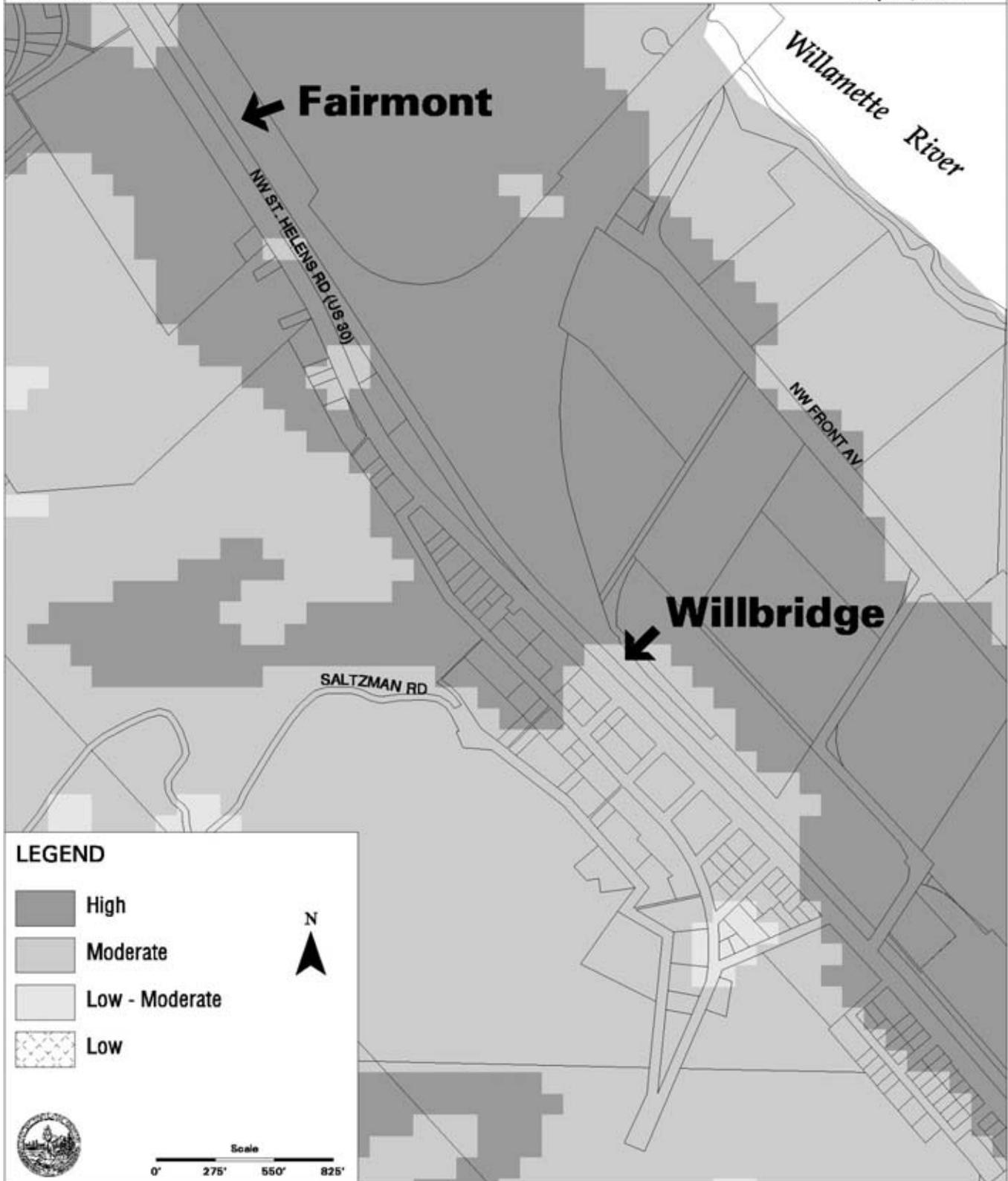
May 05, 2005



Map 10-5: Fairmont & Willbridge North of Saltzman Rd. Relative Earthquake Hazard

Data Source: Metro

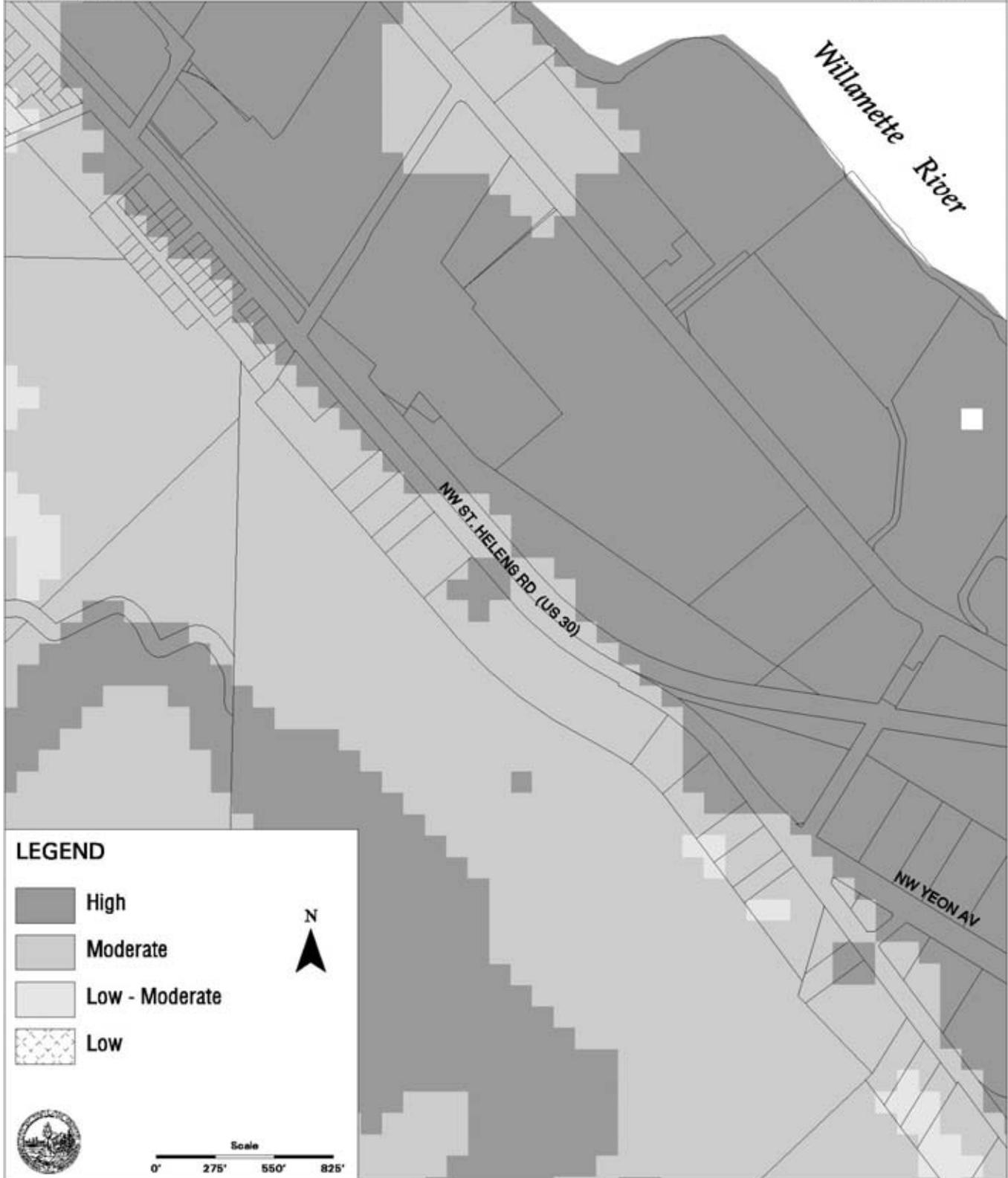
May 05, 2005



Map 10-6: Willbridge South of Saltzman Rd. Relative Earthquake Hazard

Data Source: Metro

May 05, 2005



Fire/Rescue/Police/Schools

Fire/Rescue

Fire Station 22 is located at 7205 N Alta Street in St. Johns, and serves Cathedral Park, St. Johns and Linnton Neighborhood Associations. Activities/facilities:

- Conducts Summer Patrols of Forest Park, the Largest City Park in the United States
- Apparatus Comprised of Truck 22, Engine 22 (ALS), Brush Unit 22 and Rescue Boat 22
- On-Duty Personnel Includes 2 Company Officers, 5 Firefighters and 1 Firemedic
- 3,255 Total Unit Responses Fiscal Year 2002-02

Wild Lands Fire Hazard Area

The Linnton hillside area is within the Wild Lands Fire Hazard Areas. The IRC (International Residential Code) requires a minimum of Class C roofing materials (allows fire-retardant treated wood shakes) for residential structures.

The city has recently published guidelines for residents within Wild Lands Fire Hazard Areas. These guidelines identify ways to reduce fire risk, and address landscape and home maintenance. Changes are currently being considered to the Environmental Overlay Zone regulations that will allow vegetation management in the wildfire prone areas. These changes may be in effect by the summer of 2005.

St. Johns Bridge Rehabilitation Project

Construction began in March 2003, expected completion in the fall of 2005.

Because the bridge is closed at night and intermittently during the construction period, the Portland Fire Bureau has stationed a fire truck and a four-person crew in the Linnton community (located on the Linnton Plywood site) for the duration of the closures.

American Medical Response does not anticipate any delays or disruption of service during the closures, since they routinely have ambulances and personnel stationed in or near the communities on both sides of the river.

Police

The North Precinct serves Linnton and is located at the east end of the St. Johns Bridge, 7214 N. Philadelphia Street. The Portland Police Bureau has stationed a patrol unit near the Fremont Bridge in order to respond quickly to emergencies during closures of the bridge.

Schools

The following schools serve Linnton in the Portland Public School system:

- Skyline Elementary, 11536 NW Skyline Blvd
- West Sylvan Middle School, 8111 SW West Slope Drive
- Lincoln High School, 1600 SW Salmon

Bureau of Planning
City of Portland, Oregon

