

#1

SPEAKER SIGN UP CARDS

DATE 7-2-98
NAME Wally Mehrens
ADDRESS 1501 N. Hayden Island Dr 64d
Port. Or. 97217
PHONE 286-9069
SPEAKING ON AGENDA ITEM NUMBER OR
TOPIC R-1
GIVE TO BOARD CLERK

#2

SPEAKER SIGN UP CARDS

DATE 07-02-98
NAME Thomas Buchholz
ADDRESS 806 5th St.
Oregon City Ore 97045
PHONE 632-6669
SPEAKING ON AGENDA ITEM NUMBER OR
TOPIC R-1
GIVE TO BOARD CLERK



MULTNOMAH COUNTY, OREGON

BOARD OF COMMISSIONERS

Beverly Stein, Chair

1120 SW Fifth Avenue, Suite 1515
Portland, Or 97204-1914

Phone: (503) 248-3308 FAX (503) 248-3093

Email: mult.chair@co.multnomah.or.us

Diane Linn, Commission Dist. 1

1120 SW Fifth Avenue, Suite 1500
Portland, Or 97204-1914

Phone: (503) 248-5220 FAX (503) 248-5440

Email: diane.m.linn@co.multnomah.or.us

Gary Hansen, Commission Dist. 2

1120 SW Fifth Avenue, Suite 1500
Portland, Or 97204-1914

Phone: (503) 248-5219 FAX (503) 248-5440

Email: gary.d.hansen@co.multnomah.or.us

Lisa Naito, Commission Dist. 3

1120 SW Fifth Avenue, Suite 1500
Portland, Or 97204-1914

Phone: (503) 248-5217 FAX (503) 248-5262

Email: lisa.h.naito@co.multnomah.or.us

Sharron Kelley, Commission Dist. 4

1120 SW Fifth Avenue, Suite 1500
Portland, Or 97204-1914

Phone: (503) 248-5213 FAX (503) 248-5262

Email: sharron.e.kelley@co.multnomah.or.us

**ANY QUESTIONS? CALL BOARD
CLERK DEB BOGSTAD @ 248-3277**

Email: deborah.l.bogstad@co.multnomah.or.us

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

JULY 2, 1998

BOARD MEETING

FASTLOOK AGENDA ITEMS OF INTEREST

2	Re-appointments to the Regional Arts & Culture Council
2	Hearings Officer Land Use Decisions
3	DES RESULTS Presentation
3	Order Authorizing Public Auction for Sale of 24 Tax Foreclosed Properties
3	Second Reading of 4 Transportation System Plan Ordinances
3	Second Reading of Zoning Code Ordinance
*	PLEASE NOTE: the July 23, 1998 Meeting Will be a Board Work Session on Jail Siting Only. There Will be No Voting or Citizen Comment. The Session is Open to the Public.

Thursday meetings of the Multnomah County Board of Commissioners are cable-cast live and taped and may be seen by Cable subscribers in Multnomah County at the following times:

Thursday, 9:30 AM, (LIVE) Channel 30

Friday, 10:00 PM, Channel 30

Sunday, 1:00 PM, Channel 30

Produced through Multnomah Community
Television

Thursday, July 2, 1998 - 9:30 AM
Multnomah County Courthouse, Boardroom 602
1021 SW Fourth Avenue, Portland

REGULAR MEETING

CONSENT CALENDAR

NON-DEPARTMENTAL

- C-1 Re-appointments of Gary McGee, Mary Ruble and Erick Friedenwald Fishman to the REGIONAL ARTS AND CULTURE COUNCIL

DEPARTMENT OF COMMUNITY AND FAMILY SERVICES

- C-2 Amendment 4 to Intergovernmental Revenue Agreement 103535 with the City of Gresham for Transitional Housing, Bilingual Case Management, and Emergency Housing Vouchers

DEPARTMENT OF ENVIRONMENTAL SERVICES

- C-3 MC 1-98 Report the Hearings Officer Decision Affirming the Planning Director's Decision to Deny a Request for a Change to a Non-Permitted, Existing Retaining Wall Based on the Fact that the Finished Grade Was Not in Compliance with the Conditions of Approval and Exhibits Found in WRG 6-95 for Property Located at 11640 SW RIVERWOOD ROAD, PORTLAND

- C-4 WRG 1-98 Report the Hearings Officer Decision Regarding Approval of a Willamette River Greenway Permit Related to 27 Houseboats Authorized Under the Third Step of the Sauvie Island Rural Area Plan, Policy 10 Process, for Property Located at 23500 NW ST. HELENS ROAD, PORTLAND

REGULAR AGENDA

PUBLIC COMMENT

- R-1 Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.

DEPARTMENT OF ENVIRONMENTAL SERVICES

- R-2 Results from RESULTS: Facilities and Property Management Divisional Process Improvement Team Presentation
- R-3 ORDER Authorizing Sale of 24 Tax Foreclosed Properties Acquired by Multnomah County through the Foreclosure of Liens for Delinquent Taxes
- R-4 Second Reading of an ORDINANCE Adopting the Westside Rural Multnomah County Transportation System Plan (as an Element of the Comprehensive Framework Plan)
- R-5 Second Reading of an ORDINANCE Amending the Comprehensive Framework Plan (to Comply with the Statewide Transportation Planning Rule)
- R-6 Second Reading of an ORDINANCE Amending the Sauvie Island/Multnomah Channel Rural Area Plan (to be Consistent with the Westside Rural Multnomah County Transportation System Plan)
- R-7 Second Reading of an ORDINANCE Amending the West Hills Rural Area Plan (to be Consistent with the Westside Rural Multnomah County Transportation System Plan)
- R-8 Second Reading of an ORDINANCE Amending the Action Proceedings Section of the Zoning Code by: 1) Repealing the 120 Day Requirement of Code; 2) Amending the Public Notice Requirement; and 3) Amending the Date Required for a Staff Report to be Made Available Prior to a Hearing

MEMORANDUM

TO: Chair Beverly Stein
Commissioner Gary Hansen
Commissioner Lisa Naito
Commissioner Sharron Kelley
Board Clerk Deb Bogstad

FROM: Ramsay Weit
Staff to Commissioner Diane Linn

DATE: June 15, 1998

RE: Board Meeting Absences

Commissioner Linn will not be able to attend Board meetings scheduled between June 29, 1998 and July 8, 1998 as she will be out of town on vacation. She will return in time for the Board meeting set for July 9, 1998.

98 JUN 15 PM 4:36
CLERK OF
COUNTY COMMISSIONERS
MULTI-COUNTY
OREGON

MEETING DATE: JUL 02 1998
AGENDA NO: C-1
ESTIMATED START TIME: 9:30

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Reappointments to Regional Arts & Culture Council

BOARD BRIEFING: DATE REQUESTED: _____
REQUESTED BY: _____
AMOUNT OF TIME NEEDED: _____

REGULAR MEETING: DATE REQUESTED: 7/2/98
AMOUNT OF TIME NEEDED: Consent

DEPARTMENT: Nondepartmental DIVISION: Chair's Office

CONTACT: Delma Farrell TELEPHONE #: 248-3953
BLDG/ROOM #: 106/1515

PERSON(S) MAKING PRESENTATION: _____

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUGGESTED AGENDA TITLE:

Reappointment to Regional Arts & Culture Council of Gary McGee (Position #2), term ending 6/30/2000; Mary Ruble (Position #4), term ending 6/30/99; Erick Friedenwald Fishman (Position #6), term ending 6/30/2000.

SIIGNATURES REQUIRED:

ELECTED OFFICIAL: Beverly Stead
(OR)
DEPARTMENT
MANAGER: _____

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Board Clerk @ 248-3277

CLERK OF
COUNTY BOARD OF COMMISSIONERS
98 JUN 19 AM 9:42
MULTI-COUNTY
REGON

MEETING DATE: JUL 02 1998

AGENDA NO: C-2

ESTIMATED START TIME: 9:30

(Above space for Board Clerk's Use Only)

AGENDA PLACEMENT FORM

SUBJECT: Renewal of the Intergovernmental revenue agreement with the City of Gresham for transitional housing, bilingual case management, and emergency housing vouchers.

BOARD BRIEFING

Date Requested: _____

Requested By: _____

Amount of Time Needed: _____

REGULAR MEETING

Date Requested: Next Available

Amount of Time Needed: N/A

DEPARTMENT: Community and Family Services

DIVISION: _____

CONTACT: Lorenzo Poe/Mary Li

TELEPHONE: 248-3999 x26787

BLDG/ROOM: B166/7th

PERSON(S) MAKING PRESENTATION: Consent

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUGGESTED AGENDA TITLE

Renewal of the Revenue Agreement with the City of Gresham for Transitional Housing, Bilingual Case Management, and Emergency Housing Vouchers

7/6/98 ORIGINALS TO PATTY DOYLE

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR
DEPARTMENT MANAGER: Lorenzo Poe ms

CLERK OF
COUNTY COMMISSIONERS
98 JUN 25 4:11:26
MULTNOMAH COUNTY
GREGGX

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Board Clerk @ 248-3277



MULTNOMAH COUNTY OREGON

DEPARTMENT OF COMMUNITY AND FAMILY SERVICES
421 SW SIXTH AVENUE, SUITE 700
PORTLAND, OREGON 97204
PHONE (503) 248-3691
FAX (503) 248-3379
TDD (503) 248-3598

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

TO: Board of County Commissioners

FROM: Lorenzo Poe, Director *Lorenzo Poe mcs*
Department of Community and Family Services

DATE: June 16, 1998

SUBJECT: FY1998-99 Contract Amendment #4 to Intergovernmental Revenue Agreement between
City of Gresham and Department of Community and Family Services

- I. **Recommendation/Action Requested:** The Department of Community and Family Services recommends Board of County Commissioners approval of the amended revenue agreement from the City of Gresham, for the period July 1, 1998 through June 30, 1999.
- II. **Background/Analysis:** The Department of Community and Family Services has received an amendment to the revenue agreement from the City of Gresham, which funds emergency basic needs services for low income and homeless people in East County. The amendment extends the term of the agreement to June 30, 1999 and adds \$79,567 for FY 98/99.
- III. **Financial Impact:** None.
- IV. **Legal Issues:** None.
- V. **Controversial Issues:** None.
- VI. **Link to Current County Policies:** This contract funds services to help people stabilize their housing and become economically self-sufficient. The services relate to public safety benchmarks by providing preventive support for low income people, and they foster cultural diversity among people being served.
- VII. **Citizen Participation:** The Community Action Commission is involved in reviewing these services.
- VIII. **Other Government Participation:** The intergovernmental agreement demonstrates cooperation and coordination in planning and implementation of low income service programs by the City of Gresham and Multnomah County.

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MULTNOMAH COUNTY CONTRACT APPROVAL FORM
(See Administrative Procedure CON-1)

Contract #: 103535

Pre-approved Contract Boilerplate (with County Counsel signature) Attached Not Attached

Amendment #: 04

Class I	Class II	Class III
<input type="checkbox"/> Professional Services not to exceed \$50,000 (and not awarded by RFP or Exemption) <input type="checkbox"/> Revenue not to exceed \$50,000 (and not awarded by RFP or Exemption) <input type="checkbox"/> Intergovernmental Agreement (IGA) not to exceed \$50,000 <input type="checkbox"/> Expenditure <input type="checkbox"/> Revenue <input type="checkbox"/> Architectural & Engineering not to exceed \$10,000 (for tracking purposes only)	<input type="checkbox"/> Professional Services that exceed \$50,000 or awarded by RFP or Exemption (regardless of amount) <input type="checkbox"/> PCRB Contract <input type="checkbox"/> Maintenance Agreement <input type="checkbox"/> Licensing Agreement <input type="checkbox"/> Construction <input type="checkbox"/> Grant <input type="checkbox"/> Revenue that exceeds \$50,000 or awarded by RFP or Exemption (regardless of amount)	<input type="checkbox"/> Intergovernmental Agreement (IGA) that exceeds \$50,000 <input type="checkbox"/> Expenditure <input checked="" type="checkbox"/> Revenue <div style="text-align:center; border: 1px solid black; padding: 5px;"> APPROVED MULTNOMAH COUNTY BOARD OF COMMISSIONERS AGENDA # <u>C-2</u> DATE <u>7/2/98</u> <u>DEB BOGSTAD</u> BOARD CLERK </div>

Department: Community and Family Services Division: Community Programs and Partnerships Date: June 16, 1998
 Originator: _____ Phone: _____ Bldg/Rm: _____
 Contact: Patty Doyle Phone: 248-3691 x24418 Bldg/Rm: 166/7

Description of Contract **Amendment extends contract term and adds funding for FY 98/99 to pay for transitional housing, bilingual case management, and emergency housing vouchers.**

RENEWAL: <input type="checkbox"/>	PREVIOUS CONTRACT #(S): _____
FP/BID: _____	RFP/BID DATE: _____
EXEMPTION #/DATE: _____	EXEMPTION EXPIRATION DATE: _____
CONTRACTOR IS: <input type="checkbox"/> MBE <input type="checkbox"/> WBE <input type="checkbox"/> ESB <input type="checkbox"/> QRF <input type="checkbox"/> N/A <input type="checkbox"/> NONE (Check all boxes that apply)	

Contractor <u>City of Gresham</u>	Remittance Address _____
Address <u>1333 NW Eastman Parkway</u> <u>Gresham, OR 97030</u>	(If different) _____
Phone <u>(503) 669-2643</u>	Payment Schedule / Terms
Employer ID# or SS# _____	<input type="checkbox"/> Lump Sum \$ _____ <input type="checkbox"/> Due on Receipt
Effective Date <u>July 1, 1998</u>	<input type="checkbox"/> Monthly \$ _____ <input type="checkbox"/> Net 30
Termination Date <u>June 30, 1999</u>	<input checked="" type="checkbox"/> Other \$ <u>Quarterly</u> <input type="checkbox"/> Other
Original Contract Amount \$ <u>67,801 (FY 94/95)</u>	
Total Amt of Previous Amendments \$ <u>86,542 (FY 95/96);</u> <u>\$81,860 (FY 96/97);</u> <u>\$83,783 (FY 97/98)</u>	<input type="checkbox"/> Requirements \$ _____
Amount of Amendment \$ <u>79,567 (FY 98/99)</u>	
Total Amount of Agreement \$ <u>399,553</u>	Encumber <input type="checkbox"/> Yes <input type="checkbox"/> No

REQUIRED SIGNATURES

Department Manager Lorenzo Palmes DATE 6/16/98
 Purchasing Manager _____ DATE _____
 County Counsel Katie Stephens DATE 6/24/98
 County Chair [Signature] DATE July 2, 1998
 Sheriff _____ DATE _____
 Contract Administration _____ DATE _____

LGFS VENDOR CODE						DEPT REFERENCE					
LINE #	FUND	AGENCY	ORG	SUB ORG	ACTIVITY	OBJ/ REV	SUB OBJ	REP CAT	LGFS DESCRIPTION	AMOUNT	INC DEC
01	156	010	1121			2024				\$49,931	
02	156	010	1150			2024				\$29,636	

City of Gresham
1333 NW Eastman Parkway
Gresham, OR 97030

Project #: 1731
Amendment #: 4
Program Year: 1998-99

COVER SHEET AMENDMENT TO INTERGOVERNMENTAL AGREEMENT

Project Title: Multnomah County Public Service IGA
Contractor's Name: Multnomah County Department of Community & Family Services

Contractor's Authorized Representative: Iris M.D. Bell 248-3658
Phone No.

Mailing Address: 421 SW 6th Ave, #500
Portland, OR 97204-1618

Employer's I.D. No. 93-6002309

Contract Amount: \$79,567

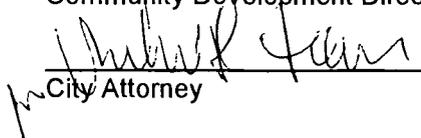
Contract Effective Date: July 1, 1998 **Termination Date:** June 30, 1999

Short Description: IGA consists of 3 public service projects: Transitional Housing by Human Solutions, Inc., Bilingual Case Management Services by Catholic Charities; and Emergency Vouchers by the County.

City Liaison Officer: Andrée Tremoulet 618-2643
Phone No.

Contract Prepared Under Council Action/Date: Resolution No. 2206, May 5, 1998

Required Signatures:

 _____ Community Development Director	<u>6/2/98</u> _____ Date
 _____ City Attorney	<u>6-1-98</u> _____ Date

1998-99 AMENDMENT
to
INTERGOVERNMENTAL AGREEMENT
between
MULTNOMAH COUNTY
and
CITY OF GRESHAM
for the
ADMINISTRATION OF PUBLIC SERVICES GRANTS

This Amendment to the Intergovernmental Agreement (IGA) between Multnomah County and City of Gresham for the Administration of Public Service Grants, dated October 27, 1994, extends the IGA to June 30, 1999, adds a grant of \$79,567 and revises Scope of Work objectives, as authorized in the IGA, Section V. D., page 6.

This Amendment makes the following changes to the IGA:

1. Insert to Introduction, line 3, after "\$67,801":

"for use in 1994-95; and \$86,542 for use in 1995-96; and \$81,860 for use in 1996-97; and \$83,783 for use in 1997-98 and \$79,567 for use in 1998-99."

2. Add to Recital, No. 5, page 1:

"The Gresham City Council has by Resolution No. 2206, May 5, 1998, authorized \$79,567 of CDBG funds to be used during the period June 30, 1998, to June 30, 1999, as follows:

- \$32,682 for Transitional Housing operated by Human Solutions, Inc.,
- \$41,630 for Bilingual Case Management Services operated by Catholic Charities, and
- \$5,255 for Emergency Housing Voucher Program operated by Community and Family Services Division of Multnomah County.

3. Insert below I., third paragraph, page 2:

The County will work with the City to develop appropriate benchmark or outcome measurements for each project and will implement a measurement system and data collection system for each project.

4. Revise I. Scope of Services page 2, to read:

Scope of Services for 1998-99

Multnomah County will oversee and administer the efficient delivery of the following Gresham-CDBG funded services to be performed by Human Solutions, Inc., Catholic Charities of Portland, and the County. It will ensure that quarterly narrative and statistical reports are submitted on these projects. The County also will submit a final evaluation report. (Gresham will conduct on-site monitoring visits.)

The County will oversee and administer the Transitional Housing and Bilingual Case Management Service through unit price contracts with Human Solutions, Inc. and Catholic Charities of Portland, respectively.

The County will oversee, administer and conduct the Emergency Housing Vouchers services using a cost reimbursement system.

A. Transitional Housing

Multnomah County will oversee and administer the following 1998-99 Transitional Housing services to be performed by Human Solutions, Inc.

1. Human Solutions, Inc. will conduct the Transitional Housing Program. The Program will include:
 - a. Willow Tree Inn Transitional Housing:
Within the Willow Tree Inn facility, Human Solutions, Inc. will provide 37 unit-months. The expense of providing a unit includes rent, labor, materials and services to maintain a safe, sanitary, decent, and furnished housing unit. The approximate unit cost will be \$659.33 per unit per month (total = \$24,395).
 - b. Eastwood Court Transitional Housing:
Within the Eastwood Court facility, Human Solutions, Inc. will provide 2.0 units for 12 months, or 24 unit-months. The expense of providing a unit includes rent, labor, materials and services to maintain a safe, sanitary, decent, and furnished housing unit. The approximate unit cost will be \$345.87 per unit per month (total = \$8,301).
2. Human Solutions, Inc. will ensure that case management services are provided to each family assisted with transitional housing as funds are available from other sources.
3. Human Solutions, Inc. will screen each family for eligibility as funds are available from other sources. The eligibility requirements are:
 - Family is homeless with no place and no one to stay with,
 - Family income will be 50% of median or less,
 - Family will agree to actively participate in case management services, and

- Family size will generally be 3 to 5 members with the exception that a family of up to 10 members may be sheltered if a double unit is available, and
4. Human Solutions, Inc. will maintain separate statistics on Gresham clients or households served, ethnic background, income level, and female head of households served. Such information shall be reported to Gresham on a quarterly basis. (Exhibit A -"Statistical Report of Services Provided" is a sample form.)
 5. Human Solutions, Inc. will maintain a separate accounting or tracking system of Gresham units of service provided to allow verification of units billed.
 6. Human Solutions, Inc. will maintain programmatic and fiscal documentation on all activities funded with Community Development Block Grant funds for a minimum of three years after termination of this Agreement.
 7. The maximum amount to be allocated shall not exceed **\$32,682** for transitional housing operations.

B. Bilingual Case Management Services

Multnomah County will oversee and administer the following 1997-98 Bilingual Case Management services to be performed by the Catholic Charities of Portland.

1. Catholic Charities will be provide 1815 case management hours to approximately 950 Gresham households earning below 80% of Median Family Income (MFI) for the Portland area. Clients must certify their income level. (Exhibit B enclosed with this agreement gives income limits by family size.)
2. Case management services will be provided by a bilingual/bicultural intake and assessment worker and will include:
 - Needs assessment and evaluation;
 - Outreach and advocacy;
 - Identification, information and referral to appropriate community resources;
 - Arranging for scheduling of appointments for Spanish speaking-only clients for medical, dental, legal, mental health and other related services;
 - Providing food, clothing, transportation and shelter as available;
 - Interpretation and translation for clients and nonprofit service agencies;
 - Conducting and arranging workshops such as driver's education, health, anger management, parenting, nutrition, first aid, English as a second language, literary proficiency, budgeting and other life skills;

- Counseling (individual, group and family) in areas of alcohol and drug abuse, domestic violence, sexual abuse and teen parenting issues.
3. Catholic Charities will maintain separate statistics on Gresham clients served, ethnic background, income level and female head of households served. Such information shall be reported to Gresham on a quarterly basis. (Exhibit A - "Statistical Report of Services Provided" is a sample reporting form.)
 4. Catholic Charities will maintain a separate accounting or tracking system of Gresham units of service provided to allow verification of units of case management hours billed.
 5. Catholic Charities will maintain programmatic documentation and fiscal documentation on all activities funded with Community Development Block Grant funds for a minimum of three years after termination of this Agreement.
 6. The unit cost will be approximately \$21.02 per hour of case management services.
 7. The maximum amount to be allocated shall not exceed **\$41,630** for case management services.

C. Emergency Housing Vouchers

Multnomah County will oversee, administer and conduct the following 1998-99 Emergency Housing Voucher Program services.

1. The County will provide approximately 175 voucher-nights (serving approximately 15 families).
2. The County will review requests from intake agencies and maintain a client list to avoid duplication of services during the fiscal year.
3. The County, in conjunction with the Operations Committee, will play a coordinating role in the following activities: shelter availability and referrals; systematizing voucher expenditures between funding sources; and responding to concerns between agencies, funders and vendors.
4. The County will maintain separate statistics on Gresham clients or households served, ethnic background, income levels and female head of households served. Such information shall be reported to Gresham on a quarterly basis. (Exhibit A - "Statistical Report of Services Provided" is a sample form.)
5. The County will maintain a system for tracking funds expended under this agreement.

- 6. Funds will be used to reimburse actual costs of Emergency Housing Vouchers.
- 7. The County will maintain programmatic and fiscal documentation on all activities funded with Community Development Block Grant funds for a minimum of three years after termination of this Agreement.
- 8. The maximum amount to be allocated shall not exceed \$5,255.00 for emergency housing vouchers

5. Insert to II., third paragraph, page 5, after "(\$67,801)":

"for use in 1994-95; and EIGHTY-SIX THOUSAND, FIVE HUNDRED AND FORTY-TWO DOLLARS (\$86,542) for use in 1995-96; and EIGHTY-ONE THOUSAND, EIGHT HUNDRED AND SIXTY DOLLARS (\$81,860) for use in 1996-97; AND EIGHTY-THREE THOUSAND, SEVEN HUNDRED AND EIGHTY-THREE DOLLARS (\$83,783) for use in 1997-98" and SEVENTY-NINE THOUSAND, FIVE HUNDRED AND SIXTY SEVEN DOLLARS (\$79,567) for use in 1998-99."

The Term of this Amendment shall be effective as of June 30, 1998 and shall terminate as of June 30, 1999, or later if extended under the terms stated in Section V. D., page 6 of the IGA..

Dated this _____ day of _____, 1998.

CITY OF GRESHAM

MULTNOMAH COUNTY


 Max Talbot, CDD Director / Date 6/2/98

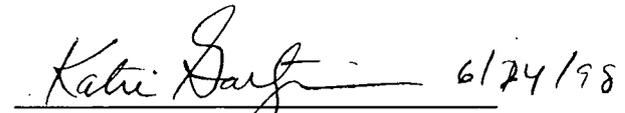

 Beverly Stein, Chair / Date 7/2/98


 Lorenzo T. Poe, Director / Date 6/16/98
 Community and Family Services Division

APPROVED AS TO FORM:

REVIEWED:


 Richard Faus / Date 6-1-98
 City Attorney


 Tom Sponsler / Date 6/24/98
 County Counsel

APPROVED MULTNOMAH COUNTY
 BOARD OF COMMISSIONERS
 AGENDA # C-2 DATE 7/2/98
 DEB BOGSTAD
 BOARD CLERK

**City of Gresham
Community Revitalization Program**

EXHIBIT A

STATISTICAL REPORT OF SERVICES PROVIDED

Project Title _____

Month(s) of _____

Contractor Name _____

Current Month Prior Months Cumulative

Persons (Contract Goal)¹

Persons Served¹

Households (Contract Goal)¹

Households Served¹

Persons/Households Below 80% MFI

Persons/Households Below 50% MFI²

White (not Hispanic origin)³

Black (not Hispanic origin)³

Hispanic³

Asian/Pacific Islander³

American Indian/Alaska Native³

Female Head of Household³

--	--	--

¹ Use "persons" for public service and other non-housing projects. Use "households" for housing projects.

² The number below 50% of Median Family Income (MFI) should be less than or equal to the number below 80% MFI.

³ The sum of the race/ethnic categories should equal the number of persons or households served.

City of Gresham

INCOME AND RENT LIMITS

**1998-99
INCOME LIMITS BY PERCENT OF
 MEDIAN FAMILY INCOME (MFI) AND FAMILY SIZE ^{1,2}**

Percent of Median Family Income	Household Size							
	1	2	3	4	5	6	7	8+
50% (low)	17,350	19,850	22,300	24,800	26,800	28,750	30,750	32,750
60%	20,800	23,800	26,750	29,750	32,150	34,500	36,900	39,300
80% (moderate)	27,800	31,750	35,700	39,700	42,850	46,050	49,200	52,400
100% (median)	34,700	39,700	44,600	49,600	53,600	57,500	61,500	65,500

¹ Based on the HUD Notice as of December 31, 1997.

² Warning: Some HUD programs define moderate as 80% MFI, low as 50% MFI, very low as 30% MFI. Other programs define low as 80% MFI and very low as 50% MFI.

**1998-99
HOME RENT LIMITS BY PERCENT OF
 MEDIAN FAMILY INCOME (MFI) AND NUMBER OF BEDROOMS ³**

(Listed rents must be reduced by estimated allowance of renter paid utilities.)

Rent	Number of Bedrooms						
	Studio	1	2	3	4	5	6
High HOME Rent (for families at 65% MFI)	409	504	621	804	877	949	1022
Low HOME Rent (for families at 50% MFI)	409	465	557	645	718	793	868

³ Based on the HUD Notice, effective February, 1998.



CASE NAME: Martin Kehoe Retaining Wall

NUMBER: MC 1-98

1. Applicant Name/Address

Martin Kehoe
11614 SW Riverwood Rd
Portland, OR 97219

2. Action Requested by Applicant

The applicant requests that the proposed change to the non-permitted, existing retaining wall and associated grading be found to be in compliance with WRG 6-95 and a building permit be issued.

Action Requested of Board	
<input checked="" type="checkbox"/>	Affirm Hearings Officer Dec.
<input type="checkbox"/>	Hearing/Rehearing
Scope of Review	
<input type="checkbox"/>	On the record
<input type="checkbox"/>	De Novo
<input type="checkbox"/>	New information allowed

3. Planning Staff Recommendation

Staff denied the administrative decision because the proposed finish grade behind the wall was not in compliance with the conditions of approval and exhibits of WRG 6-95.

4. Hearings Officer Decision

Denied the applicant's request and affirmed the Planning Director's Decision.

5. If recommendation and decision are different, why?

Not applicable.

ISSUES
(who raised them?)

6. The following issues were raised:

The applicant, Martin Kehoe believes that the proposed modified wall and site grading is in compliance with his approved plans and WRG 6-95. In addition, that the proposed change to the non-permitted, existing retaining wall did not alter the original application and that the changes proposed met the spirit and letter of the Willamette River Greenway Act.

Mr. Kehoe had the ability to appeal the conditions of approval for WRG 6-95. He did not. The appeal period for that approval is over and the conditions cannot be modified without reapplying for a new Willamette River Greenway and Grading and Erosion Control Permit. The existing, collapsed wall was constructed without building inspections and in total disregard for the limitations set for the project. Adjoining neighbors have complained to County Staff regarding the height of the wall and the impact it has upon their property. The question of this case is whether the proposed wall complies with the construction details submitted and conditioned as part of the approval. The Planning staff and Hearings Officer has determined that the proposed modifications are not in compliance with WRG 6-95.

7. Do any of these issues have policy implications? Explain: No.



DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION AND LAND USE PLANNING DIVISION
2115 SE MORRISON STREET
PORTLAND, OREGON 97214-2865
(503) 248-3043 FAX: (503) 248-3389

BEFORE THE HEARINGS OFFICER
FOR MULTNOMAH COUNTY, OREGON
FINAL ORDER

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

June 11, 1998

MC 1-98: The Applicant is appealing an administrative decision denying his application for a building permit to construct a retaining wall

Location: 11640 SW Riverwood Road

Legal Description: Tax Lot 2800 of Lot 5 & 6, Riverwood Addition

Zoning: R-20, WRG.

**Property Owner/
Applicant:** Martin Kehoe
11614 SW Riverwood Road.
Portland, OR 97219

Current Owner: Robert Cramer
11640 SW Riverwood Road
Portland, OR 97219

MULTNOMAH COUNTY
PLANNING SECTION

98 JUN 16 AM 11:42

RECEIVED

Hearings Officer Decision:

Affirm the staff decision to deny the application for a building permit based on the following Findings and Conclusions.

Procedural Issues

1. Impartiality of the Hearings Officer

- A. No ex parte contacts. I did not have any ex parte contacts prior to hearing this matter. I did not make a site visit.
- B. No conflicting personal or financial or family interest. I have no financial interest in the outcome of this proceeding. I have no family or financial relationship with any of the parties.

2. Jurisdiction

At the commencement of the hearing I asked the participants to indicate if they had any objections to jurisdiction. The participants did not allege any jurisdictional or procedural violations regarding the conduct of the hearing.

BURDEN OF PROOF

In this proceeding, the burden of proof is upon the applicant/appellant.

FACTS

1. Applicant's Proposal

Applicant has applied for a building permit to reconstruct a retaining wall. The applicant had previously received a Willamette River Greenway Permit (WRG 6-95) and a Grading and Erosion Control Permit (GEC 21-95). The permits were issued for a remodel and addition to an existing single family dwelling. As part of the application, the applicant requested permission to construct a retaining wall and complete site grading. A number of conditions were placed on the permits. Although the applicant obtained a building permit for the retaining wall, he never called for inspections during construction or after completion. The permit has now expired and

a portion of the wall has collapsed. The applicant has applied for a new building permit. Staff found that the application and design of the wall did not comply with the requirements of the WRG/GEC permits and denied the building permit. The applicant appealed the administrative decision of staff contending that the change he is requesting does not materially alter the original application and that the changes meet the spirit and letter of the Willamette River Greenway Act.

2. Site and Vicinity Information

The zoning classification of the described property is R-20/WRG. A single family residence is an allowed use and a retaining wall is an accessory use permitted in the R-20 zone. The site is 21,745 square feet in size and is located east of Riverwood Road but does not have frontage along the river. The Plan designation for the area is Urban.

3. Testimony and Evidence Presented

At the hearing, County Planner, Lisa Estrin presented her decision and explained the rationale for the decision.

The applicant Martin Kehoe appeared personally and submitted photos of the subject site as exhibits. Mr. Kehoe testified about the problem and requested modifications to the conditions imposed in WRG 6-95 and GEC 21-95.

STANDARDS AND CRITERIA, ANALYSIS AND FINDINGS OF FACT

This is an appeal of an administrative decision filed under the provisions of MCC 11.15.8290. A hearing before the Hearings Officer on a matter appealed under MCC .8290(A) shall be limited to the specific grounds relied on for reversal or modification of the decision in the Notice of Appeal. MCC 11.15.8295(A)

The specific grounds Mr. Kehoe stated in the notice of appeal for reversal or modification of the administrative decision are as follows:

"The changes I am requesting do not materially alter my original application and my changes meet the spirit and letter of the Willamette River Greenway Act. I will provide pictures at the hearing"

The appellant did not apply for a new WRG or GEC permit in order to modify the original

conditions of approval. Nor did the appellant apply for a variance. My decision in this appeal must be based solely on whether the new building permit application complies with the conditions imposed in WRG 6-95 and GEC 21-95. I as hearings officer have no authority to modify the original permits at this time.

In 1996, a Willamette River Greenway (WRG 6-95) and a Grading and Erosion Control (GEC 21-95) permit were issued for a remodel and addition to an existing single family dwelling. As part of that application, the applicant requested permission to construct a retaining wall and to complete site grading. A number of conditions were placed upon the retaining wall construction and site grading to ensure the project's safe construction and compliance with the above permit. The following conditions pertain to the construction of the retaining wall and finished site grading:

1. The retaining wall shall be located a minimum of 9 feet from the south property line and a minimum of 2 feet from the east property line.
2. Construct the proposed retaining wall as specified in the Harper Righellis, Inc. Engineers drawings and Retaining Wall Calculations submitted on December 15, 1995, subject to an approved building permit through the City of Portland. The Project Engineer shall certify in writing that the wall has been built in compliance with plans and conditions of WRG 6-95/GEC 21-95 and submit the certification to Multnomah County Planning within two weeks of completion of the project.
3. A geotechnical engineer shall verify the suitability of the excavation for placement of wall footing. Any modifications to the submitted wall design (Harper Righellis, Inc. drawing dated 12/06/95) and or location must be reviewed by the design engineer, City of Portland Building Bureau and Multnomah County Planning prior to construction.
4. There are eight trees noted for removal on the site plan submitted on December 26, 1995. No other trees shall be removed and the root-zones of trees to be saved shall be protected during construction and maintained in a healthy state. The 13" diameter fir and 14" diameter oak trees to be removed from the southeast corner of the property shall each be replaced with a minimum 24" box tree of similar variety.
5. This WRG/GEC Permit does not authorize grading, tree removal or other site work not described in the application narrative or indicated on the site plan. Any disturbed areas associated with the project shall be replanted and stabilized as soon as practicable, and prior to final approval of the wall. A Willamette River Greenway Permit will be required for any future site development, including, but not limited to: accessory structure(s), cutting or removal of trees with 8-inch or greater trunk diameter.
6. The grading approved under this permit shall not exceed 100 cubic yards of material.
7. A building permit shall be obtained from the Portland Building Bureau for the

retaining wall, conversion of the "carriage house" to a garage and the construction of the new single family dwelling.

8. The application states that the elevation of the exposed wall face at its lowest point shall be at an elevation of 184 feet. That elevation is based upon a railroad spike monument at the southwest corner of the property. The finished elevation of the top of the wall shall be no taller than the 192-foot elevation, based upon the railroad spike assumed elevation. The exposed wall face shall not exceed a total of eight (8) feet in height, nor a total footing and wall height of 10 feet as designed by the project engineer. The application stated that the finished site elevation after grading shall be 192'.

The appellant is now proposing to modify the existing wall and on-site grading as detailed in Exhibit 1 of MC 1-98. The elevations in the new application do not use the same base railroad spike monument that was utilized as the base marker for the elevations originally approved for the retaining wall. The wall as redesigned does not comply with conditions of approval 2 or 8.

The wall as constructed was never inspected. The project engineer did not certify that the wall was built in compliance with the approved plans and conditions. A geotechnical engineer did not verify the suitability of the excavation for placement of the wall footing. Unauthorized grading and site work was done. No valid building permit exists. The wall as constructed had an exposed wall face that exceeded eight feet in height. The wall as constructed is out of compliance with conditions No. 2, 3, 5, 7 and 8. The problems with the wall were dramatically and visibly illustrated by its collapse.

The new application proposes that the finished grade for the backfill for the retaining wall and yard be six feet taller than the retaining wall. The backfill grading proposed is in direct conflict with the site grading cross-section approved in the WRG/GEC permit, which requires that the finished grading be at the same level as the finished retaining wall.

The proposed modifications to the wall and backfill are not in compliance with the conditions of approval for WRG 6-95 and GEC 21-95. Under this proceeding, I do not have the authority to modify the conditions of approval for WRG 6-95 and GEC 21-95. Accordingly, I do affirm the staff decision denying the application for a building permit for the retaining wall.

CONCLUSION

Based upon the administrative decision denying the building permit and the findings and substantial evidence cited or referenced therein, and the additional testimony and evidence presented at the hearing, I conclude that the application for a building permit

to construct a retaining wall should be denied. The Administrative Decision of the Planning Director is hereby affirmed.

IT IS SO ORDERED, this 11th day of June, 1998.

A handwritten signature in black ink, appearing to read "Joan M. Chambers", written over a horizontal line.

JOAN M. CHAMBERS, Hearings Officer



CASE NAME: Happy Rock Moorage

NUMBER: WRG 1-98

1. Applicant Name/Address:

Clare and Estella Curtis
23548 NW St Helens Rd
Portland, OR 97231-1711

2. Action Requested By Applicant:

Approval of a Willamette River Greenway Permit related to 27 houseboats authorized under the third step of the Sauvie Island Rural Area Plan, Policy 10 process.

3. Planning Staff Recommendation:

Approval of Willamette River Greenway Permit.

4. Hearings Officer Decision:

Richard H. Tonneson of 23586 NW St Helens Hwy filed an appeal of the Planning Directors Decision. The Hearings Officer upheld the Planning Directors Decision and denied the appeal.

5. If Recommendation And Decision Are Different, Why?

They were the consistent.

6. Issues:

This was the 1st application to be submitted under the Sauvie Island Multnomah Channel Rural Area Plan Policy 10 process recently established by the Board.

7. Do Any Of These Issues Have Policy Implications? Explain.

Action Requested Of Board

- Affirm Hearings Officer Decision**
- Hearing/Rehearing**
- Scope of Review**
 - On the Record**
 - De Novo**
 - New Information Allowed**



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**BEFORE THE HEARINGS OFFICER
FOR MULTNOMAH COUNTY, OREGON
FINAL ORDER**

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

June 11, 1998

WRG 1-98: An appeal of the approval of a Willamette River Greenway Permit for the purpose of recognizing the use and density for the Happy Rock Moorage as including a total of 27 floating dwellings and limiting the number of boat slips to 40.

Location: 23500 NW St. Helens Rd.

Description: Tax Lot '27', T3N, R2W, Section 36

Zoning: MUA-20, WRG, FF.

**Property Owner/
Applicant:** Clare and Estella Curtis
23548 NW St. Helens Road.
Portland, OR 97231

Appellant: Richard Hans Tonneson
23586 N.W. St. Helens Road
Portland, OR 97231

MULTNOMAH COUNTY
PLANNING SECTION

98 JUN 16 AM 11:42

RECEIVED

Hearings Officer Decision:

Affirm the staff decision to approve, subject to conditions, a Willamette River Greenway Permit for the purposes of recognizing the existing use and density of the happy Rock Moorage to include a total of 27 floating dwellings and limit the number of boat slips to 40.

Procedural Issues

Impartiality of the Hearings Officer

No ex parte contacts. I did not have any ex parte contacts prior to hearing this matter. I did not make a site visit.

No conflicting personal or financial or family interest. I have no financial interest in the outcome of this proceeding. I have no family or financial relationship with any of the parties.

2. Jurisdiction

At the commencement of the hearing I asked the participants to indicate if they had any objections to jurisdiction. The participants did not allege any jurisdictional or procedural violations regarding the conduct of the hearing.

FACTS

1. Applicant's Proposal

The Sauvie Island/Multnomah Channel Rural Area Plan was adopted on October 30, 1997. Policy #10 of the SIMC RAP provides that the existing Happy Rock Moorage is to be treated as permitted (permitting continuation of the use and level of intensity in existence as of July 1, 1997) and set forth a procedure for reconciling what existed.

The first phase of the reconciliation process was to determine the level of existing development to be considered as permitted. The second phase was to receive proof that the non-County permits were obtained. This phase, the third and final phase is to obtain approval of a Willamette River Greenway Permit.

The first two phases have been satisfied and no appeals were taken from the prior approvals. Issues related to the number of floating homes permitted, suitability of drinking water and sanitation have been determined to be satisfied in the earlier phases and are not subject to review under this WRG process.

2. Site and Vicinity Information

The existing moorage contains approximately 1.93 acres of upland area and 800 feet of frontage along the west bank of Multnomah Channel. The moorage presently has 27 floating dwellings, 11 covered boat slips, 29 uncovered boat slips, and community float area. Upland facilities include an 8' by 12' portable storage shed, a port-o-let toilet, 95 space gravel parking lot, paved access road, public boat launch ramp, public picnic area, and a DEQ approved sand-filter sewage system.

The zoning classification of the described property is MUA-20, WRG, FF.

3. Testimony and Evidence Presented

- A. At the hearing, County Planner, Phil Bourquin presented his decision and explained the rationale for the decision. He also gave a supplemental staff report related to the stated grounds for the appeal.
- B. Estella Curtis testified regarding the Happy Rock Moorage. She is a co-owner of the moorage. She argued that it was ironic that the Appellant would question the adequacy of the fire turnaround and raise fire safety issues when the Happy Rock Moorage access easement is being hindered by logs that Tonneson himself had put next to the road.
- C. The Appellant Richard Tonneson and his wife, Janis Tonneson, testified. They argued that the site plan is inadequate and alleged that not all necessary permits had been obtained. They also argued that provisions of the ADA and landlord/tenant law would preclude approval by the hearings officer in this instance. Appellant Tonneson's argument will be discussed in more detail in the body of this final Order.
- D. Charlene Gunnette, a resident at Happy Rock, testified that the water at Happy Rock was potable and that the septic system worked fine.

- E. Terry Houghton, also a resident of Happy Rock Moorage, indicated that the fire protection was adequate and that the logs placed by Mr. Tonneson were currently encroaching on the residents' access road.
- F. Diana Callihan spoke regarding the access indicating that there were no problems with access. She also indicated that there were no issues with ADA and that the park was accessible. She also spoke in regards to the Greenway Design Plan and described the landscaping and moorage as a delightful environment.
- G. Bill Casselman and Jan Hamer spoke regarding the special plan area. They discussed the plan considerations and the relationship of the channel and the island. They also indicated that their concern was for the clean-up of the Multnomah Channel and the recreational habitat in the channel. They also testified that the Happy Rock Moorage was landscaped and complied with the special plan area requirements.
- H. Michael Greisen, the Scappoose Rural Fire Chief, testified that the fire access was adequate for the needs of the Fire Department.
- I. Darnell Weigand testified about the adequacy of the sewer system.

STANDARDS AND CRITERIA, ANALYSIS AND FINDINGS OF FACT

This is an appeal of an administrative decision filed under the provisions of MCC 11.15.8290. A hearing before the Hearings Officer on a matter appealed under MCC .8290(A) shall be limited to the specific grounds relied on for reversal or modification of the decision in the Notice of Appeal. MCC 11.15.8295(A)

The specific grounds Mr. Tonneson stated in the notice of appeal for reversal of the administrative decision are attached hereto as Exhibit 1 to this order. In reviewing this appeal, I will list the criteria the appellant contends has not been met, then the Appellant's argument and my analysis in that order.

MCC 11.15.6372 - Greenway Design Plan:

- A. **The maximum possible landscaped area, scenic and aesthetic enhancement, open space or vegetation shall be provided between any use and the river.**

Appellant: Happy Rock Moorage is a commercial moorage. It is required to provide parking spaces as required by law. This has not been demonstrated. For 27 dwelling units, 54 parking spaces are required and 40 boat moorage spaces, 20 parking spaces are required. A total of 74 parking spaces are required. It is our observation that Happy Rock sewerage plant, fire lane, and drain field severely limits Happy Rocks ability to provide the required parking. We seriously question their ability to provide 74 spaces. Regulatory agency personnel need to count spaces; not ask the owners of Happy Rock Moorage for a number.

Analysis: Staff has indicated that this approval of criteria is intended as a visual and vegetative buffer between the river and onshore uses. Such a buffer also assists in filtering sediment and other material from running off into the river. The application and submittal materials indicate that there are 95 gravel parking spaces. Although parking is not an issue in this stage of the approval process or under this criteria, it appears that there are more than enough parking spaces for the moorage. The fact that the parking spaces are gravel and are not constructed with an impervious surface further assists in filtering sediment material from running off into the river.

The Board of County Commissioners, through the Sauvie Island/Multnomah Channel Rural Area Plan determined Happy Rock Moorage is permitted to continue at the use and level of intensity in existence on July 1, 1997. Happy Rock Moorage is not proposing to increase the use or level of intensity beyond that in existence on July 1, 1997.

The level of use and intensity has previously been decided. That issue was not appealed and is not before the hearings officer at this time.

Accordingly, I do find that the design provides the maximum possible landscaped area, scenic and aesthetic enhancement open space for vegetation between the use and river. The amount of open space between the channel and graveled parking lot has been maximized.

- B. Reasonable public access to and along the river shall be provided by appropriate legal means to the greatest possible degree and with emphasis on urban and urbanizable areas.**

Appellant: Happy Rock Moorage is a commercial moorage. Happy Rock

Moorage has continued to expand from its originally allowed 2 floating homes and boat moorage spaces without providing an opportunity for governmental review or public comment. They have ignored disability requirements under the Federal 1990 "Americans with Disability Act". Happy Rock Moorage is out of compliance with American with Disabilities Act Access Guidelines (ADAAG). Happy Rock Moorage should be required to provide ADAAG access. Regulatory agency personnel need to review the ADAAG access; not ask the owners of Happy Rock Moorage if they have it.

Analysis: The Appellant submitted materials relating to the ADA and argued that the facility at the moorage should be upgraded to comply with the Americans with Disabilities Act. However, there are specific exemptions in the Act for existing facilities. Additionally, Happy Rock Moorage is not proposing an expansion of the facility at this time. The level of use has previously been recognized and established. At this point in time, we are simply looking at the Greenway Design Plan criteria. The provisions of the ADA are not applicable in this review process.

This criteria simply addresses the public's need to have access to rivers, particularly in urban areas. Happy Rock Moorage is located in a rural, not urban, area and reasonable public access to the river is provided by the public boat ramp and the public picnic area. Multnomah County Planning is not the regulatory authority having jurisdiction over ADA requirements and does not interpret compliance or noncompliance with ADA standards. Accordingly, I find that the applicant has met the Greenway standard to require reasonable public access along the river.

- F. Recreational needs shall be satisfied by public and private means in a manner consistent with the carrying capacity of the land and with minimum conflicts with farm uses.**

Appellant: Happy Rock Moorage must supply parking (A) and disability access (ADAAG).

Analysis: I have already found that the parking is adequate and disability access is not an issue. This criteria addresses "recreational needs". The primary recreational need here is access to the river. Happy Rock Moorage provides access to the river via a public boat ramp. There is also a public picnic area at the site. The capacity of the land to accommodate additional recreational needs is limited to the existing developed area which existed on

July 1, 1997, due to the limited site configuration and size as demonstrated in the staff report and applicant's submittals. The applicant is not proposing an expansion of the moorage beyond what existed on July 1, 1997. Sauvie Island Rural Area's Plan specifically permitted Happy Rock Moorage as it existed on July 1, 1997.

I. Maintenance of public safety and protection of public and private property, especially from vandalism and trespass, shall be provided to the maximum extent practicable.

Appellant: Happy Rock fails to provide adequate Fire Department access and turnaround area for Scappoose Fire Department vehicles. The moorage has grown without governmental review or public input. This lack of review has seriously impaired public safety. Regulatory agency personnel need to review emergency access; not ask the owners of Happy Rock Moorage if they have it.

Analysis: The Scappoose Rural Fire Protection District Chief spoke in regards to this proposal and indicated that the access road was adequate for fire protection purposes. Various residents of the Happy Rock Moorage also testified that the fire access was adequate and that the Happy Rock Moorage provided a safe and peaceful environment. In addition, the applicant's original submittals detailed various policy and safety arrangements for this facility. I find that the Greenway Design Plan as submitted provides for the maintenance of public safety and protection of public and private property, especially from vandalism and trespass.

M. Significant wetland areas shall be protected as provided in MCC.6376.

Appellant: The Happy Rock Moorage area should be evaluated for a wetlands designation and delineation made by a professional wetland expert. This becomes increasingly important as METRO negotiates for purchase of the wetlands to the south of Happy Rock Moorage. Happy Rock has made many changes in the topography of this area over the years, totally without the benefit of regulatory input, review and comment. Wetlands to the south of Happy Rock DO NOT STOP AT THE HAPPY ROCK PROPERTY LINE.

Analysis: MCC 11.15.6376 indicates that "significant wetlands consist of those areas designated as significant on aerial photographs of scale of

1"=200' made a part of the supporting documentation of the Comprehensive Framework Plan.

The aerial photos of T3N R2W Section 36 and T2N R2W Section 1 indicate that there are no significant wetlands delineated on the subject parcel. Accordingly, there is no protection required under the provisions of this standard.

- N. Areas of ecological, scientific, historical or archaeological significance shall be protected, preserved, restored, or enhanced to the maximum extent possible.**

Appellant: There are substantial Chinese Artifacts in the area where Happy Rock Moorage is located. Portland State University has conducted archaeological investigations. The Chinese were displaced from the Guilds Lake area during the Worlds Fair and resided in the area for several years.

Analysis: The applicant submitted a Cultural Resource Survey for Happy Rock Moorage prepared by Thomas M. Newman, Ph.D., and Maureen McNassar of Portland State University. The report indicated that their surver did not discover any historical or archaeological sites in the project area either during the on-ground survey or through the literature search. Similarly, no sites have previously been recorded with the State Historic Preservation Office for the area.

Although the Appellant has argued that there are substantial Chinese artifacts in the area, he did not provide any testimony regarding this hypothesis at the hearing or any substantive evidence to support his position. Accordingly, I find that there are no historical or archaeological areas of significance which need to be protected at this site.

- P. The quality of the air, water and land resources in and adjacent to the Greenway shall be preserved in development, change of use, or intensification of use of land designated in WRG.**

Appellant: Multnomah Channel water quality is seriously impaired by discharges from Happy Rock Moorage. This discharge has been observed and documented since 1991 and it is believed that the discharge is either originating from the Happy Rock Moorage septic drain field or from their tenants grey water discharging into the Multnomah Channel. An evaluation

of Multnomah Channel water upstream and below the Happy Rock Moorage is long overdue and should be made by a professional waste water technician.

Analysis: Through an earlier determination in the Policy 10 process, Multnomah County ascertained that all necessary permits had been obtained to support the existing 27 floating dwellings. On April 16, 1998, Michael G. Ebeling, Senior Environmental Soils Inspector with the City of Portland, wrote to the Appellant regarding Happy Rock Moorage indicating that the flow information was within the design capacity and that 27 houseboats were authorized on the system. The sandfilter showed no evidence of failure then or now and Mr. Curtis has continued to monitor his water usage.

A number of the residents of Happy Rock Moorage testified about the adequacy of both the water and sewer system and provided further testimony indicating that the systems were safe and working properly.

I do find that the quality of air, water and land resources in and adjacent to the Greenway is being preserved in the development.

POLICY NO. 14, DEVELOPMENT LIMITATIONS

THE COUNTY'S POLICY IS TO DIRECT DEVELOPMENT AND LAND FORM ALTERATIONS AWAY FROM AREAS WITH DEVELOPMENT LIMITATIONS EXCEPT UPON A SHOWING THAT DESIGN AND CONSTRUCTION TECHNIQUES CAN MITIGATE ANY PUBLIC HARM OR ASSOCIATED PUBLIC COSTS, AND MITIGATE ANY ADVERSE EFFECTS TO SURROUNDING PERSONS OR PROPERTIES. DEVELOPMENT LIMITATION AREAS ARE THOSE WHICH HAVE ANY OF THE FOLLOWING CHARACTERISTICS:

- A. SLOPES EXCEEDING 20%;**
- B. SEVERE SOIL EROSION POTENTIAL;**
- C. LAND WITHIN THE 100 YEAR FLOOD PLAIN;**
- D. A HIGH SEASONAL WATER TABLE WITHIN 0-24 INCHES OF THE SURFACE FOR 3 OR MORE WEEKS OF THE YEAR;**
- E. A FRAGIPAN LESS THAN 30 INCHES FROM THE SURFACE;**
- F. LAND SUBJECT TO SLUMPING, EARTH SLIDES OR MOVEMENT.**

Analysis: This policy is not an approval criteria. It is directed at discouraging development in areas with development limitations. This is a fully developed site. We are not at this time determining whether it is

appropriate to allow for the moorage slips or 27 houseboats. Those facilities are already on site. Accordingly, I do not find this policy applicable at this time. The County has given this Comprehensive Plan Policy the appropriate level of consideration for this application.

POLICY NO. 37, UTILITIES.

THE COUNTY'S POLICY IS TO REQUIRE A FINDING PRIOR TO APPROVAL OF A LEGISLATIVE OR QUASI-JUDICIAL ACTION THAT:

WATER AND DISPOSAL SYSTEM

- A. THE PROPOSED USE CAN BE CONNECTED TO A PUBLIC SEWER AND WATER SYSTEM, BOTH OF WHICH HAVE ADEQUATE CAPACITY; OR**
- B. THE PROPOSED USE CAN BE CONNECTED TO A PUBLIC WATER SYSTEM, AND THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ) WILL APPROVE A SUBSURFACE SEWAGE DISPOSAL SYSTEM ON THE SITE; OR**
- C. THERE IS AN ADEQUATE PRIVATE WATER SYSTEM, AND THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ) WILL APPROVE A SUBSURFACE SEWAGE DISPOSAL SYSTEM; OR**
- D. THERE IS AN ADEQUATE PRIVATE WATER SYSTEM, AND A PUBLIC SEWER WITH ADEQUATE CAPACITY.**

DRAINAGE

- E. THERE IS ADEQUATE CAPACITY IN THE STORM WATER SYSTEM TO HANDLE THE RUN-OFF; OR**
- F. THE WATER RUN-OFF CAN BE HANDLED ON THE SITE OR ADEQUATE PROVISIONS CAN BE MADE; AND**
- G. THE RUN-OFF FROM THE SITE WILL NOT ADVERSELY AFFECT THE WATER QUALITY IN ADJACENT STREAMS, PONDS, LAKES OR ALTER THE DRAINAGE ON ADJOINING LANDS.**

ENERGY AND COMMUNICATIONS

- H. THERE IS AN ADEQUATE ENERGY SUPPLY, TO HANDLE THE NEEDS OF THE PROPOSAL AND THE DEVELOPMENT LEVEL PROJECTED BY THE PLAN; AND**
- I. COMMUNICATIONS FACILITIES ARE AVAILABLE.**

Analysis: The applicant in Phase II of this process confirmed that they had obtained all necessary permits. During the Phase II process, issues relating to water and sewage disposal were resolved in applicant's favor. This policy was determined to be met at that time. No appeal was taken.

At the hearing, the applicant, as well as many of the residents, spoke about the quality of the water and the adequacy of the sewage disposal system. Substantial evidence has been submitted in support of a finding indicating that there is an adequate water and disposal system, that drainage of the site is adequate, and that energy and communications facilities exist to serve the site and are, in fact, in place and operation.

CONCLUSION

Based on the administrative decision, the supplemental staff report and the substantial testimony and evidence that were submitted as part of the record at the hearing, I find the administrative decision in this matter approving this File WRG1-98 should be affirmed. The Applicant's WRG permit is approved subject to the conditions of approval contained in the Administrative Decision of the Planning director dated April 3, 1998. The appeal is denied.

IT IS SO ORDERED, this 11th day of June, 1998.


JOAN M. CHAMBERS, Hearings Officer

SUPPLEMENTAL STAFF REPORT

TO: Board of County Commissioners
FROM: Facilities & Property Management
DATE: June 18, 1998
RE: Process Improvement Report

1. Recommendation/Action Requested: Information only.
2. Background/Analysis: We were invited to show our RESULTS related successes.
3. Financial Impact: None
4. Legal Issues: None
5. Controversial Issues: None
6. Link to Current County Policies: Show Divisional Process Improvement Team successes as related to the RESULTS initiative goals.
7. Citizen Participation: None
8. Other Government Participation: None

EXAMPLE

Agenda

**Division Wide Process Improvement
Team**

**Next Meeting:
5/6/98**

**1:00 PM to 2:00 PM
Blue Room**

Chairperson: Elisa Gorham

DPIT MEMBERS: Esther Burgoyne, Elisa Gorham, Warren Gray,
Amy Joslin, Jon Schrotzberger, Jennifer Winkley

DISTRIBUTION: Mike Oswald, Wayne George, Craig Flower, Craig
Calkins, Shaun Coldwell, Jim Emerson, Posted

**Guests: Larry Baxter
Machelle Stephens**

Agenda topics

Leader

**1:00-1:120PM
1:20-1:30PM
1:30-1:40PM
1:40-1:50PM
1:50-2:00PM**

**CIP/OM Updating
LPO to Contracts
Contractor Evaluation Update
Employee Commute Options
New Action Items**

**Larry Baxter/Machell
All
Warren Gray
Machelle/Amy
All**

**Guests: Machelle,
Larry,**

Minutes from April 15th

THE LEASE BOOK

DISCUSSION: Jenny De Haro came and reported on the New Lease book.

CONCLUSION: Jenny went through the lease book again and made copies of the lease book for Van and Donna.

ACTION: Completed. Jenny will maintain the book for now. She is always open to suggestions and comments.

CIP/OM UPDATING

DISCUSSION: Machel & Larry have been working on a computer "program" where OM Project Managers, & CIP Project Managers can communicate there projects, & update as it progresses.

CONCLUSION: A database was created and put in an everyone file but it could not be updated and shared individually. It was transferred to ACCESS by Larry Baxter.

ACTION: It is still in the formulating stage. No one from CIP knows about it or is using it right now. The form that Larry brought will be passed around at the CIP staff meeting for comments.

EMPLOYEE COMMUTING OPTION

DISCUSSION: Update on Clean Air/Commuting Options.

Machelle & Amy our working on ways of commuting.

CONCLUSION: Lennie participated and is getting a packet of a Gresham Program that has great incentives for carpooling, busing, biking etc.

ACTION: Lennie will return when he gets the information.

LPO/PO'S TO CONTRACTS

DISCUSSION: The job of putting together service contracts is still unassigned.

CONCLUSION: We need to have a discussion and try and get some kind of movement on this issue.

ACTION: Jon will mention again in leadership, and we will talk about it next week.

PARKING LOT ISSUES

Space Allocation Update May 1998
Employee Commuting Option April 15th
Standard Estimation Form
LPO's to Contracts

FACILITIES AND PROPERTY MANAGEMENT **DIVISIONAL PROCESS IMPROVEMENT TEAM**

HISTORY OF DPIT: DPIT began in December 1995 as a Billing Committee. Four months prior to the committee forming, Facilities Management had gotten out of the General Fund and it's own Facilities Fund was created. The work load increased tremendously and bills were not sent out in a timely manner. This was unacceptable to Facilities Management so a facilitator was hired to delegate job tasks and timelines for the committee. After these goals were met the facilitator began to explore other areas of Facilities Management that could be improved upon. Thus, the DPIT committee was formed and is still going strong.

DPIT MISSION STATEMENT: DPIT is a bi-weekly meeting and it's members are diversified from all branches of Facilities Management. We use our mission statement to formulate processes that can be improved to make our department run more efficiently to reach our goal of 100% customer satisfaction. Our mission statement is: To identify & streamline inefficient processes that cross functional lines & provide timely corrections. We have come up with many processes that have been improved because of communication & teamwork. We are proud to share the following successes.

April 1996

- Visa limits- \$250 per purchase
- Billing Cycle by Month
- Cross Training employees for multitasking & learning new skills in other positions
- Daily time sheet program
- Direct Phone line so customers can call employees directly
- Open Communication Memo Created
- One Comms are distributed to all employees going into the field. It is phone, pager, & walkie-talkie all in one. Response time has improved as much as 60% to trades responding to emergency calls.

May 1996

- Archiving WO's to speed up Mainsaver
- New Dispatcher position to give clients better customer service/instant dispatching & knowledge of buildings & problems for better reaction time.
- Pocketminds for employees with building names, liaisons, custodial contracts, & employee numbers for instant reactivity when out in the field.
- Updating Purchasing Process-to make clear are procedures & responsibilities & to contain untimely holdups.

June 1996

- Process Approval flow chart created & dispersed to all employees
- Mileage Recording memo's to be sent out monthly to make sure FLEET gets the information they need in a timely manner
- Fiscal Year roll over organized & discussed for smooth transition

FACILITIES AND PROPERTY MANAGEMENT
DIVISIONAL PROCESS IMPROVEMENT TEAM

July 1996

- Mainsaver conversion from DOS to Windows formulated
- CACI hired to create a billing system.

August 1996

- Work Order Form Format Change- (easier to read & follow)

September 1996

- Master Work Order numbers created for better tracking for Project Managers

October 1996

- Mainsaver Committee created to meet goals & timeline
- Administration Support staff bins created in a central location for easier access & routing

November 1996

- Checking Account created for permits & plan check fees for City of Portland, Troutdale, & Gresham. This will speed up process for trades & project managers immensely

January 1997

- Recycling Program implemented (Portland State University involved)

February 1997

- Copy & Fax machines purchased to keep up with faster pace & high demands

March 1997

- Estimate Procedure Study-created new ECC code to track time & costs for free estimates
- New Space Procedures written

April 1997

- Vendor Payment Procedure re-written to provide better customer service to repay contractors & vendors in a well-timed manner

June 1997

- Custodial numbering to charge clients without them having to send extra paper work

July 1997

- Estimate procedure implemented-4 hour free estimate
- Workman Compensations Claims are clarified & authority given to Payroll who will work with the Trade Supervisor

August 1997

- DPIT Reorganization-Fewer members & changing members for more variety & representation

FACILITIES AND PROPERTY MANAGEMENT
DIVISIONAL PROCESS IMPROVEMENT TEAM

September 1997

- "Moving Notification" form created for our clients so they can notify us when moving out of a building or within a building
- Converting LPO's & Monthly's to Contracts. Admin research found that time & money could be saved if the conversion could take place

October 1997

- Parking overflow minimized-Full time employees are first priority to the parking spots in the two lots
- Service Requests converted to Dispatcher. To keep all paperwork together & better response time to clients

November 1997

- Lease Book Updated-FM has obtained more leased buildings. Book will be updated to ensure our clients of what we cover & what the owners maintain so we can have 100% client satisfaction by making sure their needs are met by us or enforcing the to the owner to fix building problems
- CIP/OP Project Updates- weekly updates of projects implemented to keep communication open

December 1997

- Employees Recognizing Employees approved. Weekly "stars" given out to FM employees for a job well done.
- Ford Building Potluck-To socialize with other departments in the building & learn more about each other
- Master WIP Reports reset to give CIP/OM more accurate information
- Clean Air Act -Goals & carpool to lesson pollution by 10% Facilities to do there part

January 1998

- New Employee Orientation Manual-updating manual for new employees
- Buddy system created for new employees to ensure of 100% transition satisfaction
- Mainsaver may be able to convert to Windows as soon as March

February 1998

- DPIT moves to bi-weekly meetings
- FM employees from different sections be asked to attend meetings to give ideas & input

March 1998

- Mainsaver converted from DOS to Windows
- The Lease Book updated from 1995 to help clients but stay within our budget

FACILITIES AND PROPERTY MANAGEMENT
DIVISIONAL PROCESS IMPROVEMENT TEAM

April 1998

- Expenditure Commitment Form approved to keep on top of fund transfers

May 1998

- Employee Commuting Options to reduce pollution by 10%. Meeting goals by carpooling, biking, and bussing. Carpool spots created, bikes donated, & Tri-met schedules set up on 1st fl so the entire building can take advantage. (Purchasing, Mail Dist. Central Stores, Health)
- Facilities Management Summer Picnic planned to bring together our Facilities community

June 1998

- Contractor Welcoming and Education Involvement Social. Contract Section working with purchasing to put on social to involve & educate outside vendors on working on county projects.
- CIP/OM Project Updating Program. Computer program created internally by employees themselves.
- LPO's to Contracts-Still in progress

HIGHLIGHTS

The DPIT Committee is a diversified and unified group representing all sections of Facilities Management. We have Managers, Office Assistants, Project Managers, & Specialists in their particular fields. DPIT works because we come together to share our ideas, goals, & enthusiasm to make Facilities the best workplace in the County. No one is better than anyone else in our community and we make sure of it. Everyone has an equal opportunity to be heard and we all accept the responsibility of extra work we might encounter to achieve our goals. We are successful because we enjoy what we do and we always want to do better.

Estimate Procedure Study

- Why the study was created
- What is the Cost effectiveness of the Study
- Ensuring Customer Service Satisfaction

Moving Notification Form

- Why the form was needed
- What is the Cost Effectiveness of the form
- Ensuring Customer Satisfaction

Lease Book Updated

- Why the Book should be updated
- What is the Cost Effectiveness of the Lease Book
- Ensuring Customer Service

MEETING DATE: JUL 02 1998

AGENDA NO: R-3
ESTIMATED START TIME: 9:40

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Request Approval of Public Auction

BOARD BRIEFING: Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: July 2, 1998

Amount of Time Needed: 5 minutes

DEPARTMENT: Environmental Services DIVISION: Assessment & Taxation

CONTACT: Gary Thomas TELEPHONE #: 248-3590 ext. 22591
BLDG/ROOM #: 166/300/Tax Title

PERSON(S) MAKING PRESENTATION: Pat Frahler/Gary Thomas

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

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

Request approval to sell 24 Tax Foreclosed Properties at Public Auction.

Attached documents: Staff Report, Board Order, and Exhibits A through F.

*7/6/98 COPIES TO PAT FRAHLER & GARY THOMAS &
VANESSA WITKA*

SIGNATURES REQUIRED:

ELECTED
OFFICIAL:
OR
DEPARTMENT
MANAGER:

Kathleen A. Jureberg *Pat Frahler* *Gary Thomas*

98 JUN 24 PM 5:25
MULTNOMAH COUNTY
OREGON
COUNTY COMMISSIONER

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES
Any Questions: Call the Board Clerk at 248-3277

BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM BRIEFING
STAFF REPORT SUPPLEMENTAL

TO: BOARD OF COUNTY COMMISSIONERS
FROM: Kathy Tuneberg
TODAY'S DATE: June 15, 1998
REQUESTED PLACEMENT DATE: July 2, 1998

RE: REQUEST APPROVAL TO SELL ATTACHED LIST OF TAX FORECLOSED PROPERTIES AT PUBLIC AUCTION

I. Recommendation/Action Requested:

Approval to sell 24 properties at public auction

II. Background/Analysis:

The County has twenty-four tax foreclosed properties available for public auction consisting of 13 vacant lots, 6 residential improved properties, and 5 commercial/industrial sites.

All properties listed have been reviewed by the greenspace process of Ordinance 895 and have been offered to government agencies for public use and to non-profit housing developers for low-income housing purposes, except for items 5, 7, 14, 15, and 22-24 these properties currently either have DEQ, IRS liens or had Clouded Title.

III. Financial Impact:

The sale of these properties removes them from the County's ownership and maintenance requirements. The proceeds reimburse the County for any applicable Tax Title expenditures and the remaining proceeds are distributed to the taxing districts.

IV. Legal Issues:

The County has obtained preliminary title reports or litigation guarantees regarding these properties, which do not list any specific title exceptions at this time. Should any title problems arise, the property will be removed from the sale and appropriate action taken to clear title.

V. Controversial Issues:

Tax Title will send notification of sale to all adjacent property owners prior to the sale.

VI. Link to Current County Policies:

The sale of tax foreclosed property at public auction is provided for by ORS 275.120 through 275.190 and Ordinance 895.

VII. Citizen Participation:

No citizen testimony anticipated.

VIII. Other Government Participation:

Properties sold with City of Portland liens are subject to Senate Bill 392. The City has been notified of this sale.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ORDER NO. _____

Authorizing Sale of 24 Tax Foreclosed Properties Acquired by Multnomah County through the Foreclosure of Liens for Delinquent Taxes

The Multnomah County Board of Commissioners Finds:

- a) Multnomah County has foreclosed for delinquent taxes 24 properties more particularly described in "Exhibits A through F" attached hereto
- b) Multnomah County now holds title to the above referenced properties as authorized under ORS 312.200
- c) These 24 properties are not needed for County purposes or use; it is deemed to be in the best interest of the County to offer said properties at a public sale in accordance with the provisions of ORS 275.110 through 275.190

The Multnomah County Board of Commissioners Orders:

1. The Multnomah County Sheriff is directed to conduct a public sale at a time and place to be determined, of the properties described in the attached "Exhibits A through F" for not less than the minimum price set for each property therein.
2. The terms of the sale shall require all properties to be sold for cash and
 - a. A "cash" sale shall include a sale made pursuant to a short term purchase and sale agreement, which shall be designated as a "Cash With Option" sale.
 - b. The Tax title Division is authorized to designate at its discretion, which specific properties are to be sold for cash or cash with option.

Adopted this 2nd day of July, 1998.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Beverly Stein, Chair

REVIEWED:

Thomas Sponsler, County Counsel
For Multnomah County, Oregon

By

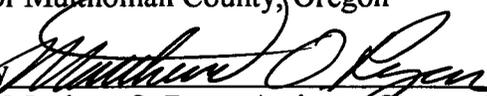

Matthew O. Ryan, Assistant County Counsel

EXHIBIT A

TWENTY-FOUR TAX FORECLOSED PROPERTIES PROPOSED FOR PUBLIC SALE BY MULTNOMAH COUNTY

- ✓ 1) LEGAL DESCRIPTION: AS DESCRIBED ON ATTACHED EXHIBIT "B"
PROPERTY LOCATION: 7530 N Willamette Blvd (commercial)
TAX ACCOUNT #: R-00010-0040
MINIMUM BID: \$50,300
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1993-94
- 2) LEGAL DESCRIPTION: Lots 3-5, Block 2, ALBINA HTS, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: Formerly 4936 NE 10th Ave (vacant lot)
TAX ACCOUNT #: R-01020-0210
MINIMUM BID: \$22,000
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1992-93
- 3) LEGAL DESCRIPTION: Lot 1, Block 7, CENTRAL ALBINA, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: Formerly 4235 Borthwick Ave (vacant lot)
TAX ACCOUNT #: R-14680-0800
MINIMUM BID: \$16,600
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1994-95
- 4) LEGAL DESCRIPTION: Lot 7, Block 32, CENTRAL ALBINA, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: 3521 N Kerby Ave (Residential)
TAX ACCOUNT #: R-14680-5580
MINIMUM BID: \$52,500
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1994-95
- 5) LEGAL DESCRIPTION: Lots 1-3, Block 2, CHICAGO CENTRE, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: 5012 SE 77TH Ave (Residential)
TAX ACCOUNT #: R-15570-0210
MINIMUM BID: \$98,200
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: NOT PROCESSED THROUGH 895, IRS LIENS - Still existing

6) LEGAL DESCRIPTION: Blocks 28 & 29, FOLKENBERG, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: NW Corner of NW High & United Railways (vacant lot)
TAX ACCOUNT #: R-28960-5990
MINIMUM BID: \$18,000
GREENSPACE DESIGNATION: G--P-
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1993-94

7) LEGAL DESCRIPTION: Lot 7, Block 9, HELENSVIEW & REPLAT, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: 8339 NE Sumner St (Residential)
TAX ACCOUNT #: R-37460-4470
MINIMUM BID: \$74,700
GREENSPACE DESIGNATION: ---P-
MADE AVAILABLE FOR TRANSFER: NOT PROCESSED THROUGH 895
HAD CLOUDED TITLE - Subsequently cleared

8) LEGAL DESCRIPTION: Excluding point in street Lot 1, Block 1, LINCOLN PARK, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: Formerly 3802 NE M L King JR Blvd (Vacant lot)
TAX ACCOUNT #: R-49710-0010
MINIMUM BID: \$12,000
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1993-94

9) LEGAL DESCRIPTION: AS DESCRIBED IN ATTACHED EXHIBIT "C"
PROPERTY LOCATION: Across the street, North from 3324 NE Klickitat (vacant lot)
TAX ACCOUNT #: R-53450-0170
MINIMUM BID: \$58,000
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1995-96

10) LEGAL DESCRIPTION: Lots 10 & 11, Block 13, MILLERS ADDITION, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: 7884 SE 13th Ave (Commercial/industrial) (Formerly Rose City Plating)
TAX ACCOUNT #: R-57120-3570
MINIMUM BID: \$248,000
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: NOT PROCESSED THROUGH 895
DEQ/IRS (Potential bidder will have to sign a Prospective Purchaser Agreement [PPA] with DEQ)

11) LEGAL DESCRIPTION: Lot 12, Block 13, MILLERS ADDITION, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: North of 7884 SE 13th Ave (Commercial/Industrial site)
TAX ACCOUNT #: R-57120-3610
MINIMUM BID: \$41,000
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: NOT PROCESSED THROUGH 895 DEQ/IRS (Potential bidder will have to sign a Prospective Purchaser Agreement [PPA] with DEQ)

12) LEGAL DESCRIPTION: Lot 5, Block 4, NORTH IRVINGTON, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: Formerly 3934 NE 7th Ave (Vacant lot)
TAX ACCOUNT #: R-61150-0950
MINIMUM BID: \$13,100
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1992-93

13) LEGAL DESCRIPTION: Lot 10, Block 11 PENINSULAR ADDITION, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: 2825 N Terry St (Residential)
TAX ACCOUNT #: R-65510-4130
MINIMUM BID: \$24,100
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1994-95

14) LEGAL DESCRIPTION: Lots 12 & 13, Block 23, PENINSULAR ADD #2, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: 9006 N Drummond Ave (Residential)
TAX ACCOUNT #: R-65522-4320
MINIMUM BID: \$66,700
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: NOT PROCESSED THROUGH 895 CONTRACT RECENTLY CANCELLED

15) LEGAL DESCRIPTION: Lots 1-4, Block 1, PIEDMONT PARK, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: 6931 NE M L King JR Blvd (Commercial/Industrial site)
TAX ACCOUNT #: R-65810-0050
MINIMUM BID: \$125,200
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: NOT PROCESSED THROUGH 895 HAD CLOUDED TITLE - Subsequently cleared

16) LEGAL DESCRIPTION: Excluding point in Street - Westerly 25' of Lot 18, Block 5 and Westerly 25' of Lots 19 & 20, Block 5, POINT VIEW, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: Adjacent to 8501 N Oswego Ave (Vacant lot)
TAX ACCOUNT #: R-66570-1630
MINIMUM BID: \$2,800
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1994-95

17) LEGAL DESCRIPTION: Lot 9, Block 1, RIVERSIDE ADD, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: FORMERLY 1736 N KILLINGSWORTH ST (Vacant Lot)
TAX ACCOUNT #: R-70960-0180
MINIMUM BID: \$17,700
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1993-94

18) LEGAL DESCRIPTION: North 36' of the South 230.3' of the East 72' of Lot 24, Block B, and North 36' of the South 230.3' of Lot 25, Block B, SUBURBAN HOMES CLUB TRACTS, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: Formerly 3534 SE 119th Ave (Residential)
TAX ACCOUNT #: R-80430-2280
MINIMUM BID: \$17,800
GREENSPACE DESIGNATION: ---P-
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1993-94

19) LEGAL DESCRIPTION: Lot 4, Block 4, TOWN OF LENTS, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: 6115 SE 93rd Ave (Residential)
TAX ACCOUNT #: R-83910-1150
MINIMUM BID: \$43,600
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1993-94

20) LEGAL DESCRIPTION: Lot 10, Block 12, TOWN OF LINNTON, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: Corner of NW 112th Ave & Front Ave (Vacant Lot)
TAX ACCOUNT #: R-83940-0320
MINIMUM BID: \$4,200
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1996-97

21) LEGAL DESCRIPTION:

PROPERTY LOCATION:

TAX ACCOUNT #:

MINIMUM BID:

GREENSPACE DESIGNATION:

MADE AVAILABLE FOR TRANSFER:

Lot 42, Block 11, WEST PORTLAND PARK, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.

West of 3617 SW Pasadena (Vacant Lot)

R-89640-2090

\$6,200

Fiscal Year 1993-94

✓ 22) LEGAL DESCRIPTION:

PROPERTY LOCATION:

TAX ACCOUNT #:

MINIMUM BID:

GREENSPACE DESIGNATION:

MADE AVAILABLE FOR TRANSFER:

AS DESCRIBED ON ATTACHED EXHIBIT "D"

3601 NW Marine Dr (Commercial/Industrial)

R-94322-0320

\$287,500

G-CPS

NOT PROCESSED THROUGH 895

DEQ ISSUES/FORMERLY A TIRE RECYCLING

PLANT (Potential bidder will have to sign a

Prospective Purchaser Agreement [PPA] with DEQ)

✓ 23) LEGAL DESCRIPTION:

PROPERTY LOCATION:

TAX ACCOUNT #:

MINIMUM BID:

GREENSPACE DESIGNATION:

MADE AVAILABLE FOR TRANSFER:

AS DESCRIBED ON ATTACHED EXHIBIT "E"

Adjacent to 3601 NW Marine Dr

(Commercial/Industrial)

R-94322-0340

\$110,900

G--P-

NOT PROCESSED THROUGH 895

DEQ ISSUES/FORMERLY A TIRE RECYCLING

PLANT (Potential bidder will have to sign a

Prospective Purchaser Agreement [PPA] with DEQ)

24) LEGAL DESCRIPTION:

PROPERTY LOCATION:

TAX ACCOUNT #:

MINIMUM BID:

GREENSPACE DESIGNATION:

MADE AVAILABLE FOR TRANSFER:

AS DESCRIBED ON ATTACHED EXHIBIT "F"

8010 SW 45th Ave (Vacant Lot, house to be demo)

R-99120-1680

\$78,900

G----

NOT PROCESSED THROUGH 895

HAD CLOUDED TITLE - Subsequently cleared

EXHIBIT "B"

The West 12 feet of the North 25 feet of Lot 2 and the North 40 feet of the East 21.5 feet of Lot 3 and all of Lots 4, 5 and 6, Block 21, A.L. MINERS ADDITION, in the City of Portland, County of Multnomah and State of Oregon.

EXHIBIT "C"

Lot 9, EXCEPT the West 50 feet thereof; and
Lot 10, EXCEPTING THEREFROM the following:

BEGINNING at the Northeast corner of said Lot 10; thence South, along the East line of said Lot, 100 feet to the Southeast corner thereof; thence West, along the South line of said Lot, 2.8 feet; thence North $0^{\circ}19'36''$ East 100 feet to the North line of said lot; thence East 2.23 feet, along the North line of said lot, to the place of beginning, all in Block 1, MAPLEHURST, in the City of Portland, County of Multnomah and State of Oregon.

EXHIBIT "D"

Legal Description:

A parcel of land situated in Charles Fezett Donation Land Claim in Section 22, Township 1 North, Range 3 East, Willamette Meridian, in the County of Multnomah and State of Oregon, more particularly described as follows:

Beginning at the Northwest corner of the East half of said Charles Fezett Donation Land Claim; thence South 88°20'36" East along the North line of said Fezett Donation Land Claim, 625.50 feet to a 5/8 inch iron rod with plastic cap and the true point of beginning; thence South 01°18'43" West 512.15 feet to a 5/8 inch iron rod with plastic cap; thence South 88°20'36" East 310.00 feet to a 5/8 inch iron rod with plastic cap; thence North 01°18'43" East 512.15 feet to a 5/8 inch iron rod with plastic cap; thence North 88°20'36" West 310.00 feet to the true point of beginning.

TOGETHER WITH the following described easements: A 40.00 foot wide private road and utility easement, the centerline which is described as follows: Beginning at the Northwest corner of the East half of the Charles Fezett Donation Land Claim in Section 22, Township 1 North, Range 3 East of the Willamette Meridian, in the County of Multnomah and State of Oregon; thence South 01°15'43" West along the division line of said Fezett Donation Land Claim, 1045.63 feet to a point on the Northerly right-of-way line of Marine Drive as conveyed to Multnomah County, State of Oregon, by Deed recorded under Auditor's File No. L-168, dated May 26, 1964; thence along said Northerly right-of-way line South 44°10'31" East 28.07 feet to the true point of beginning; thence North 01°15'43" East parallel to the division line of said Fezett Donation Land Claim No. 47, 452.34 feet; thence along the arc of a 100.00 foot radius curve to the right, through a central angle of 90°23'41" for an arc distance of 157.77 feet; thence South 88°20'36" East 504.36 feet to a point, said point herein referred to as Point "A"; thence continuing South 88°20'36" East 310.00 feet to a point herein referred to as Point "B"; thence continuing South 88°20'36" East 10.00 feet to the terminus of this centerline description; ALSO a 40.00 foot wide private road and utility easement the centerline of which is described as follows: Beginning at the aforementioned Point "A"; thence North 01° East, 500.00 feet to the terminus of this centerline description.

EXCEPT that portion lying within the right-of-way for the Spur Track of the Oregon-Washington Railroad and Navigation Company, as now constructed and operated, serving the aluminum plant of Reynolds Metals Company.

EXHIBIT "E"

A parcel of land situated in Charles Fezett Donation Land Claim in Section 22, Township 1 North, Range 3 East, willamette Meridian, in the County of Multnomah and State of Oregon, more particularly described as follows:

BEGINNING at a stone with an "X" scribed in it, at the Northwest corner of the East half of said Charles Fezett Donation Land Claim; thence South $88^{\circ}20'36''$ East along the North line of said Fezett Donation Land Claim, 425.50 feet to a 5/8 inch iron rod with plastic cap; thence South $01^{\circ}18'43''$ West 512.15 feet to a 5/8 inch iron rod with plastic cap; thence North $88^{\circ}20'36''$ West 425.05 feet to a 5/8 inch iron rod with plastic cap on the West line of the East half of said Fezett Donation Land Claim; thence North $01^{\circ}15'43''$ along the West line of the East half of said Fezett Donation Land Claim, 512.15 feet to the point of beginning.

TOGETHER WITH the following described easements:

A 40.00 foot wide private road and utility easement, the centerline of which is described as follows:

BEGINNING at the Northwest corner of the East half of the Charles Fezett Donation Land Claim in Section 22, Township 1 North, Range 3 East of the Willamette Meridian, in the County of Multnomah and State of Oregon; thence South $01^{\circ}15'43''$ West along the division line of said Fezett Donation Land Claim, 1045.63 feet to a point on the Northerly right-of-way line of Marine Drive as conveyed to Multnomah County, State of Oregon, by deed recorded under Auditor's File No. L-168, dated May 26, 1964; thence along said Northerly right-of-way line South $44^{\circ}10'31''$ East 28.07 feet to the true point of beginning; thence North $01^{\circ}15'43''$ East parallel to the division line of said Fezett Donation Land Claim No. 47, 452.34 feet; thence along the arc of a 100.00 foot radius curve to the right, through a central angle of $90^{\circ}23'41''$ for an arc distance of 157.77 feet; thence South $88^{\circ}20'36''$ East 504.36 feet to a point, said point herein referred to as Point "A"; thence continuing South $88^{\circ}20'36''$ East 310.00 feet to a point herein referred to as Point "B"; thence continuing South $88^{\circ}20'36''$ East 10.00 feet to the terminus of this centerline description.

EXCEPT that portion lying within the right-of-way for the Spur Track of the Oregon-Washington Railroad and Navigation Company, as now constructed and operated, serving the aluminum plant of Reynolds Metals Company.

EXHIBIT "F"

A tract of land in Section 20, Township 1 South, Range 1 East of the Willamette Meridian, in the County of Multnomah and State of Oregon, described as follows:

BEGINNING at a point 10 feet East and 952.5 feet South of the one-quarter section corner between Sections 19 and 20, 1 South, 1 East; thence South parallel with the West line of Section 20, 40 feet to an iron pipe; thence East 181.93 feet, more or less, to an iron pipe; thence North 40 feet to an iron pipe; thence West 181.93 feet, more or less, to an iron pipe and the point of beginning.

EXCEPT part in SW 45th Avenue.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY

ORDER NO. 98-92

Authorizing Sale of Properties Acquired by Multnomah County through the Foreclosure of
Liens for Delinquent Taxes

The Multnomah County Board of Commissioners finds:

- a) Multnomah County has foreclosed for delinquent taxes 21 properties more particularly described in "Exhibits A through C"; which is attached hereto
- b) Multnomah County now holds title to the above referenced properties as authorized under ORS 312.200
- c) These 21 properties are not needed for County purposes or use; it is deemed to be in the best interest of the County to offer said properties at a public sale in accordance with the provisions of ORS 275.110 through 275.190

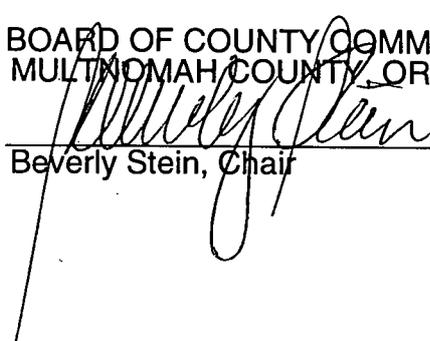
The Multnomah County Board of Commissioners Orders:

- 1) The Multnomah County Sheriff is directed to conduct a public sale at a time and place to be determined, of the properties described in the attached Exhibits "A through C" for not less than the minimum price set for each property therein.
- 2) The terms of the sale shall require all properties be sold for cash and
 - a. A "CASH" sale shall include a sale made pursuant to a short term purchase and sale agreement, which shall be designated as a "Cash With Option" sale.
 - b. The Tax Title Division is authorized to designate at its discretion which specific properties are to be sold for cash or cash with option.

Dated this 2nd day of July, 1998.



BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY OREGON


Beverly Stein, Chair

REVIEWED:

Thomas Sponsler, County Counsel
Multnomah County, Oregon

By 

Matthew O. Ryan, Assistant County Counsel

EXHIBIT A

21 TAX FORECLOSED PROPERTIES PROPOSED FOR PUBLIC SALE BY MULTNOMAH COUNTY

- 1) LEGAL DESCRIPTION: Lots 3-5, Block 2, ALBINA HTS, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: Formerly 4936 NE 10th Ave (vacant lot)
TAX ACCOUNT #: R-01020-0210
MINIMUM BID: \$22,000
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1992-93
- 2) LEGAL DESCRIPTION: Lot 1, Block 7, CENTRAL ALBINA, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: Formerly 4235 Borthwick Ave (vacant lot)
TAX ACCOUNT #: R-14680-0800
MINIMUM BID: \$16,600
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1994-95
- 3) LEGAL DESCRIPTION: Lot 7, Block 32, CENTRAL ALBINA, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: 3521 N Kerby Ave (Residential)
TAX ACCOUNT #: R-14680-5580
MINIMUM BID: \$52,500
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1994-95
- 4) LEGAL DESCRIPTION: Lots 1-3, Block 2, CHICAGO CENTRE, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: 5012 SE 77TH Ave (Residential)
TAX ACCOUNT #: R-15570-0210
MINIMUM BID: \$98,200
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: NOT PROCESSED THROUGH 895, IRS LIENS - Still existing
- 5) LEGAL DESCRIPTION: Blocks 28 & 29, FOLKENBERG, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: NW Corner of NW High & United Railways (vacant lot)
TAX ACCOUNT #: R-28960-5990
MINIMUM BID: \$18,000
GREENSPACE DESIGNATION: G--P-
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1993-94

6) LEGAL DESCRIPTION: Lot 7, Block 9, HELENSVIEW & REPLAT, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: 8339 NE Sumner St (Residential)
TAX ACCOUNT #: R-37460-4470
MINIMUM BID: \$74,700
GREENSPACE DESIGNATION: ---P-
MADE AVAILABLE FOR TRANSFER: NOT PROCESSED THROUGH 895
HAD CLOUDED TITLE - Subsequently cleared

7) LEGAL DESCRIPTION: Excluding point in street Lot 1, Block 1, LINCOLN PARK, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: Formerly 3802 NE M L King JR Blvd (Vacant lot)
TAX ACCOUNT #: R-49710-0010
MINIMUM BID: \$12,000
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1993-94

8) LEGAL DESCRIPTION: AS DESCRIBED IN ATTACHED EXHIBIT "B"
PROPERTY LOCATION: Across the street, North from 3324 NE Klickitat (vacant lot)
TAX ACCOUNT #: R-53450-0170
MINIMUM BID: \$58,000
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1995-96

9) LEGAL DESCRIPTION: Lots 10 & 11, Block 13, MILLERS ADDITION, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: 7884 SE 13th Ave (Commercial/industrial) (Formerly Rose City Plating)
TAX ACCOUNT #: R-57120-3570
MINIMUM BID: \$248,000
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: NOT PROCESSED THROUGH 895
DEQ/IRS (Potential bidder will have to sign a Prospective Purchaser Agreement [PPA] with DEQ)

10) LEGAL DESCRIPTION: Lot 12, Block 13, MILLERS ADDITION, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: North of 7884 SE 13th Ave (Commercial/Industrial site)
TAX ACCOUNT #: R-57120-3610
MINIMUM BID: \$41,000
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: NOT PROCESSED THROUGH 895
DEQ/IRS (Potential bidder will have to sign a Prospective Purchaser Agreement [PPA] with DEQ)

<p>11) LEGAL DESCRIPTION:</p> <p>PROPERTY LOCATION:</p> <p>TAX ACCOUNT #:</p> <p>MINIMUM BID:</p> <p>GREENSPACE DESIGNATION:</p> <p>MADE AVAILABLE FOR TRANSFER:</p>	<p>Lot 5, Block 4, NORTH IRVINGTON, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon. Formerly 3934 NE 7th Ave (Vacant lot) R-61150-0950 \$13,100 ----- Fiscal Year 1992-93</p>
<p>12) LEGAL DESCRIPTION:</p> <p>PROPERTY LOCATION:</p> <p>TAX ACCOUNT #:</p> <p>MINIMUM BID:</p> <p>GREENSPACE DESIGNATION:</p> <p>MADE AVAILABLE FOR TRANSFER:</p>	<p>Lot 10, Block 11 PENINSULAR ADDITION, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon. 2825 N Terry St (Residential) R-65510-4130 \$24,100 ----- Fiscal Year 1994-95</p>
<p>13) LEGAL DESCRIPTION:</p> <p>PROPERTY LOCATION:</p> <p>TAX ACCOUNT #:</p> <p>MINIMUM BID:</p> <p>GREENSPACE DESIGNATION:</p> <p>MADE AVAILABLE FOR TRANSFER:</p>	<p>Lots 12 & 13, Block 23, PENINSULAR ADD #2, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon. 9006 N Drummond Ave (Residential) R-65522-4320 \$66,700 ----- NOT PROCESSED THROUGH 895 CONTRACT RECENTLY CANCELLED</p>
<p>14) LEGAL DESCRIPTION:</p> <p>PROPERTY LOCATION:</p> <p>TAX ACCOUNT #:</p> <p>MINIMUM BID:</p> <p>GREENSPACE DESIGNATION:</p> <p>MADE AVAILABLE FOR TRANSFER:</p>	<p>Lots 1-4, Block 1, PIEDMONT PARK, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon. 6931 NE M L King JR Blvd (Commercial/Industrial site) R-65810-0050 \$125,200 ----- NOT PROCESSED THROUGH 895 HAD CLOUDED TITLE - Subsequently cleared</p>
<p>15) LEGAL DESCRIPTION:</p> <p>PROPERTY LOCATION:</p> <p>TAX ACCOUNT #:</p> <p>MINIMUM BID:</p> <p>GREENSPACE DESIGNATION:</p> <p>MADE AVAILABLE FOR TRANSFER:</p>	<p>Excluding point in Street - Westerly 25' of Lot 18, Block 5 and Westerly 25' of Lots 19 & 20, Block 5, POINT VIEW, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon. Adjacent to 8501 N Oswego Ave (Vacant lot) R-66570-1630 \$2,800 ----- Fiscal Year 1994-95</p>

16) LEGAL DESCRIPTION: Lot 9, Block 1, RIVERSIDE ADD, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: FORMERLY 1736 N KILLINGSWORTH ST
TAX ACCOUNT #: (Vacant Lot)
MINIMUM BID: R-70960-0180
GREENSPACE DESIGNATION: \$17,700
MADE AVAILABLE FOR TRANSFER: -----
Fiscal Year 1993-94

17) LEGAL DESCRIPTION: North 36' of the South 230.3' of the East 72' of Lot 24, Block B, and North 36' of the South 230.3' of Lot 25, Block B, SUBURBAN HOMES CLUB TRACTS, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: Formerly 3534 SE 119th Ave (Residential)
TAX ACCOUNT #: R-80430-2280
MINIMUM BID: \$17,800
GREENSPACE DESIGNATION: ---P-
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1993-94

18) LEGAL DESCRIPTION: Lot 4, Block 4, TOWN OF LENTS, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: 6115 SE 93rd Ave (Residential)
TAX ACCOUNT #: R-83910-1150
MINIMUM BID: \$43,600
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1993-94

19) LEGAL DESCRIPTION: Lot 10, Block 12, TOWN OF LINNTON, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: Corner of NW 112th Ave & Front Ave (Vacant Lot)
TAX ACCOUNT #: R-83940-0320
MINIMUM BID: \$4,200
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1996-97

20) LEGAL DESCRIPTION: Lot 42, Block 11, WEST PORTLAND PARK, a recorded subdivision in the City of Portland, County of Multnomah and State of Oregon.
PROPERTY LOCATION: West of 3617 SW Pasadena (Vacant Lot)
TAX ACCOUNT #: R-89640-2090
MINIMUM BID: \$6,200
GREENSPACE DESIGNATION: -----
MADE AVAILABLE FOR TRANSFER: Fiscal Year 1993-94

21) LEGAL DESCRIPTION:
PROPERTY LOCATION:
TAX ACCOUNT #:
MINIMUM BID:
GREENSPACE DESIGNATION:
MADE AVAILABLE FOR TRANSFER:

AS DESCRIBED ON ATTACHED EXHIBIT "C"
8010 SW 45th Ave (Vacant Lot, house to be demo)
R-99120-1680
\$78,900
G----
NOT PROCESSED THROUGH 895
HAD CLOUDED TITLE - Subsequently cleared

EXHIBIT "B"

Lot 9, EXCEPT the West 50 feet thereof; and
Lot 10, EXCEPTING THEREFROM the following:

BEGINNING at the Northeast corner of said Lot 10; thence South, along the East line of said Lot, 100 feet to the Southeast corner thereof; thence West, along the South line of said Lot, 2.8 feet; thence North $0^{\circ}19'36''$ East 100 feet to the North line of said lot; thence East 2.23 feet, along the North line of said lot, to the place of beginning, all in Block 1, MAPLEHURST, in the City of Portland, County of Multnomah and State of Oregon.

EXHIBIT "C"

A tract of land in Section 20, Township 1 South, Range 1 East of the Willamette Meridian, in the County of Multnomah and State of Oregon, described as follows:

BEGINNING at a point 10 feet East and 952.5 feet South of the one-quarter section corner between Sections 19 and 20, 1 South, 1 East; thence South parallel with the West line of Section 20, 40 feet to an iron pipe; thence East 181.93 feet, more or less, to an iron pipe; thence North 40 feet to an iron pipe; thence West 181.93 feet, more or less, to an iron pipe and the point of beginning.

EXCEPT part in SW 45th Avenue.

#1

SPEAKER SIGN UP CARDS

DATE 7-2-98
NAME Jean Fears
ADDRESS 18143 NW Reeder Rd

PHONE 621-3625
SPEAKING ON AGENDA ITEM NUMBER OR
TOPIC R-4 - R6
GIVE TO BOARD CLERK

#2

SPEAKER SIGN UP CARDS

DATE July 2, -98
NAME LORR CRESWICK
ADDRESS 15203 NW BUKINGTON CT,
PORTLAND, 97231
PHONE 621-3645
SPEAKING ON AGENDA ITEM NUMBER OR
TOPIC R-4 ~ 7
GIVE TO BOARD CLERK

MEETING DATE: JUN 25 1998 JUL 02 1998
AGENDA NO: R-10 R-4
ESTIMATED START TIME: 10:40 9:45

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Public Hearing for the adoption of the Westside Rural Multnomah County Transportation System Plan

BOARD BRIEFING: DATE REQUESTED: _____
REQUESTED BY: _____
AMOUNT OF TIME NEEDED: _____

REGULAR MEETING: DATE REQUESTED: June 25, 1998
AMOUNT OF TIME NEEDED: 15 minutes

DEPARTMENT: Environmental Services **DIVISION:** Transp. & Land Use Planning

CONTACT: Karen Schilling **TELEPHONE #:** 248-3636
BLDG/ROOM #: 425/Yeon

PERSON(S) MAKING PRESENTATION: Karen Schilling

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUGGESTED AGENDA TITLE:

Adoption of the Westside Rural Multnomah County Transportation System Plan.

7/6/98 copy to Karen Schilling;
7/9/98 copies to ordinance
Distribution list

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____
(OR)
DEPARTMENT MANAGER: Larry Nicholas

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Board Clerk @ 248-3277

98 JUN 16 AM 9 21
MULTNOMAH COUNTY
OREGON
COUNTY COMMISSIONERS



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 SE 190TH AVENUE
PORTLAND, OREGON 97233
(503) 248-5050

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN • CHAIR • 248-3308
DIANE LINN • DISTRICT 1 • 248-5220
GARY HANSEN • DISTRICT 2 • 248-5219
LISA NAITO • DISTRICT 3 • 248-5217
SHARRON KELLEY • DISTRICT 4 • 248-5213

MEMORANDUM

TO: BOARD OF COUNTY COMMISSIONERS

FROM: Larry F. Nicholas, P. E., Director
Karen Schilling, Transportation Planning Administrator *KS*

TODAY'S DATE: June 15, 1998

REQUESTED PLACEMENT DATE: June 25, 1998

RE: Adopt the Westside Rural Multnomah County Transportation System Plan.

I. Recommendation/Action Requested:

Adopt the Westside Rural Multnomah County Transportation System Plan (Attachment A) with recommended changes (Attachments B and C).

II. Background/Analysis:

The Westside Rural Multnomah County Transportation System Plan is a requirement of the Statewide Transportation Planning Rule. The Transportation System Plan addresses transportation policies and projects for the rural area of Multnomah County west of the City of Portland. All modes of transportation have been addressed including auto, air, rail, bicycle, pedestrian and transit.

The West Hills and Sauvie Island/Multnomah Channel Rural Area Plans are being amended to be consistent with the TSP. The Comprehensive Framework Plan is being amended to comply with the Transportation Planning Rule. There are no substantive changes to these Plans.

III. Financial Impact:

Adoption of the Transportation System Plan does impact our long-term financial commitments. Additional projects will be added to the Capital Improvement Plan and additional studies will be added to the planning and engineering work programs.

IV. Legal Issues:

There are no legal issues.

V. Controversial Issues:

There are no controversial issues.

VI. Link to Current County Policies:

The Transportation System Plan is consistent with Policy 33A of the Comprehensive Framework Plan that calls for implementation of a balanced, safe and efficient transportation system.

VII. Citizen Participation:

A Sounding Board and Task Force of area residents were established at the beginning of the project and assisted the County in developing transportation goals and policies and identifying the transportation needs for the area. The Task Force met three times over the past year. An Open House was held in April 1998 with approximately 100 residents in attendance.

A public hearing was held before the Planning Commission on May 18, 1998.

VIII. Other Government Participation:

Representatives from Metro, City of Portland, Washington and Columbia Counties, and ODOT have participated in the development of the TSP.

June 25, 1998

CLERK OF
COUNTY COMMISSIONERS
98 JUN 25 PM 2:50
MULTNOMAH COUNTY
OREGON

Chair Beverly Stein
Multnomah County Commissioners
1120 SW Fifth Avenue
Portland, Oregon 97204

Re: Written testimony / "West Side Rural Multnomah
County Transportation System Plan"

I wish to have this included as written testimony for the
public hearing scheduled this day.

Our primary concern is with Goal 3 of the TSP [Develop a
transportation system that supports the rural character of
West Multnomah County].

Our family, and neighbors, live in an area zoned 80 acre
minimum. Ours, and our immediate neighbor, operate a tree
farm. Definitely rural in character.

Beginning in November 1997, we have petitioned the County's
Transportation Department to do three things which we feel
would help correct a dangerous situation more livable:

- 1) Install Speed limit signs. There are none presently
between Cornell Rd. and Skyline along Thompson. We have
asked for 35 - 40mph limits with lower speeds on the
curves.
- 2) Stress enforcement by the Sheriff's Department.
- 3) Most importantly, install traffic calming devices at
several critical points near our homes.

None of these things have happened. Now we are looking at an
official plan which proposes a nearly 400 % increase in
traffic along Thompson Road, and it is making us both afraid
and angry to be getting so little response and help.

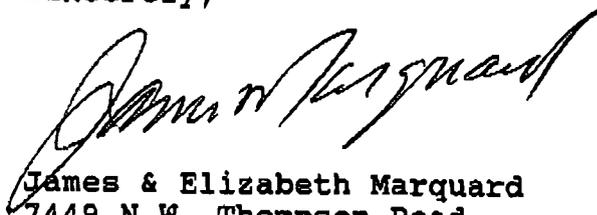
June 25, 1998 pg 2

In a letter from Carl B. Baughman, Traffic Aids Manager dated 2/20/98, he identifies Thompson Road as "a Rural Local road and as such is not an appropriate facility for installing speed bumps." Conversely, Goal 3, in it's Implementation Strategies says - "On rural local roads with heavy through traffic, consider implementing appropriate traffic-calming measures to reduce such traffic."

This is exactly our situation along Thompson Road. We need, badly, traffic calming devices.

I would urge you to not approve the first reading of the TSP until our problem has been addressed. Thank you for your time and consideration.

Sincerely,



James & Elizabeth Marquard
7449 N.W. Thompson Road
Portland, Oregon 97229
Ph. 292-6771

1 BEFORE THE BOARD OF COUNTY COMMISSIONERS
2 FOR MULTNOMAH COUNTY, OREGON
3 ORDINANCE NO. 911
4

5 An Ordinance adopting the Westside Rural Multnomah County Transportation
6 System Plan.

7
8 Multnomah County Ordains as follows:
9

10 Section I. Purpose
11

12 (A) The purpose of this ordinance is to adopt the Westside Rural
13 Multnomah County Transportation System Plan as an element of the Comprehensive
14 Framework Plan.
15

16 Section II. Findings
17

18 (A) The Westside Rural Multnomah County Transportation System
19 Plan provides transportation policies and alternatives for the westside rural area of the
20 County to comply with the Statewide Transportation Planning Rule.
21

22 (B) In June 1997, a task force and sounding board of 40 area citizens
23 were formed to assist in the preparation of the Westside Rural Multnomah County
24 Transportation System Plan.
25

26 (C) The task force met three times between July 1997 and March
27 1998 and formulated draft policies and projects to be included within the Westside
28 Rural Multnomah County Transportation System Plan.
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(D) These draft policies and projects were presented at a public open house in April 1998 within the Westside rural community.

(E) The Multnomah County Planning Commission held a public hearing on the draft Westside Rural Multnomah County Transportation System Plan on May 18, 1998. The Planning Commission recommended the Transportation System Plan (Exhibit A dated April 15, 1998) and Addendum (Exhibit B dated May 8, 1998) with amendments as noted in the attached Resolution C-498 (Exhibit C dated May 18, 1998) for adoption by the Multnomah County Board of Commissioners following the hearing.

(F) On April 21, 1998, the draft Westside Rural Multnomah County Transportation System Plan was sent to the Oregon Department of Land Conservation and Development for a 45 day review period.

(G) On June 15, 1998 the Multnomah County Division of Transportation and Land Use Planning placed an announcement of a public hearing on the Westside Rural Multnomah County Transportation System Plan in the Oregonian and mailed notices to interested parties who had participated in the development of the Transportation System Plan

(H) On June 25, 1998, the Multnomah County Board of Commissioners conducted a public hearing on the first reading of Westside Rural Multnomah County Transportation System Plan.

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(1) On July 2, 1998 the Multnomah County Board of Commissioners considered the second reading of the Westside Rural Multnomah County Transportation System Plan.

Section III. Adoption

ADOPTED this 2nd day of July 1998, being the date of its second reading before the Board of County Commissioners of Multnomah County.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Beverly Stein
Beverly Stein, Chair

REVIEWED:

THOMAS SPONSLER, COUNTY COUNSEL
FOR MULTNOMAH COUNTY, OREGON

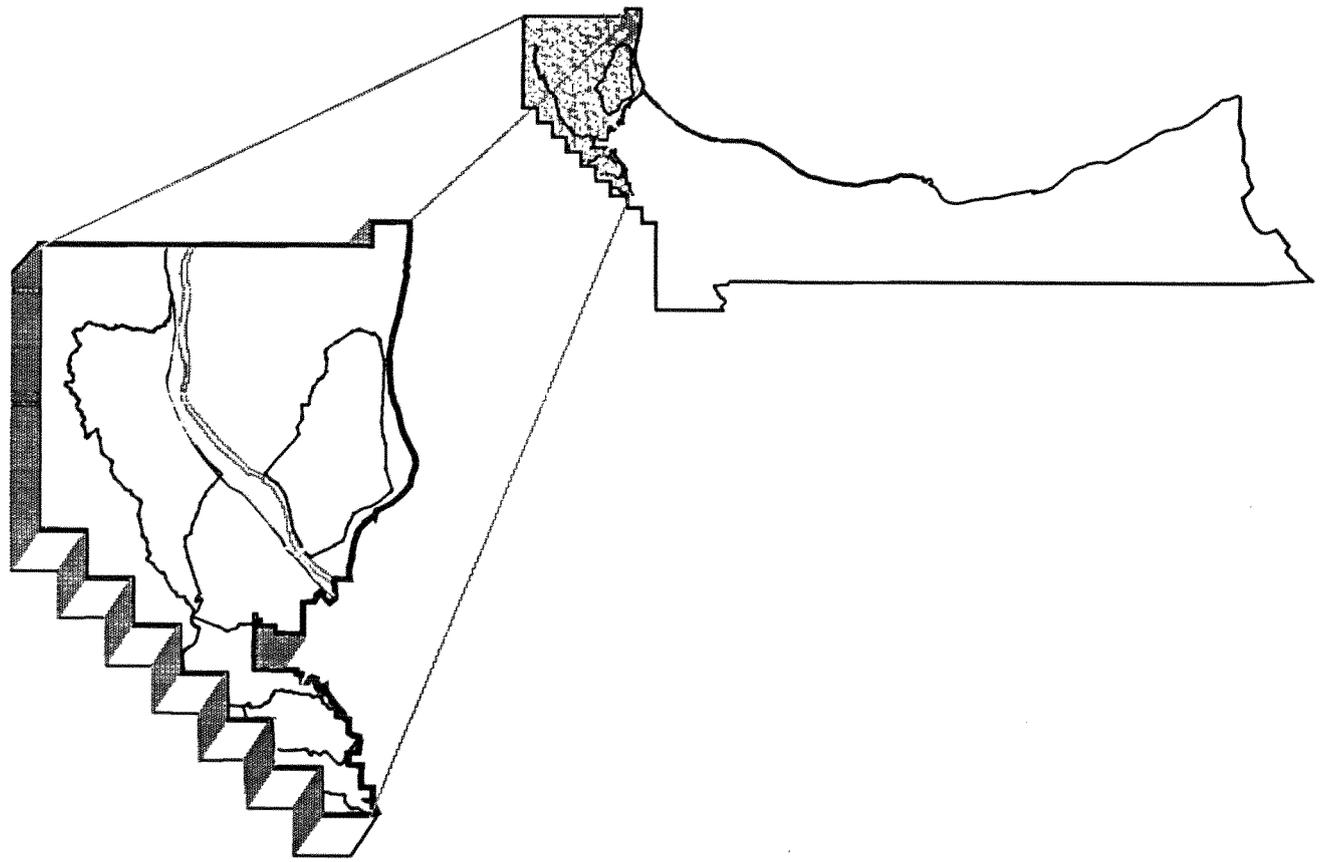
By *Sandra N. Duffy*
Sandra N. Duffy, Chief Assistant Counsel

FINAL DRAFT
WESTSIDE RURAL
MULTNOMAH COUNTY
TRANSPORTATION SYSTEM PLAN

PREPARED FOR



MULTNOMAH COUNTY OREGON



PREPARED BY

CH2MHILL

APRIL 15, 1998

Addendum Sheet to

Westside Rural Transportation System Plan

The following figures are attached and should replace the figures included in the Draft Transportation System Plan.

Figure 2-2 Thompson Rd between Skyline Blvd and Cornell Rd is a local road not a collector.

Figure 2-3 The all-day volumes for US 30 and Thompson Rd have been changed to correctly show 1996 volumes. The title and legend have also been changed to better reflect the figure.

Figure 3-1 The title and legend have been changed to better reflect the contents of the figure.

Figure 4-1 Thompson Rd between Skyline Blvd and Cornell Rd is a local road not a collector.

Transportation Goals (page 1-6)

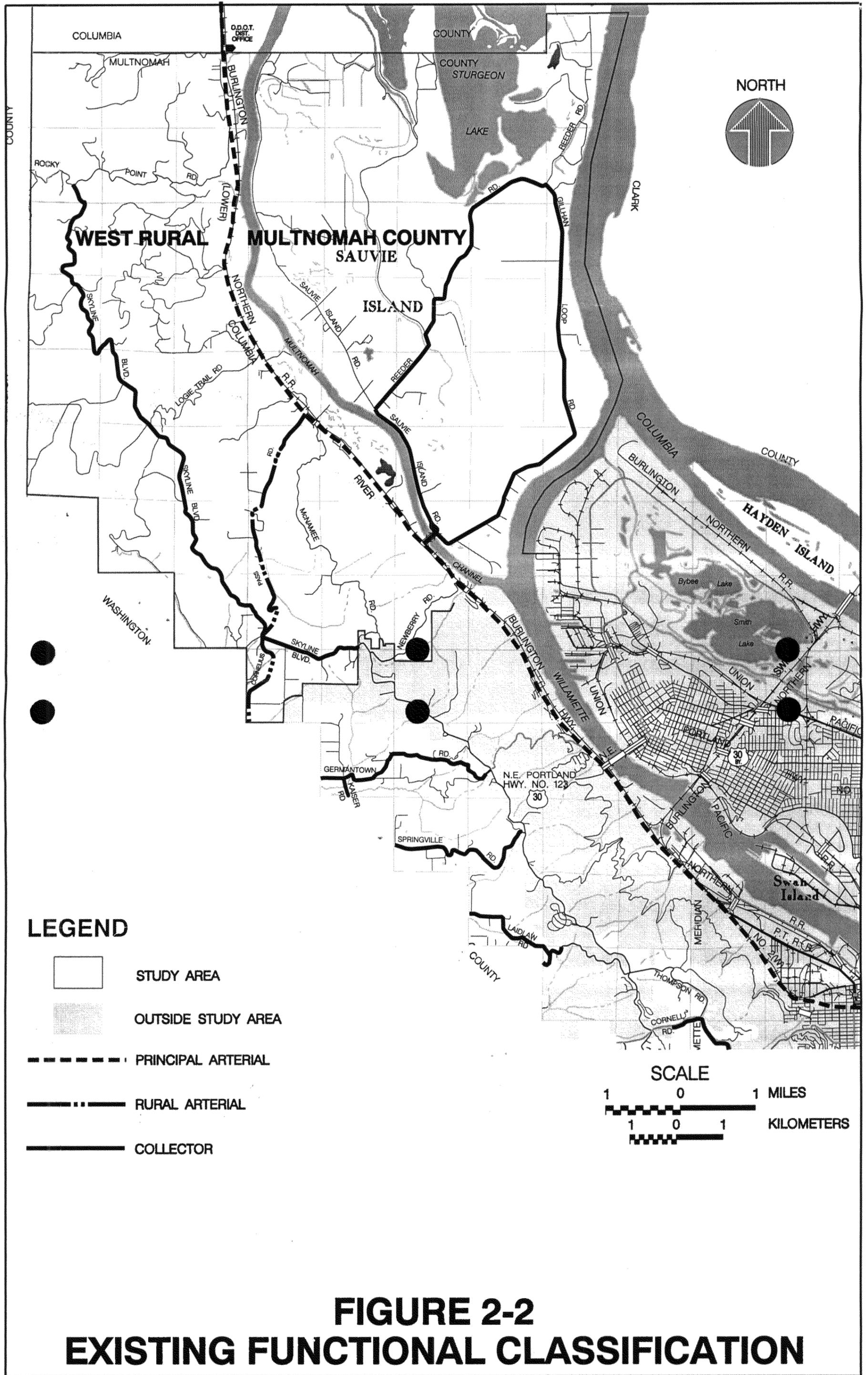
Add: Additional Transportation policies have been adopted in Multnomah County's Rural Area Plans. The West Hills Rural Area Plan and the Sauvie Island/Multnomah Channel Rural Area Plan should be referenced for policies specific to each of the rural areas.

Appendix B (page B-3)

Delete:

U.S. 30 (Mill Road).

Mill Rd is a private road and is not under Multnomah County's jurisdiction. Following the Open House, a letter was sent to the County requesting a left turn lane be added to US 30 at Mill Road. While some ODOT projects are included in the County TSP, ODOT had previously responded to a letter requesting this same project explaining that ODOT would not be adding a left turn lane. Therefore, the County is not including the project in the TSP.



NORTH



LEGEND

-  STUDY AREA
-  OUTSIDE STUDY AREA
-  PRINCIPAL ARTERIAL
-  RURAL ARTERIAL
-  COLLECTOR

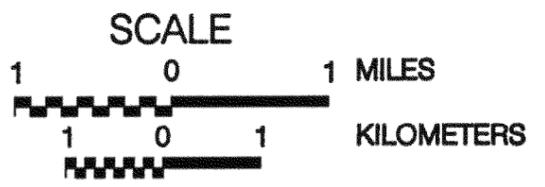
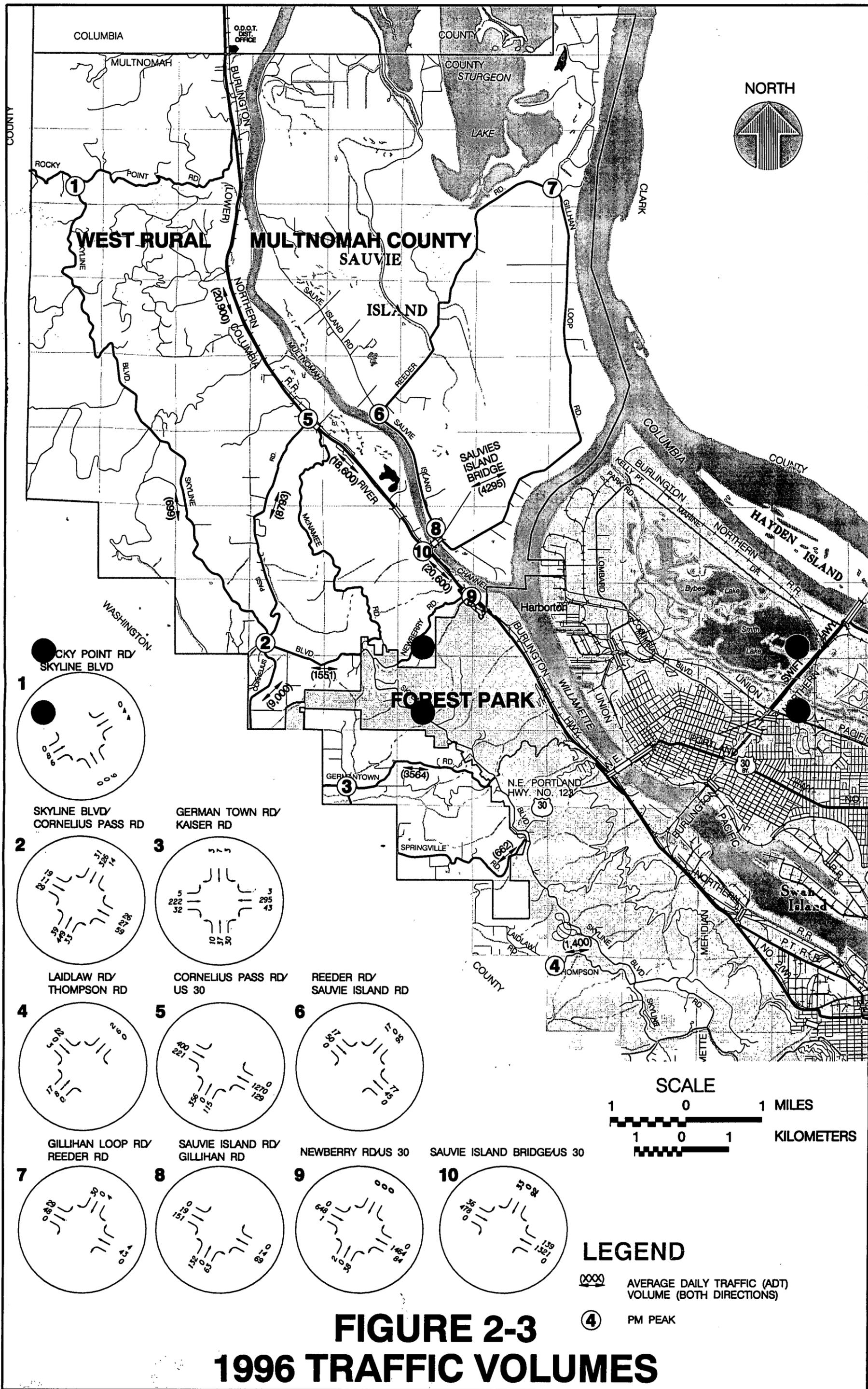
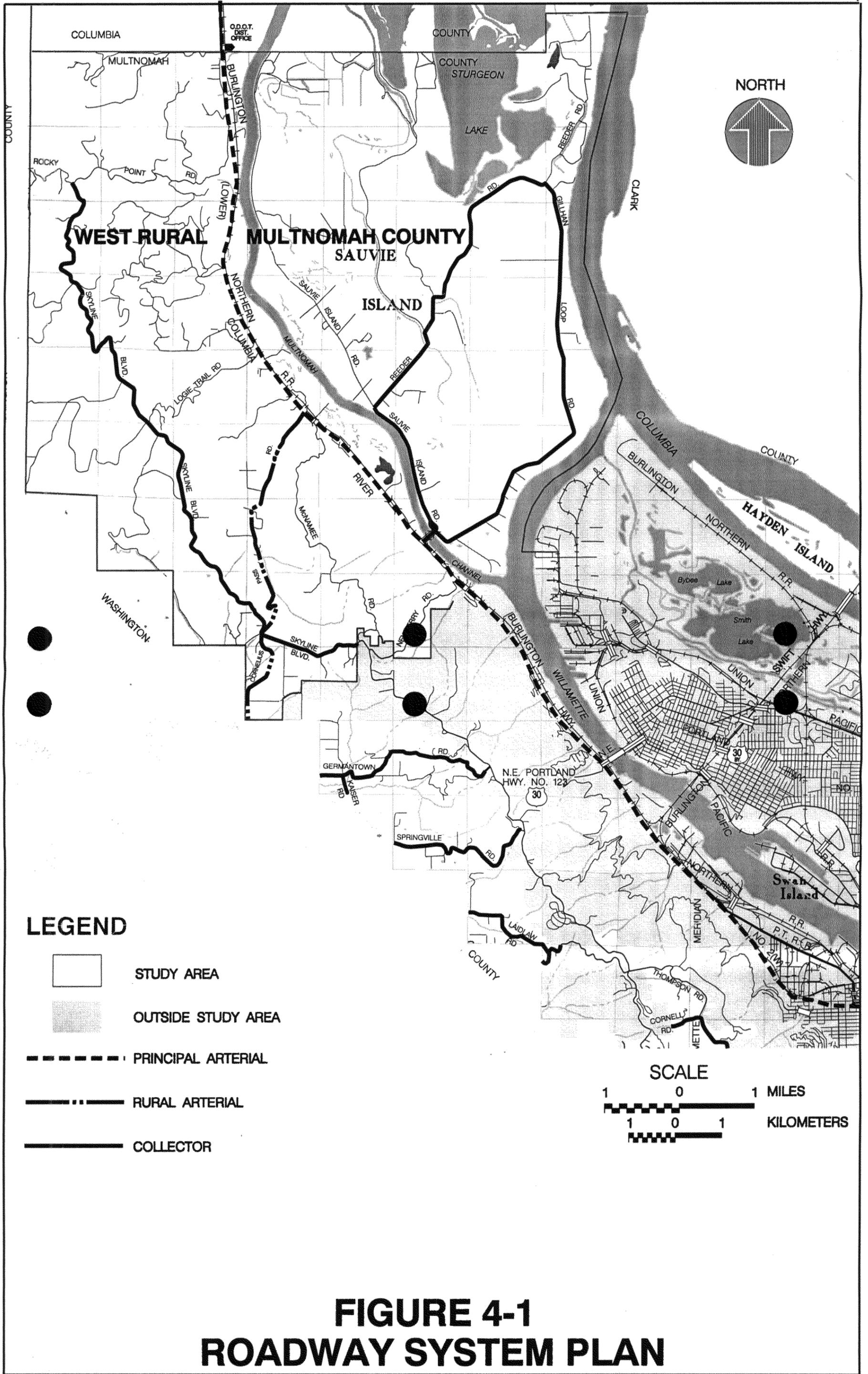


FIGURE 2-2
EXISTING FUNCTIONAL CLASSIFICATION





BEFORE THE PLANNING COMMISSION
OF MULTNOMAH COUNTY, OREGON

In the matter of the adoption of the Westside Rural)
Multnomah County Transportation System Plan) RESOLUTION
by the Multnomah County Board of Commissioners) C 4-98

The Multnomah County Planning Commission finds:

- a. The Westside Rural Multnomah County Transportation System Plan provides transportation policies and alternatives for the westside rural area of the County to comply with the Statewide Transportation Planning Rule, and
- b. In June 1997, a task force and sounding board of 40 area citizens were formed to assist in the preparation of the Westside Rural Multnomah County Transportation System Plan, and
- c. The task force met three times between July 1997 and March 1998 and formulated draft policies and projects to be included within the Westside Rural Multnomah County Transportation System Plan, and
- d. These draft policies and projects were presented at a public open house in April 1998 within the Westside rural community, and
- e. On April 21, 1998, the draft Westside Rural Multnomah County Transportation System Plan was sent to the Oregon Department of Land Conservation and Development for a 45 day review period, and
- f. On May 18, 1998, the Multnomah County Planning Commission held a public hearing on the draft Westside Rural Multnomah County Transportation System Plan.

It is hereby resolved:

That the Multnomah County Planning Commission hereby recommends that the Westside Rural Multnomah County Transportation System Plan be adopted by the Multnomah County Board of Commissioners with the following changes and additions:

- 1.) The wording of Goal 3, Objective A shall be changed as follows:

Maintain a transportation system that supports the surrounding rural land uses designations.

- 2.) The following paragraph shall be added as the last paragraph under the *Capital Improvement Program Description* section which begins on page 5-1 of the April 15, 1998 Final Draft Westside Rural Multnomah County Transportation System Plan:

Over the next fiscal year the Roadway Project Evaluation Framework (see Appendix D) will be reviewed and updated to include criteria that weigh the importance of the land use goals of a roadway segment along with its functional efficiency. In a rural area this may mean including criteria that weight the importance of maintaining the rural character of a roadway and preservation of the natural environment.

APPROVED this 18th day of May, 1998.

By 
John Ingle, Vice-Chair
Multnomah County Planning Commission
Multnomah County, Oregon

KSRJ2353.DOC (L0083)

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Abbreviations and Acronyms

ADA	Americans with Disabilities Act
ADT	average daily traffic
ANSI	American National Standards Institute
ASTM	American Society for Testing and Materials
BCC	Board of County Commissioners
BNSF	Burlington Northern Santa Fe
CIP	Capital Improvement Program
DEQ	Oregon Department of Environmental Quality
EMCTC	East Multnomah County Transportation Committee
FAA	Federal Aviation Administration
FRA	Federal Railroad Administration
HCM	<i>Highway Capacity Manual</i>
ISTEA	Intermodal Surface Transportation Efficiency Act
LOS	level(s) of service
MTIP	Metro Transportation Improvement Program
NBIS	National Bridge Inspection Standards
OAR	Oregon Administrative Rule
ODF&W	Oregon Department of Fish and Wildlife
ODOT	Oregon Department of Transportation
OTP	Oregon Transportation Plan
ROW	right-of-way
RTP	Regional Transportation Plan
SPIS	Safety Priority Index Number
STIP	State Transportation Improvement Program
TPR	Transportation Planning Rule
TSP	Transportation System Plan
UGB	Urban Growth Boundary

Introduction

Context

Multnomah County, in conjunction with the Oregon Department of Transportation (ODOT), initiated a study of the transportation system in the west rural county area. This study is being conducted to bring the county into compliance with Oregon legislation that requires local jurisdictions to prepare a Transportation System Plan (TSP) as part of their overall Comprehensive Plan.

As shown in Figure 1-1, Multnomah County is experiencing a number of internal and external forces, creating the need and urgency to update its TSP at this time. Most notably, the progress of the U.S. 30 Corridor Plan and the requirements of the Oregon Transportation Planning Rule (TPR) make this period of time a landmark in the history of Multnomah County transportation.

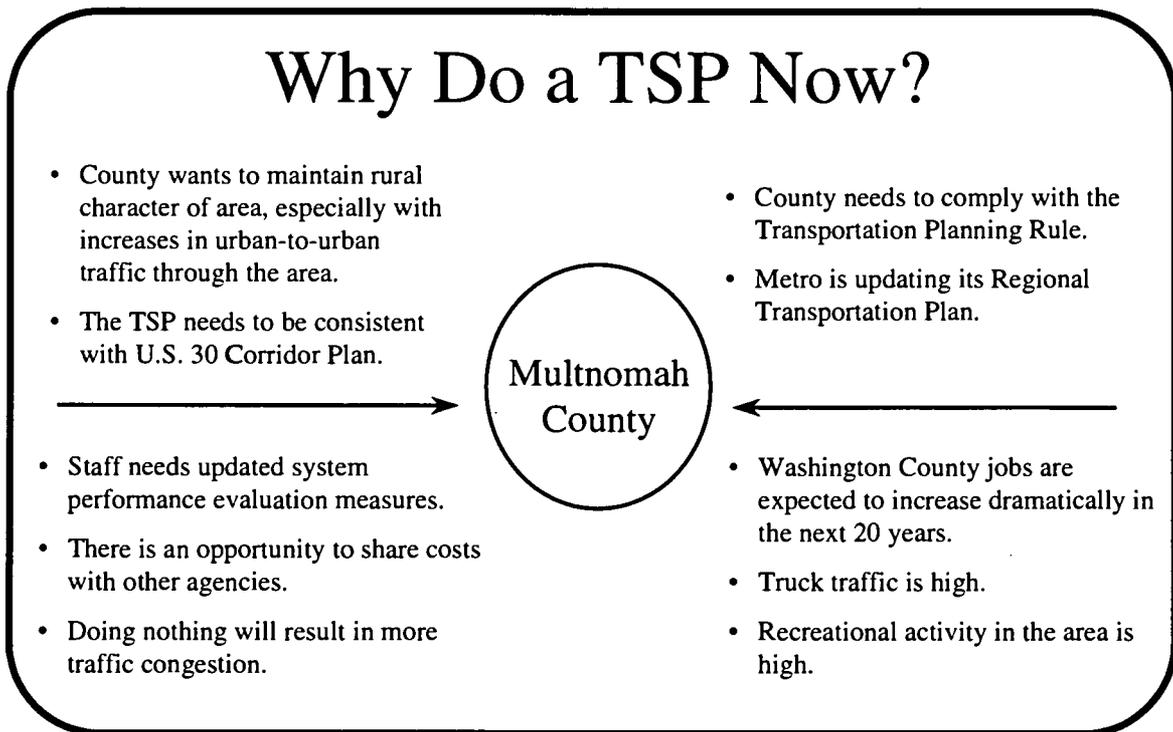


Figure 1-1

According to Oregon Administrative Rule 660.0012, known as the Transportation Planning Rule, all public jurisdictions are required to develop a TSP that includes the following elements:

- A road plan for a network of arterial and collector streets
- A public transit plan
- A bicycle and pedestrian plan
- An air, rail, water, and pipeline plan
- A transportation finance plan
- Policies and ordinances for implementing the TSP

The TPR also requires local communities to coordinate their plans with county and state transportation plans.

Transportation System Planning General Requirements

A TSP is a long-range (20-year) program for managing transportation systems that move people, goods, and services within a specific transportation area. There are several federal, state, and regional mandates affecting transportation system planning. The three most important of these are the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), the Oregon Transportation Plan (OTP) prepared by ODOT (1992), and the TPR. The three share several common themes requiring that transportation plans achieve the following:

- Include a balanced transportation system providing transportation options
- Reduce reliance on the single-occupant vehicle and increase the opportunity for modal choice
- Coordinate with land use plans
- Address the environmental, social, economic, and energy consequences of proposed actions

Under the TPR, ODOT must identify a system of transportation facilities and services adequate to meet state transportation needs and then must prepare a TSP. The OTP and adopted modal and facility plans meet the requirements for the state TSP. The county's TSP must be consistent with the state and regional TSPs.

The OTP contains policies and actions and a system plan. The policies, actions, and minimum levels of service (LOS) applicable to regional and local governments are listed in the Implementation Section of the OTP in the form of guidelines. These guidelines are the basis for determining consistency with the state plan. The OTP describes the transportation system as having the following characteristics:

- Balance
- Efficiency
- Accessibility
- Environmental responsibility
- Connectivity among places
- Connectivity among modes and carriers

- Safety
- Financial stability

County Approach

Multnomah County is very diverse and has subareas of community interests and needs. The county's TSP will be developed in phases by subarea to reflect these interests and needs. To the extent possible, each TSP will be developed as a stand-alone study. The subareas are physically divided by the City of Portland. The east rural county area is split by the Sandy River, which creates two different transportation needs. The county is also responsible for the unincorporated areas within the Urban Growth Boundary (UGB). The subareas within Multnomah County are as follows:

- Westside Rural Multnomah County: including West Hills and Sauvie Island
- Eastside Rural Multnomah County: including rural areas east of the Sandy River
- Eastside Rural Multnomah County: including rural areas west of the Sandy River
- Urban unincorporated areas within the UGB

Study Area

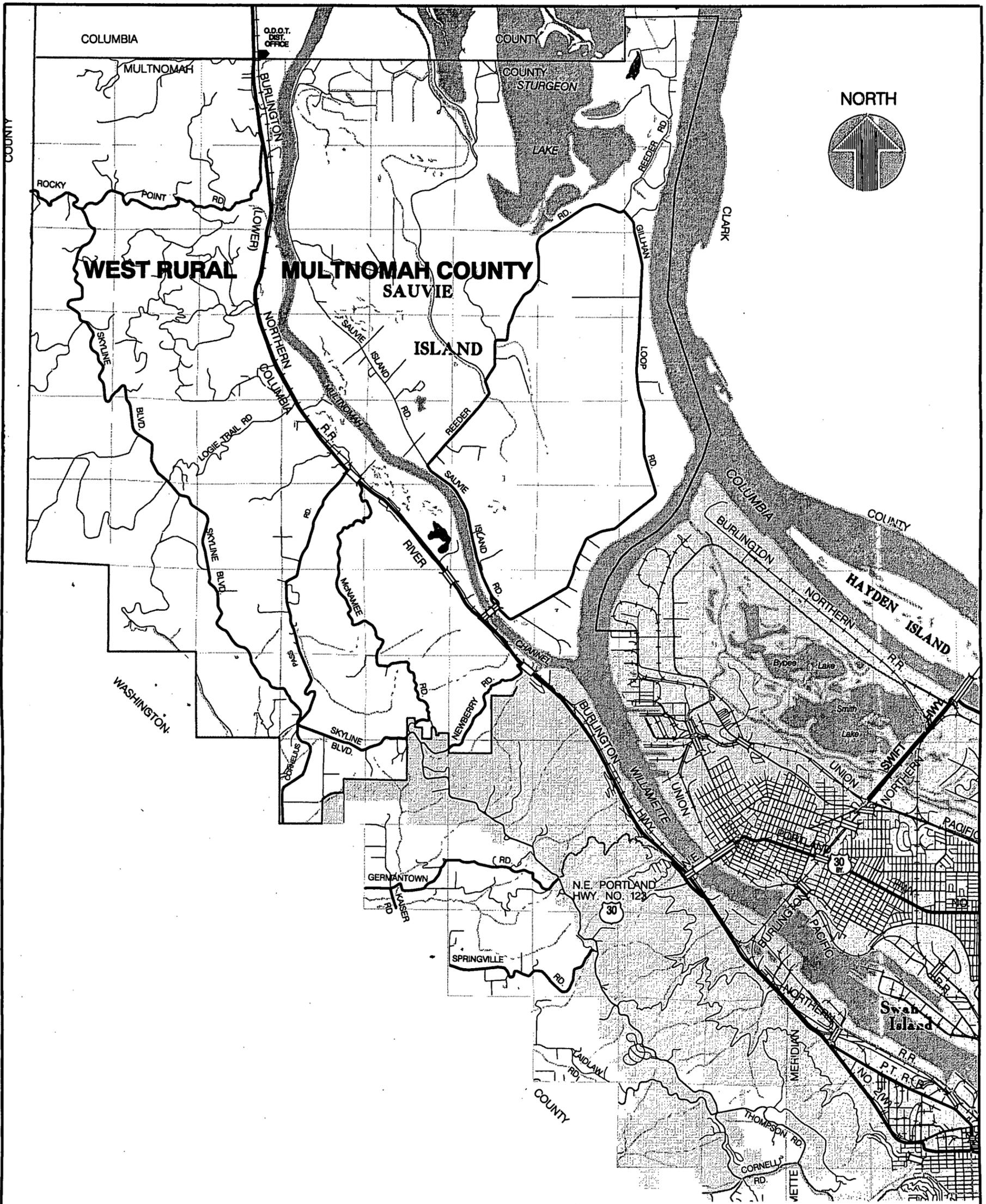
This TSP concerns the first of the subareas listed above, the west rural county area, as shown in Figure 1-2. The subarea is bounded by Columbia County to the north, the Columbia River to the east, Washington County to the west, and the City of Portland to the south. This study area has two distinct parts with differing land uses: Sauvie Island/Multnomah Channel rural area and West Hills rural area. The Sauvie Island/Multnomah Channel area is dominated by agricultural uses and a wildlife refuge, with various water-related uses on and along Multnomah Channel ranging from protected wetlands to marinas. The West Hills area is dominated by steep forest hills and is located between two urban areas.

Land use plans have been adopted in the West Hills and Sauvie Island areas. The plans address statewide land use planning goals, such as farm and forest protection, and natural resources and hazards. These plans reinforce the communities' protection from urbanization. For this TSP, it was agreed to include all county and state roadways with a functional classification of collector or arterial.

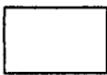
U.S. Highway 30 (U.S. 30) bisects the northern portion of the study area as it follows the Multnomah Channel of the Columbia River. The segment of U.S. 30 in Multnomah County was not examined in detail as part of this study since there is a separate corridor planning process under way for the entire corridor. A detailed investigation of its operation, condition, and capacity was performed as part of the U.S. 30 Corridor Plan.

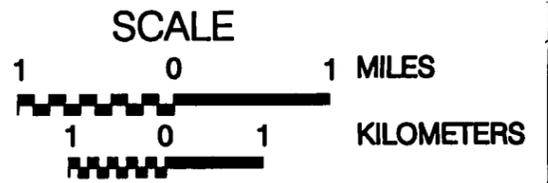
To the east of U.S. 30 are Multnomah Channel and Sauvie Island. Sauvie Island is relatively flat and contains mostly farmland and lakes. This area also attracts many visitors, who come for the "u-pick" fields located on the island and for other recreational opportunities.

To the west of U.S. 30, the West Hills rise 1,100 feet. These hills are primarily forestland, with residential pockets and small farms. Within the study area, the roadways between U.S. 30 and Washington County have curves and steep grades.



LEGEND

-  STUDY AREA
-  OUTSIDE STUDY AREA



**FIGURE 1-2
TSP STUDY AREA**

Public Involvement and Agency Coordination

A vital component in developing and implementing a TSP is to bring the public and affected agencies into the process. Early involvement in the TSP process is important in identifying issues, setting goals, and establishing community understanding of and confidence in the process. The statements below summarize the TPR requirements for public involvement and agency coordination:

- Public participation and agency coordination is required.
- The TSP will be adopted into the local Comprehensive Plan or default to using the TPR for local decisionmaking.
- Local plans need to be consistent with federal, state, and regional plans and policies.

The Westside Rural Multnomah County TSP development process included both public involvement and agency coordination. A telephone survey of over 350 residents in the area was conducted at the beginning of the project. The survey collected information on transportation priorities and needs. Following the survey, a Sounding Board and Task Force assisted the county in developing the TSP. The Sounding Board consisted of area residents and agencies such as Metro, Washington County, etc., who provided input through the mail to the Task Force. The Task Force included 15 residents who provided valuable input regarding transportation issues. Members of both the Sounding Board and Task Force assisted with the development of the goals, objectives, and policies and helped with identification of projects needed in the area. The draft TSP was revised to incorporate feedback received at an open house, and the final TSP was presented to the Planning Commission and the Board of County Commissioners for adoption.

The development process for the TSP is shown on Figure 1-3.

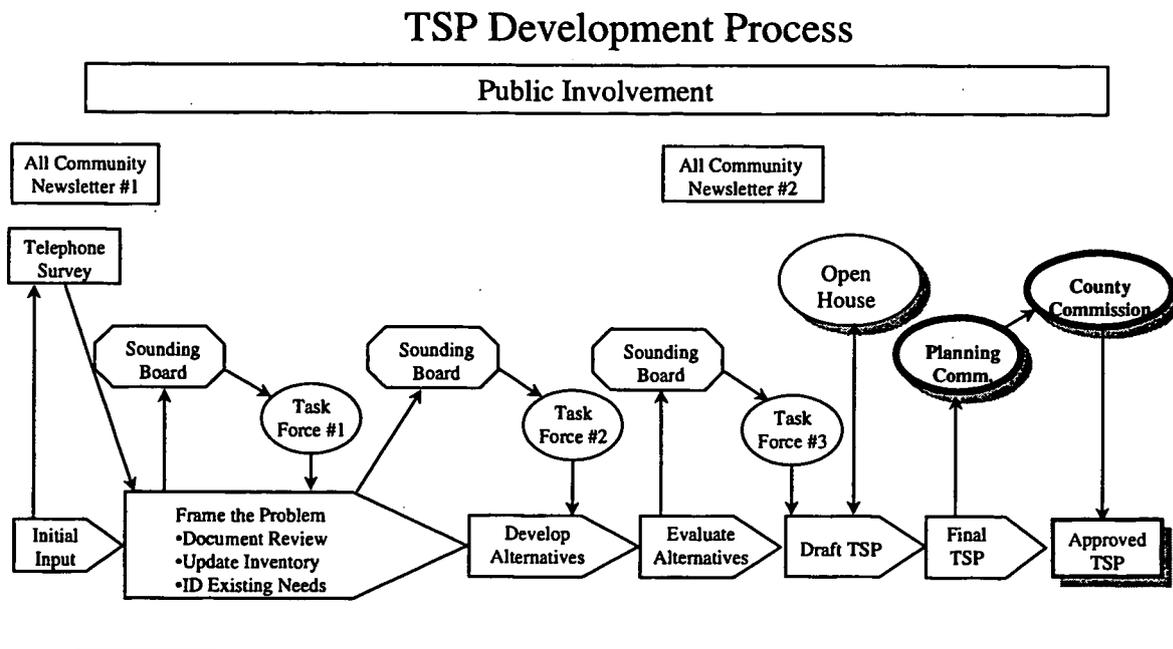


Figure 1-3

Transportation Goals

Transportation goals were established to assist the city, county, and state jurisdictions in meeting the requirements of the TPR. The transportation goals for the Westside Rural Multnomah County study area were developed with Sounding Board and Task Force input and were reviewed at an open house. The five goals established for the study area are listed below, along with the objectives, policies, and implementation strategies identified for each goal.

GOAL 1 Implement a transportation system that is safe and efficient in meeting the needs of area residents and those traveling through the area.

Objective A Provide a transportation system that addresses safety concerns for all modes of travel.

Policy Improve roadways to attain appropriate safety levels for all motorized and non-motorized traffic.

Implementation Strategies

- Monitor accident rates for all modes of transportation and recommend implementation of low-cost operational improvements within budgetary limits. Target resources to reduce accident potential in the top 10 percent of accident locations.
- Continue to monitor high accident location sites for all modes of transportation.
- Implement access management standards to reduce vehicle conflicts and maintain the rural character of the area.
- Conduct a corridor study of Cornelius Pass Road in coordination with Metro, ODOT, the City of Portland, Washington County, and the Port of Portland to determine the long-term function of the facility.
- Support the use of I-5 as an alternative route for through truck and auto traffic using U.S. 30 by alerting drivers (via additional guidance signs) to the choice of an alternative route.

Policy Actively support safe travel speeds on the transportation system.

Implementation Strategies

- Support speed limit enforcement.
- Apply design standards that encourage appropriate motor vehicle and truck speeds.

Objective B Provide a transportation system that is convenient and limits congestion while meeting minimum safety standards.

Policy Review adopted design standards to determine if 4 feet paved shoulders adequately meet safety standards for all modes of travel.

Implementation Strategies

- Support the Street Design Guidelines for 2040 and apply them appropriately to maintain the rural character of Multnomah County.
- Support Title 6 of the Urban Growth Management Functional Plan and apply level of service standards appropriately to maintain the character of rural Multnomah County.

GOAL 2 Implement a balanced transportation system that supports all modes of travel.

Objective A Establish a transportation system that accommodates a variety of methods of travel and minimizes reliance on any single travel mode.

Policy Encourage the use of ride-sharing facilities.

Implementation Strategies

- Support safe and convenient park and ride facilities for car pools and transit service in convenient and appropriate locations.
- Encourage the placement of bike lockers at all park and ride / park and car pool locations. Support and promote their use.
- Coordinate with other agencies to assist users with convenient services (e.g., ride share matching).

Policy Encourage mobility for the transportation disadvantaged.

Implementation Strategy

- Work with public transportation providers to monitor and provide for the transportation needs of the transportation disadvantaged.

Policy Support the development of multi-use paths.

Implementation Strategy

- Coordinate multi-use trail transportation needs with Metro Parks and Green Spaces.

GOAL 3 Develop a transportation system that supports the rural character of West Multnomah County.

Objective A Maintain a transportation system that supports the surrounding rural land uses.

Policy Discourage through traffic on trafficways with a functional classification of rural local road.

Implementation Strategies

- *Reduce travel conflicts by providing appropriate facilities, signs, and traffic markings based upon user type and travel mode.*
- *On rural local roads with heavy through traffic, consider implementing appropriate traffic-calming measures to reduce such traffic.*

Objective B Provide a transportation system that minimizes impacts to wildlife and agricultural resources.

Policy Apply roadway design safety standards appropriately by balancing the needs of the traveling public and minimizing negative impacts to the environment.

Implementation Strategies

- *Develop and implement a design exception process that considers the relative and incremental benefits of implementation costs and impacts to the environment.*
- *Assess implications of fish passage requirements on county facilities and develop a program for retrofitting drainage facilities.*
- *Adopt and apply drainage system design guidelines and standards to accommodate fish passage.*
- *Adopt and apply rural roadway shoulder standards that preserve the rural character of the area.*
- *Adopt and apply rural roadway standards that accommodate wildlife migration.*

Objective C Maintain the beauty of the area by preserving critical view sheds.

Policy Encourage the placement of new pipelines and transmissions lines in existing rights-of-way whenever possible.

Implementation Strategies

- *Develop general guidelines for utility placement within the county right-of-way that reduce the number of conflicts and cost of implementation.*
- *Enhance the rural character and scenic qualities of the area by placing utilities underground when possible.*
- *Coordinate improvements with utility companies through regular status meetings to maintain and preserve the beauty of the rural character of west Multnomah County.*

Objective D Ensure the transportation plan meets federal, state and regional air, water, and noise standards.

Policy Coordinate transportation improvement projects with appropriate regulatory agencies.

Implementation Strategies

- *Retrofit existing facilities to meet regulatory requirements within budgetary limits.*
- *Obtain permits as necessary for transportation improvement projects and maintenance activities.*

GOAL 4 Develop a transportation system that supports a healthy economy.

Objective A Provide for convenient access while maintaining movement of freight along the U.S. 30 Corridor.

Policy Provide ongoing coordination with state, regional, and local business interests to assure efficient movement of goods and services.

Implementation Strategies

- *Participate in, support, and adopt the U.S. 30 Corridor Plan.*
- *Provide for auxiliary turn lanes on road connections to U.S. 30 to achieve acceptable operating levels of service.*

Policy Promote transportation alternatives for the movement of freight.

Implementation Strategies

- *Encourage rail operators to maintain rail service within the U.S. 30 corridor.*
- *Support the movement of freight on the Columbia River, including the U.S. Army Corps of Engineers' study of deepening the Lower Columbia River navigation channel to accommodate deep draft ships.*

Objective B Preserve the function and safety of the transportation system.

Policy Provide a transportation system that ensures economically viable transportation of goods from farm to market.

Implementation Strategies

- *Conduct a study of the Sauvie Island Bridge.*
- *Conduct a corridor study of Cornelius Pass Road.*

Policy Coordinate transportation system management activities with interested and affected stakeholders.

Implementation Strategies

- *Work with property owners to consolidate existing private accesses when possible and as appropriate to access management standards.*
- *Support limited accesses along U.S. 30 to the extent possible. Support access management along U.S. 30 in accordance with ODOT's Access Management Standards.*

GOAL 5	Provide transportation improvements in a timely manner according to funding capability.
---------------	--

Objective A	Maximize cost-effectiveness of transportation improvements using the Capital Improvement Plan process.
--------------------	---

Policy Invest in safety and maintenance improvements.

Implementing Strategies

- *Accelerate shoulder paving to safely accommodate automobile, bicycle, and pedestrian use.*
- *Make intersection improvements to improve safety, sight distance, and intersection efficiency.*
- *Continue to provide opportunities to educate and inform citizens with easy-to-understand materials on transportation finance.*
- *Ensure the Capital Improvement Plan evaluation criteria adequately evaluates rural needs.*

Transportation System Plan Organization

The TSP will serve Multnomah County staff and citizens as a decisionmaking tool. The structure of the document is intended to be a valuable asset in creating a livable environment for years to come. The TSP is organized as follows:

- Chapter 1, Introduction—provides a basic overview of the TSP, explaining the basic requirements and development process.
- Chapter 2, Existing Conditions—provides a basic inventory and assessment of current transportation conditions. Basic performance characteristics are discussed for each of the transportation modes, transportation operations, and transportation safety.
- Chapter 3, Future Needs and Alternatives—provides a 20-year forecast of travel demand and an inventory of needs to be addressed.
- Chapter 4, Transportation System Plan—provides a classification system, standards, and recommended improvements for each mode.
- Chapter 5, Financing Plan—provides an overview of the funding processes for achieving the plan's identified projects.
- Chapter 6, Implementing and Supporting Ordinances—provides an overview of the ordinance topics that the county must ensure are in compliance with the TSP.
- Chapter 7, References—provides a list of works cited.

Existing Conditions

Chapter Overview

This chapter summarizes existing transportation conditions in west rural Multnomah County. The following elements of the transportation system are discussed:

- Plans and Policies Review
- Land Use
- Environmental Constraints
- Roadway System
- Public Transportation System
- Pedestrian and Bicycle Systems
- Air, Rail, Water, and Pipeline Systems
- Transportation Safety

Plans and Policies Review

As part of this study, an extensive number of federal, state, regional, and local plans and policies were reviewed to ensure the study would be coordinated with relevant policies, goals, and standards. More than 40 plan and policy documents have been reviewed, representing federal, state, and local government levels. A few examples are listed below:

- Oregon Transportation Plan. Oregon Department of Transportation, September 15, 1992.
- Metro Regional Transportation Plan. Metro, July 1995.
- Portland-Astoria Corridor (U.S. 30) Interim Corridor Strategy, with Annotated Amendments Approved by the Corridor Steering Committee, September 1996.
- Washington County Transportation Plan, October 1988.
- City of Portland Transportation System Plan, Phase One, December 1990.
- Sauvie Island/Multnomah Channel
- Plan October 1997, Amendment to Multnomah County Comprehensive Framework Plan.
- West Hills Rural Area Plan, October 1996, Amendment to Multnomah County Comprehensive Framework Plan.

The findings, conclusions, and recommendations made in these plans have been respected and adhered to wherever possible and have shaped the formulation of the Westside Rural Multnomah County TSP.

Land Use and Demographics

Transportation needs and travel patterns are strongly related to land use patterns and population. When preparing travel forecasts, it is important to achieve a level of understanding of future employment and population trends. The method for gaining this understanding is to examine the land use. Based upon 1994 data, there are 1,966 household residents, 6 retail jobs, and 787 other jobs in the west rural Multnomah County area.

Table 2-1 is an inventory of land use types and dwelling units in west rural Multnomah County. Portions of the study area devoted to each land use is shown on Figure 2-1. The land use regulations are structured to preserve the current use of forest and agriculture lands. Therefore, development in the study area will be relatively low.

TABLE 2-1
Land Use and Dwelling Unit Summary

Land Use	Sauvie Island Acres (1997)	West Hills Acres (1996)	Total Acres
Commercial Forest	0	15,110	15,110
Exclusive Farm Use	11,800	1,820	13,620
Rural Residential	0	2,090	2,090
Multiple Use Agriculture	3,600	280	3,880
Total	15,400	19,300	34,700

Dwelling Units	Sauvie Island Dwellings	West Hills Dwellings	Total Dwellings
Total Existing Dwellings	650 ¹	920	1,570
Dwellings to Build Out	69 ²	450	519
Total Dwellings at Build-Out	719	1,370	2,089

Notes:

¹ Number includes 200 houseboats and sailboats serving year-round residences.

² The number of dwelling units is shown as the minimum allowed under current regulations. The number could go up if a prospective developer is granted an exception for the use of high-value farmland.

Additional land use considerations for west rural Multnomah County include the following:

- The expansion of the UGB
- The potential development of urban reserve lands
- Rural centers serving commercial and retail functions for rural residents

According to Metro's 2040 Vision, an expansion of the UGB is expected during the next 20 years within the study area.

Urban reserve lands are those identified to be incorporated into the UGB at some future time when an increase in inventory needs is determined necessary through the

comprehensive planning process. Two urban reserve areas have been identified within the study area. Both are in the far southeast section; one surrounding Laidlaw Road and the other on the east side of Skyline Boulevard by Saltzman Road. Figure 2-1 shows these two urban reserve areas.

Two areas in the plan boundaries have rural center zoning, Burlington and a small area on Sauvie Island. There are no policies or proposals to expand these existing areas at this time.

Environmental Constraints

The Westside Rural Multnomah County study area is characterized by two very different landforms. Sauvie Island is primarily flat, high-value farmland; the West Hills are forested lands. Both landforms are unique in their value because of the proximity of the Portland metropolitan area. Each area's environmental constraints will be covered separately, with U.S. 30 serving as the line of demarcation between the landforms. However, there is a recognized interdependency between the areas.

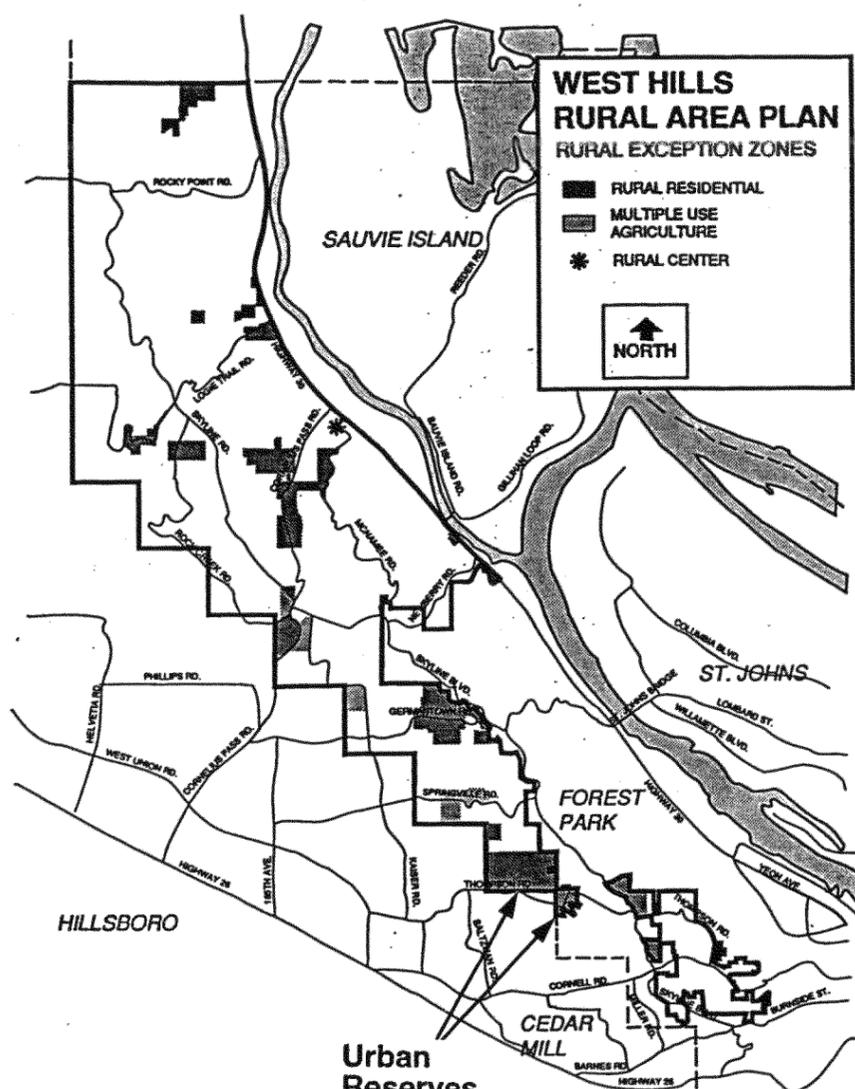
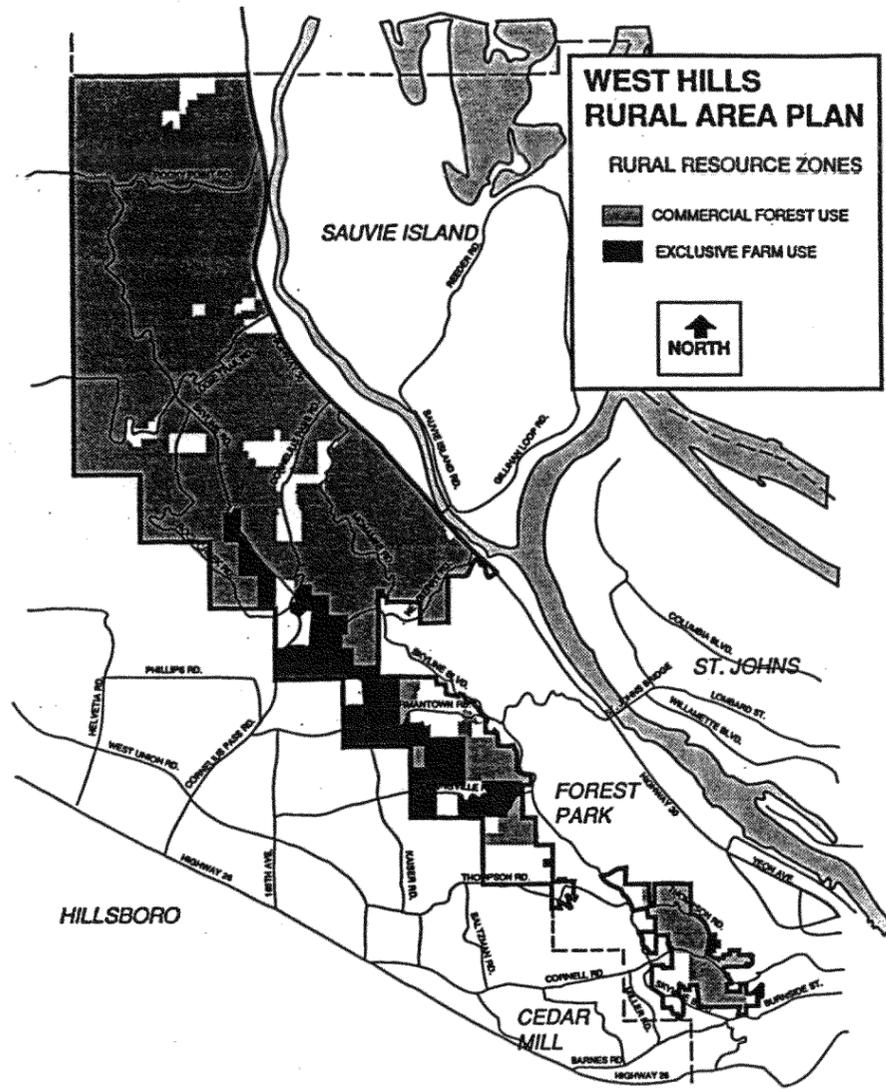
Sauvie Island

Environmental Quality

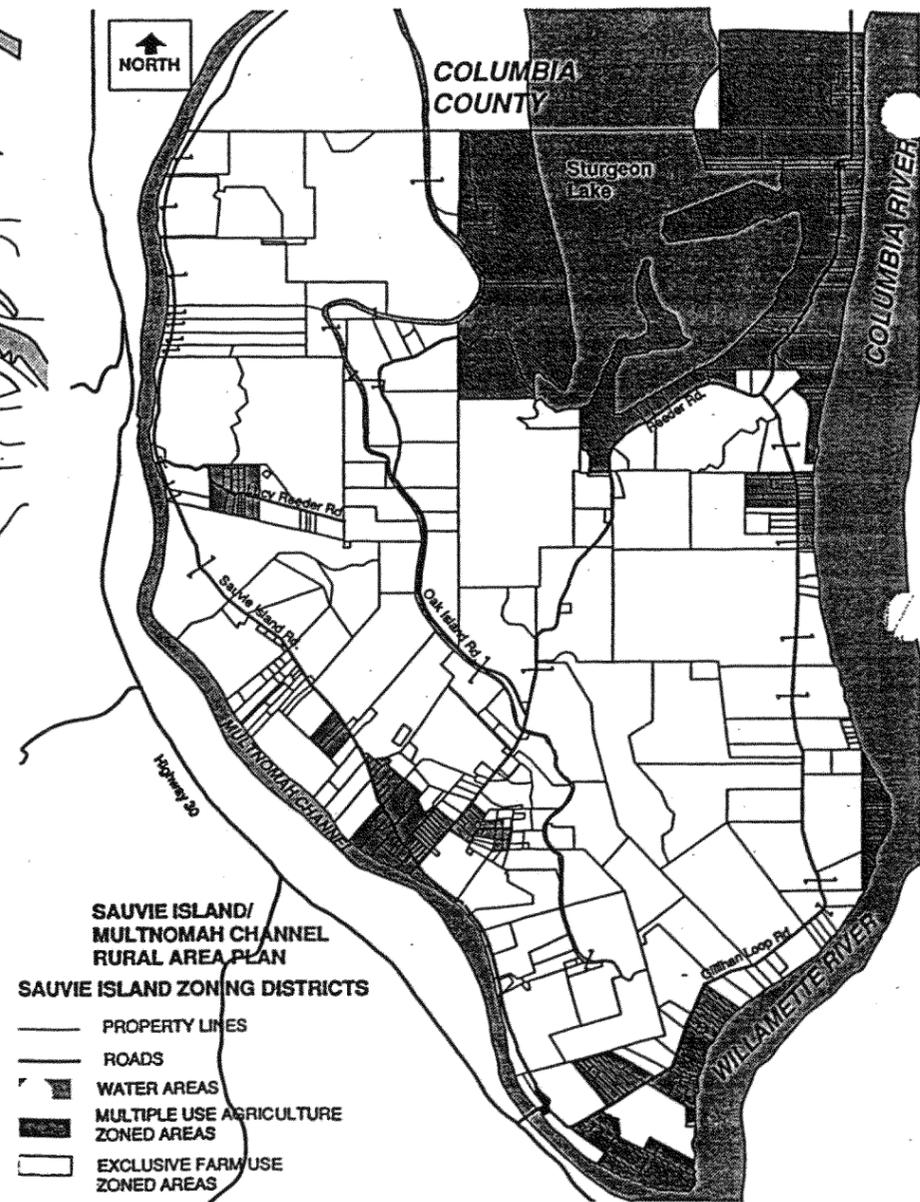
Sauvie Island has experienced no significant air quality issues other than those which affect the Portland metropolitan area. Industrial facilities in the City of Portland lie to the east of Sauvie Island, across the Willamette River. These facilities have potential air quality and noise issues associated with them which impact Sauvie Island; however, the issues cannot be addressed without coordination between Multnomah County, the City of Portland, and the Port of Portland.

Within the study area, the property affecting air quality the most is the Morris Brothers' Angell Quarry. This mining and aggregate production operation is in west rural Multnomah County and produces dust and emissions. Air quality emissions are currently regulated by the Oregon Department of Environmental Quality (DEQ). Noise levels from the mining and aggregate production are not considered to be a significant issue, according to noise level standards. Other sources of noise include air traffic to and from Portland International Airport and the industrial property nearby in the City of Portland. Citizens have voiced concern about the noise associated with aircraft. The Port of Portland manages noise impacts from the airport through its Noise Abatement Master Plan.

The Sauvie Island Wildlife Area Management Plan, prepared by the Oregon Department of Fish and Wildlife, addresses water quality. The plan identifies sedimentation to be a particular problem, a characteristic of steep hillsides of the West Hills draining to flat terrain. The implications to transportation are higher maintenance costs for cleaning culverts and drainage ditches.



Urban Reserves



**FIGURE 2-1
LAND USE ZONING AND URBAN RESERVES**

Natural Hazards

The most significant natural hazards are related to flooding, groundwater contamination, and earthquakes.

- For natural hazards related to flooding, there is a dike system which has been designed for a 500-year flood event. However, there are locations subject to high water with a 100-year flood event.
- Because the groundwater is shallow, the biggest risks of groundwater contamination currently are associated with failing septic systems and illegal sewerage disposal from houseboats.
- Seismic activity has occurred in the area, and an earthquake measuring 5.2 on the Richter scale has occurred in the nearby vicinity.

Floodplain and seismic requirements are well documented and are incorporated into roadway design parameters.

Natural Resources

Several significant natural resources exist in the area, including the Willamette Greenway, Sauvie Island Wildlife Area, Burlington Bottoms, several parks, and many streams. These areas have an abundance of flora and fauna. The Sauvie Island Wildlife Area is visited frequently, with an estimated 750,000 visitor days annually to the site. Of these visitors, 38 percent are accessing beaches, 20 percent are fishing, 10 percent are viewing nature, 2 percent are hunting, and 30 percent are involved in other activities. Metro has recommended limited access to the Burlington Bottoms area because of the sensitivity of the habitat. Viewing from the perimeter is acceptable.

West Hills

Environmental Quality

The West Hills area has experienced no significant air quality issues other than those which affect the Portland metropolitan area. Odors from an agricultural processing operation at the southern end of Sauvie Island affect areas along U.S. 30/Newberry Road. DEQ has jurisdictional authority to address the issue.

There are no significant noise issues identified in the West Hills. The Angell Quarry operation produces significant amounts of noise from its mining and crushing operations, but this noise is well contained within the quarry's 400-acre site.

Multnomah County currently protects water quality in the West Hills with a requirement that a grading and erosion control permit be obtained for all development activities (with a few exceptions, most notably commercial forest practices). A hillside development permit must also be obtained for any development proposed on steep slopes (greater than 25 percent) or within an identified and mapped slope hazard area.

Natural Hazards

The natural hazards in the area are likely to be associated with floodplains, landslides, and seismic earthquakes.

- Severe soil erosion potential exists in many areas of the West Hills, which can cause impacts to water quality. Multnomah County currently regulates private development and requires best management practices for development in sensitive areas. Improvements to transportation facilities will need to consider the impacts that ground-disturbing activities can have on water quality.
- The North Slope is particularly susceptible to slides because of the soil characteristics and the degree of slope. Slide prevention and mitigation typically are quite costly but are necessary to provide access and mobility.
- Seismic activity has been registered in the Balch Creek Basin and will need to be considered appropriately in design and maintenance of transportation facilities.

Natural Resources

The West Hills area offers scenic views, numerous streams, wildlife habitat, and mineral and aggregate sources. All of these features have negative and positive impacts on the transportation system. The opportunities to enhance the rural character of the West Hills could include slope stability improvements, retrofitting culverts for fish passage, erosion control, and minimal environmental impacts. While tree removal opens vistas and view sheds, without appropriate mitigation measures there is an increase risk of culvert failure, slides and down slope flooding. Tree removal in the West Hills can affect stormwater runoff and sedimentation rates.

Roadway System

There are various aspects of the roadway system to consider in evaluating the existing conditions. This section will consider the hierarchy or functional classification, truck/freight traffic, bridge conditions, geometric standards, pavement conditions, access management, and existing LOS.

Functional Classification

Policy 34 of the Multnomah County Comprehensive Framework Plan, Volume 2 (titled Trafficways and the Functional Classification of Trafficways Map) identifies the functional class of each road. It is important to have the proper classification for each roadway in order to help identify the proper traffic control along the route and access to adjacent properties. Having correct access and traffic control helps maximize the efficiency of the roadway for all modes and improve movement through the corridor. Roadways are developed according to a functional classification that distinguishes streets and roads by their operational purpose.

The hierarchy of roadway classification is determined according to many factors and generally progresses from low traffic volumes and low speeds to high volumes and high speeds. Typical characteristics that are considered when classifying roadways include trip

types and trip lengths, travel modes served, current and projected traffic volumes and capacity requirements, land use types and densities, and the relationship between access and traffic movements. Access to property is inversely related to the mobility function of a roadway. Access to adjacent property is greatest on local roads, but mobility is limited to local trips on local roads. For example, the greatest level of mobility to the greatest number of travelers is provided by the freeway system. However, there is no direct property access provided by freeways.

This study considers roadways with a functional classification of rural collector or rural arterial within the area defined as west rural Multnomah County. Two local roads—Kaiser Road and Newberry Road—were also included as part of the study to assess their potential need for reclassification. U.S. 30 passes through the study area and is classified as a principal arterial.

In west rural Multnomah County, Cornelius Pass Road is the only rural arterial; Kaiser Road and Newberry Road are classified as rural local roads; all other roadways investigated within the study area are rural collectors. See Figure 2-2 for a map of the existing functional classifications.

Truck/Freight Traffic

Truck commodity surveys were performed on Cornelius Pass Road, Germantown Road, Newberry Road, and the Sauvie Island Bridge between Tuesday, June 4, and Thursday, June 6, 1996. The surveys were conducted on trucks moving in both directions and were based on visible or likely cargoes. Overall truck percentages were calculated, as well as the percentage of each type of truck and the percentage of specific commodities and commodity category types.

According to the surveys, Cornelius Pass Road has the highest volume of heavy truck traffic in west rural Multnomah County. This roadway carries 15 percent truck traffic during the afternoon period (from 1:00 PM to 4:00 PM). Of the total truck traffic, 30 percent was recognized as carrying construction materials and 22 percent was carrying dirt or aggregate material. Heavy trucks typically haul these types of loads with double rear axles and trailers. Of the total truck traffic, 54 percent consisted of double rear axle trucks with trailers.

Sauvie Island Bridge has the next highest truck traffic percentage, at 9 percent trucks. Truck traffic on other routes typically hauls construction materials.

West Hills residents have voiced concern about the volume of truck traffic on local roads. Multnomah County has restricted truck travel on Logie Trail, Rocky Point, McNamee, Newberry, and Germantown Roads to loads with origin or destination on these roadways. All through trips are prohibited on the basis of steep grades, sharp curves, and narrow driving lanes. This restriction is to maintain public safety, and authority is granted to the County to impose this restriction under Oregon Revised Statute 810-030 and Multnomah County Code 11.60.040.

Bridge Conditions

This section summarizes the current condition and functional capacity of the Sauvie Island Bridge.

The 1996 routine inspection report indicated the bridge was in fair condition, with deterioration noted primarily in the steel members of the trusses. Pack rust was found in truss components. A 1997 ODOT evaluation of the bridge's safe load-carrying capacity found the bridge sufficient to carry normal legal loads; however, there is very little extra capacity for loads over normal legal limits.

The deterioration of the steel in the main span trusses should be kept in check by spot surface preparations and coatings. The overall condition of the structure appears to be adequate to provide extended service life to the island, provided maintenance items are addressed in a timely manner and special overload trip permits are not issued. The bridge geometrics, with a 26-foot roadway width, and the current traffic volumes classify the bridge as functionally obsolete.

Geometric Standards

Geometric standards are established based on extensive research funded through federal and private sources (auto manufacturers and insurance industries). Multnomah County has adopted design standards, and the typical widths are shown in Table 2-2. A shoulder width of 8 feet for a two-lane facility is normally not recommended because the shoulder can appear to be an additional lane. This can cause a safety problem for those using the shoulder for emergency conditions, walking, or bicycling. The American Association of State Highway and Transportation Officials (AASHTO) recommends 5 feet as a minimum shoulder width, while other jurisdictions have shoulder standards of 4 feet.

TABLE 2-2
Multnomah County Standards for Typical Section (feet)

Street and Roadway Design Standards—Design Speed = 25-35 mph					
Functional Classification	ROW Width (ft)	Paved Width (ft)	Travel Lane Width (ft)	# of Lanes	Shoulder Width (ft) and Type
Local/Collector-Rural	50-60	24	12	2	2-8 paved or gravel
Arterial – Rural	60-80	24-50	12	2-3	2-8 paved or gravel
Minor Arterial-Urban	80-90	66-72	11-14	5	5 paved
Major/Principal Arterial-Urban	80-100	66-78	12-14	4-5	5 paved

ROW = right-of-way

The county standards were used to assess geometric deficiencies. Roadways with geometric deficiencies are those with substandard width or safe sight distance. The most notable issues in the west rural Multnomah County area are narrow roadways, steep grades in the West Hills, and sharp curves. Narrow roadways often result in safety issues: safe stopping

sight distance; conflicts between motorists, bikes, and pedestrians; and the presence of fixed objects near the edge of the roadway, leaving little room for driver error. Table 2-3 lists the highways exhibiting geometric deficiencies.

Excessive speed is a common concern, compounding the issue of sharp curves and limited sight distance. Citizens have expressed concerns about speed specifically in reference to Cornelius Pass Road, Skyline Boulevard, Thompson Road, Laidlaw Road, Germantown Road, Sauvie Island Road, Reeder Road, and Gillihan Road.

Additionally, there is very little guardrail on roadways in the West Hills area, and the guardrail on Sauvie Island is in need of updating to meet current design standards. Approximately 79 percent of the roadways in the study area is geometrically deficient and in need of shoulders and/or geometric improvements. All roadways within the jurisdictional control of Multnomah County are geometrically deficient; only U.S. 30, under ODOT's jurisdiction, has no geometric deficiency.

TABLE 2-3
Geometric Deficiencies (1996)

Roadway	Ownership Jurisdiction	Paved Width (feet)	Length (feet)	Length of Deficient Geometry
Principal Arterial				
U.S. 30	ODOT	84	45,989	0
Rural Arterial				
Cornelius Pass Road	County	20-24	25,835	25,835
Rural Collector				
Skyline Boulevard	County	20	50,878	50,878
Germantown Road	County	20	11,737	11,737
Springville Road	County	21	12,228	12,228
Laidlaw Road	County	21	7,455	7,455
Thompson Road	County	20	2,492	2,492
Cornell Road	County	20	216	216
Gillihan Road	County	20	32,356	32,356
Reeder Road	County	20	22,900	22,900
Sauvie Island Road	County	24	11,358	11,358
<i>Subtotal (feet)</i>			151,620	151,620
Grand Total (feet)			223,444	177,455
Total (miles)			42.32	33.61

Pavement Conditions

Pavement conditions are given a point value and assigned a rating of excellent, very good, fair, poor, or very poor. Pavement in poor or very poor condition is in need of repair or reconstruction. Pavement deteriorates naturally over time from weather, gravity, and heavy loads. According to the *Oregon Benchmarks* (Governor's Office, December 1992), the standard is 90 percent fair or better. As part of this study, the conditions maintained in Multnomah County's pavement condition index system were validated for the arterials and collectors. Table 2-4 summarizes the conditions of the arterials and collectors. Multnomah County arterials and collectors are 100 percent fair or better; therefore, no needs are identified based upon pavement conditions.

TABLE 2-4
Pavement Condition Summary (1996)

Roadway	Ownership Jurisdiction	Paved Width (feet)	Length (feet)	Pavement Condition Rating	Length of Deficient Pavement
Principal Arterial					
U.S. 30	ODOT	84	45,989	Fair	0
<i>Subtotal (feet)</i>			45,989		0
Rural Arterial					
Cornelius Pass Road	County	20-24	25,835	Excel	0
<i>Subtotal (feet)</i>			25,835		0
Rural Collector					
Skyline Boulevard	County	20	50,878	Good/Excel	0
Germantown Road	County	20	11,737	Good/Excel	0
Springville Road	County	21	12,228	Good/Excel	0
Laidlaw Road	County	21	7,455	Excel	0
Thompson Road	County	20	2,492	Good/Excel	0
Cornell Road	County	20	216	Good	0
Gillihan Road	County	20	32,356	Good/Excel	0
Reeder Road	County	20	22,900	Good/Excel	0
Sauvie Island Road	County	24	11,358	Good/Excel	0
<i>Subtotal (feet)</i>			151,620		0
Grand Total (feet)			223,444		0
Total (miles)			42.32		0

Slope Stability and Culverts

There are several slope stability issues through the Tualatin Mountains in west rural Multnomah County. Cornelius Pass Road, as a corridor, has unstable and steep slopes with narrow shoulders. Skyline Boulevard, Rocky Point Road, and Newberry Road also have slope stability issues.

Several culverts need replacement throughout Multnomah County, including culverts in both the West Hills and on Sauvie Island. The most critical culvert problems exist in the West Hills, specifically on Cornelius Pass Road. These culverts are in steep channels, are poorly aligned to the channel, are separating mid-length, and are generally deteriorating from age. Replacement is extremely expensive and necessary to minimize risk of slides. When replaced, culverts will need to be designed and installed to accommodate fish passage.

Access Management

The street or roadway functional classification is a hierarchy system used for a variety of purposes and is helpful in understanding access management. For example, a higher functional classification corresponds to fewer numbers of accesses. Freeways and expressways have no private accesses and the spacing of public road access is relatively far apart. This increases safe traveling speeds and is efficient in carrying large volumes of traffic. Because local roads have private and public accesses relatively close together, local roads carry low-volume traffic efficiently.

Managing the access of roadways benefits the overall roadway system by increasing safety, increasing capacity, and reducing travel times. Controlling access must not become so restrictive, however, as to prohibit local businesses and home owners reasonable access to the roadway system from their property. Overall, access management must balance the needs of through traffic, local traffic, and pedestrians/bicyclists on a particular roadway.

Multnomah County has standards for public access/intersection spacing as well as private-access driveway width and spacing. Multnomah County also has a process for granting variances. A variance to the access requirements may be granted when no imminent traffic hazard would result or when impacts on through traffic would be minimal. The county may impose restrictions when approving a variance request. The restrictions could include limiting the turning movements, requiring a shared access, and/or closing one or more existing driveways. Existing lots of record, too small to meet the requirements, and minor modifications to existing active uses may be given some flexibility when evaluated for a variance request.

For arterials, access for single-family residential uses will not be allowed if an approved alternate access is available. If no alternate is available, then access will only be allowed through the variance procedure. Multi-family residential, commercial, and industrial uses require a site plan and traffic report as required by the county. Collectors and local streets must meet the access requirements outlined below in addition to the width and spacing requirements.

- *Number.* One driveway access per frontage will be the standard for approval. Double frontages will be limited to access from a single street, usually the lower classification street. Additional driveways must be requested through the variance procedure.
- *Width.* Driveways vary in width by land use type and provide minimum and maximum widths. The range is 12 to 25 feet for a single family residence, 20 to 40 feet for an industrial use.
- *Location.* A minimum spacing of 150 feet is required on arterials and 100 ft on collectors between centerlines.

ODOT also has access management standards for U.S. 30. These standards are described in the Oregon Highway Plan, which is in the process of being updated. The standards are listed in Table 2-5.

TABLE 2-5
U.S. 30 Access Standards

Access Management Feature	Requirement
Access Treatment	Limited Control
Public Road/Intersection Type	At Grade/Interchange
Public Road Intersection Spacing	1 mile
Private Drive Spacing	1,200 feet
Signal Spacing	None
Median Control	Partial/None

Table 2-6 assesses the relative density of private access driveways for the various arterials and collectors. There are no minimum access spacing standards for local roadways. In the West Hills, the terrain often does not allow for ideal sight distance and roadway intersection geometry. Review of development permits should consider sight distance and road approach location before approval to ensure safety.

TABLE 2-6
Existing Access Density

Roadway	Ownership Jurisdiction	Length (feet)	Relative Number of Private Accesses
Principal Arterial			
U.S. 30	ODOT	45,989	Low
Rural Arterial			
Cornelius Pass Road	County	25,835	Low
Rural Collector			
Skyline Boulevard	County	50,878	Low-Medium
Germantown Road	County	11,737	Medium-High
Springville Road	County	12,228	Medium

TABLE 2-6
Existing Access Density

Roadway	Ownership Jurisdiction	Length (feet)	Relative Number of Private Accesses
Laidlaw Road	County	7,455	High
Thompson Road	County	2,492	Medium-High
Cornell Road	County	216	Low-Medium
Gillihan Road	County	32,356	Low-Medium
Reeder Road	County	22,900	Low-Medium
Sauvie Island Road	County	11,358	Medium

Existing Levels of Service

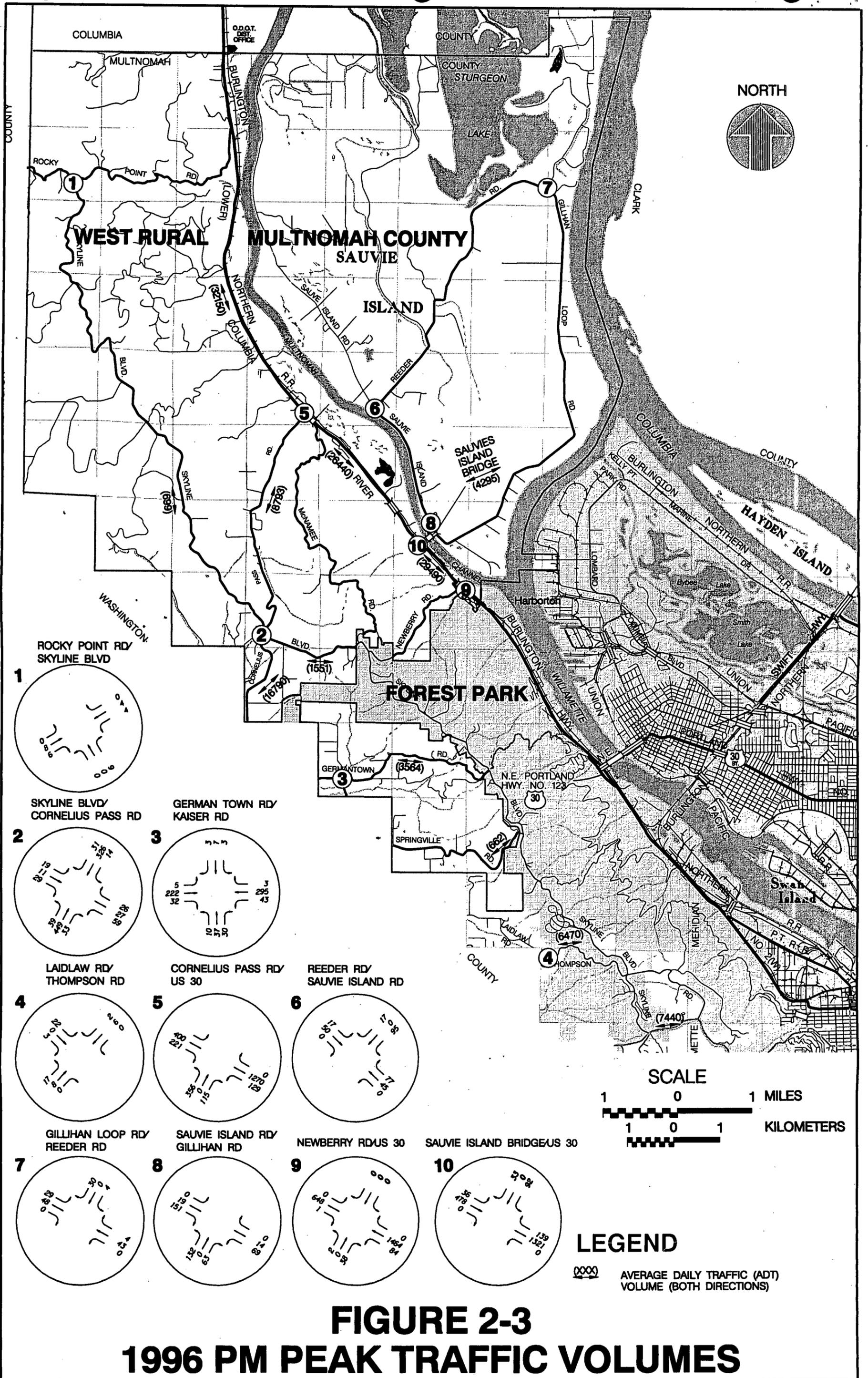
Roadway operational performance is measured by level of service (LOS). The factors considered important in determining LOS are traffic volume, roadway capacity, and user delay. A letter grade is assigned based upon the relative LOS. LOS A represents a high grade; LOS F represents a failing grade. (See Appendix A for definitions of the LOS.) The basis for calculating LOS is peak traffic volumes. Figure 2-3 shows existing PM peak volumes for key intersections in the study area.

Table 2-7 summarizes the 1996 existing PM peak hour levels of service at the key intersections in the study area. As shown in the table, all intersections currently operate at LOS C or better except for the intersection of U.S. 30 at Cornelius Pass Road. It operates at LOS E. Field observations confirm the poor operation of this intersection, with significant waiting lines forming on Cornelius Pass Road and on the left turn from U.S. 30 onto Cornelius Pass Road.

TABLE 2-7
Existing Level of Service: 1996 PM Peak Hour

Intersection	Signalized or AWSC LOS	TWSC* LOS
Germantown Rd./Kaiser Rd.	A	
Reeder Rd./Gillihan Rd.		A
Sauvie Island Rd./Reeder Rd.		A
Sauvie Island Rd./Gillihan Rd.		B
Skyline Rd./ Rocky Point Rd.		A
Skyline Rd./Cornelius Pass Rd.		C
Thompson Rd./Laidlaw Rd.		A
U.S. 30/Cornelius Pass Rd.	E	
U.S. 30/Newberry Rd.		C

AWSC = all-way stop-controlled
TWSC = two-way stop-controlled



Pedestrian and Bicycle Systems

The Multnomah County Bicycle Master Plan (December 1990) identifies the county's planned bikeway system. Existing bikeways and sidewalks were noted during a May 1996 field trip. This discussion is based on both the planned bikeways identified in the database and on the existing bikeways identified during the field trip.

Five roadways in west rural Multnomah County are part of the Multnomah County Bicycle Master Plan bikeway system:

- Cornelius Pass Road from U.S. 30 west to the Washington County line
- Cornell Road from Forest Park west to the Portland city limit east of Skyline Boulevard
- Sauvie Island Road from the bridge north to Ferry Road
- Skyline Boulevard from Rocky Point Road south to Portland city limits and a section from south of Cornell Road to the Portland city limit east of St. Helens Avenue
- Springville Road from Skyline Boulevard west to the Washington County line

The county's bikeway standard in rural areas consists of paved shoulders (4 to 6 feet wide). Apart from U.S. 30, no roadways within west rural Multnomah County currently have shoulders adequate to accommodate bicycles

Multnomah County also has a Pedestrian Master Plan (April 1996) that identifies standards. Specific rural pedestrian facilities have not been identified in this plan.

Bicycling and/or walking in the area is largely recreational. Recreational bicycling and walking in the West Hills and Sauvie Island has increased. Recreational uses range from gaining access to the Columbia River, to bird watching, to hunting and exercising.

Public Transportation System

Transit Service

In west rural Multnomah County, Tri-Met has one bus line that provides service to Sauvie Island. The route runs every half hour Monday through Friday from 5:30 AM to 7:00 PM, then every hour from 7:00 PM to midnight. Saturday has hourly service from 6:00 AM to 11:30 PM. No changes in service are expected in this area. According to 1990 statistics, about 40 people per day take this bus to and from the area between St. Johns and Sauvie Island. No service is provided to Sauvie Island on Sundays or holidays.

Tri-Met also offers a ride-matching program for people who would like to carpool. This program provides interested people with a list of neighbors who might make good commute partners. The individuals themselves set up the car pool. Depending upon the destination, there may be parking privileges that can include special rates and reserved parking spaces.

Park and Ride Facilities

North of Sauvie Island Bridge there is an unpaved area that is currently being used as a turnaround area for Tri-Met route 17. While this is not an official park and ride lot, it is informally functioning as one. Recreational users also use the area as a parking lot.

A significant number of people live in Columbia County and work in City of Portland and Washington County employment centers, resulting in significant commuter traffic. Columbia County residents have identified through their TSP a need to have a park and ride facility located near the county line. The intent of the park and ride would be primarily for car pools in Columbia County to reduce congestion in Multnomah County.

Intercity Bus

Colco Transportation is a public transportation operator based in Columbia County that operates through the west rural Multnomah County area. Colco's service is provided on a dial-a-ride basis, primarily targeting individuals with medical needs, the handicapped, and the elderly. Of their more than 20 passenger vans, 60 percent are equipped with wheelchair lifts. Colco does not have a set fare schedule but rather operates on an ability-to-pay basis. The company also provides trips from Columbia County to Portland, Beaverton, Hillsboro and Vernonia, St. Helens, and Scappoose.

There is currently no fixed-route intercity bus operating between St. Helens and Portland along U.S. 30.

Commuter Rail

Currently, no services are provided.

Air, Rail, Water, and Pipeline System

Air Transportation

There are no public or private airports or airfields in west rural Multnomah County, although there are several nearby. Portland International Airport, Oregon's largest commercial airport, is located about 15 miles to the east and provides a full range of flight services and operated by the Port of Portland. Hillsboro Airport is located in Washington County about 10 miles to the southwest and provides flight service through Horizon Air and Charter Service providers. The Scappoose Airpark is just a few miles north of the county line in Columbia County.

Rail Transportation

The Portland-Astoria branch line was originally owned by the Burlington Northern Santa Fe (BNSF) Railroad and is currently owned by ODOT. The line is operated by Portland and Western Railroad. The track is classified as Federal Railroad Administration (FRA) Class 2 track with maximum operating speeds of 25 miles per hour (mph) for freight trains and 30 mph for passenger trains. The condition is a typical example of a branch line railroad carrying moderate volumes of traffic. The line currently handles 350 to 400 cars per month,

with approximately 80 percent of the traffic generated between Willbridge mile post (MP) 4.7 and Reichhold MP 31.3.

The Cornelius Pass BNSF line will be improved and reopened; a shortline operator, Portland and Western will provide rail services. An ownership change is in process. The new owner of the line will be ODOT.

In these two cases, ODOT only takes an active role if the line is abandoned. Otherwise all responsibility for operations, maintenance, and improvements is the burden of the rail operator.

Water Transportation

There are commercial and recreational water transportation uses in or adjacent to Multnomah County. Multnomah Channel is used primarily for recreational purposes and the Columbia River for commercial purposes. Recreational activities are under the jurisdiction and authority of the Oregon State Marine Board. The commercial use is under the U.S. Coast Guard.

The Columbia River is a significant transportation route for international trade activities conducted at a variety of ports upstream. The Port of Portland is well known as the largest inland deep water port in the United States. The port is critical to the regional economy, providing more than 2,000 jobs. Efforts are under way to examine the impacts of deepening the Columbia channel to 43 feet below the Columbia River datum. This would allow for deeper loads and more efficiency in the movement of freight. The deepening of the channel would be expected to last for 50 years and provide an average cost savings of \$40 million per year.

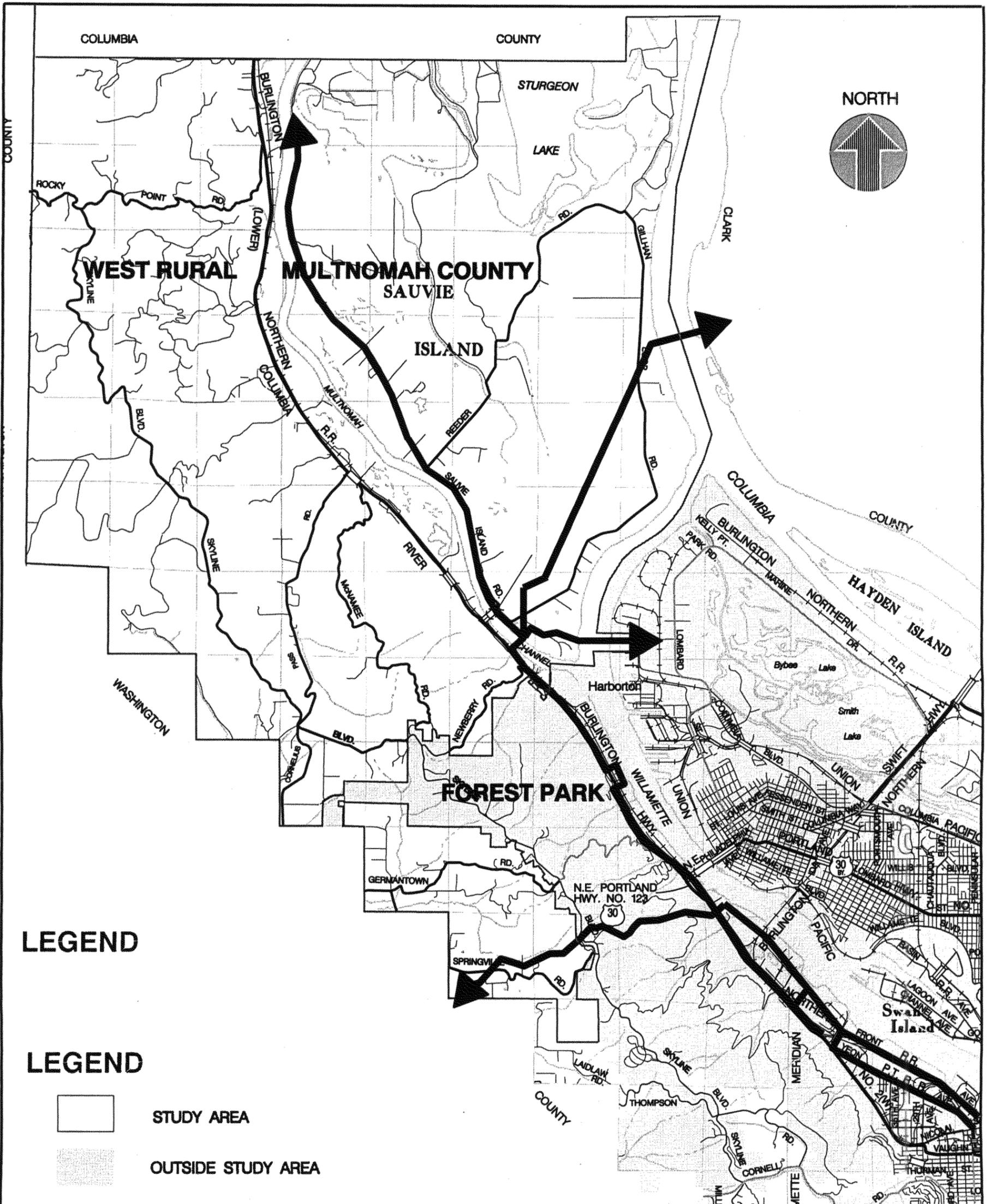
The Columbia River accommodates ship drafts that carry containers and bulk cargo such as wheat, corn, barley, and wood products between the United States and the Pacific Rim countries.

Pipeline Transportation

High-pressure gas pipelines from Northwest Natural Gas and from Northwest Pipeline Corporation are present in Multnomah County. Northwest Natural Gas has several pipelines and a few high-pressure feeder pipelines in Multnomah County. Northwest Pipeline supplies gas to Northwest Natural Gas and primarily uses high-pressure pipelines. Northwest Pipeline has a high-pressure pipeline from Canada on Sauvie Island. Figure 2-4 shows Northwest Natural Gas and Northwest Pipeline feeder and high-pressure pipelines in west rural Multnomah County.

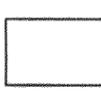
Transportation Safety

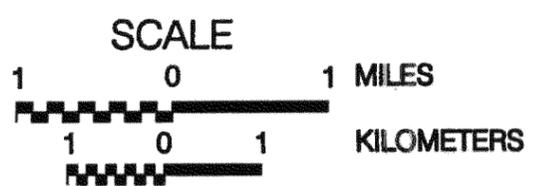
Fatal accidents in Oregon have decreased from 2.7 fatalities per 100 million miles traveled in 1972 to 1.8 per 100 million miles traveled in 1993. Oregon's rates have gone from above the national average to just below the national average for the same time period. The leading factors contributing to fatal accidents are alcohol (43 percent), lack of safety restraints (41 percent), excessive speed (30 percent), and inexperienced drivers (12 percent). Pedestrians were involved in 10.7 percent of fatalities, bicycles in 2.9 percent, and



LEGEND

LEGEND

-  STUDY AREA
-  OUTSIDE STUDY AREA
-  NW Pipeline (NWPL) Transmission Lines & NW Natural Gas High-Pressure Feeder Lines



**FIGURE 2-4
 EXISTING FEEDER AND HIGH-
 PRESSURE PIPELINES**

motorcycles in 5.3 percent. The following list is a summary of specific actions identified in the Oregon Transportation Safety Action Plan.

- Traffic law enforcement and funding for enforcement
- Continued research and education on transportation safety
- Low tolerance for blood alcohol content (0 percent for drivers under 21 years of age)
- Incident response management programs to reduce interruption and delays to traffic
- Development and implementation of youth transportation safety strategy

Multnomah County monitored high-accident locations over a 3-year period from January 1, 1993 to December 31, 1995, and provided a list that ranks the top intersections within the county according to accident frequency, severity, and average daily traffic (ADT). Only one intersection in west rural Multnomah County appeared on the list: Cornelius Pass Road at Skyline Boulevard, with a ranking of 23rd. The accident data are derived from Department of Motor Vehicles records. By law, drivers involved in a vehicle crash are required to file an accident report if damage exceeds \$500. There may be additional unreported accidents exceeding \$500 that involve a single vehicle as well as vehicle crashes with damage less than \$500. One pedestrian accident was recorded in the last 3 years in the study area, at Cornell Road at Skyline Boulevard.

Speed

Participants in the citizen survey, Sounding Board, Task Force, and open house public involvement process have expressed concern about safety because of the excessive traffic speed in the area. Local residents have observed instances in which drivers cross over the centerline and fog line, endangering other users. In addition, the steep terrain in the West Hills makes stopping even more difficult. Speed is considered by area residents to be a safety issue on the following roadways:

- Cornelius Pass Road
- Skyline Boulevard
- Germantown Road
- Thompson Road
- Laidlaw Road
- Newberry Road
- Reeder Road
- Sauvie Island Road
- Gillihan Loop Road

Future Needs and Alternatives

Overview

This chapter covers the elements involved in determining the future needs and evaluating transportation alternatives for the study area. These elements are discussed in the following sections:

- Transportation System Evaluation
- Future Transportation System Needs
- Transportation System Alternatives

The sections below present the sources of data, analysis methods, and results of the future needs analysis. Recommendations for transportation systems improvements are included in Chapter 4.

Transportation System Evaluation

The future needs for west rural Multnomah County are based on land use and population growth assumptions, which are used to project future traffic growth. Metro prepared a traffic forecasting model for the year 2015, which included a special travel demand forecasting model for Multnomah, Washington, and Clackamas Counties for the development of their rural TSPs. Land use projections are used as direct inputs into the model. These include projections of existing and future households and employment, for both the urban and rural areas. As a result, the model is designed to predict traffic growth resulting from different planned land uses over a given period of time.

Land Use and Population Growth Assumptions

Multnomah County and Metro staff developed land use and population forecasts. Metro staff provided the overall targets for households and employment in each traffic analysis zone based on the approved 2015 population and employment projections, in conformance with the 2040 Regional Plan. These targets include the addition of urban reserves totaling 34,675 households throughout the Portland metropolitan area. Of these households, 277 households (0.8 percent) have been targeted for the Westside Rural Multnomah County area; they are located near Thompson Road between Skyline Boulevard and Washington County. Urban reserve lands are areas slated to be incorporated into the UGB in the future when an increase in developable land is determined necessary through the comprehensive planning process. The two urban reserve areas identified in the study area are shown in Figure 2-1 (Chapter 2).

Because the overall population and employment forecasts were obtained directly from Metro's approved land use forecasts, they incorporate regional assumptions consistent with the other TSPs currently being developed in the area. Projections for population and jobs in west rural Multnomah County are shown in Table 3-1.

TABLE 3-1

Summary of Existing (1994) and Future (2015) Population and Employment

Category	Existing	Future
Household Residents	1,966	6,041
Retail Jobs	6	20
Other Jobs	787	1,381

Traffic Forecast Methodology

The travel demand model provided the basic data needed to estimate future traffic demands on the west rural Multnomah County roadway system. Metro refined the rural portions of the model based on the earlier assessment of existing conditions and a reassessment of the population and employment projections used in the original model.

The model is not accurate enough by itself to provide reliable absolute numbers for future traffic volumes, just as the base year model does not perfectly match existing conditions. However, the difference between the base year (1994) and future year (2015) model does provide a reasonable projection of the increase in vehicles on the major roadways. This difference added to the known existing traffic volumes provides better estimates of future travel demand. This information is then used to assess future needs.

It should be noted that a short segment of Cornell Road has not been included in the transportation system evaluation because it is sandwiched between two urban segments. Therefore, an evaluation of its LOS is not needed.

Future Functional Classification Adequacy

Table 3-2 summarizes the findings of projected average daily traffic (ADT) volumes. The ADT volumes are also shown in Figure 3-1. This growth reflects a number of factors, including anticipated development of remaining undeveloped areas in the West Hills within the City of Portland and continued growth in Columbia and Washington Counties. This growth in traffic volumes is most significant on collector facilities that will directly serve those developing areas, including Skyline Boulevard, Thompson Road, Springville Road, and Laidlaw Road.

In general, the functional classification of a roadway provides an upper threshold to the volume of ADT that can be reasonably accommodated. In general, local streets have an upper threshold of 2,500 to 3,000 ADT, and collectors have an upper threshold of 8,000 to 10,000 ADT; the acceptable threshold may be adjusted downward to reflect adverse topography or high truck percentages.

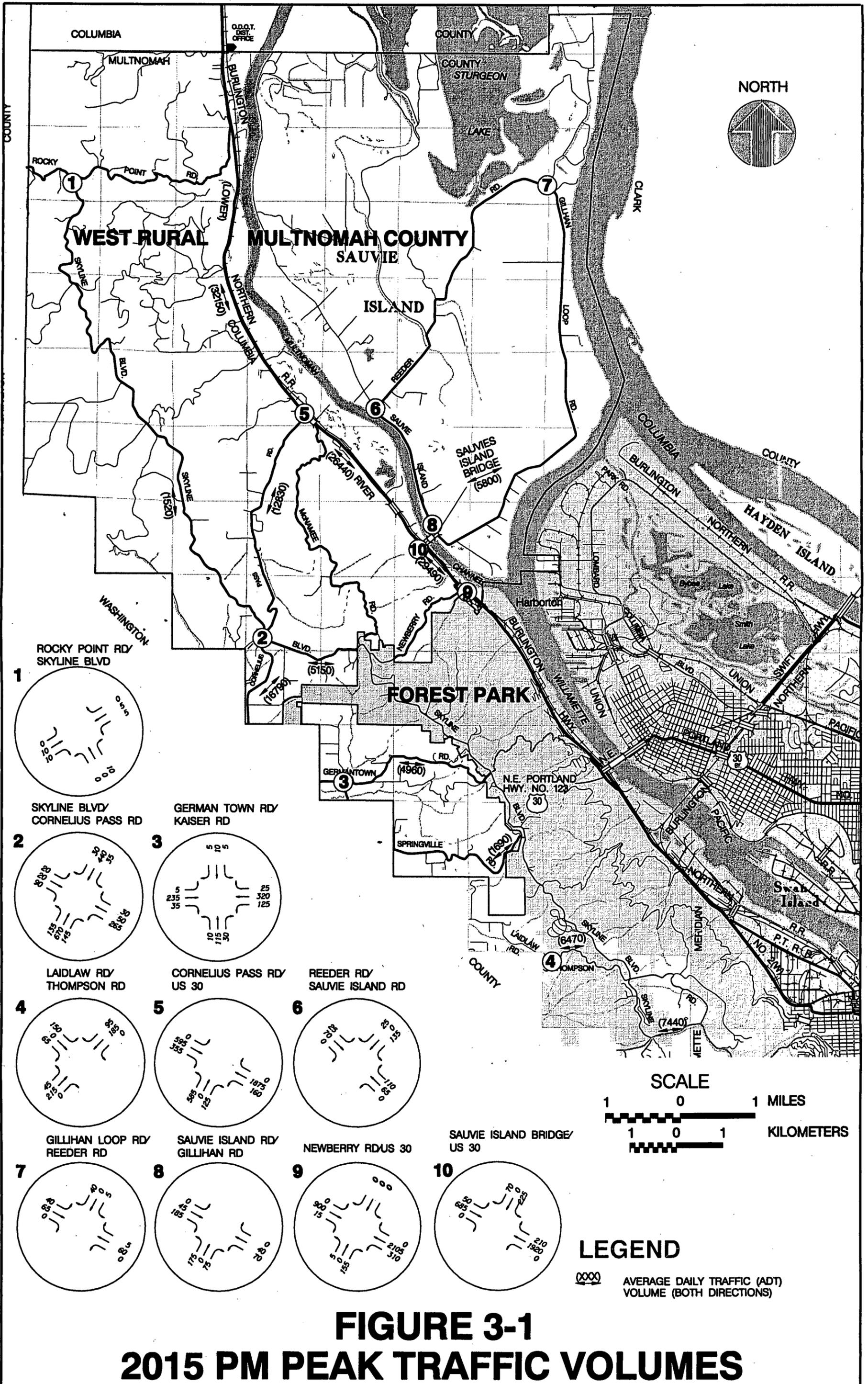


TABLE 3-2

Summary of Existing and Preliminary Future Traffic Conditions for Selected Roadways

Roadway	Functional Classification	Existing Truck Percent	Average Daily Traffic (ADT)		Is Functional Classification Adequate for Next 20 Years?
			Existing (1996)	Future (2015)	
U.S. 30: Portland to Sauvie Island Bridge	Arterial	11	20,600	29,500	Yes
U.S. 30: Sauvie Island Bridge To Cornelius Pass Road	Arterial	10	18,600	26,400	Yes
U.S. 30: Cornelius Pass Road to Columbia County line	Arterial	10-12*	20,900	32,200	Yes
Cornelius Pass Road: U.S. 30 to Skyline Boulevard	Arterial	15	8,800	12,800	Yes
Cornelius Pass Road: Skyline Boulevard to Washington County line	Arterial	10	9,000	16,800	Yes
Sauvie Island Road	Collector	5	4,300	5,800	Yes
Germantown Road	Collector	2	3,600	5,000	Yes
Skyline Boulevard: Portland city limits to Cornelius Pass Road	Collector	10	1,600	5,200	Yes
Skyline Boulevard: Cornelius Pass Road to Rocky Point Road	Collector	11	700	1,500	Yes
Thompson Road	Collector	8	1,400	6,500	Yes
Springville Road	Collector	2	700	1,700	Yes
Laidlaw Road	Collector	6	400	3,500	Yes
Reeder Road	Collector	3	800	2,200	Yes
Gillihan Road	Collector	5	500	1,400	Yes
Kaiser Road: Cornelius Pass Road to Germantown Road	Local	1*	600	800	Yes
Kaiser Road: Germantown Road to Springville Road	Collector	1	1,600	3,300	Yes
Newberry Road	Local	6	1,300	4,800	No

*Estimated

As can be seen in Table 3-2, all of the existing arterials and collectors in the study area are projected to carry traffic volumes appropriate for their functional classification, despite the substantial percent of traffic growth on some facilities. However, both Cornelius Pass Road and Newberry Road require further discussion.

Cornelius Pass Road

Although the volume of traffic is expected to increase on Cornelius Pass Road, the expected traffic increase does not warrant a change in functional classification. However, there are currently long lines of traffic forming behind trucks climbing the long, steep grades. As truck volumes continue to increase, the backup of vehicles will continue to increase as well. Differences in travel speed also contribute to an increased safety hazard. Prohibiting truck traffic is not practical for a route with regional significance. This route is the hazardous materials route from Washington County north to avoid the tunnel on U.S. Highway 26. Significant out-of-direction travel is required for the alternative hazardous materials route. Corridor solutions need to be examined that would include evaluating alternative routes as well as improvements to the existing alignment (including truck climbing lanes).

Newberry Road

Newberry Road between Skyline Boulevard and U.S. 30 is projected to carry higher traffic volumes than would generally be considered acceptable for a local street. Further analysis of the 2015 travel demand forecasts revealed that 80 to 85 percent of the traffic on Newberry Road also used Cornelius Pass Road south of Skyline Boulevard.

This indicates that a substantial percentage of the projected traffic on Newberry Road is traveling between Portland and Washington County, bypassing Cornelius Pass Road between Skyline Boulevard and U.S. 30. The addition of capacity associated with climbing lanes on Cornelius Pass Road did not demonstrate an appreciable reduction in the projected traffic volumes on Newberry Road. Newberry Road is not intended to function as an alternate route, and reclassification would be inconsistent with other state, regional, and county plans.

Level of Service Deficiencies

The estimated 2015 PM peak hour turning movement traffic volumes for key intersections are shown in Figure 3-1. These volumes were used to calculate LOS. Table 3-3 presents the projected LOS, including the effects of potential mitigation treatments. LOS is a measurement of congestion or delay at an intersection. LOS is graded on a scale of A through F. LOS A reflects traffic flow that is unimpeded or has no delay. LOS F reflects breakdown conditions (demand exceeds capacity). Refer to Appendix A for a complete list of LOS definitions.

U.S. 30/Cornelius Pass Road

The U.S. 30/Cornelius Pass Road intersection is projected to be over capacity during the 2015 weekday PM peak hour. The proposed intersection lane reconfiguration can be implemented in phases with minimal expense for modifications.

For the first phase, a lane would be added to create separate left-turn-only and right-turn-only lanes with the Cornelius Pass Road approach. With this modification, the roadway would operate acceptably for approximately 10 to 15 years. The intersection should be monitored periodically to determine when traffic volumes are sufficiently high to justify converting the right-turn-only lane to a shared left- and right-turn lane.

TABLE 3-3
Projected Intersection Level of Service: 2015 Weekday PM Peak Hour

Intersection	Signalized or AWSC LOS*	TWSC LOS*
U.S. 30/Cornelius Pass Rd.		
Existing configuration	F	
Reconfiguration of turn lanes	C	
U.S. 30/Sauvie Island Rd.		
Existing configuration	B	
Additional turn lanes	B	
Cornelius Pass Rd./Skyline Blvd.		
Existing configuration		F
Signalized (possible mitigation)	C	
U.S. 30/Newberry Rd.		
Existing configuration		F
Signalized (possible mitigation)	B	
Germantown Rd./Kaiser Rd.		C
Reeder Rd./Gillihan Rd.		A
Sauvie Island Rd./Reeder Rd.		B
Sauvie Island Rd./Gillihan Rd.		B
Skyline Blvd./Rocky Point Rd.		A
Thompson Rd./Laidlaw Rd.		B

AWSC = all-way stop-controlled

TWSC = two-way stop-controlled

*Note that LOS is based on average delay per vehicle per the 1994 HCM, not volume-to-capacity ratio.

The second phase would then amount to restriping and modifying signals. A second turn lane should be added on the Cornelius Pass Road approach to U.S. 30, with the one lane striped as a left-turn lane and one as a shared left- and right-turn lane. The addition of the second left-turn lane would provide the capacity needed to serve the anticipated high left-turn movement from Cornelius Pass Road towards Columbia County projected by 2015.

U.S. 30/Sauvie Island Road

The U.S. 30/Sauvie Island Road intersection is projected to operate near capacity during the 2015 weekday PM peak hour with its existing lane configuration. As a result, the intersection will have little reserve capacity for special events or peak seasonal weekend traffic. However, it is recommended that a capacity improvement be made only if and when other bridge improvements are completed.

Cornelius Pass Road/Skyline Boulevard

The intersection of Cornelius Pass Road and Skyline Boulevard is projected to operate at LOS F during the 2015 weekday PM peak hour. Installation of a traffic signal at this intersection, including protected left turns on Cornelius Pass Road because of the speed of oncoming traffic, would improve the LOS to an acceptable level.

U.S. 30/Newberry Road

The second unsignalized intersection operating at LOS F is at U.S. 30/Newberry Road. This intersection is projected to meet signal warrants under projected 2015 traffic volumes. In coordination with ODOT, Newberry Road will continue to be designated a local street.

Although the intersection overall operates at LOS F, this reflects the inability of right-turning vehicles to move around the left-turning vehicles from Newberry Road attempting to enter U.S. 30. The left-turning movement from U.S. 30 onto Newberry Road will operate at LOS C, allowing free movement with minimal delay.

A traffic signal would satisfy the needs of fewer than five northbound left-turning vehicles on Newberry Road and encourage greater use of Newberry Road while delaying 3,400 vehicles during the PM peak hour on U.S. 30. To minimize the impact of the left-turning vehicles on Newberry Road without signalization, the intersection approach on Newberry Road could be widened sufficiently to allow right-turning vehicles to get by a left-turning vehicle. This change would improve the LOS.

Future Transportation System Needs

The following sections describe the results of the future demand analysis that used the land use assumptions and traffic forecasting method outlined on pages 3-1 and 3-2. The needs will be separated by transportation mode for use in the TSP.

Roadway Needs

- *Conduct a Cornelius Pass Road corridor study.* The high percentage of trucks and steep, sustained grades create significant delay for vehicles traveling behind the trucks and a significant reduction in overall function of the facility. In addition, the speed differential between trucks and automobiles presents a significant safety hazard. It is recommended that a corridor study be conducted to consider future demand, hazardous materials routes, slope stability, alternative routes, climbing lanes, geometric alignment, and shoulder needs.
- *Install a traffic signal at the Cornelius Pass Road/Skyline Boulevard intersection.* Provide separate westbound left-turn and through-right lanes on Skyline Boulevard.

- *Provide a staged improvement plan for the intersection of U.S. 30 and Cornelius Pass Road.*
 - Short-term: Provide separate left-turn-only and right-turn-only lanes on the Cornelius Pass Road approach.
 - Long-term: Convert the right-turn-only lane on the Cornelius Pass Road approach to a shared left- and right-turn lane.
- *Study Sauvie Island Bridge needs.* It is recommended that a study be conducted to consider access to Sauvie Island, rehabilitation, strengthening, maintenance, replacement, bridge geometrics, future demand, and safety.
 - Consider installing separate left- and right-turn lanes on the Sauvie Island Bridge at the U.S. 30/Sauvie Island Road intersection.
- *Retain Newberry Road as a local street.* Newberry Road should remain a local street as a part of this plan, but it should be monitored in the future to determine whether upgrading it to a collector functional classification is advisable.
 - If feasible, consider widening the Newberry Road approach at U.S. 30 to allow right-turning vehicles to bypass vehicles waiting to turn left.

Public Transportation/TDM Needs

- *Sauvie Island Park and Ride.* The area on Sauvie Island Road just north of Sauvie Island Bridge is used as an informal park and ride lot and as a parking lot for other recreational uses on the island. This area could be improved with delineated parking and a traffic circulation plan.
- *North County Line Park and Ride.* A park and ride lot located near the Multnomah/Columbia County line could be used by regional fixed-route operators and for carpooling.

Bicycle and Pedestrian Needs

The bicycle and pedestrian needs in west rural Multnomah County are largely recreational and will continue to be recreational. Very few bicycle and pedestrian trips in the area are utilitarian because of the average length of the trip. Utilitarian trips are typically short in nature, usually less than 5 miles. Residents of Sauvie Island and West Hills have seen an increase in recreational use of bicycling and walking. In rural areas, bicycle and pedestrian facilities generally consist of paved shoulders. Five roadways in west rural Multnomah County are part of the Multnomah County Bicycle Master Plan as planned bikeways. Apart from U.S. 30, there are currently no roadways in the area with shoulders adequate to accommodate bicycles or pedestrians.

Improved facilities are needed to accommodate pedestrians and bicyclists, particularly recreational uses. Projects to add shoulders will increase safety for these and other transportation modes. Corridors suggested for shoulders include Skyline Boulevard, Laidlaw Road, Thompson Road, Gillihan Road, and Reeder Road.

Air, Rail, Water, and Pipeline Needs

Air. No airports are proposed in west rural Multnomah County, and there is no long-term outlook for proposing an airport in the study area.

Rail. There is potential for growth in the Portland-Astoria Branch Line corridor, but no specific project is on the horizon which would add rail traffic. Slide repair work is required near Astoria to provide Astoria to Portland rail service operations.

The Cornelius Pass Line will require various improvements, including structure replacement to restore rail service.

Water. The deepening of the Columbia water channel to provide access to the Port of Portland should be supported. There is a potential economic savings of \$40 million per year for 50 years.

Pipeline. There are no proposed Northwest Natural Gas high-pressure feeder pipelines in west rural Multnomah County. Northwest Natural Gas has not identified any additional high-pressure pipeline needs in west rural Multnomah County.

Transportation System Alternatives

Alternatives Analysis

Cornelius Pass Road/Newberry Road

The Newberry Road and Cornelius Pass Road alternative was evaluated. Newberry Road is projected to carry higher traffic volumes than would generally be considered acceptable for a local street. Analysis indicates that a substantial percentage of the projected traffic on Newberry Road is traveling between Portland and Washington Counties, bypassing Cornelius Pass Road between Skyline Boulevard and U.S. 30. Capacity improvements on Cornelius Pass Road appear to have little effect in mitigating this problem.

Newberry Road will be retained as a local street as part of this plan but will need to be monitored and considered for possible upgrading to a collector functional classification in the future. In order to preserve its character as a local street as much as possible, the entrance points to Newberry Road at U.S. 30 and Skyline Boulevard will remain unsignalized to reduce their attractiveness for through trips.

Transportation Demand Management

Participants in the citizen survey, Sounding Board, Task Force, and open house public involvement process expressed a great deal of interest in pursuing public transportation options to reduce congestion, improve safety, and maintain the rural character of the area. A variety of ideas surfaced for consideration:

- Park and ride
- Ride share
- Fixed-route transit from Columbia County to Washington County
- Expansion of existing Tri-Met service

- Commuter rail
- High-occupancy vehicle lanes along U.S. 30

A transit feasibility study of the U.S. 30 corridor was completed in November 1996. The study included gathering user input from 2,000 people on the U.S. 30 mailing list and conducting a more specific telephone survey of 300 people in St. Helens and Scappoose who commute to Washington County. Survey respondents were asked about their travel patterns and attitudes about use of alternative modes. Further, the study included collecting information about existing services in the area and of areas outside the immediate area with similar conditions. Strategies were developed for contracting with private transit providers, van pooling to large employment centers, and establishing park and ride/pool lots.

The results of the study would indicate there are about 1,400 people in St. Helens and Scappoose commuting to other communities, with Portland being the primary destination. This represents a pool of public transportation customers. About 16 percent of the commuters are using Cornelius Pass Road; others are continuing on U.S. 30 towards Portland. The most favorable alternatives from the study are ride share programs, park and ride lots, and van pooling. The expense associated with capital investment and operating costs for other options are not considered feasible within the 20-year planning horizon of this study. Options for other alternatives should be kept open or explored further as opportunities arise.

The implications to the west rural Multnomah County area are that the majority of the congestion occurs during AM and PM peak periods by people outside of the county. Multnomah County is in the position of advocating on behalf of rural residents by coordinating with private interests and public jurisdictions when possible.

Transportation System Plan

Overview

The purpose of this chapter is to detail the transportation classification system and design standards for each transportation mode and to identify recommended improvements based upon the preferred transportation system alternative for west rural Multnomah County. The preferred transportation system is the transportation alternative strategy considered to best meet the goals established through the public input process.

Standards are presented as design guidelines that establish physical parameters based upon safety and uniform travel expectations. Standards are intended to be guidelines, and exceptions can be granted on a case-by-case basis based on careful examination of trade-offs. Recommended improvements are the priorities established through the public process.

Roadway System Plan

This section covers functional classifications and definitions, design standards, and guidelines for roadways. A map of the roadway system plan is provided on Figure 4-1. Recommendations for improvements to the roadway system are presented at the end of Chapter 4, under the subheading Transportation System Improvements.

Roadway Functional Classification Definitions

Policy 34 of the Multnomah County Comprehensive Framework (titled Trafficways and the Functional Classification of Trafficways Map) includes nine roadway functional classifications:

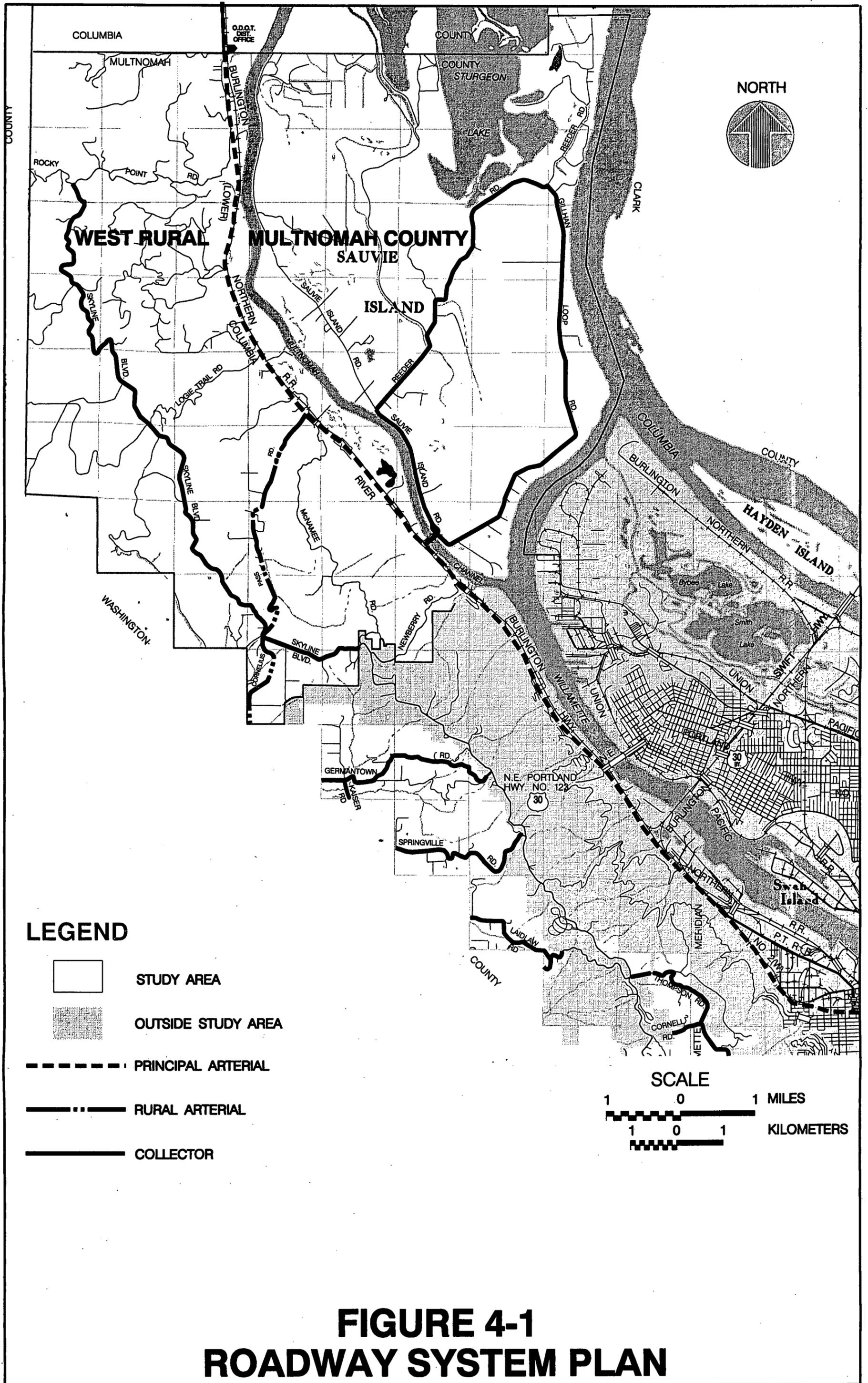
- Four within the arterial classification—principal, major, minor, and rural
- Three within the collector classification—major, neighborhood, and rural
- Two within the local street classification—urban and rural

The classifications in the study area include principal arterial, rural arterial, rural collector, and rural local.

Arterials

Arterial streets make up the regional roadway network and provide for travel between communities within the county and between counties. Arterial streets accommodate the full array of travel modes, including the regional bikeway system, the fixed-route transit network, goods delivery, and a higher volume of automobile traffic than collector streets.

Principal Arterials connect to freeways and highways which serve travelers without an origin or destination in the county. The traffic volume is a combination of interstate and interregional traffic, regional traffic traveling between cities and counties, and traffic generated by intensive and higher density land uses along the arterial corridor. The traffic



also includes a significant percentage of truck traffic. The ability to move auto, truck, and regional bicycle traffic is preserved. U.S. 30 is an example of a principal arterial.

Rural Arterial Roads are the primary means of access into the large rural districts, and often they connect between counties to accommodate through movements. Rural arterials connect to freeways or highways and link rural collector and local roads to the urban area and other regions. Rural arterial roads carry greater traffic volumes than rural collector roads, including commuters and other home-based trips, natural resources involving trucks, and recreational trips involving autos, bicycles, pedestrians, and equestrians. Cornelius Pass Road is an example of a rural arterial roadway.

Collectors

Collector streets distribute traffic between local streets and the arterial street network. They are not intended to serve trips with an origin or destination outside the county. Collector streets provide for automobile, bicycle, and pedestrian circulation and for basic transit service.

Rural Collector Roads distribute automobile traffic over large areas and generally connect to urban streets or rural arterials. They may also provide for recreational trips by auto, bicycle, foot, or horse. Skyline Boulevard and Germantown Road are examples of rural collectors.

Local Streets

Local streets provide access to abutting land uses and do not serve through traffic. Local streets may be further classified by adjacent land use, such as residential, commercial, and industrial. In rural areas, local roads serve automobile and farm circulation, as well as local pedestrian, bicycle, and equestrian uses. Rocky Point Road and Logie Trail Road are examples of local streets.

Roadway System Design Standards

Multnomah County is in the process of reviewing and updating its roadway design standards. Most of the standards are in the early draft stages of the process. The current design standards, last updated February 1987, are listed in Table 2-2 (Chapter 2).

At the same time, Metro has developed a set of design concepts and guidelines for each jurisdiction's consideration. The county will strive for consistency with Metro's design guidelines as appropriate for west rural Multnomah County in conjunction with the design standards update.

As roadways are improved, consideration should be given to the trade-off between design speed and sight distance with respect to impacts on roadside slopes. In the West Hills, a design exception for a slower design speed may help minimize impact to slopes while providing additional sight distance through minimal widening.

Public Transportation System Plan

This section establishes functional classifications and definitions, design standards, and guidelines for public transportation. The citizens of west rural Multnomah County recognize a high need for public transportation options. The primary benefit of increased

public transportation would be a reduction in commuter trips from Columbia County to Beaverton and the broader Washington County area. The rural nature of the area will provide some limitations to the cost-effectiveness of extended service for local residents. However, as public transportation amenities are established in town centers and nearby communities, it will be more attractive to provide stops at key locations such as park and ride lots. The following sections provide definitions for functional classifications; suggested improvements to the public transportation system are provided at the end of Chapter 4, under the subheading Transportation System Improvements.

Public Transportation Functional Classification Definitions

These definitions of public transportation were developed by Metro in the Vision 2040 process. The definitions of the functional classifications are contained in the Regional Transportation Plan. The following definitions are from the July 25, 1996, Regional Transportation Policy. Only those that may be pertinent to rural areas are included here.

Secondary Transit Network

This system is made up of secondary bus, minibus, paratransit and park and ride services. Secondary service is focused more on accessibility, frequency of service along the route, and coverage to a wide range of land use options than on speed between two points. Secondary transit is designed to be an alternative to the single-occupant vehicle by providing frequent, reliable service.

Secondary Bus provides coverage and access to a wide range of land uses. Secondary bus service runs as often as every 30 minutes on weekdays. Weekend service is provided as demand warrants.

Minibus provides coverage in lower density areas by providing transit connections to a wide range of land use options. Minibus services, which may range from fixed-routes to purely demand-responsive services (including dial-a-ride, employer shuttles, and bus pools) provide at least 60-minute response time on weekdays. Weekend service is provided as demand warrants.

Paratransit service is defined as non-fixed route service that serves special transit markets, including Americans with Disabilities Act (ADA) service throughout the greater metropolitan region.

Park and Ride facilities provide convenient auto access to regional trunk route service for areas not directly served by transit. Bicycle and pedestrian access as well as parking and storage accommodations for bicyclists are considered in the siting process of new park and ride facilities. In addition, the need for a complementary relationship between park and ride facilities and regional and local land use goals exists and requires periodic evaluation for continued appropriateness.

Interurban Public Transportation

Functional classification designations for interurban public transportation are as follows:

Passenger Rail or intercity high-speed rail is part of the state transportation system and will eventually extend from the Willamette Valley north to British Columbia. Amtrak already

provides service south to California, north to Vancouver, British Columbia, and east to the rest of the continental United States. These systems should be integrated with other public transportation services within the metropolitan region with connections to passenger intermodal facilities. High-speed rail needs to be complemented by urban transit systems within the region.

Intercity Bus provides connection points with the region to nearby destinations, including neighboring cities, recreational activities, and tourist destinations. Several private intercity bus services are currently provided in the region.

Passenger Intermodal Facilities serve as the hub for various passenger modes and the transfer point between modes. These facilities are closely interconnected with urban public transportation service and are highly accessible to all modes. They include Portland International Airport, Union Station, and intercity bus stations.

Bicycle System Plan

This section identifies types of bikeways and design standards. A map of the bicycle system plan is provided in Figure 4-2. Recommendations for improvements are presented at the end of Chapter 4, under the subheading Transportation System Improvements.

Types of Bikeways

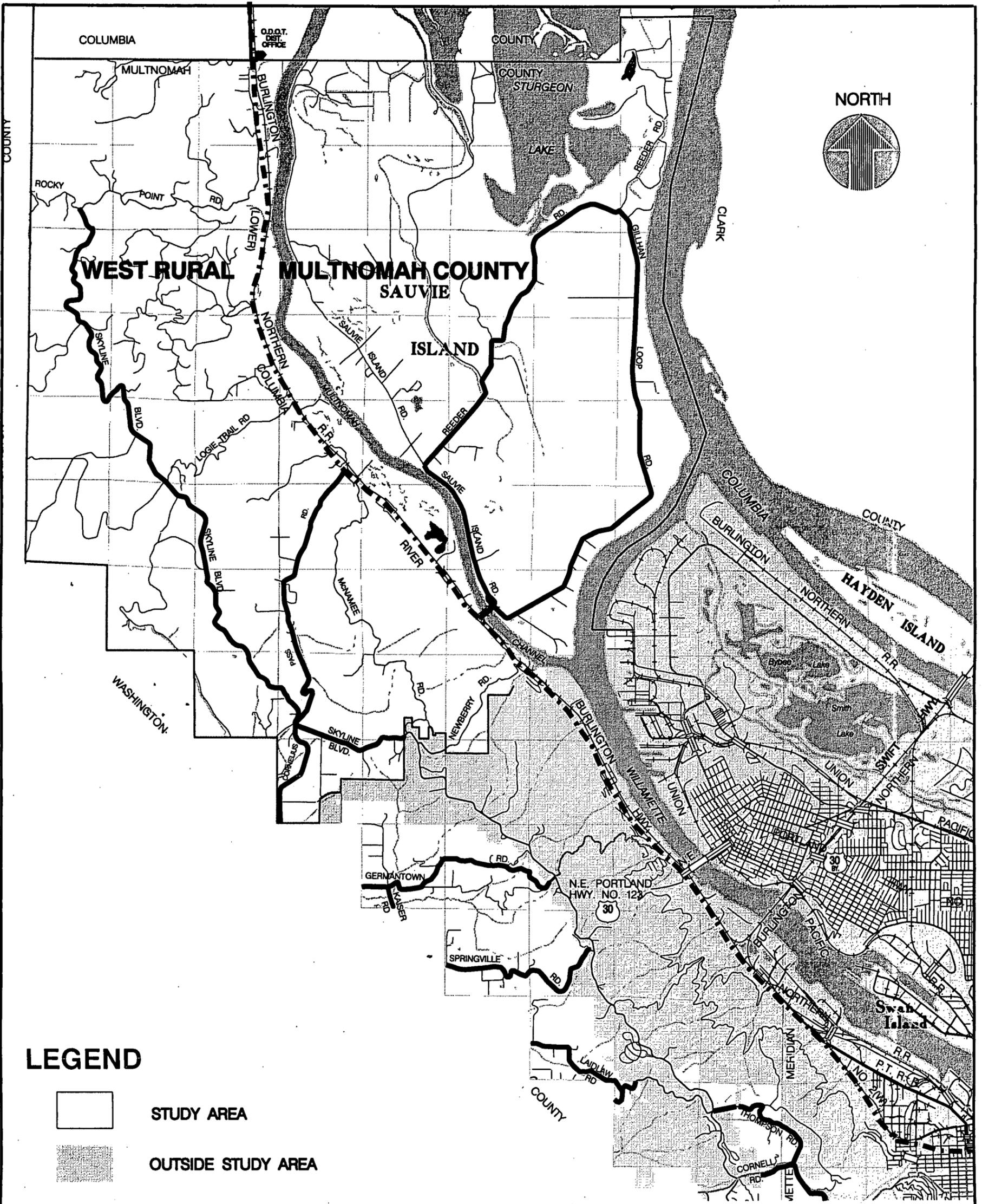
The following definitions are adopted from ODOT's 1995 Oregon Bicycle and Pedestrian Plan.

Shared Roadways are travel lanes shared by bicyclists and motorists. A motorist will usually have to cross over into the adjacent travel lane to pass a bicyclist. Shared roadways are common on neighborhood streets and on some rural roads and specific highways with low traffic volumes.

Shoulder Bikeways are paved shoulders on rural roadways which provide a suitable area for bicycling and few conflicts with faster moving motor vehicle traffic. Most rural bicycle travel is accommodated on shoulder bikeways.

Bike Lanes are portions of the roadway designated for preferential use by bicyclists. Bike lanes are appropriate on urban arterials and major collectors. Bike lanes must always be well marked to call attention to their preferential use by bicyclists.

Multi-Use Paths are facilities separated from motor vehicle traffic by an open space or barrier, either within the roadway right-of-way or within an independent right-of-way. These are typically used by pedestrians, joggers, skaters and bicyclists as two-way facilities. Shared multi-use paths are appropriate in corridors not well served by the street system, to create short cuts that link destination and origin points, and as elements of a community trail plan.



**FIGURE 4-2
BICYCLE/PEDESTRIAN
SYSTEM IMPROVEMENTS**

Bicycle Design Standards

The Multnomah County Bicycle Master Plan (December 1990) includes bicycle design standards. This plan is currently being updated. Design standards will be updated during that process.

Pedestrian System Plan

This section identifies types of walkways and design standards. Figure 4-2 shows the pedestrian system plan for the study area. Recommended improvements are presented at the end of Chapter 4, under the subheading Transportation System Improvements.

Pedestrian System Functional Classification Definitions

Pedestrian facilities include walkways, traffic signals, crosswalks, and other amenities, such as illumination and benches.

Sidewalks are located along roadways, separated with a curb and/or planting strip, and have a hard, smooth surface. Sidewalks in residential areas are sometimes used by bicyclists, skateboarders, and roller skaters.

Shoulders can serve pedestrians in many rural areas. In rural areas with a residential character, shoulders should be wide enough to accommodate both pedestrian and bicycle traffic.

Multi-Use Paths are facilities separated from motor vehicle traffic by an open space or barrier, either within the roadway right-of-way or within an independent right-of-way. These are typically used by pedestrians, joggers, skaters, and bicyclists as two-way facilities. Shared multi-use paths are appropriate in corridors not well served by the street system, to create short cuts that link destination and origin points, and as elements of a community trail plan.

Pedestrian Design Standards

Multnomah County's Pedestrian Master Plan (April 1996) includes design standards for pedestrian facilities. The county standard for shoulders is 4 feet on local rural roads (gravel) and 8 feet on collector rural roads (paved). Multnomah County has not adopted a standard width for shoulders on arterial rural roads, but the widths are typically equivalent to collector standards.

Multnomah County is currently updating the street design standards and will look at shoulder width. In addition, the Sauvie Island/Multnomah Channel Rural Area Plan adopted a policy to review rural roadway standards to determine the shoulder width in rural areas.

Air, Rail, Water, and Pipeline System Plan

This section establishes functional classifications and definitions and describes design standards for air, rail, water, and pipelines. The pipeline system is the most likely to affect

the west rural Multnomah County because of the importance of existing facilities already located in the area.

Air, Rail, Water, and Pipeline System Functional Classification Definitions

Air. International airports provide supporting services to and from international destinations for freight and passengers. Municipal airports are open for all aircraft users without the support services needed for international flights. Private airports are closed or restricted to exclusive users and/or commercial enterprises.

Rail. Rail services are provided for transport of freight and passenger services. Service is classified by the track criteria, such as track geometry, tie and rail condition, ballast, drainage, and conditions of switches and frogs according to the Federal Rail Administration.

Water. Ports are classified by depth and type of cargo handled. Vessels require different depths of channel depending upon size, cargo type, and load distribution. Waterways may also have speed restrictions based upon adjacent land use, erosion, and other environmental factors.

Pipelines. Gas pipelines are classified by pressure and size of pipeline. Table 4-1 shows the gas pipeline classification provided by Northwest Natural Gas.

TABLE 4-1
Pipeline Classification

Class	Description	Pressure Range	Typical Pressure
A	Low Pressure		9.5 inches of water column
B	Distribution Pressure	1 psig—60 psig	35 psig
C	Feeder Pressure	61 psig—175 psig	125 psig
D	High Pressure	176 psig—400 psig	350 psig
E	High Pressure	401 psig—720 psig	450 psig
F	High Pressure	over 720 psig	800 psig

Psig = pounds per square inch gauge

Air, Rail, Water, and Pipeline System Design Standards

Reference is made to the appropriate design standards used within the industry and/or professional practice.

Air. The design standards used for design of airports are found in the Federal Air Administration's (FAA) advisory circulars. FAA Advisory Circulars 150-5300-13 and 150-5320 are the primary design standards of airports.

Rail. The design standards used for design of new track are the American Railway Engineering Association design standards.

Pipelines. The design standards used by Northwest Natural Gas are American Society for Testing and Materials (ASTM) and American National Standards Institute (ANSI) design standards.

Land Use

Land Use Functional Classification Definitions

The Multnomah County Comprehensive Plan, the West Hills Rural Area Plan, and the Sauvie Island/Multnomah Channel Rural Area Plan address land use definitions and issues. These plans are adopted by reference and should be consulted for a more extensive discussion on land use issues in the area.

Access Management

Access management is needed to ensure both the safety and efficiency of traffic flow for vehicles traveling on the roadway system. Managing the access of roadways benefits the overall roadway system by increasing safety, increasing capacity, and reducing travel times. Controlling access must not become so restrictive, however, as to prohibit local businesses and home owners reasonable access to the roadway system.

Overall, access management must balance the needs of through traffic, localized traffic, and pedestrians/bicyclists on a particular roadway. Arterials require the highest access management standards, while collectors and local streets require less restrictive access management standards. Access management standards are part of Multnomah County's design standards. The design standards are currently being revised to reflect the needs of the TPR and other needs particular to the county as a whole.

Access management standards for U.S. 30 are adopted according to the Oregon Highway Plan. These standards are listed in Table 2-5 (Chapter 2).

Transportation System Improvements

The proposed improvement projects incorporate a number of modal options. Most of the projects are roadway improvements that result from the rural nature of the study area. These improvements are shown on Figure 4-3. There are several projects that benefit bicyclists and pedestrians by widening the roadway for shoulders. This provides a separation of motorized and non-motorized travel increasing the safety of the overall system.

Project scope and cost estimates have been developed for each of the improvements. The projects were evaluated to determine the process most likely to be used to secure funds as described in Chapter 5. Table 4-2 lists the candidate improvement projects that required evaluation through the transportation funding process. Refer to Appendix B for a full listing and ranking of projects, including operational projects. The assumptions used for estimating costs are contained in Appendix C.

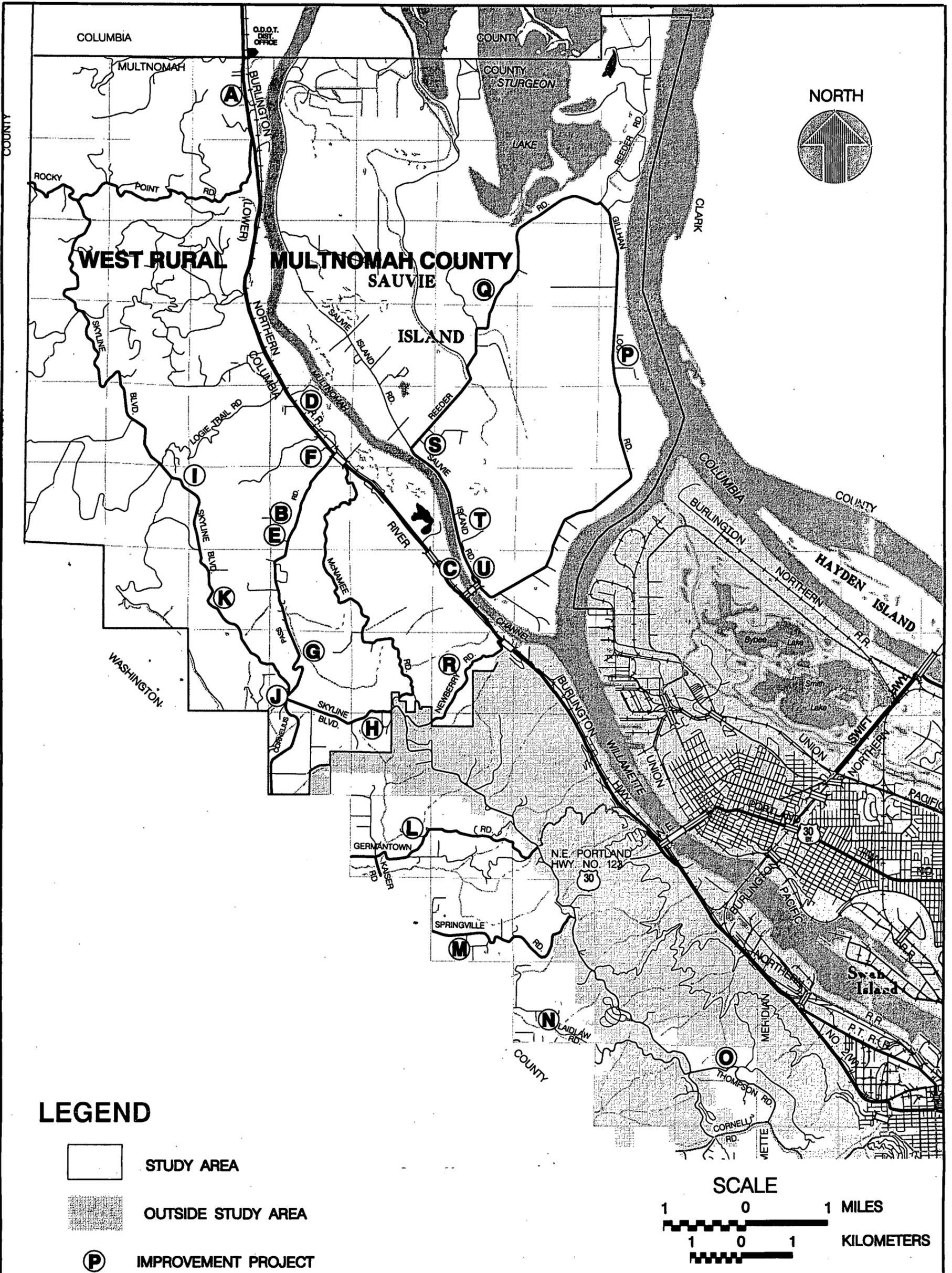


FIGURE 4-3
TRANSPORTATION SYSTEM IMPROVEMENTS

TABLE 4-2
List of Candidate Projects

Location of Improvement ¹	Transportation Improvement ²	Jurisdiction ³	Cost Estimate (1,000)	Process ⁴
	U.S. 30		\$325	RTP STIP
A	Ride share parking—Provide parking for 100 spaces next to truck scale near county line. Project to be coordinated with ODOT, Multnomah and Columbia Counties.	ODOT and Columbia and Multnomah Counties		
	U.S. 30/Cornelius Pass Road		\$78/year	RTP STIP
B	Public transportation—Provide commuter van pool or transit service from Columbia County over Cornelius Pass Road to Washington County	ODOT and Columbia County		
	U.S. 30 (Mill Road)		\$485	CIP
C	Operational improvement—Add left-turn lane south onto U.S. 30 from Mill Road.	County		
	U.S. 30		\$350	Other
D	Scenic viewing opportunities—Access provided across railroad tracks adjacent to Burlington Bottoms using existing road approaches (per location). Exact locations to be determined. Providing linear pull outs or widening adjacent to U.S. 30 will not be acceptable on the basis of safety and access management standards.	Metro Parks and Green-spaces		
	Cornelius Pass Road		\$200	CIP
E	Safety improvement—Install reflectors, delineators, and traffic striping (4.89 miles).	County		
	Cornelius Pass Road		\$695	STIP CIP
F	U.S. 30 intersection improvements—Include a northbound turn lane and shared northbound left-turn/right-turn lane.			
	Cornelius Pass Road		\$2,020	CIP
G	Realignment—Reduce curvature and eliminate switchback while minimizing grade increase of 1,500-foot section (assume average cut of 60 feet).			
	Skyline Boulevard		\$2,039	CIP
H	Safety improvement—Add to shoulders ⁵ from UGB to Cornelius Pass Road (length 1.49 miles).			
	Skyline Boulevard		\$11,153	CIP
I	Safety improvement—Add to 8.15 miles of shoulders (4 ft) from Cornelius Pass Road to Rocky Point Road.	County		

TABLE 4-2
List of Candidate Projects

Location of Improvement ¹	Transportation Improvement ²	Jurisdiction ³	Cost Estimate (1,000)	Process ⁴
	Skyline Boulevard	County	\$695	CIP
J	Cornelius Pass Road intersection improvements—Install signal, provide westbound left-turn lane and through/right lane on Skyline Blvd.			
	Skyline Boulevard	Metro Parks and Green-spaces	\$350	Other
K	Scenic viewing opportunities—Acquire property through fee or donation for development of parking area adjacent to roadway.			
	Germantown Road	County	\$6,744	CIP
L	Safety improvement—Add to 2.22 miles of shoulders (4 ft).			
	Springville Road	County	\$3,160	CIP
M	Safety improvement—Add to 2.31 miles of shoulders (4 ft).			
	Laidlaw Road	County	\$1,930	CIP
N	Safety improvement—Add to 1.41 miles of shoulders (4 ft).			
	Thompson Road	County	\$643	CIP
O	Safety improvement—Add to 0.47 miles of shoulders (4 ft).			
	Gillihan Loop Road	County	\$8,400	CIP
P	Safety improvement—Add to 6.13 miles of shoulders (4 ft).			
	Reeder Road	County	\$5,925	CIP
Q	Safety improvement—Add to 4.33 miles of shoulders (4 ft).			
	Newberry Road	County	\$450	CIP
R	Safety spot improvements—Install guardrail ¼ mile south of U.S. 30.			
	Reeder Road	County	\$350	CIP
S	Safety improvements—Improve intersection sight distance with Sauvie Island Road.			
	Sauvie Island Road	County	\$3,675	CIP
T	Safety improvement—Add to 2.15 miles of shoulders (4 ft) and add guardrail from Gillihan Road to Reeder Road. Replace culverts.			

TABLE 4-2
List of Candidate Projects

Location of Improvement ¹	Transportation Improvement ²	Jurisdiction ³	Cost Estimate (1,000)	Process ⁴
U	Sauvie Island Road Create park and ride—Delineate parking and traffic circulation.	Tri-Met	\$300	RTP

¹ Corresponds to locations shown on Figure 4-3, which are identified by letters A-U.

² Candidate projects are based upon public input, current needs, and future needs.

³ Jurisdictional control over facility.

⁴ Indicates the process most likely for securing funding for candidate project.

⁵ In all cases, adding to the shoulders includes providing an overlay of existing pavement.

Projects with an asterisk () are projects that were added at the Task Force meeting on March 4.

Financing Plan

Overview

The Westside Rural Multnomah County TSP covers a subarea of Multnomah County. The county does not track expenditures or allocate funds on the basis of a subarea formula. Rather, the county assesses countywide needs when budgeting and developing the CIP. For the purposes of this study, a countywide view of expenditures and revenues has been developed. This information will be used when all TSP work is completed by the county.

A list of candidate projects has been developed through a public involvement process. The projects from Westside Rural Multnomah County reflect improvements designed to address the existing and future needs while maintaining the rural character of the area. The projects were identified after the transportation goals and objectives were developed for this plan. In addition, projects were identified to meet the 20-year transportation system needs. The time frame for their accomplishment has not been determined. A countywide, 20-year, financially constrained system will be identified when the county completes its transportation system planning processes.

Westside Rural Multnomah County candidate projects will compete for funding from a variety of county, state, and federal sources. This chapter describes the processes used to allocate a variety of funding categories.

Funding Processes

Various processes are used to allocate funding for transportation projects within Multnomah County. These processes are applied countywide and/or statewide. Therefore, the candidate projects are competing for dollars based on the funding available.

Capital Improvement Program (CIP)

Description

The Multnomah County CIP is a continuous and open process, allowing citizen input annually. The county road system is dynamic, changing in response to land use decisions and infrastructure life cycles. Consequently, the Capital Improvement Plan and Program must be reconsidered and revised on a regular basis.

Public meetings are held in various communities to solicit public input regarding transportation needs. Project proposals are also solicited from each of the four east-county cities. The list of projects is reviewed and revised before it is transmitted to the East Multnomah County Transportation Committee (EMCTC) for review and to the Board of County Commissioners (BCC) for approval.

The Capital Improvement Plan is reviewed by the Transportation and Land Use Division on an annual basis. A full update process involving all interested parties will be scheduled every 2 years. The annual review and the biennial updates ensure that limited resources for capital projects will be efficiently allocated to the most critical capital needs.

Current Application

Each potential roadway project is evaluated and scored using the Project Evaluation Framework (see Appendix D). The framework uses ten different evaluation criteria utilizing 45 pieces of information for each candidate project. The criteria includes existing roadway conditions, traffic congestion and levels of service, and safety.

Roadway projects are ranked and priorities are established using a scoring system for each classification of facility. The point system uses base points plus bonus points. For example, if a candidate project meets either an immediate or short-term need, it will be designated Priority 1 or Priority 2, respectively, through the assignment of project base points. A project that deals with a long-term need will be classified Priority 3 and assigned a base score of zero.

After base points have been assigned to each project, bonus points are awarded when certain conditions exist (transit route, bike route, etc.). Bonus points are used to rank projects within each category and priority.

The highest ranking roadway projects (designated Priority 1) have the most immediate need for implementation. Priority 1 projects require attention before lower priority projects within the 5-year capital program. Priority 2 projects are also necessary, but funding levels do not provide for immediate resolution. Resources remaining after completing Priority 1 projects will be allocated towards Priority 2 projects for construction during the program period, generally in years 3 through 5. Priority 3 projects have no immediate need but will be re-evaluated in future updates of the CIP.

Bikeway projects are evaluated and scored using the Criteria for Bicycle Project Evaluation identified in the CIP. Bikeway projects received points in six different categories: accidents, traffic conditions (such as amount and speed of traffic), current bicycle use, destinations along the roadway, outside funding opportunities, and providing connections in the bikeway system.

Pedestrian projects are evaluated and scored using the Criteria for Pedestrian Project Evaluation identified in the CIP. Pedestrian projects are scored on safety, surrounding land use, transit location, connection of pedestrian facilities, public input, the facilities' appeal to pedestrians, and the functional classification of the roadway.

Funding Potential

Westside Rural Multnomah County candidate projects that can be funded through the CIP will be forwarded through that process for scoring and funding allocation. The candidate projects will receive a rating and funding according to the Project Evaluation Framework. Candidate projects identified in the TSP will receive community support points in the CIP update process.

Regional Transportation Plan (RTP)

Description

Public meetings are held in the various communities to solicit public input regarding transportation needs. The projects are required to meet air quality and environmental standards as put forward in federal and state regulations.

The RTP is developed for the three-county metropolitan area including Clackamas, Multnomah, and Washington Counties. The RTP is updated using a public process and two-tier committee at a technical and policy level before being sent to a seven-member council.

Funding Potential

Only those projects in the Westside Rural Multnomah County TSP that can be identified as regionally significant qualify to be included in the Metro Transportation Improvement Program (MTIP) process. The Cornelius Pass Road study and the Sauvie Island Bridge needs study are two examples that could qualify. These projects and others that qualify will be forwarded to the RTP and MTIP process for funding allocation. Candidate projects in Westside Rural Multnomah County will require continued involvement by citizens in the MTIP update process.

State Transportation Improvement Program (STIP)

Description

The STIP update process is a periodic and open process, allowing citizen input during update years. ODOT manages the update process, reviewing the projects generally in 2-year intervals. In recent years, a third year was included between update cycles due to a lack of new funds.

Public meetings are held in various communities around the state to solicit public input regarding transportation needs. Project proposals are also solicited from each of the local jurisdictions and metropolitan planning organizations (MPOs) from around the state. The list of projects is reviewed for air quality conformity and approved by the Oregon Transportation Commission before being sent to the U.S. Department of Transportation in Washington, D.C., for approval.

Funding Potential

Westside Rural Multnomah County candidate projects that qualify for state funding will be forwarded to the STIP process for funding allocation through ODOT's Region 1. Candidate projects will receive funding based upon statewide priorities and parameters as set forth by the Oregon Transportation Commission for Modernization, Preservation, and Alternative Modes. The most likely projects to be selected for the STIP are bridges and alternative modes projects. Other projects eligible for federal funds may also be included.

Other Processes

Operations and Maintenance

Description. Multnomah County and ODOT each have operational budgets that are developed for the purposes of ongoing maintenance and operations. These budgets are set up to maintain facilities and services at minimum thresholds established by each jurisdiction. The budgets are designed to be responsive to changing site conditions and customer requests. The budgets are limited to expenditures allowed by Oregon Statute and organizational policy.

Current Application. Operational budgets are applied to routine maintenance for traffic signing, travel lane markings, pavement management, vegetation control, winter weather patrol, and other activities. Each agency is responsible for maintenance and operations of its roadways unless there is an intergovernmental agreement transferring responsibilities.

Aside from the maintenance activities mentioned above, ODOT has a budget set aside for speed zone investigations when recommendations are made to the State Speed Control Board for changes in posted speeds.

Funding Potential. Westside Rural Multnomah County candidate projects that qualify for funding through the operations and maintenance budget will be recommended for funding to the appropriate operations and maintenance department.

Grants

Description. Grant programs are sponsored by various federal and state agencies for special studies and/or improvement projects beyond the processes identified above.

Current Application. Grants relating to economic development and growth management-related activities are available. The grants are usually very specific in their evaluation criteria. Grant dollars are usually for specific studies or project types.

Funding Potential. Westside Rural Multnomah County candidate projects will be evaluated as grant funding opportunities arise. Most grant programs focus on urban-related issues.

Implementing and Supporting Ordinances

Overview

The TPR requires Multnomah County to amend the Comprehensive Framework Plan and code to reflect adopted TSPs. Figure 6-1 shows the context of interactions between a number of related plans and policies. The context for the TSP is described in the large box in the middle as a 20-year plan to implement a safe, efficient, effective, and balanced transportation system that is coordinated with other plans. The boxes on the left and right side represent the plans, policies, and standards with which the Multnomah County TSP must be coordinated. For the purposes of consistency, updates to these plans, policies, and standards may be necessary based upon the transportation system planning processes.

Supporting and Implementing Policies/Ordinances

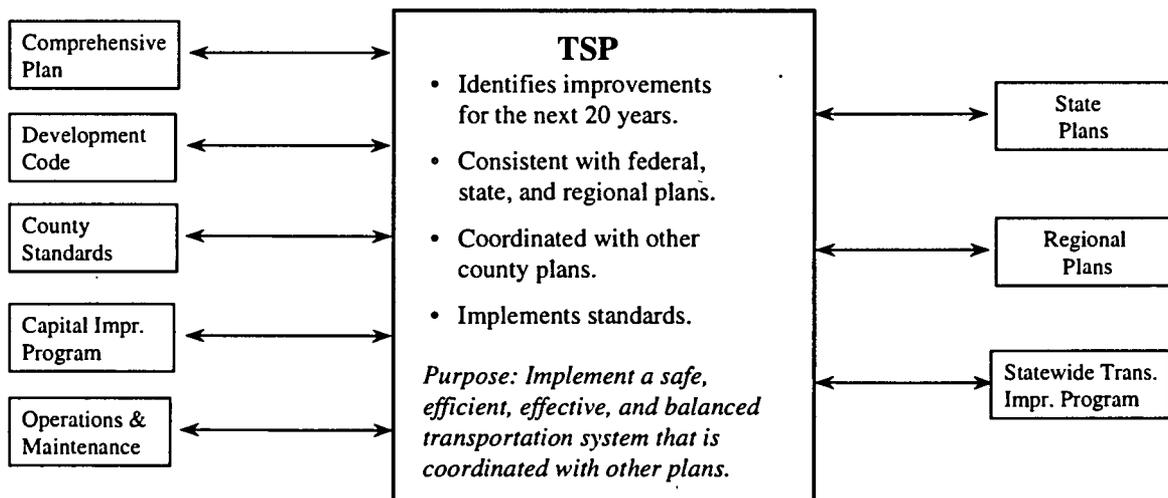


Figure 6-1

Revisions to the language in the county's Comprehensive Plan and development code will be prepared when all the county's area-specific TSPs are complete. The following section lists the TPR requirements and the recommended actions for updating the county's plans and policies.

Recommended Actions

The recommended strategy is to revise the existing language of Multnomah County’s planning documents. Table 6-1 identifies TPR requirements for implementing and supporting ordinances and lists the recommended actions.

TABLE 6-1
TPR Requirements for Implementing and Supporting Ordinances

Implementing and Supporting Ordinances	Recommended Actions
<p>Plan review and coordination—consistent with ODOT and other applicable plans</p>	<p>Refer to Comprehensive Plan policy covering agency coordination.</p> <p>Update development code to be specific about transportation considerations in the development application review process.</p>
<p>TSP adoption</p>	<p>Develop an ordinance for adoption of the TSP.</p>
<p>Transportation Land Uses</p> <ul style="list-style-type: none"> • Facilities, services, and improvements ordinarily not subject to land use regulations • Facilities, services, and improvements permitted outright or subject to clear and objective standards • Facilities, services, and improvements having a significant impact on land use or subject to standards that require interpretation or judgment: <ul style="list-style-type: none"> – Review and approval process consistent with 660-12-050 – Consolidated review of land use decisions required to permit a transportation project 	<p>Clarify permitted transportation uses and criteria/ standards for decisions affecting land uses in the Comprehensive Plan (<i>i.e., describe preservation and operational activities that will be allowed outright without requiring amendment to the Comprehensive Plan and/or TSP</i>).</p> <p>Establish an efficient review and approval process for transportation actions within the land use permitting process (<i>i.e., accept environmental impact studies as permit application technical studies</i>).</p>
<p>Land use or subdivision regulations for rural areas and rural communities requiring:</p> <ul style="list-style-type: none"> • Access control measures • Operational standards • Airport protection • Coordinated land use review • Development conditions to protect facilities, corridors, or sites • Notification to agencies affected by land use actions • Land use/standards amendments consistent with transportation function 	<p>Review and update access control and operational standards to be consistent with transportation function in coordination with surrounding jurisdictions.</p> <p>Support U.S. 30 Corridor Plan as appropriate to Multnomah County.</p> <p>Refer to and amend as appropriate the Comprehensive Framework Plan for protection, notification of land use actions, and land use consistent with transportation function.</p>

TABLE 6-1
TPR Requirements for Implementing and Supporting Ordinances

Implementing and Supporting Ordinances	Recommended Actions
<p>Land use or subdivision regulations for rural communities requiring:</p> <ul style="list-style-type: none"> • Bicycle parking • Safe and convenient pedestrian and bicycle access: <ul style="list-style-type: none"> - Bikeways along arterials and major collectors 	<p>Address bicycle parking in the development code for park and ride share facilities</p> <p>Update the Pedestrian Master Plan, Bicycle Master Plan, development code, and design standards.</p>
<p>Land use and subdivision regulations to require:</p> <ul style="list-style-type: none"> • New industrial and commercial developments to provide preferential parking for car and van pools 	<p>Update the development code and design standards. <i>(Note: The majority of this topic is urban related.)</i></p>
<p>Transportation financing/capital improvements program</p>	<p>Evaluate CIP evaluation criteria and develop constrained system when TSPs are complete.</p>

CHAPTER 7

References

This section lists both resources cited within the TSP and resources consulted during the transportation planning process.

General References

Manual on Uniform Traffic Control Devices. Federal Highway Administration. 1985.

Highway Capacity Manual. Transportation Research Board. 1994.

National Policy

Intermodal Surface Transportation Efficiency Act of 1991, 1992. United States Department of Transportation.

Statewide Plans and Policies

Access Oregon Highways, Corridor Studies. Oregon Department of Transportation. February 1990.

Draft Statewide Transportation Improvement Program. ODOT. 1997.

Oregon Benchmarks. Governor's Office. December 1992.

Oregon Bicycle and Pedestrian Plan. Oregon Department of Transportation. June 14, 1995.

Oregon Highway Plan. Oregon Department of Transportation. June 1991.

Oregon Public Transportation Plan. April 1997.

Oregon Rail Freight Plan. Oregon Department of Transportation. 1994.

Oregon Rail Passenger Policy and Plan. Oregon Department of Transportation. 1992.

Oregon Transportation Initiative. Governor's Statewide Advisory Committee. November 18, 1996.

Oregon Transportation Plan. Oregon Department of Transportation. September 15, 1992.

Oregon Transportation Planning Rule. Oregon Administrative Rule (OAR) 660.0012. May 1995.

Oregon Transportation Safety Action Plan. Oregon Department of Transportation. June 1995.

Willamette Valley Transportation Strategy. Oregon Department of Transportation. August 16, 1995.

Regional Plans and Policies

- Metro's Transportation Demand Management Analysis.
- Draft Recommended Alternatives Report: Western Bypass Study. PCA. September 1995.
- Portland-Astoria Corridor (U.S. 30) Interim Corridor Strategy, with Annotated Amendments Approved by the Corridor Steering Committee. September 1996.
- Highway 26 East Corridor Planning, Document Evaluation. March 1995.
- Portland-Astoria Interim Corridor Plan (U.S. 30), Update to Chapter 7. February 1996.
- Portland-Astoria Interim Corridor Plan, Action Steps to Implement Strategies. April 1996.
- Metro's Growth Concept Plan. Metro. December 1994.
- Portland-Astoria Interim Corridor Plan (U.S. 30). June 1995.
- Metro Regional Transportation Plan. Metro. July 1995.
- Urban Growth Report, Discussion Draft. Metro. March 1996
- Metro Regional Transportation Policy. Metro. July 25, 1996.
- Portland-Astoria Branch Line Study. January 1997.

Local Plans and Policies

- City of Portland Transportation System Plan, Phase One. December 1990.
- Multnomah County Bicycle Master Plan. December 1990.
- Multnomah County Comprehensive Framework Plan, Volume 2: Policies. June 1995.
- Multnomah County Natural Area Protection and Management Plan. June 1992.
- Multnomah County Pedestrian Master Plan. April 1996.
- Multnomah County Transportation Capital Improvement Program. May 1996.
- Northwest Subarea Transportation Study. 1991-94.
- Origin Destination Travel Survey for Sauvie Island. November 1990.
- Sauvie Island/Multnomah Channel Rural Area Plan, Draft Scoping Report. July 1996.
- Sauvie Island/Multnomah Channel Rural Area Plan, Staff Recommended Draft. May 19, 1997.
- West Hills Rural Area Plan October 1996, Amendment to Multnomah County Comprehensive Framework Plan

APPENDIX A

Level of Service Definitions

APPENDIX A

Level of Service (LOS) Definitions for Freeways, Arterials and Signalized Intersections¹

LOS	Freeways (average travel speed) (average spacing)	Arterials (average travel speed)	Signalized Intersections (delay per vehicle)	Traffic Flow Characteristics
A	> 60 mph 22 car lengths	> 35 mph	Less than 5 seconds; most vehicles do not stop at all	Virtually free flow; completely unimpeded Volume to capacity ratio less than or equal to 0.60
B	57 to 60 mph 13 car lengths	28 to 35 mph	5.1 to 15 seconds; more vehicles stop than LOS A	Stable flow with slight delays; reasonably unimpeded Volume to capacity ratio 0.61 to 0.70
C	54 to 57 mph 9 car lengths	22 to 28 mph	15.1 to 25 seconds; individual cycle failures may begin to appear	Stable flow with delays; less freedom to maneuver Volume to capacity ratio 0.71 to 0.80
D	46 to 54 mph 6 car lengths	17 to 22 mph	25.1 to 40 seconds; individual cycle failures are noticeable	High density, but stable flow Volume to capacity ratio 0.81 to 0.90
E	30 to 46 mph 4 car lengths	13 to 17 mph	40.1 to 60 seconds; individual cycle failures are frequent; poor progression	Operating conditions at or near capacity; unstable flow Volume to capacity ratio 0.91 to 1.00
F	30 to 46 mph 4 car lengths	<13 mph	>60 seconds; not acceptable for most drivers	Forced flow, breakdown conditions Volume to capacity ratio > 1.00

¹ Source: 1985 Highway Capacity Manual.

APPENDIX B

**Task Force and Sounding Board
Ranking of Projects**

APPENDIX B

Task Force and Sounding Board Ranking of Projects

During the public involvement process, the Sounding Board and Task Force members were asked to validate the transportation needs and identify improvement projects. The participants were then asked to rank potential improvement projects based on project importance to the community. The list of improvement projects was refined further based upon comments received at the open house and agency review of the draft TSP.

TABLE B-1
Ranking of Candidate Projects

Transportation Improvement ¹	Jurisdiction ²	Score ³	Cost Estimate (1,000)	Process ⁴
Cornelius Pass Road Safety improvement—Find ways to enforce posted speed limits and safe travel speeds. Install photo radar.	County	*33	\$20	CIP
Cornelius Pass Road Safety improvement—Install reflectors, delineators, and traffic striping.	County	*31	\$200	CIP
Sauvie Island Road Safety improvement—Add to shoulders (4 ft) and add guardrail from Gillihan Road to Reeder Road. Replace culverts.	County	30	\$3,675	CIP
U.S. 30 Commuter rail study—Conduct study to determine feasibility of commuter rail from Portland to Astoria.	ODOT	27	\$100	RTP STIP CIP
Gillihan Road Safety improvement—Add to shoulders (4 ft).	County	27	\$2,055	CIP
Reeder Road Safety improvement—Add to shoulders (4 ft).	County	27	\$5,925	CIP
Newberry Road Safety spot improvements—Install guardrail ¼ mile south of U.S. 30 and install speed hump 1.2 miles from U.S. 30.	County	27	\$450	CIP
U.S. 30 Ride share parking—Provide parking for 100 spaces next to truck scale near county line.	ODOT	26	\$325	RTP STIP

TABLE B-1
Ranking of Candidate Projects

Transportation Improvement ¹	Jurisdiction ²	Score ³	Cost Estimate (1,000)	Process ⁴
Cornelius Pass Road Speed zone study—Conduct speed zone study to determine average running speed, safe operating speed, and needs for enforcement.	County	26	\$5	State
Germantown Road Safety improvement—Add to 2.22 miles of shoulders (4 ft).	County	26	\$6,744	CIP
Skyline Boulevard Safety improvement—Add to shoulders from UGB to Cornelius Pass Road (1.49 miles).	County	26	\$2,039	CIP
Skyline Boulevard Safety improvement—Add to shoulders from Cornelius Pass Road to Rocky Point Road (4 ft).	County	25	\$11,153	CIP
U.S. 30 Speed zone study—Conduct speed zone study to determine safe speed zone from Linnton north.	ODOT	25	\$5	State
Skyline Boulevard Cornelius Pass Road intersection improvements—Install signal, provide westbound left-turn lane and through/right lane on Skyline Blvd.	County	25	\$695	CIP
U.S. 30/Cornelius Pass Rd. Public transportation—Provide commuter transit service from Columbia County over Cornelius Pass Rd. to Washington County	ODOT	*24	\$78/year	RTP STIP
Cornelius Pass Road Safety and capacity needs—Study to look at climbing lanes, guardrail, drainage, addition of shoulders, and alternate routes.	County	23	\$180	CIP
Cornelius Pass Road U.S. 30 intersection improvements—Include a northbound turn lane and shared northbound left-turn/right-turn lane.	County	23	\$695	STIP CIP
Germantown Road Safety spot improvements—Widen lanes on curves only, install center skip line reflective markers, and install mirror at intersection with Old Germantown Road.	County	23	\$750	CIP
Reeder Road Improve parking and intersection safety with Sauvie Island Road.	County	22	\$250	CIP

TABLE B-1
 Ranking of Candidate Projects

Transportation Improvement ¹	Jurisdiction ²	Score ³	Cost Estimate (1,000)	Process ⁴
Sauvie Island Bridge Conduct bridge replacement study.	County	22	\$170	CIP
U.S. 30 (Mill Road) Operational improvement—Add turn lane south from Mill Road.	County	*21	\$485	CIP
U.S. 30 RAZ service expansion—Expand assuming 20 hours of additional service per work day for one bus.	RAZ	21	\$78/year	Other
Sauvie Island Wildlife Refuge Recreational bike path—Conduct study to determine feasibility of a bike path north of Reeder Road for recreational purposes only, followed by implementation of the findings.	ODF&W ⁵	21	\$1,060	Other
Cornelius Pass Road Safety improvement—Contract with the City of Portland for speed enforcement. Assume 0.25 staff per year including equipment and overhead.	County	*20	\$50/year	Other
Skyline Boulevard Speed zone study—Conduct speed study to determine appropriate speed limit for Skyline Blvd. from Cornelius Pass Road east to city limits of Portland.	County	*20	\$5	State
Sauvie Island Road Improve park and ride—Delineate parking and traffic circulation.	Tri-Met	20	\$300	RTP
Springville Road Safety improvement—Add to shoulders (4 ft).	County	20	\$3,160	CIP
Laidlaw Road Safety improvement—Add to shoulders (4 ft).	County	20	\$1,930	CIP
Thompson Road Safety improvement—Add to shoulders (4 ft).	County	19	\$643	CIP
U.S. 30 Exclusive car pool lane study—Conduct study to determine feasibility and cost of adding a reversible exclusive car pool lane on U.S. 30.	ODOT	19	\$100	STIP

TABLE B-1
Ranking of Candidate Projects

Transportation Improvement ¹	Jurisdiction ²	Score ³	Cost Estimate (1,000)	Process ⁴
Cornelius Pass Road Realignment—Reduce curvature and eliminate switchback while minimizing grade increase of 1,500-foot section (assume average cut of 60 feet).	County	19	\$2,020	CIP
U.S. 30 Harborton sign installation—Provide signing for Harborton.	ODOT	18	\$1	State
Skyline Boulevard Safety improvement—Install traffic calming devices such as speed humps to reduce speeds from UGB to Cornelius Pass Road.	County	18	\$485	CIP
U.S. 30 Scenic viewing opportunities—Access provided across railroad tracks adjacent to Burlington Bottoms using existing road approaches (per location). Exact locations to be determined. Providing pull outs or widening along U.S. 30 will not be acceptable on the basis of safety.	Metro Parks and Green-spaces	15	\$350	Other
Skyline Boulevard Scenic viewing opportunities—Acquire property through fee or donation for development of parking area adjacent to roadway.	Metro Parks and Green-spaces	12	\$350	Other
Cornelius Pass Road Safety Improvement—Construct pullouts at a number of locations for the purposes of speed enforcement.	County	*11	\$750	CIP
Germantown Road Safety improvement—Install traffic calming devices such as speed humps to reduce speeds	County	*0	\$887	CIP

¹ Candidate projects are based upon public input, current needs, and future needs.

² Jurisdictional control over facility.

³ Ranking score as established by Sounding Board mailing. Projects with an asterisk (*) are projects that were added at the Task Force meeting on March 4.

⁴ Indicates the process most likely for securing funding for candidate project.

⁵ ODF&W is the Oregon Department of Fish and Wildlife.

Projects with an asterisk () are projects that were added at the Task Force meeting on March 4, 1998.

APPENDIX C

Cost-Estimating Assumptions

Cost-Estimating Assumptions

Alternatives Analysis Cost Estimating Guide¹

New Roadway

\$1,861,000 per mile

Includes clearing and grubbing, excavation or embankment of 0 to 2 feet, removal of structures, culverts every 500 lf, sub-grade preparation, 14 inches of aggregate base, and 6 inches of asphalt concrete. Mobilization and utility adjustment factors included. Additional excavation or embankment 10 feet high per twelve feet width.

Reconstruct Existing Roadway

\$782,000 per mile

Includes removing the existing roadway and rebuilding a new facility. This cost is a removal cost plus the "New Roadway" cost listed above. Assume the existing facility to be removed is 4 inches of asphalt concrete over 14 inches of aggregate base. Mobilization and utility adjustment factors included.

Overlay Existing Roadway

\$250,000 per mile

Includes grinding 25 percent of existing surface and 4 inches of asphalt concrete overlay. Mobilization factor included.

Restriping Existing Roadway

\$4 per foot

Includes removing existing striping and restriping the facility with plastic line, adding delineation (\$25 each), and recessed pavement reflectors (\$3 each).

Drainage Ditches

\$27,000 per mile

Includes trapezoidal ditch, both sides, 1-foot bottom, 2 feet deep, 2:1 side slopes. Cost is for trench excavation only, surface treatments would need to be added in.

Bike Boulevard (Separated Facility)

\$137,000 per mile

Assumes a separated bike facility 10 feet wide, 2 inches of asphalt over 12 inches of aggregate base. Clearing and grubbing and removal of structures are included. Cross drain 20 feet long culverts placed every 400 feet. Mobilization and utility adjustment factors are included.

Intersection Widening

\$137,000 per leg

Includes widening an existing intersection to fit two left-turn lanes and two right-turn bays. This entails four lanes of widening for an estimated 150 feet. Assume demolition of all approach curbs and sidewalks, 4 inches of asphalt concrete over 14 inches of aggregate base. Includes curb, gutter, and sidewalk on two of the approaches for a total of 300 feet.

¹ From the Metro Arterial Bond Estimate (9-25-95). Prices updated for March 1997 using ENR Index factor of 1.068.

Includes relocation of obstructions. Mobilization, clearing and grubbing, and landscape factors are included.

New Signal **\$130,000 per signal**

Includes the signal, pole, wiring, detection devices, etc.

Signal Modifications **\$65,000 each**

Includes all evaluations and modifications of controller and signal timing and some minor structural modifications.

Traffic Calming **\$202,000 per mile**

This item can be applied in many ways. For this estimate, it is assumed to entail median strips, traffic circles, or possibly speed humps. This cost is 10 percent of the total construction cost. Mobilization factor included.

Bridges **\$96 per square foot**

Includes costs for labor and materials to span a distance of approximately 100 feet or less. Additional costs would need to be factored in for architectural texturing, additional span length, and approach work. Structure costs amount to approximately 60 percent of improvement costs. The remainder consists of bridge approach work, utility relocations, and temporary detours.

Wetland Mitigation **\$100,000 per acre**

Includes mobilization, clearing and grubbing, general excavation, and landscaping.

Park and Ride Lots **\$200,000 per 100 spaces**

Includes mobilization, clearing and grubbing, general excavation, 4 inches of asphalt concrete over 14 inches of aggregate base, curb, gutter, and storm drain, and minor landscaping.

Photo Radar Speed Detection **\$20,000 each**

Includes radar and photo detection technology. Often installation can be negotiated in conjunction with a percentage of fine collection.

Fish Passage Culvert Replacement **\$1,000 per foot**

Includes trench excavation, culvert removal and installation of 48-inch pipe with special inlet to avoid conflicts with buried fiber optic cable, embankment, aggregate and asphalt surfacing. Assumes minor shoulder work and paving is required.

Contingency Factor **61 percent**

Includes 15 percent for construction engineering factor, 40 percent for overall bid item and site specific variations.

Right-of-Way Acquisition**\$3,000 to 5,000 per acre**

Includes the cost for acquiring exclusive agriculture or forest use zoned property. Purchasing properties of other designations would need to be factored up as well as damages to improvements. Residential property will range in value from \$30,000 to 60,000 per acre depending upon location.

APPENDIX D

CIP Evaluation Criteria

APPENDIX D

CIP Evaluation Criteria

APPENDIX I
1998-2002 CAPITAL IMPROVEMENT PLAN
PROJECT EVALUATION FRAMEWORK

PROJECT PRIORITIZATION CRITERIA

Priority 1 Projects (Immediate Need)

1. The facility requires reconstruction within the first two years of the planning period; or,
2. The street or intersection operates at a level of service E or F; or,
3. A hazardous condition exists which results in a high accident rate; or,
4. Substantial increases of traffic are anticipated within the first two years of the planning period that would result in a substandard level of service of E or F; or,
5. Construction of a new arterial or collector street would logically develop the street system and is needed to serve an area that will develop within the first two years of the planning period; or,
6. Projects have outside funding committed.

Priority 2 Projects (Intermediate Need)

1. The facility requires reconstruction between the third and the fifth years of the planning period; or,
2. A hazardous condition currently exists; or,
3. Substantial increases in traffic are anticipated between the third and the fifth years of the planning period that would result in a substandard level of service of E or F; or,
4. Construction of a new arterial or collector street would logically develop the street system and is needed to serve an area that will develop between the third and the fifth years of the planning period.

Priority 3 Projects (No Immediate Need)

1. An acceptable level of service exists of A through D; and
2. No reconstruction is needed within the five year planning period; and
3. No hazardous condition currently exists; and
4. No traffic increases are anticipated within the five year planning period that would result in a level of service below D; or,
5. The facility currently meets County street standards.

APPENDIX II
1998-2002 CAPITAL IMPROVEMENT PLAN

PROJECT BACKGROUND DATA

Data Describing Proposed Projects

Reconstruction of the facility is required
Installation or upgrading of traffic signals
Sign upgrading
Stripe upgrading
Widen Pavement
Installation of turn lanes
Intersection improvements
Provide drainage facilities
Provide sidewalks
Provide bikeways
Provide lighting
Provide additional right-of-way width
Provide additional pavement width
Provide additional travel lanes
Project source (Who identified the project.)
Estimated project cost
Federal funding source
Federal share of funding
County share of funding
Jurisdiction
Map number

Data Describing Existing Conditions

Existing right-of-way width
Existing pavement width
Existing number of lanes
Existing sidewalks
Existing bikeways
Existing street lighting
Existing drainage facilities

Street Classifications

As designated on the County Functional Classification of Trafficways Map.

Current Peak Hour Daily Traffic Volume

Current traffic counts were provided by the Multnomah County Traffic Engineering Section.

Projected Two and Five Year Peak Hour Traffic Volumes

Metro forecasts and traffic studies were used to project traffic volumes over the program period.

Existing Peak Hour Road Capacity

Two sources were used to determine the design capacity for street segments and intersections: Gresham/East County Traffic Impact Fee Study, 1992 and County traffic studies. Where capacity information was not available, estimates were made by Transportation Division staff.

Levels of Service

Levels of service were calculated by Transportation Division staff or provided by the Gresham/East County Traffic Impact Fee Study.

Number of Accidents

The total number of accidents for the previous three year period (1991-93) were compiled from Oregon Dept. of Transportation reports.

Hazardous Locations

Project locations were investigated to determine if hazardous conditions exist.

Transit Relationship

Existing and future bus routes, light rail transit routes, and street access to Max park-and-ride lots were identified in conjunction with Tri-Met.

Land Use

Land use designations were gathered from local zoning maps and comprehensive plan maps.

Bicycle/Pedestrian Facilities

The Multnomah County Bicycle Master Plan and local comprehensive plans were used to identify bikeways and pedestrian facilities.

Reconstruction Needs

The Multnomah County Pavement Management Program was used to identify road segments that will require reconstruction within the program period.

Traffic engineering staff identified traffic signal equipment needing to be replaced or upgraded.

Project Length

The length of each project (in feet) was derived from the Multnomah County Master Road List report.

Economic Development Relationship

Local jurisdictions and Multnomah County planning staff determined the scale of development anticipated for large vacant parcels within their jurisdiction. Parcels were classified using the following typology:

Regional Scale Industrial

Large Industrial Areas (100 acres and above)

Other Industrial

Regional Retail Centers (such as Portland CBD, Lloyd Center, Mall 205)

Major Retail Center (Dept. of Commerce definition)

Clustered Commercial (as noted by land use plans)

Regional Community Service & Office (Major hospitals, community colleges, large scale government facilities)

Major Community Service & Office (Hospitals, community college branches, medium scale government facilities)

Outside Funding Potential

Projects listed in the ODOT Six Year Program the Metro Transportation Improvement Plan were identified as having outside funding potential.

Environmental Impact

Projects which would require additional right-of-way, noise mitigation or building demolition were identified by Multnomah County Transportation Division staff.

Community Support

Projects listed in local comprehensive plans, the Regional Transportation Plan or community plans were identified by Multnomah County and local jurisdiction planning staffs.

APPENDIX III
1996-2000 CAPITAL IMPROVEMENT PLAN
SCHEDULE OF POINT ASSIGNMENTS

BASE POINT ASSIGNMENT

<u>Street Priority</u>	<u>Arterial/Transit Corridor</u>	<u>Collector/Scenic Route</u>	<u>Local</u>
1	400	300	200
2	300	200	100
3	0	0	0

BONUS POINT ASSIGNMENT

Transit

Bus Route	10
Future Bus Route	5
Park & Ride Access	10
Light Rail Transit	10
Future LRT	5

Designated Land Use

Light Manufacturing	8
Heavy Manufacturing	8
Regional Commercial	10
Central Commercial	10
Other Commercial	5
Reg Community Service	10
Other Community Service	4
High Density Residential	5
Other Residential	2

Economic Development

Regional Scale Industrial	10
Large Ind. Area (100 Ac+)	7
Other Industrial	5
Regional Retail	10
Major Retail	7
Clustered Commercial	5
Reg. Com. Service & Office	10
Major Community Service	3

Outside Funding

Committed	10
Potential	5

Environmental Impact

Right-of-Way Acquisition

Building	-15
Land Only	-10
Noise Problem	-10

Community Support

Local Plans	10
Written Support	5

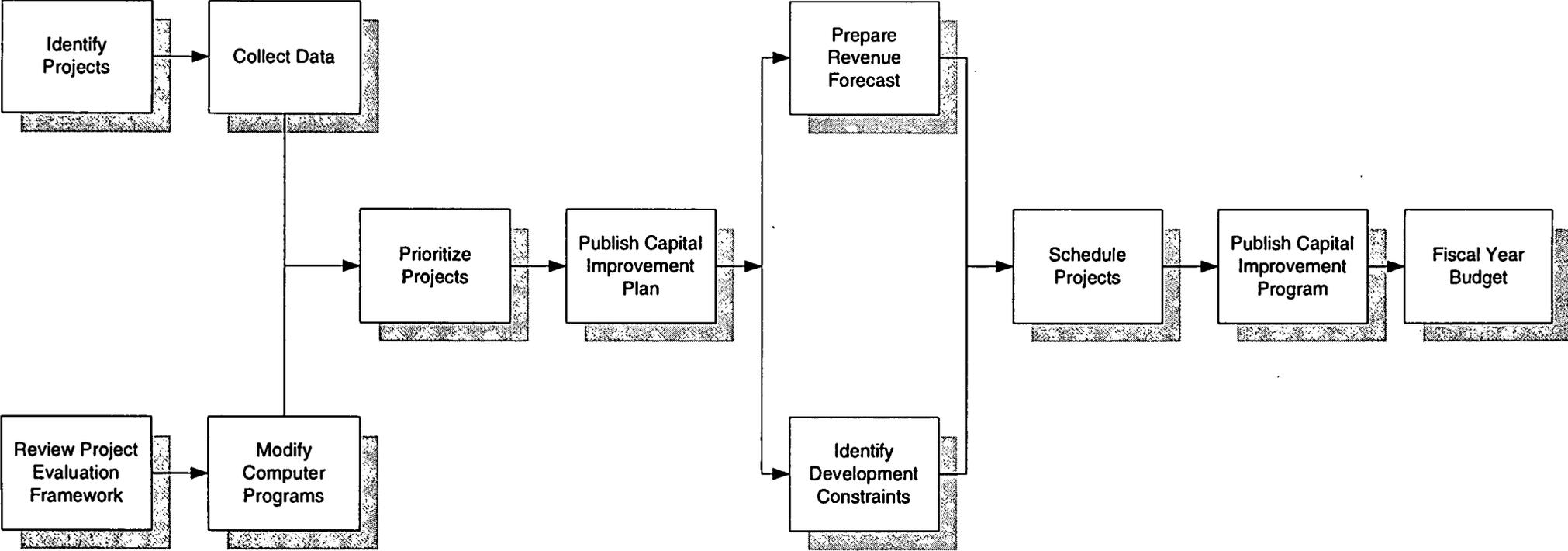
<u>Bicycle Related</u>	5
------------------------	---

<u>Street Importance</u> (see below)	1-10
--------------------------------------	------

<u>Land Use</u>	<u>Street Length (feet)</u>					
	<u>500</u>	<u>1000</u>	<u>2000</u>	<u>3000</u>	<u>4000</u>	<u>4001+</u>
Reg/Cent. Commercial	5	6	7	8	9	10
Community Service	4	5	6	7	8	9
Other Commercial	3	4	5	6	7	8
Residential	2	3	4	5	6	7
Manufacturing	1	2	3	4	5	6

Capital Improvement Plan and Program

Flow Chart



Capital Improvement Plan

Capital Improvement Program



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 SE 190TH AVENUE
PORTLAND, OREGON 97233
(503) 248-5050

BOARD OF COUNTY COMMISSIONERS
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DIANE LINN • DISTRICT 1 • 248-5220
GARY HANSEN • DISTRICT 2 • 248-5219
LISA NAITO • DISTRICT 3 • 248-5217
SHARRON KELLEY • DISTRICT 4 • 248-5213

MEMORANDUM

TO: BOARD OF COUNTY COMMISSIONERS

FROM: Larry F. Nicholas, P. E., Director
Karen Schilling, Transportation Planning Administrator *KS*

TODAY'S DATE: June 15, 1998

REQUESTED PLACEMENT DATE: June 25, 1998

RE: Amend the Comprehensive Framework Plan.

I. Recommendation/Action Requested:

Adopt amendments to the Comprehensive Framework Plan.

II. Background/Analysis:

The Comprehensive Framework Plan is being amended to comply with the Transportation Planning Rule. The Transportation Planning Rule requires jurisdictions to adopt Transportation System Plans that address all modes of transportation. The Westside Rural Multnomah County Transportation System Plan addresses transportation policies and projects for the rural area of Multnomah County west of the City of Portland.

III. Financial Impact:

There are no financial impacts.

IV. Legal Issues:

There are no legal issues.

V. Controversial Issues:

There are no controversial issues.

VI. Link to Current County Policies:

The purpose of this action is to make all County policies consistent. The Land Use and Transportation planning staff have worked closely on the changes to the Plan.

VII. Citizen Participation:

A public hearing was held before the Planning Commission on May 18, 1998.

VIII. Other Government Participation:

The Department of Land Conservation and Development has been notified of these proposed changes.

1 BEFORE THE BOARD OF COUNTY COMMISSIONERS
2 FOR MULTNOMAH COUNTY, OREGON
3 ORDINANCE NO. 912

4
5 An Ordinance amending the Comprehensive Framework Plan.

6
7 Multnomah County Ordains as follows:

8
9 Section I Purpose

10
11 (A) The purpose of this ordinance is to amend the Comprehensive
12 Framework Plan to comply with the Statewide Transportation Planning Rule.

13
14 Section II. Findings

15
16 (A) The Westside Rural Multnomah County Transportation
17 System Plan provides transportation policies and alternatives for the westside rural
18 area of the County to comply with the Statewide Transportation Planning Rule.

19
20 (B) The Westside Rural Multnomah County Transportation
21 System Plan is an element of the Comprehensive Framework Plan.

22
23 (C) The Multnomah County Planning Commission held a public
24 hearing on amendments to the Comprehensive Framework Plan that reflect the
25 Transportation System Plan on May 18, 1998.

26
27 (D) On June 15, 1998 the Multnomah County Division of
28 Transportation and Land Use Planning placed an announcement of a public hearing
29 on the Comprehensive Framework Plan amendments in the Oregonian and mailed
30 notices to interested parties who had participated in the development of the
31 Transportation System Plan.

1

2 (E) On June 25, 1998, the Multnomah County Board of
3 Commissioners conducted a public hearing on the first reading of amendments to the
4 Comprehensive Framework Plan.

5

6 (F) On July 2, 1998 the Multnomah County Board of
7 Commissioners considered the second reading of the amendments to the
8 Comprehensive Framework Plan.

9

10 Section III. Amendment of the Comprehensive Framework Plan

11

12 The Multnomah County Comprehensive Framework Plan is hereby amended
13 to include the Westside Rural Multnomah County Transportation System Plan,
14 attached hereto as Exhibit "A", with the Addendum attached as Exhibit "B", and
15 Resolution C-498 attached as Exhibit "C". The Comprehensive Framework Plan is
16 also amended to include the following language:

17

18 P. 42-1, following the first paragraph of the introduction under Policy 33A:

19

20 When adopted, the transportation system plans, developed for a specific sub-area of
21 the County, provide transportation policies and alternatives for their specific areas.
22 Additional transportation policies have been identified and adopted in the rural area
23 plans developed through the land use planning process for certain sub-areas of the
24 County. Where an adopted transportation system plan exists, it should be used,
25 along with the corresponding rural area plan, to establish criteria for the County to
26 use in evaluating alternative transportation proposals in order to achieve a balanced,
27 safe and efficient system.

28

29 The following policies apply to areas without a County adopted transportation
30 system plan. The purpose of this policy is to establish criteria for the County to use
31 in evaluating alternative transportation proposals in order to achieve its objective of

1 a balanced, safe and efficient system.

2

3 At the end of P. 42-2, add strategies:

4

5 STRATEGIES

6

7 1. As part of its ongoing planning program the County should adopt Transportation
8 System Plans in all appropriate areas of the County.

9 2. When all Transportation System Plans are adopted, Policy 33 of the
10 Comprehensive Framework Plan should be updated to reflect the policies
11 adopted in the Transportation System Plans.

12

13

14 ADOPTED this 2nd day of July 1998, being the date of its second reading
15 before the Board of County Commissioners of Multnomah County.

16



17 BOARD OF COUNTY COMMISSIONERS
18 FOR MULTNOMAH COUNTY, OREGON

19 *Beverly Stein*
20 _____
21 Beverly Stein, Chair

22

23

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REVIEWED:

29

THOMAS SPONSLER, COUNTY COUNSEL
FOR MULTNOMAH COUNTY, OREGON

30

31

By *Sandra N. Duffy*
Sandra N. Duffy, Chief Assistant Counsel

MEETING DATE: JUN 25 1998 JUL 02 1998
AGENDA NO: 19/12 R-4
ESTIMATED START TIME: 10:30 9:55

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Public Hearing for the adoption of amendments to the Sauvie Island/Multnomah Channel Rural Area Plan

BOARD BRIEFING: DATE REQUESTED: _____
REQUESTED BY: _____
AMOUNT OF TIME NEEDED: _____

REGULAR MEETING: DATE REQUESTED: June 25, 1998
AMOUNT OF TIME NEEDED: 5 minutes

DEPARTMENT: Environmental Services DIVISION: Transp. & Land Use Planning

CONTACT: Karen Schilling TELEPHONE #: 248-3636
BLDG/ROOM #: 425/Yeon

PERSON(S) MAKING PRESENTATION: Karen Schilling

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUGGESTED AGENDA TITLE:

Adoption of amendments to the Sauvie Island/Multnomah Channel Rural Area Plan.

7/6/98 copy to Karen Schilling
7/9/98 copies to ordinance Distribution list

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____
(OR)
DEPARTMENT
MANAGER: Lawrence Schilling

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
98 JUN 16 AM 9:20

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Board Clerk @ 248-3277



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 SE 190TH AVENUE
PORTLAND, OREGON 97233
(503) 248-5050

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LISA NAITO • DISTRICT 3 • 248-5217
SHARRON KELLEY • DISTRICT 4 • 248-5213

MEMORANDUM

TO: BOARD OF COUNTY COMMISSIONERS

FROM: Larry F. Nicholas, P. E., Director
Karen Schilling, Transportation Planning Administrator *KS*

TODAY'S DATE: June 15, 1998

REQUESTED PLACEMENT DATE: June 25, 1998

RE: Adopt amendments to the Sauvie Island/Multnomah Channel Rural Area Plan.

I. Recommendation/Action Requested:

Adopt amendments to the Sauvie Island/Multnomah Channel Rural Area Plan to incorporate the Westside Rural Multnomah County Transportation System Plan.

II. Background/Analysis:

The Sauvie Island/Multnomah Channel Rural Area Plan (adopted October 30, 1997) is being amended to be consistent with the Westside Rural Multnomah County Transportation System Plan (TSP). The Westside Rural Multnomah County Transportation System Plan is a requirement of the Statewide Transportation Planning Rule. The policies in the TSP support and expand upon the transportation policies adopted in the Sauvie Island/ Multnomah Channel Rural Area Plan.

There are no substantive changes to the Sauvie Island/Multnomah Channel Rural Area Plan.

III. Financial Impact:

There are no financial impacts.

IV. Legal Issues:

There are no legal issues.

V. Controversial Issues:

There are no controversial issues.

VI. Link to Current County Policies:

The purpose of this action is to make all County policies consistent. The Land Use and Transportation planning staff have worked closely on the changes to the Plan.

VII. Citizen Participation:

A public hearing was held before the Planning Commission on May 18, 1998.

VIII. Other Government Participation:

The Department of Land Conservation and Development has been notified of these proposed changes.

1 BEFORE THE BOARD OF COUNTY COMMISSIONERS
2 FOR MULTNOMAH COUNTY, OREGON
3 ORDINANCE NO. 913

4
5 An Ordinance amending the Sauvie Island/Multnomah Channel Rural Area
6 Plan.

7
8 Multnomah County Ordains as follows:
9

10 Section I. Purpose

11
12 (A) The purpose of this ordinance is to amend the Multnomah
13 County Sauvie Island/Multnomah Channel Rural Area Plan to be consistent with the
14 Westside Rural Multnomah County Transportation System Plan.
15

16 Section II. Findings

17
18 (A) The Westside Rural Multnomah County Transportation
19 System Plan provides transportation policies and alternatives for the westside rural
20 area of the County to comply with the Statewide Transportation Planning Rule.
21

22 (B) The policies identified in the Transportation System Plan
23 support and expand upon the transportation policies adopted in the Sauvie
24 Island/Multnomah Channel Rural Area Plan.
25

26 (C) The Multnomah County Planning Commission held a public
27 hearing on amendments to the Sauvie Island/Multnomah Channel Rural Area Plan
28 that reflect consistency with the Westside Rural Multnomah County Transportation
29 System Plan on May 18, 1998.
30
31

1

2 (D) On June 15, 1998 the Multnomah County Division of
3 Transportation and Land Use Planning placed an announcement of a public hearing
4 on the Sauvie Island/Multnomah Channel Rural Area Plan amendments in the
5 Oregonian and mailed notices to interested parties who had participated in the
6 development of the Transportation System Plan.

7

8 (E) On June 25, 1998, the Multnomah County Board of
9 Commissioners conducted a public hearing on the first reading of Sauvie
10 Island/Multnomah Channel Rural Area Plan amendments.

11

12 (F) On July 2, 1998 the Multnomah County Board of
13 Commissioners considered the second reading of the Sauvie Island/Multnomah
14 Channel Rural Area Plan amendments.

15

16 Section III. Amendment to the Sauvie Island/Multnomah Channel Rural Area Plan

17

18 The Multnomah County Sauvie Island/Multnomah Channel Rural Area Plan
19 is hereby amended to include the following language:

20

21 P. 24, following existing policy #26:

22

23 The Westside Rural Multnomah County Transportation System Plan (TSP) has been
24 adopted since formulation of these policies. The TSP is consistent with the
25 preceding transportation policies and it specifically implements policies 24 & 25..

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The TSP is the document Multnomah County will use to review future developments and transportation improvements

ADOPTED this 2nd day of July, 1998, being the date of its second reading before the Board of County Commissioners of Multnomah County.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Beverly Stein

Beverly Stein, Chair

REVIEWED:

THOMAS SPONSLER, COUNTY COUNSEL
FOR MULTNOMAH COUNTY, OREGON

By *Sandra N. Duffy*

Sandra N. Duffy, Chief Assistant Counsel

MEETING DATE: ~~JUN 25 1998~~ JUL 02 1998
AGENDA NO: ~~R-13~~ R-7
ESTIMATED START TIME: ~~10:35~~ 10:00

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Public Hearing for the adoption of amendments to the West Hills Rural Area Plan

BOARD BRIEFING: DATE REQUESTED: _____

REQUESTED BY: _____

AMOUNT OF TIME NEEDED: _____

REGULAR MEETING: DATE REQUESTED: June 25, 1998

AMOUNT OF TIME NEEDED: 5 minutes

DEPARTMENT: Environmental Services **DIVISION:** Transp. & Land Use Planning

CONTACT: Karen Schilling **TELEPHONE #:** 248-3636

BLDG/ROOM #: 425/Yeon

PERSON(S) MAKING PRESENTATION: Karen Schilling

ACTION REQUESTED:

INFORMATIONAL ONLY POLICY DIRECTION APPROVAL OTHER

SUGGESTED AGENDA TITLE:

Adoption of amendments to the West Hills Rural Area Plan.

7/6/98 COPY to KAREN Schilling
7/9/98 copies to ORDINANCE Distribution
list

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____
(OR)
DEPARTMENT
MANAGER: Lawrence Nicholas

CLERK OF
COUNTY COMMISSIONERS
98 JUN 16 AM 9:28
MULTNOMAH COUNT
OREGON

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURE

Any Questions: Call the Board Clerk @ 248-3277



MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
TRANSPORTATION DIVISION
1620 SE 190TH AVENUE
PORTLAND, OREGON 97233
(503) 248-5050

BOARD OF COUNTY COMMISSIONERS
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GARY HANSEN • DISTRICT 2 • 248-5219
LISA NAITO • DISTRICT 3 • 248-5217
SHARRON KELLEY • DISTRICT 4 • 248-5213

MEMORANDUM

TO: BOARD OF COUNTY COMMISSIONERS

FROM: Larry F. Nicholas, P. E., Director
Karen Schilling, Transportation Planning Administrator *KS*

TODAY'S DATE: June 15, 1998

REQUESTED PLACEMENT DATE: June 25, 1998

RE: Adopt amendments to the West Hills Rural Area Plan.

I. Recommendation/Action Requested:

Adopt amendments to the West Hills Rural Area Plan to incorporate the Westside Rural Multnomah County Transportation System Plan (TSP).

II. Background/Analysis:

The West Hills Rural Area Plan (adopted October 17, 1996) is being amended to be consistent with the TSP. The Westside Rural Multnomah County Transportation System Plan is a requirement of the Statewide Transportation Planning Rule. The policies in the Transportation System Plan support and expand upon the transportation policies adopted in the West Hills Rural Area Plan.

There are no substantive changes to the West Hills Rural Area Plan.

III. Financial Impact:

There are no financial impacts.

IV. Legal Issues:

There are no legal issues.

V. Controversial Issues:

There are no controversial issues.

VI. Link to Current County Policies:

The purpose of this action is to make all County policies consistent. The Land Use and Transportation planning staff have worked closely on the changes to the Plan.

VII. Citizen Participation:

A public hearing was held before the Planning Commission on May 18, 1998.

VIII. Other Government Participation:

The Department of Land Conservation and Development has been notified of these proposed changes.

1 BEFORE THE BOARD OF COUNTY COMMISSIONERS
2 FOR MULTNOMAH COUNTY, OREGON
3 ORDINANCE NO. 914

4
5 An Ordinance amending the West Hills Rural Area Plan.

6
7 Multnomah County Ordains as follows:

8
9 Section I. Purpose

10
11 (A) The purpose of this ordinance is to amend the West Hills Rural
12 Area Plan to be consistent with the Westside Rural Transportation System Plan.

13
14 Section II. Findings

15
16 (A) The Westside Rural Multnomah County Transportation System
17 Plan provides transportation policies and alternatives for the westside rural area of the
18 County to comply with the Statewide Transportation Planning Rule.

19
20 (B) The policies identified in the Transportation System Plan
21 support and expand upon the transportation policies adopted in the West Hills Rural
22 Area Plan.

23
24 (C) The Multnomah County Planning Commission held a public
25 hearing on the West Hills Rural Area Plan amendments on May 18, 1998.

26
27 (D) On June 15, 1998 the Multnomah County Division of
28 Transportation and Land Use Planning placed an announcement of a public hearing on
29 the West Hills Rural Area Plan in the Oregonian and mailed notices to interested parties
30 who had participated in the development of the Transportation System Plan.

31

1 (E) On June 25, 1998, the Multnomah County Board of
2 Commissioners conducted a public hearing on the first reading of West Hills Rural
3 Area Plan.

4
5 (F) On July 2, 1998 the Multnomah County Board of
6 Commissioners considered the second reading of the West Hills Rural Area Plan.

7
8
9 Section III. Amendments to the West Hills Rural Area Plan:

10
11 The Multnomah county West Hills Rural Area Plan is hereby amended to include the
12 following language:

13
14 P. 32, following existing policy #10:

15
16 The Westside Rural Multnomah County Transportation System Plan (TSP) has been
17 adopted since formulation of these policies. The TSP is consistent with the preceding

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transportation policies. The TSP is the document Multnomah County will use to review future developments and transportation improvements.

ADOPTED this 2nd day of July, 1998, being the date of its second reading before the Board of County Commissioners of Multnomah County.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Beverly Stein

Beverly Stein, Chair

REVIEWED:
THOMAS SPONSLER, COUNTY COUNSEL
FOR MULTNOMAH COUNTY, OREGON

By *Sandra N. Duffy*

Sandra N. Duffy, Chief Assistant Counsel

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

To: Board of County Commissioners

From: Planning Staff

Today's Date: June 5, 1998

Board Hearing: June 25, 1998

RE: Public hearing on an ordinance amending the Action Proceedings Section of the zoning code to address three specific timing related procedural requirements. (Planning File C 7-97)

I. Recommendation/ Action Requested:

Recommend adoption of an ordinance amending the Action Proceedings section of the zoning code by: 1) repealing the 120 day requirement of code and relying on statutory requirements; 2) amending the public hearing notice requirement from 20 days to 10 days prior to a hearing; and 3) amending the date a staff report is made available prior to a hearing from 5 days to 7 days as required by statute.

II. Background/ Analysis:

The Action Proceedings section of the zoning code lays out the process by which land use decisions are made. Through time the procedural requirements of the County have been and are increasingly affected by new and/or revised state requirements. The effect of these changes has and will result in the Action Proceedings provisions becoming increasingly antiquated. The need for major revisions to procedural sections of the zoning code are evident and have been scheduled into the Planning Commission work program in June 1998.

In advance of the major work element, the following three minor changes are necessary to either satisfy statutory requirements or provide clarification within the zoning ordinance of the procedural choices of the County.

- A. 120 Day Rule:** In general, the 120 day rule refers to the amount of time the county has to issue a final decision on a land use application. With the complexity of procedural requirements affecting land use applications including notice requirement, staff reports, scheduling hearings, continuances, keeping the record open, etc., the County has found it difficult in many cases to complete all the requirements within 120 days, particularly if the case is complex.

The current ordinance (MCC 11.15.8280(E)) requires the County to render a final decision within 120 days from the time the application is accepted as being complete.

The 1997 Oregon Legislature passed House Bill 2006 B-Engrossed which revises the time period in which the county must take final action (ORS 215.428) on an application for permit, limited land use decision or zone change. The Bill specifies that final action must be taken within 120 days for land within urban growth boundary or on applications for mineral aggregate extraction. It also specifies **150-day deadline** for all other applications (ie. all land use applications for property outside the UGB). This amendment has a termination date of September 30, 1999.

House Bill 2006 was adopted by the Legislature in response to the difficulty several jurisdictions are having in completing complex land use permit applications within 120 days. Multnomah County is no exception and has had to utilize resources in defending itself against legal challenges based on the 120 day rule. The 150 day deadline provides an alternative deadline for Counties which appears to be reasonable, however, is subject to change in September, 1999.

Options:

- a) Leave the existing 120 day language of MCC .8280 (E) in tact.
- b) Adopt an amendment to .8280 (E) replicating the 120/150 day language of House Bill 2006 B-Engrossed.
- c) Repeal MCC 11.15.8280 (E) and default to statute.
- d) Other options determined by the Planning Commission.

Recommendation: c) repeal MCC 11.15.8280 (E) and default to statute. This option will provide consistency with current County practices and allow for flexibility as statutory language evolves.

Staff recognizes the 150 day rule language is subject to change in September, 1999 and that the existing 120 day language of code does not conflict with the 150 days provided by the bill. However, the 150 days would be more consistent with practice, as the 120 day language of code has not been feasible to meet in several instances.

- B. Twenty Day Notice of Hearing:** All land use hearings require notice to affected parties. The 20-day language of MCC .8220 (C) requires notice to be sent 10 days earlier than that provided by statute¹ when two or more evidentiary hearings are provided.

With just one HO hearing date per month, the 20 day notice requirement has resulted in hearings being pushed back an additional month to meet the notice requirement resulting in conflicts with the 120 day clock. A ten day notification would facilitate the applicants ability to be heard by HO in a more timely manner while enhancing the County's ability to issue a final decision within the statutory timeline.

Options:

- a) Leave the existing notification language of MCC .8220 (C) in tact.
- b) Amend .8220 (C) by replacing the 20 day notification language with 10 days.
- c) Repeal MCC 11.15.8220 (C).
- d) Other options determined by the Planning Commission.

Recommendation: b) Amend .8220 (C) by replacing the 20 day notification language to 10 days. This option would provide a clear understanding of process in code while ensuring applicants can get to a hearing quicker.

- C. Availability of Staff Report:** MCC 11.15.8230 (C) requires a Staff Report be completed and available at the office of the Planning Director at least **five days** prior to the date fixed for hearing. ORS 197.763 (4)(b) requires that a copy of the staff report will be available for inspection at no cost at **least seven** days prior to the hearings. The current 5-day language of MCC .8230(C) violates the 7-day requirement of statute and therefore should be amended to be consistent with the 7-day statutory language.

Options:

- a) Repeal MCC 11.15.8230 (C) and rely on statutory requirements.
- b) Amend .8230 (C) by replacing the 5 day language with 7 days.

Recommendation: b) Amend .8230 (C) by replacing the 5 day language with 7 days.

¹ MCC 11.15.8220 (C) requires the County to mail notice of a quasi-judicial hearing at least twenty days prior to the hearing, to certain persons. ORS 197.763 (3)(f) requires notice be mailed twenty days before the evidentiary hearing; or if two or more evidentiary hearings are allowed, 10 days before the first evidentiary hearing. All land use applications in Multnomah County have an opportunity for at least two public hearings as a decision of either the Hearings Officer or Planning Commission is appealable to the Board.

III. Financial Impact:

Under II. A. - violations of the existing 120 day code requirement has and could result in a Writ being issued with legal costs being picked up by the County. The recommended option would increase the time frame by which the County must make a decision to that provided by statute, thus minimizing the potential for future Writs.

IV. Legal Issues:

The recommended amendments would correct existing procedural inconsistencies and distinguish County choices from those provided under state law.

V. Controversial Issues:

None anticipated.

VI. Link to Current County Policies:

Policy requires a citizen involvement program offering opportunities for citizens to be involved in all phases of the land planning process. The procedures recommended for amendment would continue to provide notice to neighboring properties of upcoming hearings and assure Staff reports are available for review by citizens in a timely manner prior to hearing.

VII. Citizen Participation:

Notice of Planning Commission hearing(s) on the proposed ordinance will be published in the *Orgonian* newspaper. At the Planning Commission hearing(s) public testimony will be accepted.

VIII. Other Government Participation:

A notice of proposed amendment will be mail to the Department of Land Conservation and Development a minimum of 45 days prior to adoption.

IX. PROPOSED CODE AMENDMENTS

Proposed amendments are shown within the following text of the Action Proceedings Section with new wording **bold and underlined** and ~~striketrough sections are deleted.~~

* * *

11.15.8280 Board Decision

- (A) The Board may affirm, reverse or modify the decision of the Planning Commission or Hearings Officer and may grant approval subject to such modifications or conditions as may be necessary to carry out the Comprehensive Plan or to achieve the objectives of MCC .8240 (D).
- (B) The Board shall state all decisions upon the close of its hearing or upon continuance of the matter to a time certain.
- (C) Written findings of fact and conclusions, based upon the record, shall be signed by the Presiding Officer of the Board and filed with the Clerk of the Board with a decision within five business days following announcement of the decision under subsection (B) above.
- (D) The Boards decision shall be final at the close of business on the tenth day after the Decision, Findings of Fact and Conclusions have been filed under subsection (C) above, unless the Board on its own motion grants a rehearing under MCC .8285(A).
- ~~(E) The Board shall render a decision within 120 days from the time the application for that action is accepted as being complete, except when: Except as provided in MCC .7330, the approval of a Conditional Use shall expire two years from the date of issuance of the Board Order in the matter, or two years from the final resolution of all appeals, unless:~~
 - ~~(1) A participant requests an extension before the conclusion of the initial evidentiary hearing, in which case the extension shall not be subject to the 120 day limitation, or~~
 - ~~(2) Additional documents or evidence is provided in support of the application less than 20 days prior to or at the initial evidentiary hearing and a party requests a continuance of the hearing, in which case the continuance shall not be subject to the 120 day limitation.~~

* * *

11.15.8220 Notice of Hearing - Contents

- (A) Notice of hearing before the Planning Commission or Hearings Officer shall contain the following:
 - (1) The date, time and place of the hearing;
 - (2) A legal description of the subject property;

- (3) A street address or other easily understood geographical reference to the subject property;
 - (4) The nature of the proposed action and the proposed use or uses that could be authorized;
 - (5) A listing of the applicable Zoning Code and comprehensive plan policies that apply to the application;
 - (6) A statement that all interested parties may appear and be heard;
 - (7) A statement that failure to raise an issue, either in person or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes appeal to LUBA based on that issue;
 - (8) A statement that the hearing shall be held pursuant to the adopted Rules of Procedure;
 - (9) In the case of a hearing by the Planning Commission, the names of the members of the Commission and, in the case of a hearing by the Hearings Officer, the name of the Officer and the name of the staff representative to contact and the telephone number where addition information may be obtained;
 - (10) A statement that a copy of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost and will be provided at reasonable cost;
 - (11) A statement that a copy of the staff report will be available for inspection at no cost at least seven days prior to the hearing and will be provided at reasonable cost; and
 - (12) A copy of the Planning Commission's Rules of Procedure.
- (B) When the proposed action is a change of zone classification, the Planning Director may include in the notice of hearing a statement that the approval authority may consider classifications other than that for which the action is initiated.
- (C) In addition to the notice required by MCC .8120(B) and any other notice required by law, notice shall be mailed at least ~~ten~~ twenty days prior to the hearing to the following persons:
- (1) The applicant;
 - (2) All record owners of property within:

- (a) 100 feet of the subject property on matters listed under MCC .8205(D) and (E), and on all other matters within the Urban Growth Boundary.
- (b) 250 feet of the subject property where the subject property is outside the Urban Growth Boundary and not within a farm or forest zone;
- (c) 500 feet of the subject property where the subject property is within a farm or forest zone.

* * *

MCC 11.15.8230 Hearings

- (A) The Hearings Officer or a quorum of at least three members of the Planning Commission, as is appropriate, shall conduct a hearing on the application within 90 days of the initiation thereof, under MCC .8210(B), unless such time is extended with the written consent of the one initiating the action.
- (B) Three members of the Planning Commission shall constitute a quorum in acting on applications under MCC .8115(B).
- (C) No action shall be heard unless a Staff Report is completed and available at the office of the Planning Director at least ~~seven~~ ~~five~~ days prior to the date fixed for hearing. A copy of the Report shall be mailed, upon completion, to the one initiating the action and to the Planning Commission or Hearings Officer, as appropriate. In addition, a copy shall be furnished to other persons who request the same upon payment of the fee provided for under MCC .9020. The Staff Report may be supplemented only at the hearing.

* * *

**DECISION OF THE
MULTNOMAH COUNTY PLANNING COMMISSION**

In the matter of amending the Action Proceedings)
section of the Multnomah County Zoning Ordinance) **RESOLUTION**
relative to timing of final action, public notice, and) **C 7-97**
availability of a staff report.)

WHEREAS, Amendments of the text of the Zoning Code may be initiated by request of the Planning Director (MCC 11.15.8405); and

WHEREAS, A public hearing shall be held by a majority of the entire Planning Commission on the proposed amendments to the Code; and

WHEREAS, The current Action Proceeding section of code includes language inconsistent with statutory requirements or in conflict with the expeditious review of land use applications; and

WHEREAS, It is the intent of the Planning Commission to comply with statutory requirements and to clarify local procedural options; and

WHEREAS, The Planning Commission conducted a public hearing on February 2, 1998, to accept public testimony on the proposed amendments to the zoning code text; and

NOW, THEREFORE BE IT RESOLVED that the Planning Commission hereby recommends that the Board of County Commissioners amend the zoning code as indicated in Section IX of the Staff Report dated December 29, 1997.

Approved this 2nd day of February, 1998

By 
Leonard Yoon, Chair
Multnomah County Planning Commission

1 BEFORE THE BOARD OF COUNTY COMMISSIONERS
2 FOR MULTNOMAH COUNTY, OREGON
3 ORDINANCE NO. 915
4

5 An Ordinance amending the Action Proceedings Section of the zoning code by: 1)
6 repealing the 120 day requirement of code; 2) amending the public notice requirement; and 3)
7 amending the date required for a staff report to be made available prior to a hearing. (Underlined
8 sections are new replacements; [bracketed] sections are deleted.)

9 Multnomah County Ordains as follows:

10
11 Section I. Findings.

12
13 (A) The Action Proceedings section of the zoning code lays out the process by which land
14 use decisions are made. Through time the procedural requirements of the County have been and
15 are increasingly affected by new and/or revised statutory requirements. The effect of these
16 changes result in the Action Proceedings provisions becoming increasingly inconsistent with
17 statutory language, inflexible with statutory choices, or in conflict with the expeditious review of
18 land use applications.

19
20 (B) On February 2, 1998 the Planning Commission held a public hearing and
21 recommended approval through Resolution C7-97, of an ordinance amendment to the Action
22 Proceedings section of code by: 1) repealing the 120 day requirement of code and relying on
23 statutory requirements; 2) amending the public hearing notice requirement from twenty days to
24 ten days prior to a hearing as provided by statute; and 3) amending the date a staff report is
25 required to be made available from 5 days to 7 days as required by statute. All interested persons
26 were given an opportunity to be heard at the hearing.

27
28 (C) Planning Commission Resolution C7-97 is intended to make minor changes necessary
29 to both satisfy satatutory requirements and provide clarification within the zoning ordinance of
30 the procedural choices of the County.

1 Section II. Amendment of the Action Proceedings Section of Code.

2 Multnomah County Code Chapter 11.15 is amended to read as follows:

3 ***

4 11.15.8280 Board Decision

5
6 (A) The Board may affirm, reverse or modify the decision of the Planning Commission or
7 Hearings Officer and may grant approval subject to such modifications or conditions as
8 may be necessary to carry out the Comprehensive Plan or to achieve the objectives of
9 MCC .8240 (D).

10
11 (B) The Board shall state all decisions upon the close of its hearing or upon continuance of
12 the matter to a time certain.

13
14 (C) Written findings of fact and conclusions, based upon the record, shall be signed by the
15 Presiding Officer of the Board and filed with the Clerk of the Board with a decision
16 within five business days following announcement of the decision under subsection (B)
17 above.

18
19 (D) The Boards decision shall be final at the close of business on the tenth day after the
20 Decision, Findings of Fact and Conclusions have been filed under subsection (C) above,
21 unless the Board on its own motion grants a rehearing under MCC .8285(A).

22
23 ~~[(E)The Board shall render a decision within 120 days from the time the application for that~~
24 ~~action is accepted as being complete, except when: Except as provided in MCC .7330,~~
25 ~~the approval of a Conditional Use shall expire two years from the date of issuance of the~~
26 ~~Board Order in the matter, or two years from the final resolution of all appeals, unless:~~

27
28 ~~(1) A participant requests an extension before the conclusion of the initial evidentiary~~
29 ~~hearing, in which case the extension shall not be subject to the 120 day limitation, or~~
30

1 ~~(2) Additional documents or evidence is provided in support of the application less than~~
2 ~~20 days prior to or at the initial evidentiary hearing and a party requests a continuance~~
3 ~~of the hearing, in which case the continuance shall not be subject to the 120 day~~
4 ~~limitation.]~~

5 ***

6 11.15.8220 Notice of Hearing - Contents

7
8 (C) In addition to the notice required by MCC .8120(B) and any other notice required by law,
9 notice shall be mailed at least ten [twenty] days prior to the hearing to the following
10 persons:

11
12 (1) The applicant;

13 (2) All record owners of property within:

14 (a) 100 feet of the subject property on matters listed under MCC .8205(D) and (E),
15 and on all other matters within the Urban Growth Boundary.

16 (b) 250 feet of the subject property where the subject property is outside the Urban
17 Growth Boundary and not within a farm or forest zone;

18 (c) 500 feet of the subject property where the subject property is within a farm or
19 forest zone.

20 ***

21 MCC 11.15.8230 Hearings

22
23 (A) The Hearings Officer or a quorum of at least three members of the Planning Commission,
24 as is appropriate, shall conduct a hearing on the application within 90 days of the
25 initiation thereof, under MCC .8210(B), unless such time is extended with the written
26 consent of the one initiating the action.

27
28 (B) Three members of the Planning Commission shall constitute a quorum in acting on
29 applications under MCC .8115(B).
30

1 (C) No action shall be heard unless a Staff Report is completed and available at the office of
2 the Planning Director at least ~~seven~~ [five] days prior to the date fixed for hearing. A
3 copy of the Report shall be mailed, upon completion, to the one initiating the action and
4 to the Planning Commission or Hearings Officer, as appropriate. In addition, a copy shall
5 be furnished to other persons who request the same upon payment of the fee provided for
6 under MCC .9020. The Staff Report may be supplemented only at the hearing.

7
8 * * *

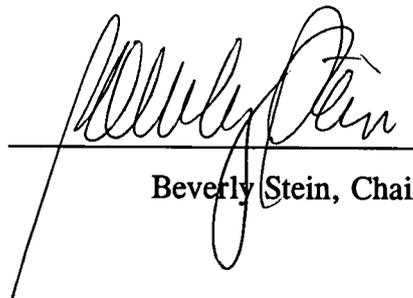
9 Section III. Adoption

10
11
12 ADOPTED THIS 2nd day of July, 1998, being the date of its second reading
13 before the Board of County Commissioners of Multnomah County.



21
22
23
24

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON



Beverly Stein, Chair

25 REVIEWED:
26 THOMAS SPONSLER, COUNTY COUNSEL
27 FOR MULTNOMAH COUNTY, OREGON

28
29 By Sandra N. Duffy
30 Sandra N. Duffy, Chief Assistant County Counsel