

NORTHWEST HILLS STUDY

FINAL POLICY, CODE AND MAP ACTIONS

ADOPTED BY CITY COUNCIL NOVEMBER 27, 1985



**Bureau of Planning
City of Portland, Oregon
December 1985**

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NW HILLS STUDY

REPORT AND RECOMMENDATION
OF THE PLANNING COMMISSION

PORTLAND CITY COUNCIL:

Mayor J.E. Bud Clark
Commissioner Dick Bogle
Commissioner Mike Lindberg
Commissioner Mildred Schwab
Commissioner Margaret Strachan

PORTLAND CITY PLANNING COMMISSION:

John Bentley, President
Joe Angel, Vice-President
John Baily
E. Kimbark MacColl
Lawretta Morris
Martha Peck Andrews
Steven L. Pfeiffer
Dave Soderstrom
Dr. Paul Williams

BUREAU OF PLANNING:

Commissioner Margaret Strachan
Michael Harrison, AICP, Acting Director
Jan Childs, AICP, Acting Chief Planner

Project Staff

James S. Throckmorton, City Planner III
Cary Pinard, City Planner II
Cam Suttles, Graphic Illustrator II
Geof Sauncy, Graphic Illustrator I
Marge Hamlin, Word Processing Operator I
Mike Hogle, City Planner II
Robin McArthur-Phillips, City Planner I
Tim Goon, City Planner I
Wilson Smith III, City Planner I

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December, 1985

TABLE OF CONTENTS

	<u>PAGE</u>
INTRODUCTION	1
PART I - RECOMMENDATIONS	4
A. Overview of the Recommendations	4
B. Land Use Recommendations	4
C. Administrative Recommendations	5
D. Proposed Comprehensive Plan Maps	6
E. Proposed Zoning/Comp Plan Quarter-Section Maps	6
PART II - SUMMARY OF FINDINGS	45
PART III - DISCUSSION OF THE RECOMMENDATIONS	47
PART IV - PLANNING PROCESS	54
PART V - POLICY EVALUATION	56
 <u>Appendices</u>	
A. Questionnaire Results	63
B. Urban Growth Boundary Memo	69
C. Transportation Memo	75
D. Net Housing Potential	77
E. Correspondence Regarding the Recommendations	78
F. Comp Plan and Zoning Changes - Quarter-Section Maps	90
G. Fire Protection Report	112
H. Parks Report	114
I. Police Protection Report	118
J. Sanitary Sewers and Storm Drainage Report	122
K. Schools Report	133
L. Water Service Report	144
M. Forest Park Road/Cornell Climbing Lane Report	150
N. Scenarios Projections Methodology	155
O. Policy analysis - Rating Rationale	161
P. Skyline Annexation Rezoning Staff Report	166
Q. Staff Response to Public Hearing Testimony	173
R. NW Hills Development Potential/Projections	186
S. R10 Zoning in the Cedar Mill Creek Drainage	196
T. Ball, Janik & Novack Letter regarding FPE Conditional Use Permit	199
U. Amendments to the P.C. Recommendation Considered by Council	201
V. NW Hills Study Adopting Ordinance	214
W. Zoo Exit Resolution	219

LIST OF MAPS

	<u>PAGE</u>
Study Area Map	2
<u>Proposed Comprehensive Plan Maps</u>	
Map 1	7
Map 2	8
Map 3	9
Map 4	10
Map 5	11
<u>Proposed Zoning Maps</u>	
Quarter-Section Key	12
Quarter Sections: 2116	13
2117	14
2217	15
2218	16
2318	17
2418	18
2419	19
2518	20
2519	21
2520	22
2618	23
2619	24
2620	25
2719	26
2720	27
2721	28
2819	29
2820	30
2821	31
2822	32
2823	33
2921	34
2922	35
2923	36
2924	37
3024	38
3025	39
3123	40
3124	41
3125	42
3223	43
3224	44

LIST OF MAPS
(Continued)

	<u>PAGE</u>
<u>Proposed Change Maps (Appendix F)</u>	90
Quarter Sections: 2116	91
2117	92
2217	93
2218	94
2618	95
2720	96
2721	97
2820	98
2821	99
2822	100
2823	101
2921	102
2922	103
2924	104
3024	105
3025	106
3123	107
3124	108
3125	109
3223	110
3224	111
Parks and Recreation	117
Police Protection	121
Water Service	149
Cornell Road Section	151
Forest Park Road Section	153
Cornell/Forest Park Roads Location	154
Planning Districts	159
Skyline Annexation Rezoning Proposal	170
Skyline Annexation Rezoning Topography/Land Use	171
Skyline Annexation Rezoning Commercial	172

LIST OF TABLES

	<u>PAGE</u>
1. Summary of Policy Ratings	57
2. Housing and Urban Development Policy Ratings	58
3. Neighborhoods/Environment Policy Ratings	59
4. Development Pattern Policy Ratings	60
5. Public Facilities and Services Policy Ratings	61
A1. Questionnaire Summary	63
A2. Mean Questionnaire Ratings by Interest	65

INTRODUCTION

This Council adopted Report and Recommendation is the product of two years of research, scenario development, public involvement, and public hearings. In the course of the study, three other reports were also prepared: the Northwest Hills Study Background Report, the Northwest Hills Study Scenarios Report and the staff report to the Planning Commission. These three reports and the public response received during the study provide the foundation for this Report and the Ordinance that implements it.

The Study Area

The Northwest Hills are a part of the Tualatin mountain range. The range extends northwest from the center of Portland to the coast range. Within and adjacent to the City of Portland, the Hills rise from elevations of 200 feet on the west and near sea level on the east to about 1,000 feet along a ridgeline that approximates NW Skyline Blvd. The Hills are generally formed of basalt overlaid by moderate to deep layers of silty soil. Slope conditions vary from 10 percent to over 80 percent. The study area contains seven significant stream drainages and numerous additional drainageways. Except for the area south of Burnside Street, much of the study area is covered by natural vegetation: second growth forest, understory, or pasture lands. A large portion of the western slope was burned off by fire in the early 1950's.


The study area can be viewed as two distinct neighborhoods. South of West Burnside Road and north along Skyline Blvd. to Cornell Road, it is generally developed with low density residential uses on lots in the 10,000-20,000 square foot range. The Sylvan area adjacent to the Sunset Highway also contains a significant amount of commercial activity. North of Cornell Road, and along Cornell east of Skyline, the study area is only lightly developed. With the exception of the Panavista and Skyline Heights subdivisions, most development is on one acre or larger lots scattered along Skyline Blvd. Most of the area north of Cornell can, in fact, be considered undeveloped in terms of urban uses. The entire eastern edge of the study area is bounded by a complex of natural and regional parks made up of Forest, Holman, Macleay, Pittock and Washington Parks. The western edge is bounded by unincorporated Washington County territory that is rapidly developing as suburban residential neighborhoods with 5,000-10,000 square foot lots and some multi-family and commercial uses interspersed.


The Problem.


The Northwest Hills area is changing. Development pressures are beginning to be felt throughout the area. In the lightly developed area north of Cornell Road, these pressures are especially noticeable because of the area's existing rural character. The demand for new development has become more obvious with the approval of a planned unit development project north of Cornell and west of Skyline that will add 2,100 housing units to the area. Other development projects are also being planned.


NORTHWEST HILLS STUDY

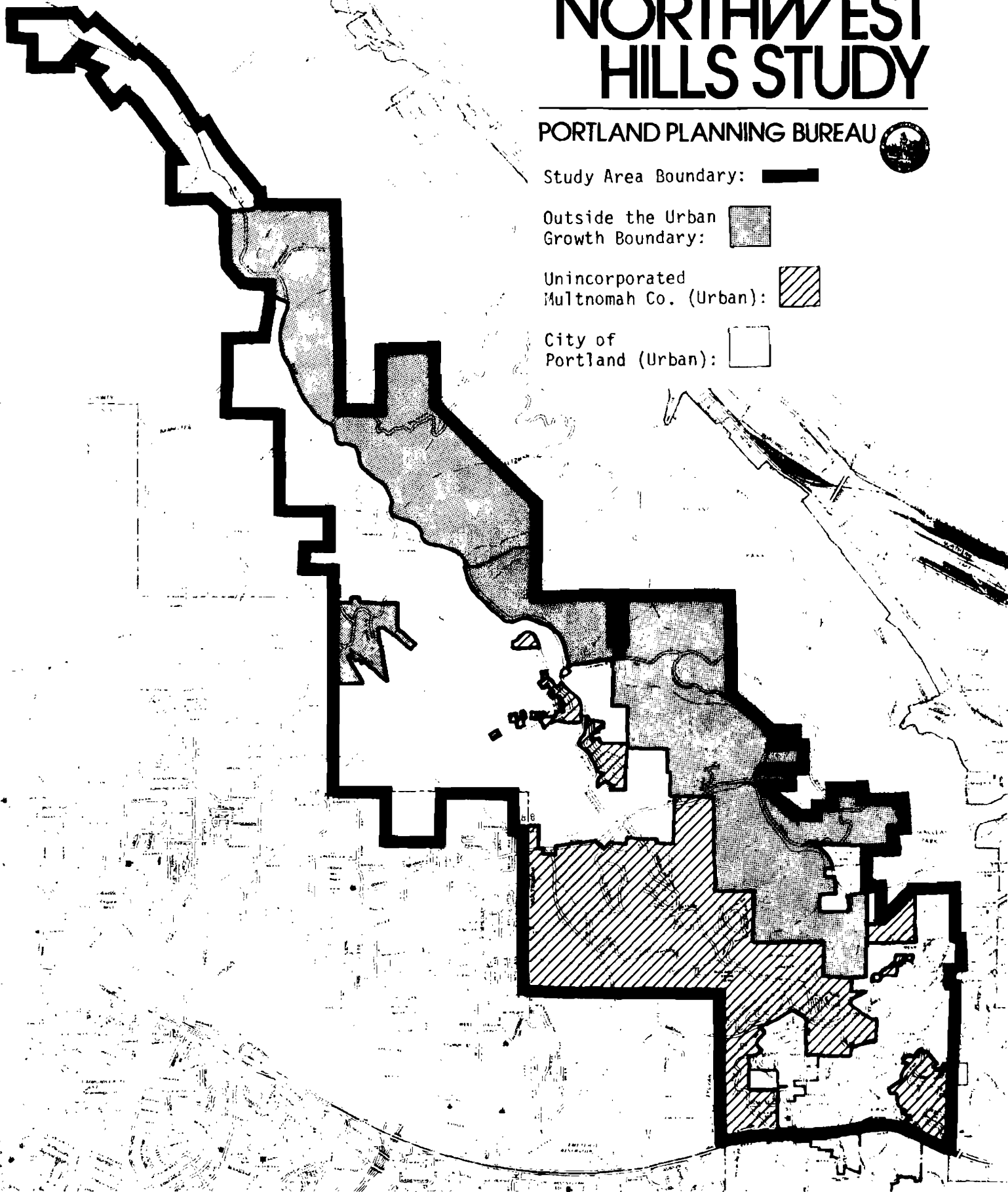
PORTLAND PLANNING BUREAU 

Study Area Boundary: 

Outside the Urban Growth Boundary: 

Unincorporated Multnomah Co. (Urban): 

City of Portland (Urban): 



At the same time, questions have been asked about the ability of the Northwest Hills to absorb dense levels of new development. Questions were raised about the City's and other service provider's abilities to provide the public facilities and services that are necessary to support new development. Specifically, questions have been raised concerning the impact of new development on existing neighborhoods and the natural environment, its impact on an already congested transportation system, adequacy of fire protection to the area, and lack of sewer service. An increasing amount of commuter traffic on Cornell and Burnside originating in Washington County has also been identified as a major concern.

The City Council was faced with these questions during rezoning hearings for portions of the study area in 1982. Feeling that there was an inadequate base of information upon which to make their decisions, the Council directed the Planning Bureau to undertake a comprehensive study of the Northwest Hills area and recommend to the Planning Commission and Council an appropriate land use plan.

The intent of this report is to establish a land use pattern for the Northwest Hills area that meets the development goals of the Comprehensive Plan, while protecting existing neighborhoods and the natural environment. More specifically it:

- a) provides land use designations and zoning for the Northwest Hills;
- b) balances the benefits of new development against the cost of providing necessary public facilities and services; and the impact of that development on existing neighborhoods, residents and the natural environment; and
- c) locates land use densities with a sensitivity toward the natural environment and the development constraints presented by it.

Report Organization

The Report and Recommendations of the Planning Commission on the Northwest Hills Study contains five sections and supplemental appendices. Part I, printed on the blue pages, lists the Planning Commission's recommendations as amended and adopted by the City Council. Part II provides a summary of the Study findings. Part III discusses the recommendations. Part IV describes the Study planning process and public involvement. Part V evaluates the recommendations from the standpoint of Comprehensive Plan policy. Additional Study documentation is found in the Appendices. Of particular interest may be Appendix F, which shows where and how the newly adopted Comprehensive Plan and Zoning Maps differ from the previous Comprehensive Plan and Zoning Maps.

PART I
RECOMMENDATIONS

A. Overview of the Recommendations

The following blue pages contain the recommendations of the Planning Commission as amended and adopted by the City Council. The recommendations are of four types:

- o land use and administrative policies for the study area;
- o a Comprehensive Plan Map to implement the land use policies (maps 1 through 5);
- o detailed quarter-section maps showing both the Comprehensive Plan designations and initial zoning that were adopted by the City Council.

B. Land Use Policies

- Policy #1. Maintain the present regional Urban Growth Boundary within the Northwest Hills Study Area except where boundary adjustments will result in a more efficient land use pattern or urban service efficiencies.
- Policy #2. In areas north of Skyline Memorial Gardens, residential zoning shall be limited to FF Farm and Forest or more restrictive zones. No properties in this area zoned R10 as of June 11, 1985, shall be downzoned as a result of this recommendation.
- Policy #3. Expand low-density single-family land use designations east and southeast of the Forest Park Estates Planned Unit Development to allow maximum use of public and private investments in public facilities and services.
- Policy #4. Restrict development of the environmentally sensitive Balch Creek drainage by maintaining the current Urban Growth Boundary and designating other areas for rural level use.
- Policy #5. Increase residential densities adjacent to significant concentrations of commercial activity and future transit stations.
- Policy #6. In areas suitable for urban development, but where landslide hazards are predominant or natural conditions are unique and sensitive, restrict potential development densities to below what would otherwise be warranted.

Policy #7. Recognize existing local service commercial land uses, and sites committed to such uses, by applying appropriate commercial land use designations.

C. Administrative Policies

Policy #8. Require the following conditions of all future subdivisions, planned unit developments and quasi-judicial upzonings within the Northwest Hills Study Area, in addition to those conditions found in Comprehensive Plan Policy 10.8, subsection C:

- a) submission of a PUD or subdivision plan by the applicant;
- b) availability of public sewer and water service;
- c) if existing public transportation is not deemed adequate, participation in and/or subsidy of a private transportation service; and
- d) participation in an "impact fee" system, should such a system be adopted by the City Council, and/or measures to otherwise mitigate any adverse impact of automobile traffic generated by the proposed development.

For parcels of between five and twenty acres, and for all upzonings to a commercial zone, the above conditions plus a transportation analysis including documentation of the following will be required:

- e) the potential daily and peak hour traffic volumes generated by the site;
- f) distribution on the street system of the traffic generated by the site;
- g) the extent to which ridesharing and transit incentive programs might reduce the vehicle trips generated by the site; and
- h) current traffic volumes on the principal roadways relative to the site.

For parcels of twenty acres or more, the above conditions will be required, plus the transportation analysis must be expanded to document:

- i) projected traffic volumes on the principal roadways relative to the site should the proposed development and other approved, but undeveloped proposals, be fully developed.

Entire lots, regardless of size, must be upzoned at once; except where the Comprehensive Plan Map applies more than one designation on a single lot. The upzoning may not be approved unless the accompanying PUD or subdivision is also approved.

Policy #9. Comprehensive Plan Maps 1 through 5 shall be used as a guide for future annexation rezoning cases within the study area.

Policy #10. The Planning Commission finds that there is a need for direct westbound access to the Sunset Highway from the south entrance road of Washington Park. The Oregon Department of Transportation is encouraged to study the feasibility of such access and assign a high priority to funding for construction of an access route. This proposal should be examined in detail as part of the development of the City's Public Facilities Master Plan.

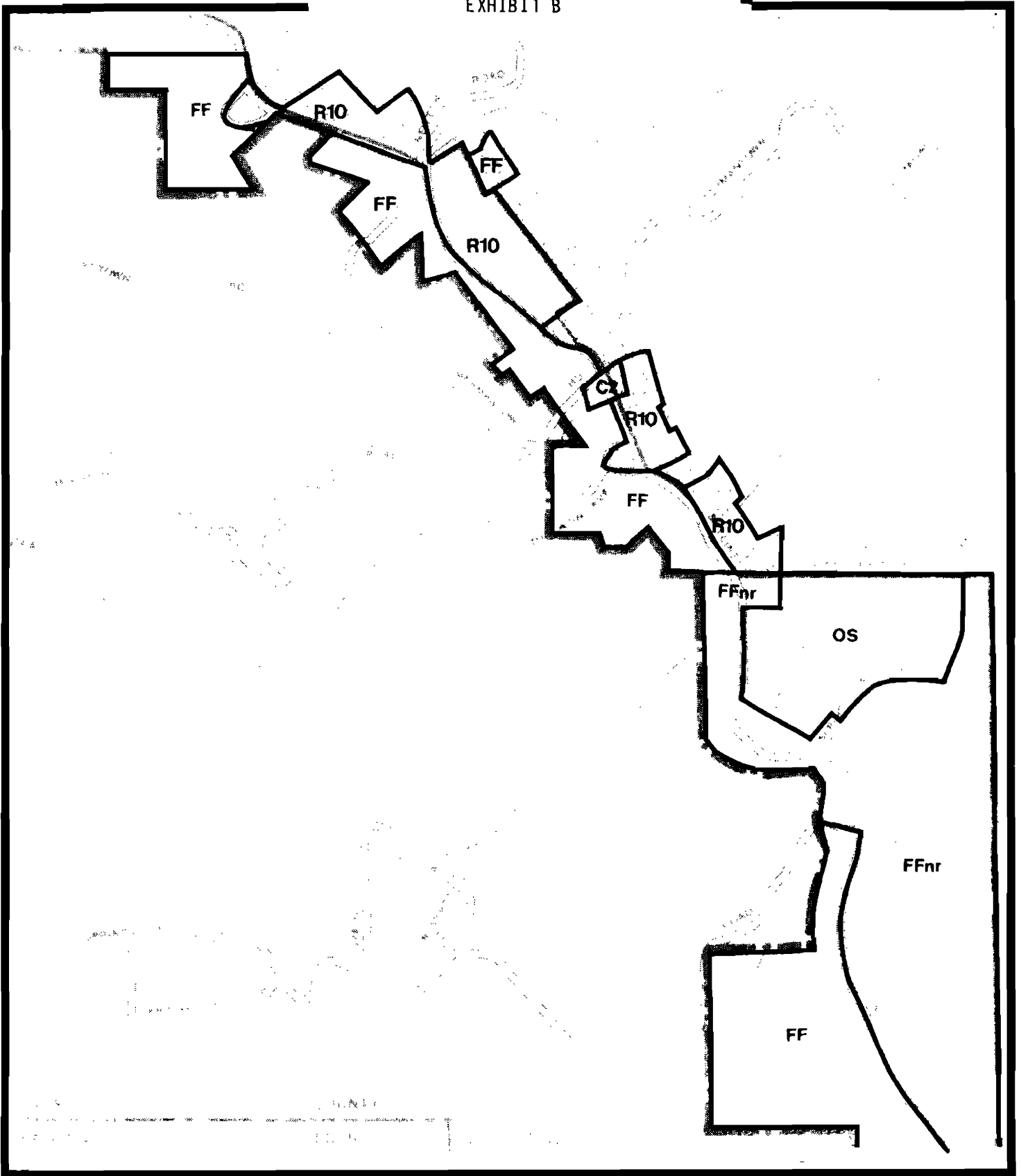
Policy #11. The NR Natural Resources Overlay Zone shall be removed from any land included within the Urban Growth Boundary through an amendment to the Boundary granted by the Metropolitan Service District.

D. Comprehensive Plan Maps

Maps 1 through 5 show a single Comprehensive Plan for the entire study area. These maps will initially be applied by the City only within its corporate limits. They are intended, however, to be used as a guide for applying City zoning to other areas as they annex to Portland in the future.

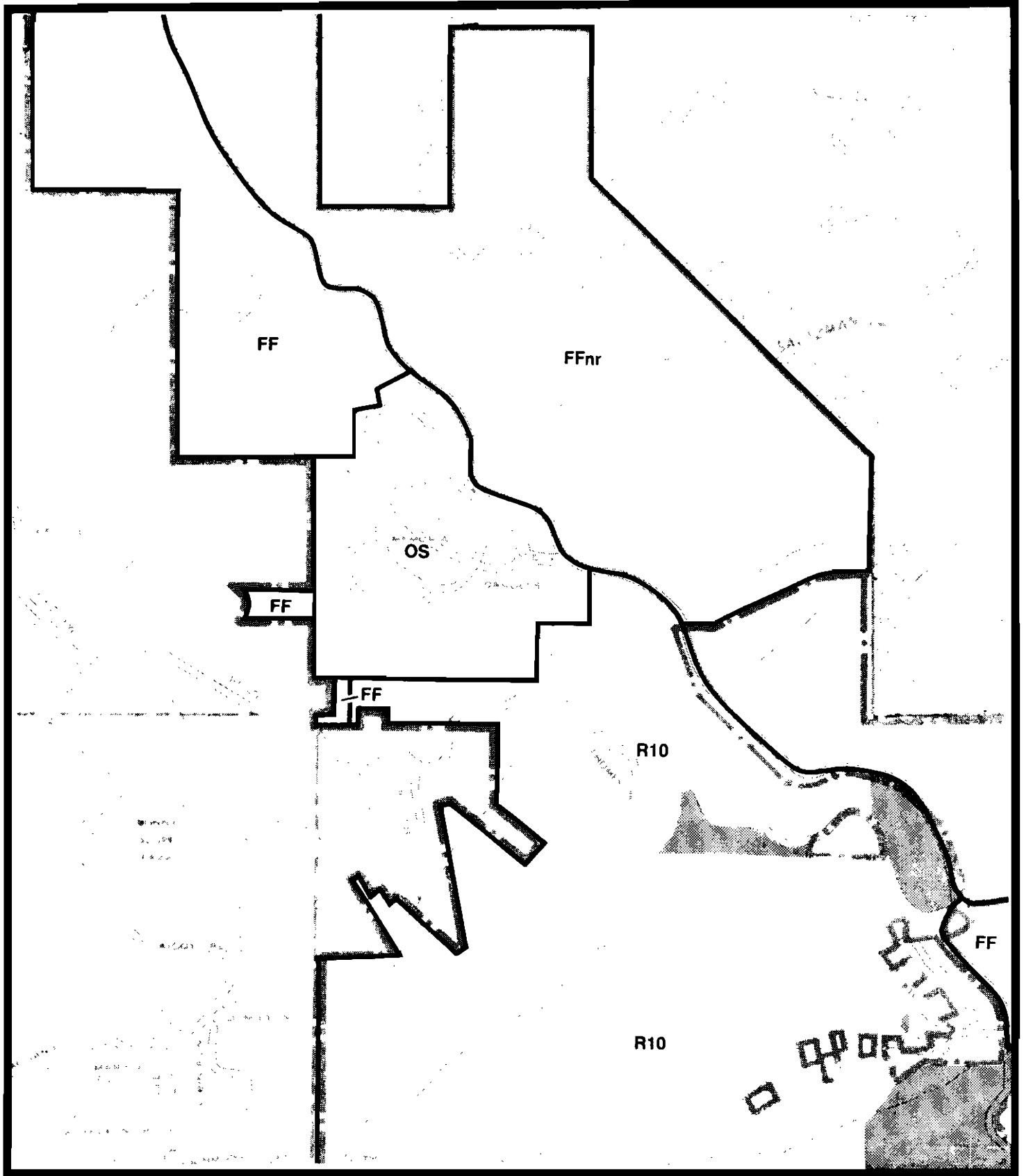
E. Quarter-Section Maps

Following the Comprehensive Plan Maps are detailed Quarter-Section maps showing the Comprehensive Plan designations and zoning that was adopted by the City Council. Where both zoning and Comprehensive Plan designations are the same, a single symbol is shown; e.g. FF. Areas where the Comprehensive Plan Map allows zoning that is more intensive than the initial zoning are outlined with dots. In these areas the initial zoning is shown in large type; and the maximum zoning is shown in parenthesis and smaller type. For example, an area where the current zoning is FF but the Comprehensive Plan would allow up to R10 zoning would be indicated by a 'FF' followed by a somewhat smaller '(R10)'.



COMPREHENSIVE PLAN DESIGNATIONS

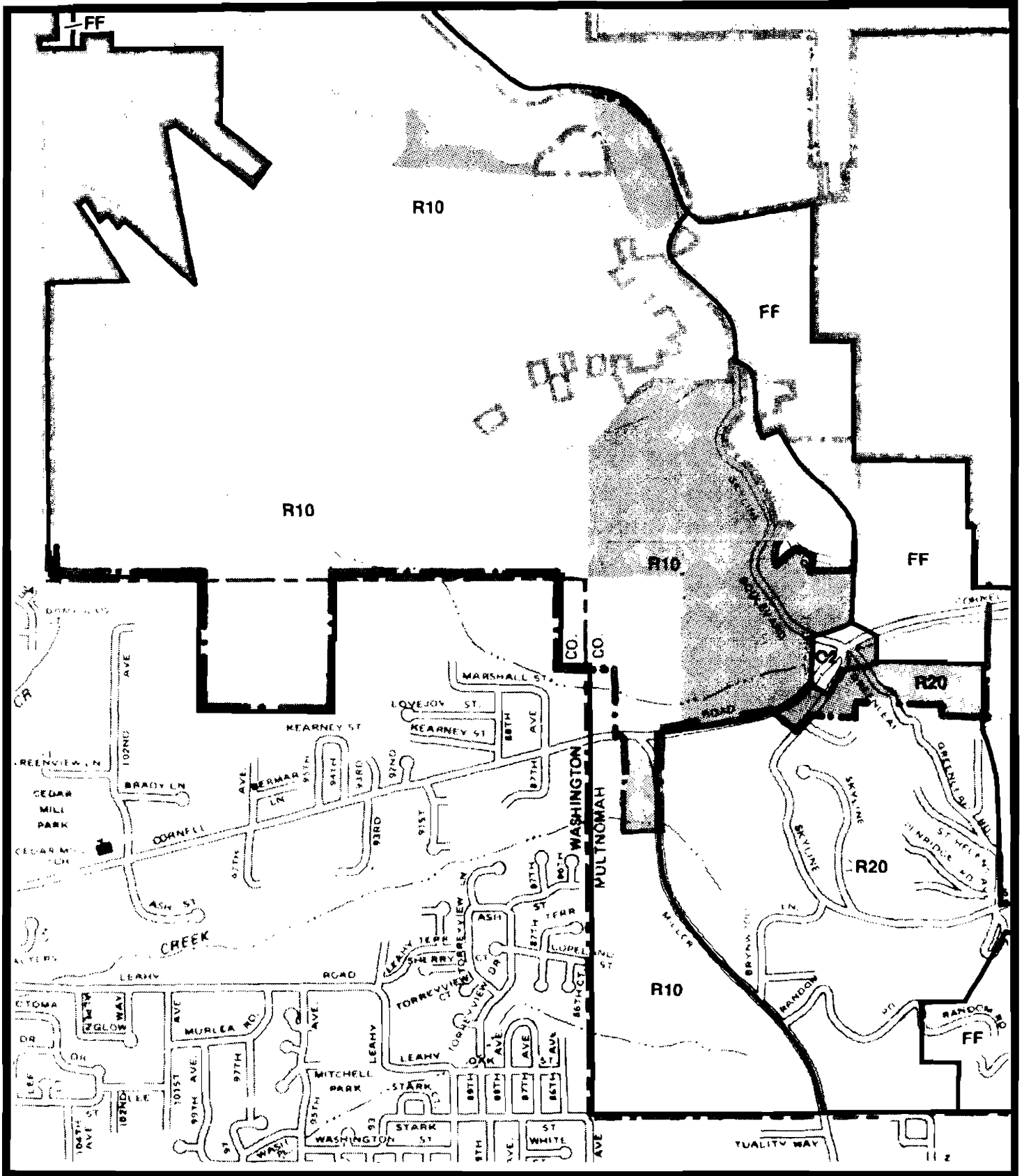




COMPREHENSIVE PLAN DESIGNATIONS

INITIAL CITY ZONING WILL BE
LESS INTENSIVE IN THESE AREAS:



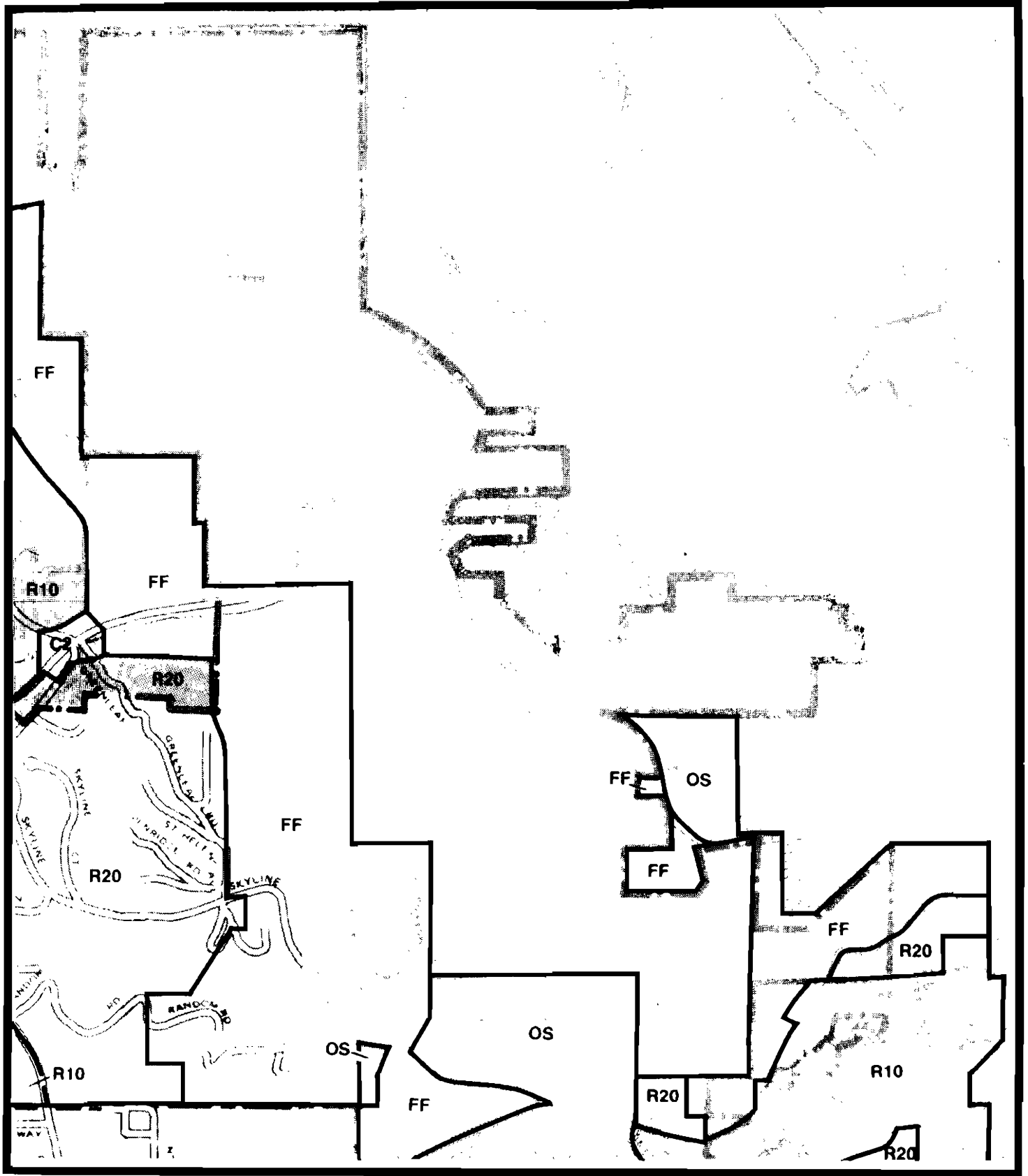


COMPREHENSIVE PLAN DESIGNATIONS



INITIAL CITY ZONING WILL BE
LESS INTENSIVE IN THESE AREAS:



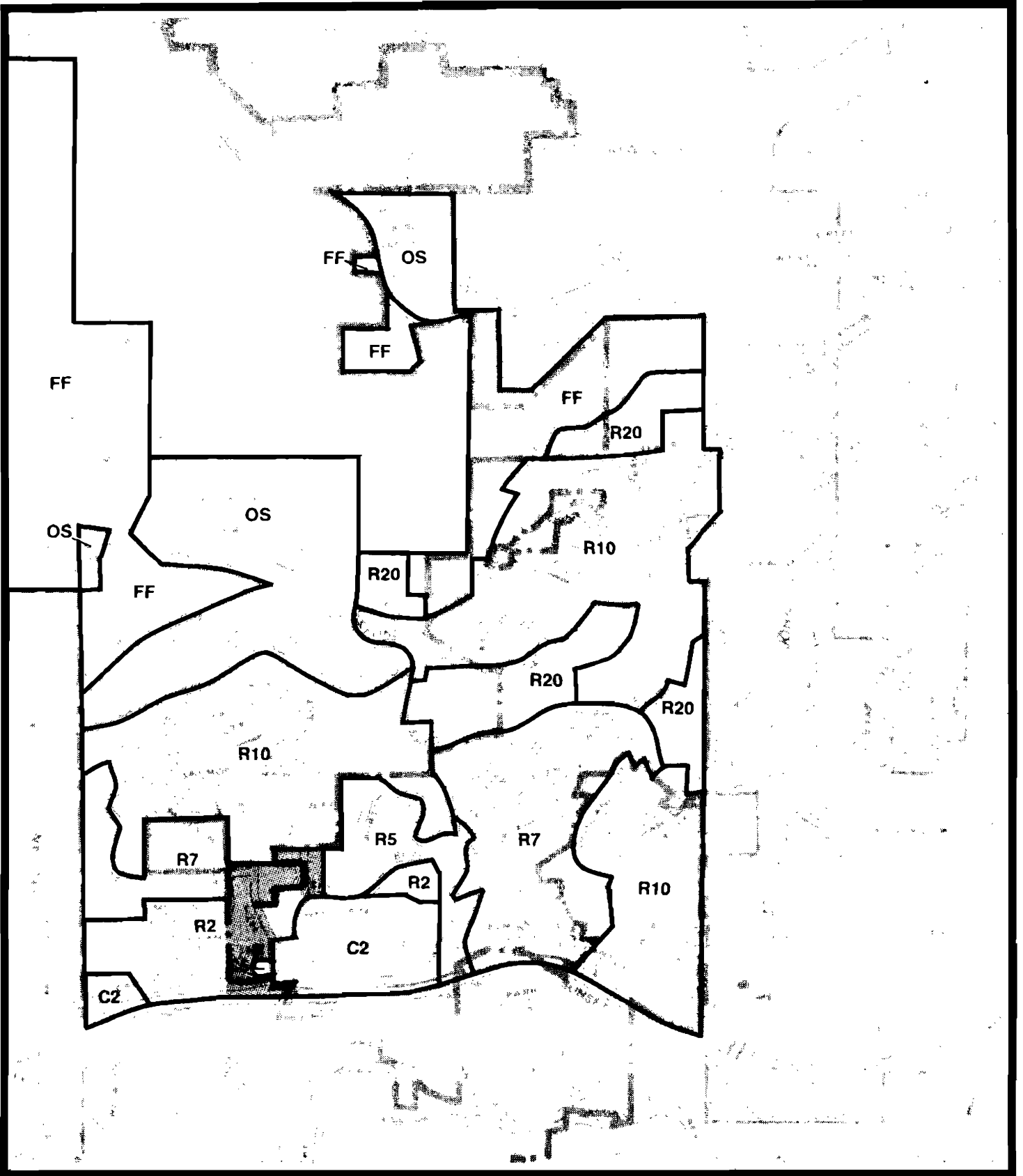


COMPREHENSIVE PLAN DESIGNATIONS



INITIAL CITY ZONING WILL BE
LESS INTENSIVE IN THESE AREAS:





COMPREHENSIVE PLAN DESIGNATIONS



INITIAL CITY ZONING WILL BE
LESS INTENSIVE IN THESE AREAS:



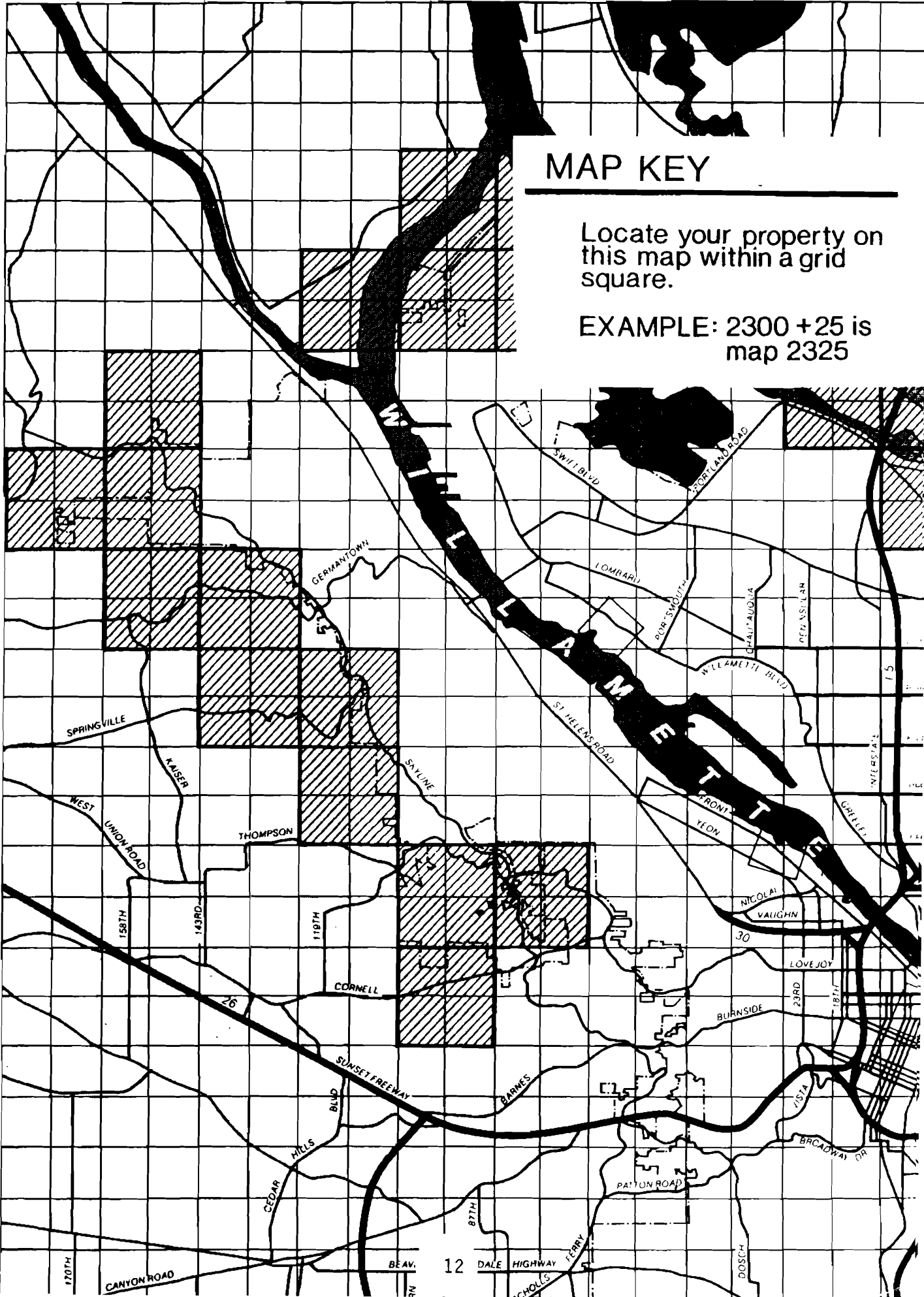
11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29

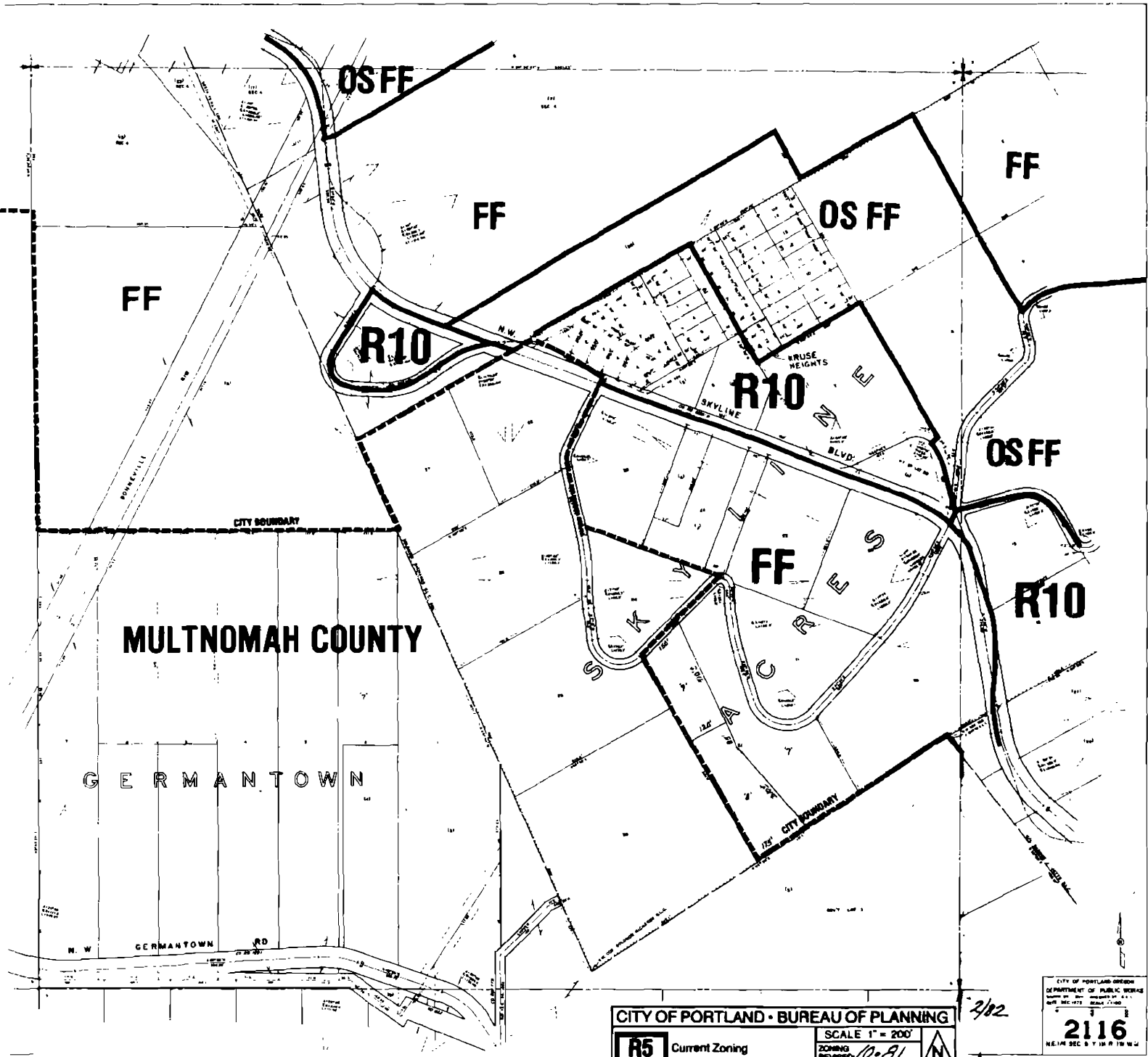
1000
1100
1200
1300
1400
1500
1600
1700
1800
1900
2000
2100
2200
2300
2400
2500
2600
2700
2800
2900
3000
3100
3200
3300
3400
3500

MAP KEY

Locate your property on this map within a grid square.

EXAMPLE: 2300 + 25 is map 2325





ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND - BUREAU OF PLANNING

R5 Current Zoning	SCALE 1" = 200'	 2116 <small>REVISION 10-81</small>
(R5) Maximum Potential Zoning as per Comprehensive Plan	2116	

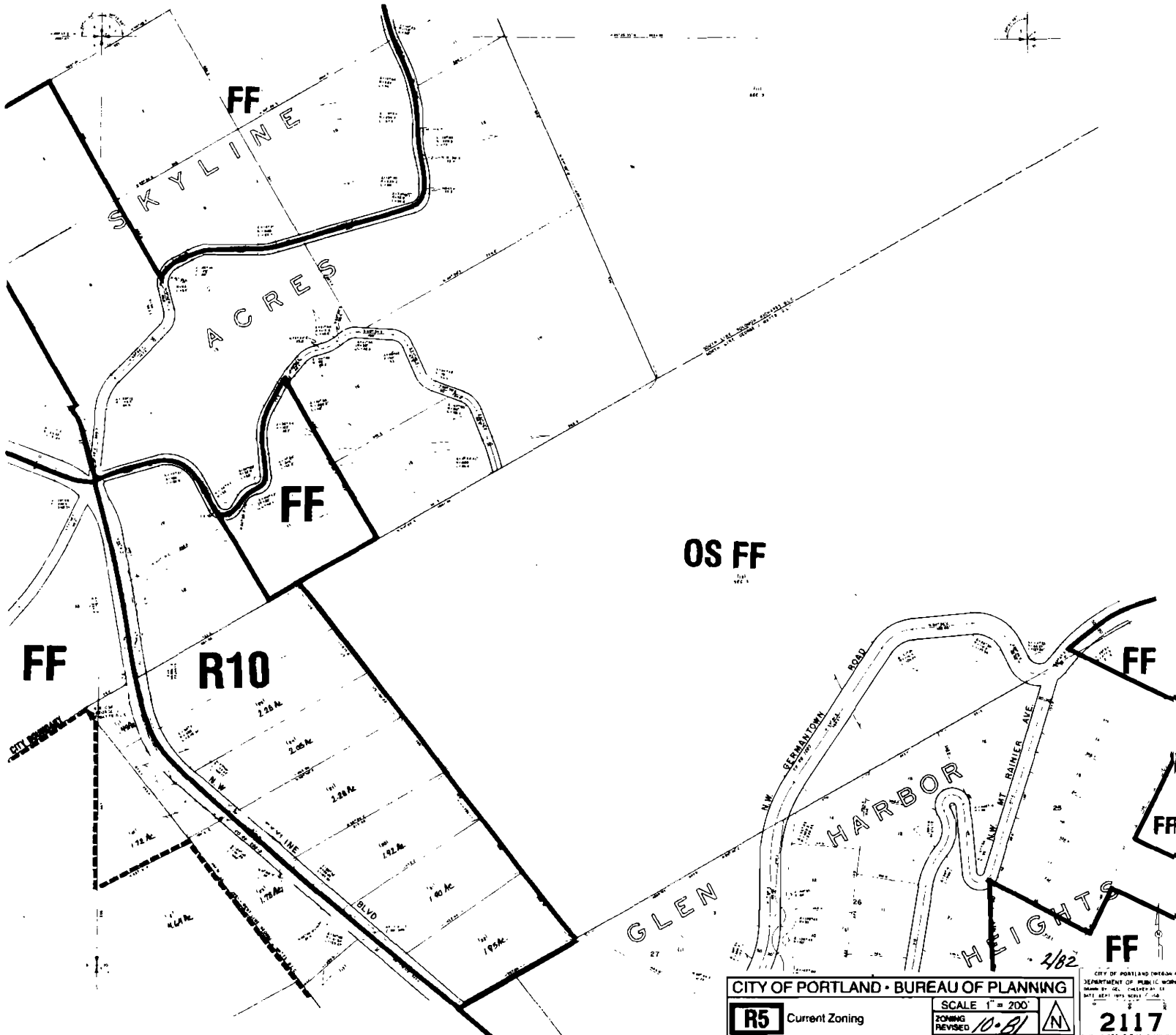
2/82

CITY OF PORTLAND BUREAU OF PLANNING DEPARTMENT OF PUBLIC WORKS

2116

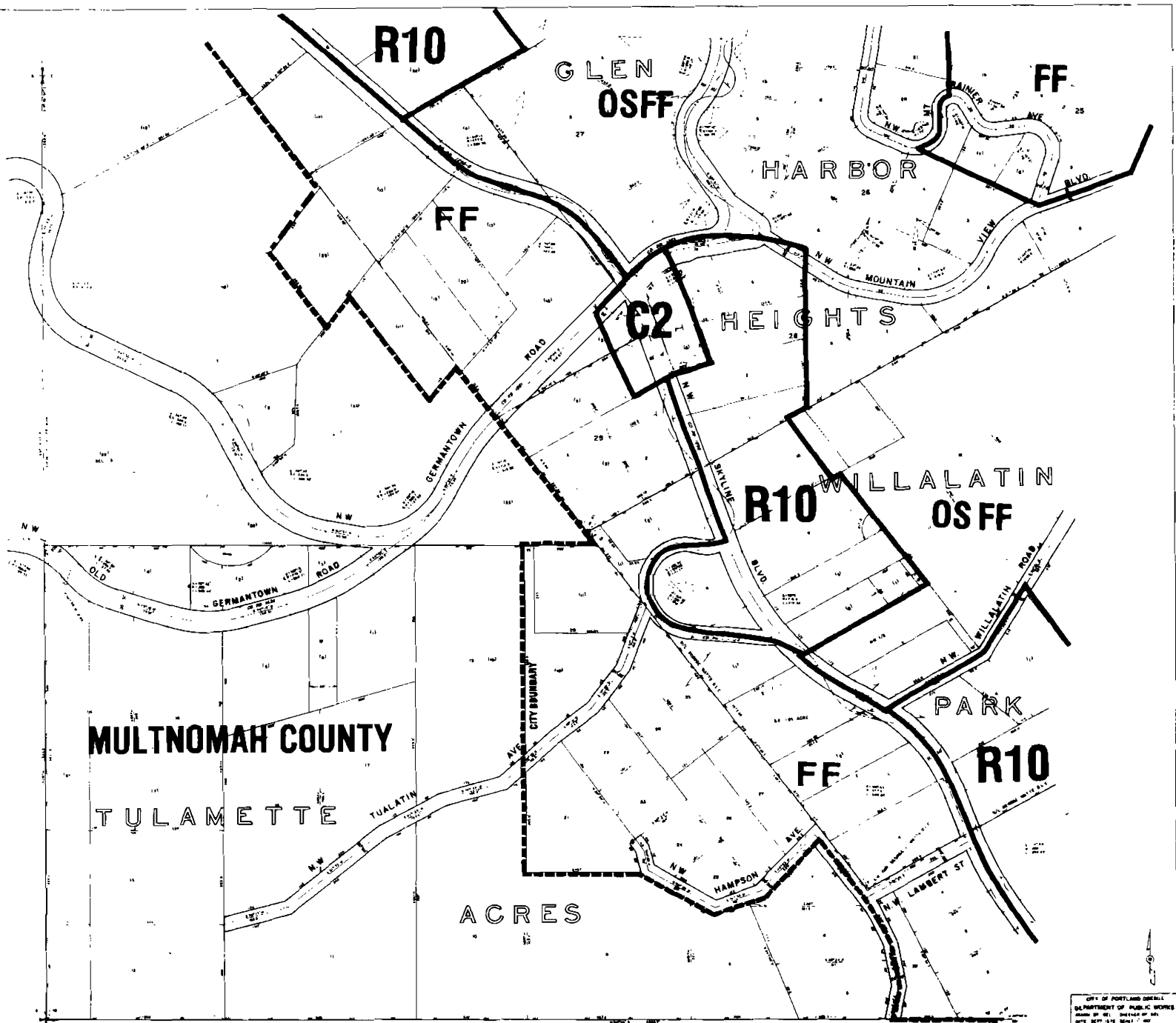
REVISION 10-81

REVISION 10-81



ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING		DEPARTMENT OF PUBLIC WORKS	
R5 Current Zoning	SCALE 1" = 200'	N	
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 10-01	2117	
	2117	★	



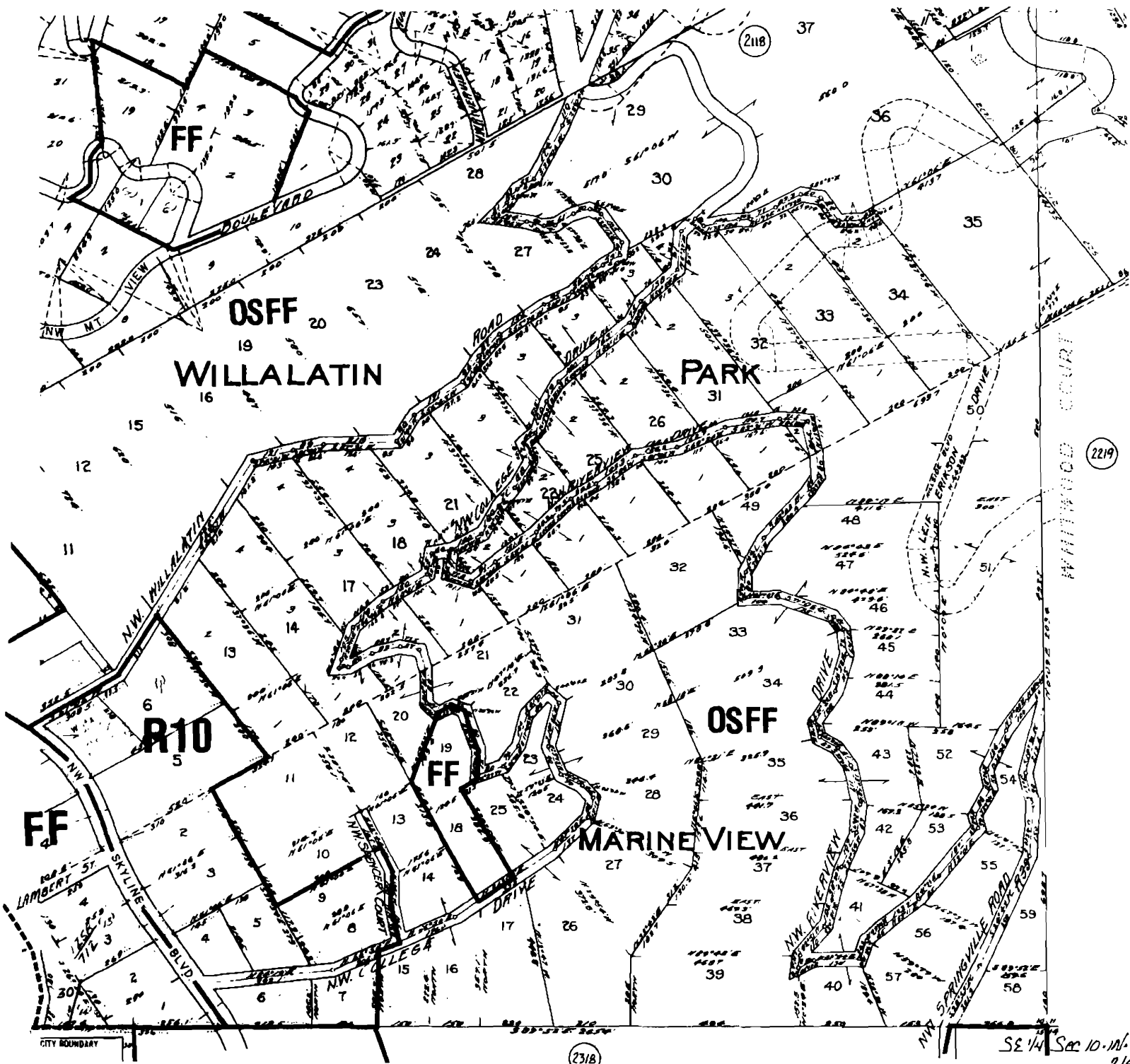
ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING

R5	Current Zoning	SCALE 1" = 200'	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED: 10.8.82	
		2217	★

CITY OF PORTLAND GENERAL
 DEPARTMENT OF PUBLIC WORKS
 PLANNING DIVISION
 2217
 SW 14th ST IN NW 1/4

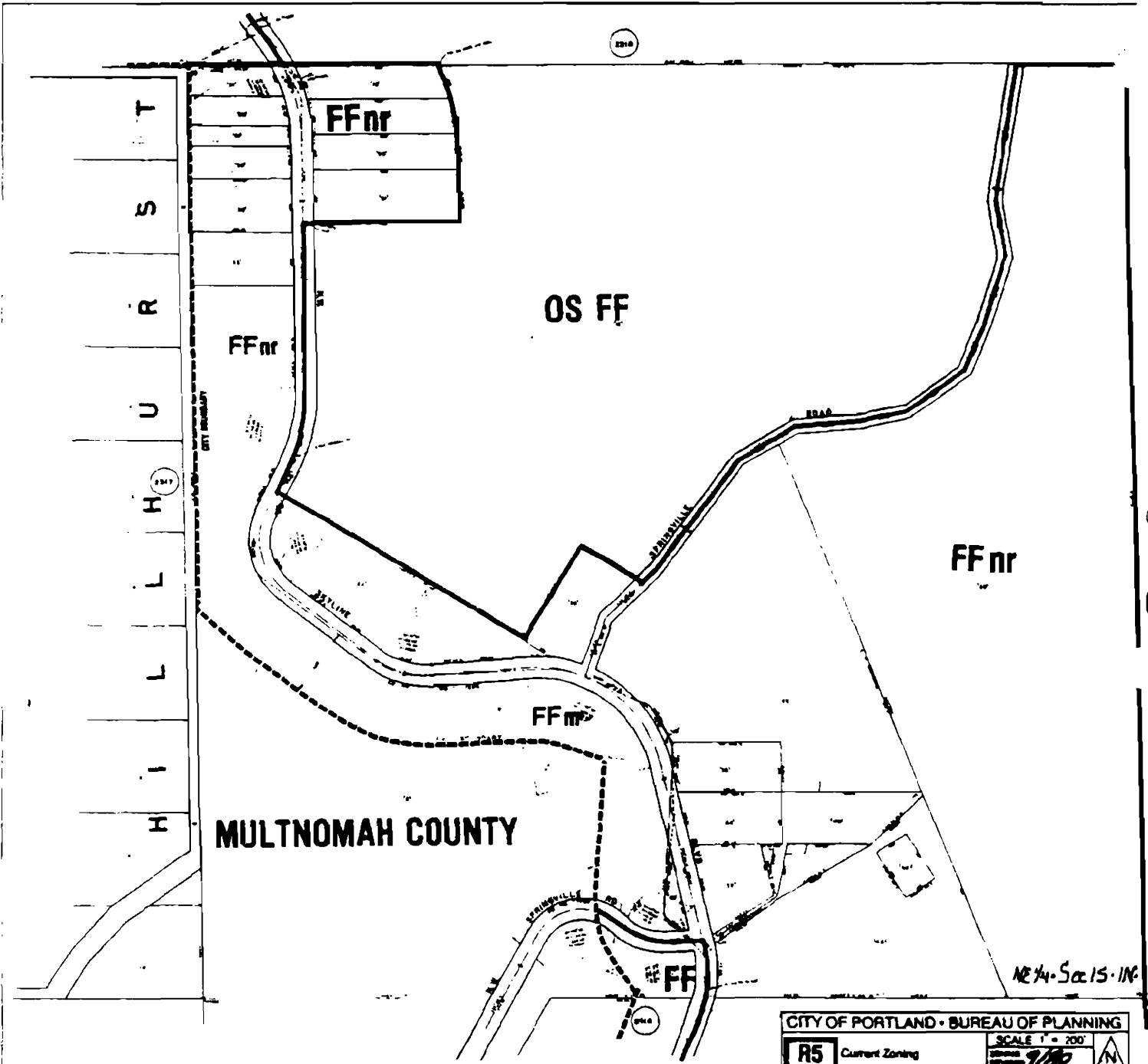
2/87



ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING

R5	Current Zoning	SCALE 1" = 200'	N
(R5)	Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 12-81	
			2218



ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING		SCALE 1" = 200'
R5 Current Zoning		2318
(R5) Maximum Permitted Zoning as per Comprehensive Plan		

2/80

MULTNOMAH
COUNTY

FF_{nr}

FF

CITY BOUNDARY

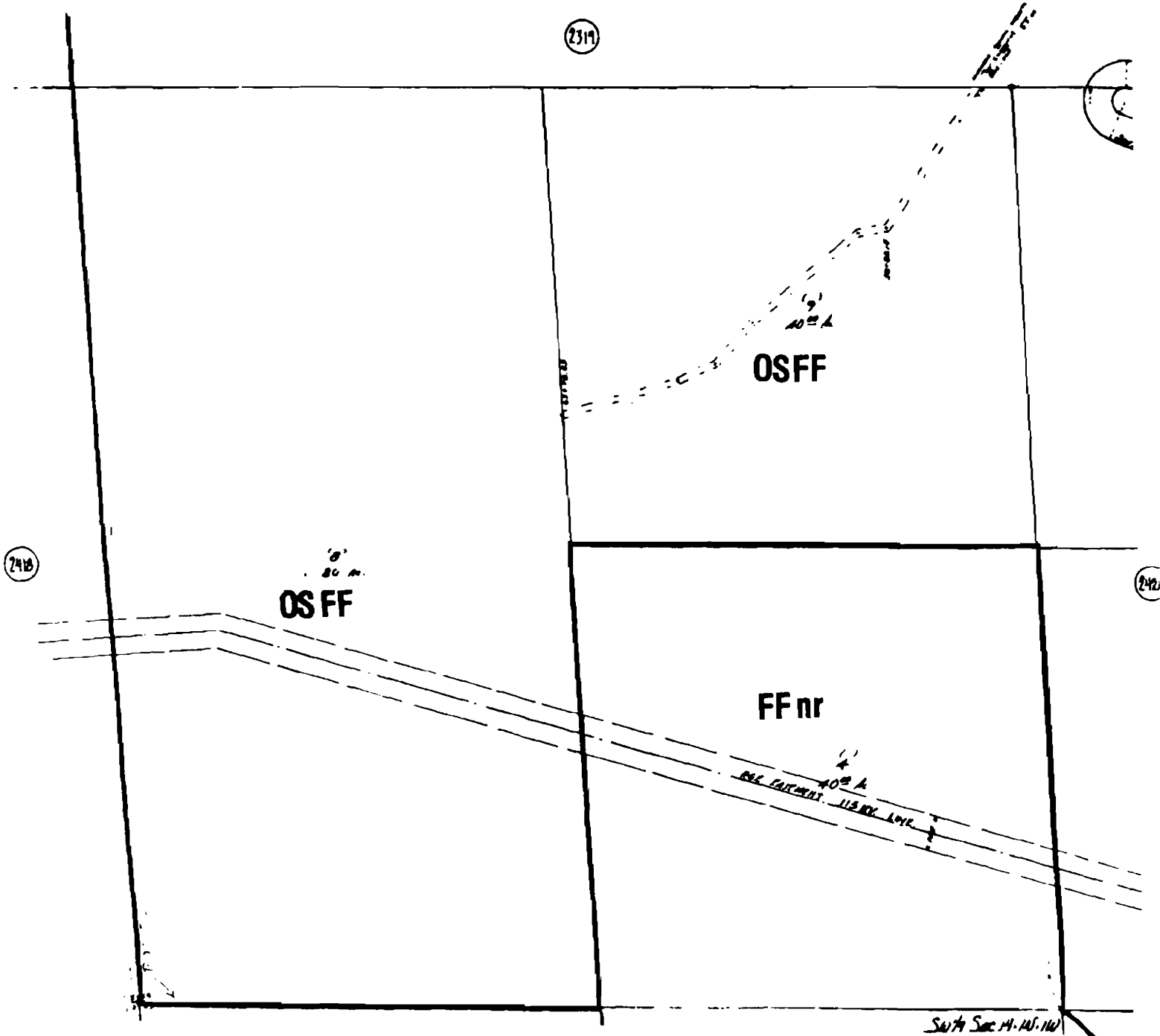
CITY OF PORTLAND • BUREAU OF PLANNING

R5	Current Zoning	SCALE 1" = 200'
(R5)	Maximum Potential Zoning as per Comprehensive Plan	2000 Revised 9-00
		2418

2418


SE 1/4 Sec 15-1N-1W

ZONING AND COMPREHENSIVE PLAN



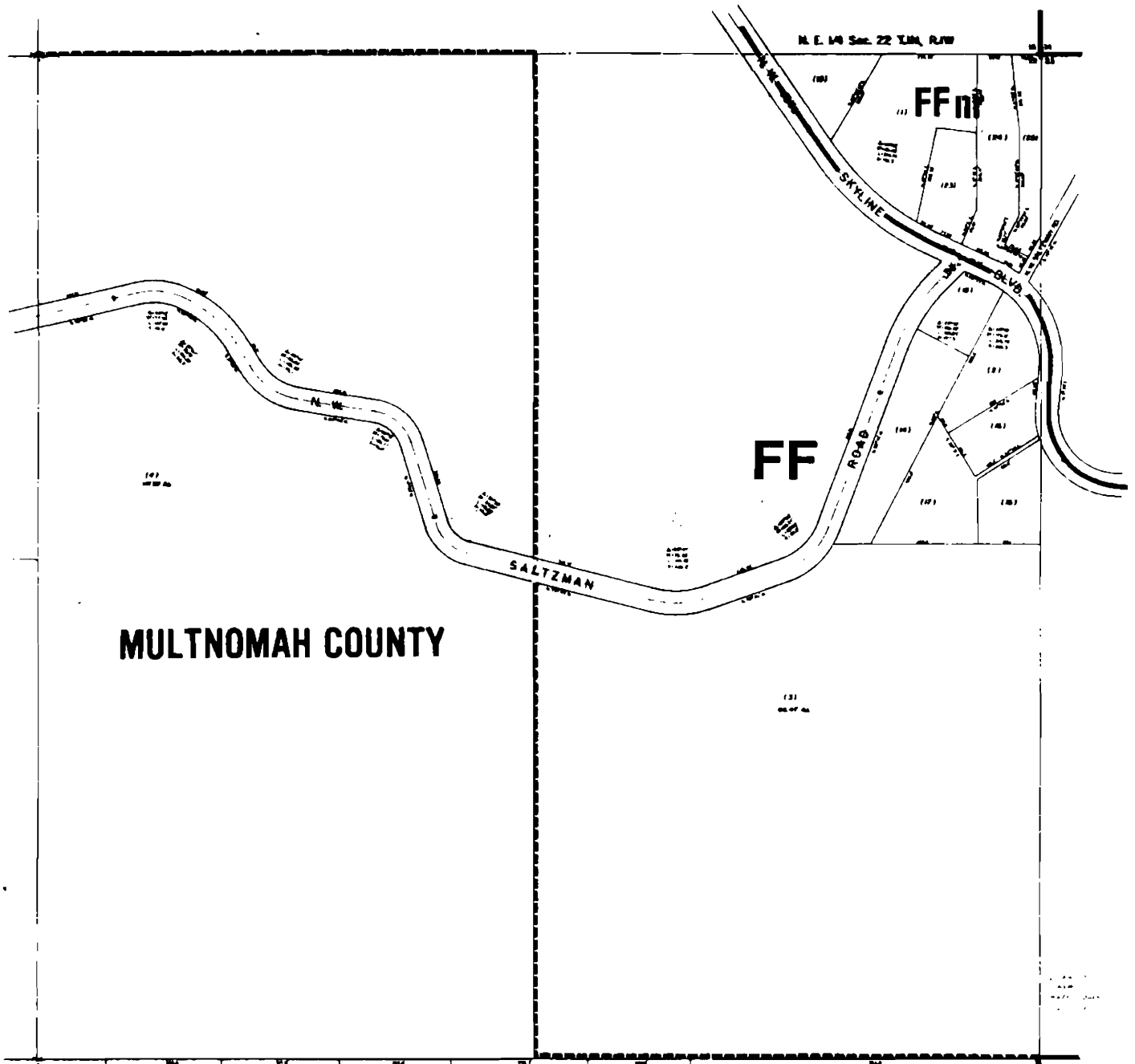
ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING

R5 Current Zoning	SCALE 1" = 200'	
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISION: 1-82 2419	

SW 1/4 Sec 14-105-1160

4/81 ★



MULTNOMAH COUNTY

ZONING AND COMPREHENSIVE PLAN

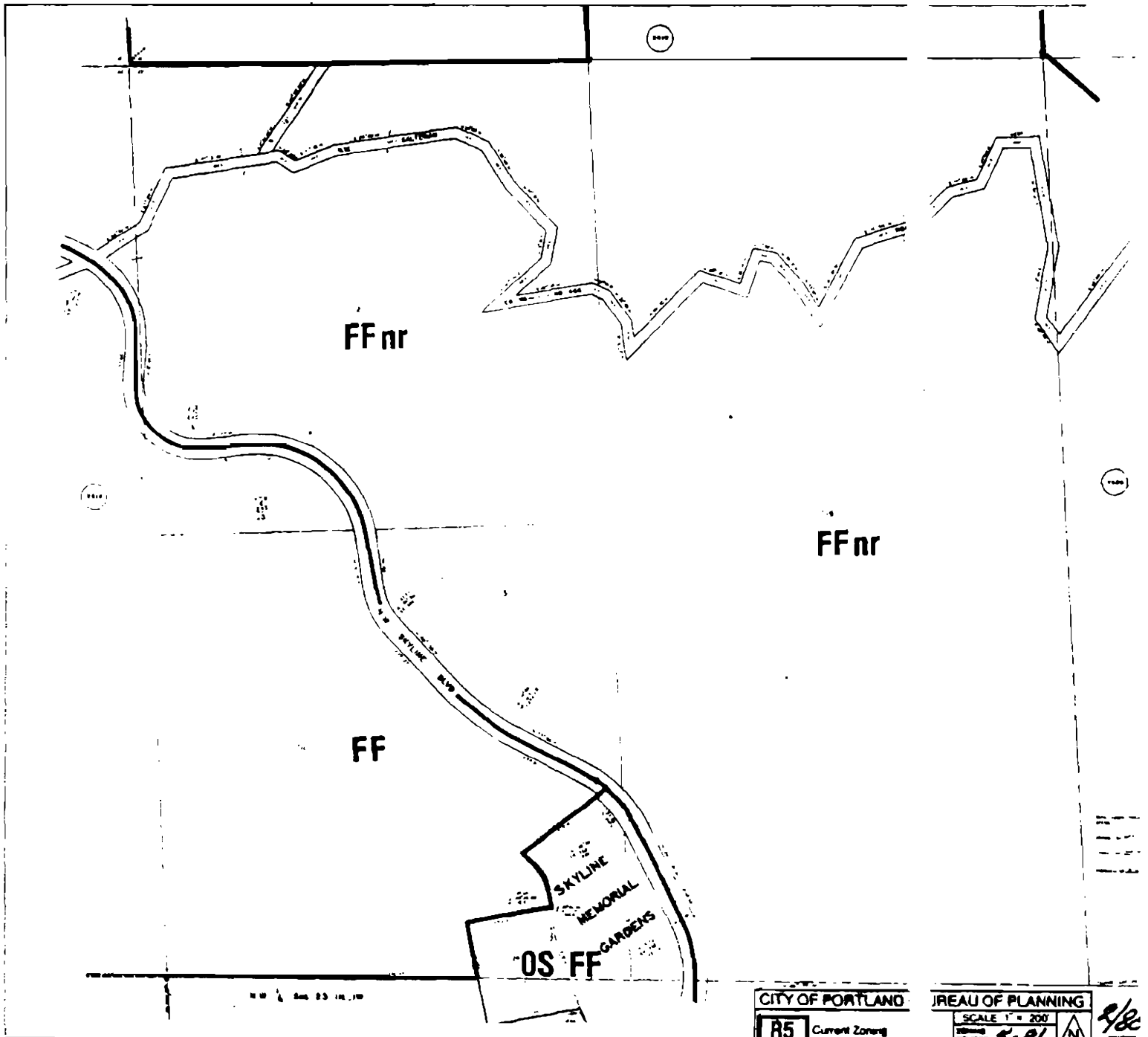
CITY OF PORTLAND • BUREAU OF PLANNING

R5	Current Zoning	SCALE 1" = 200'	N
(R5)	Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 9/10	
		2518	


2/80

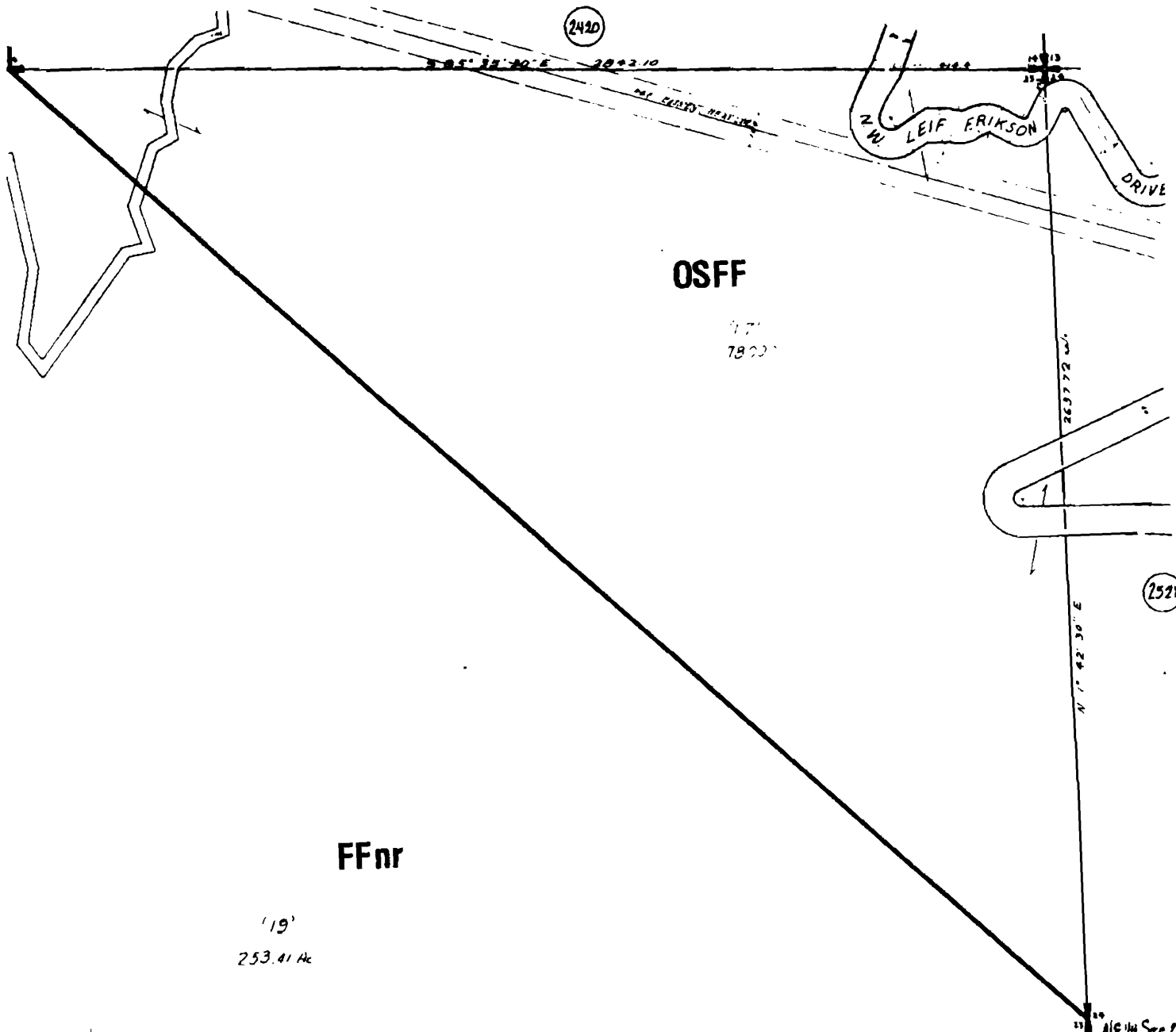


NE 1/4 Sec 22, 11N, 10W



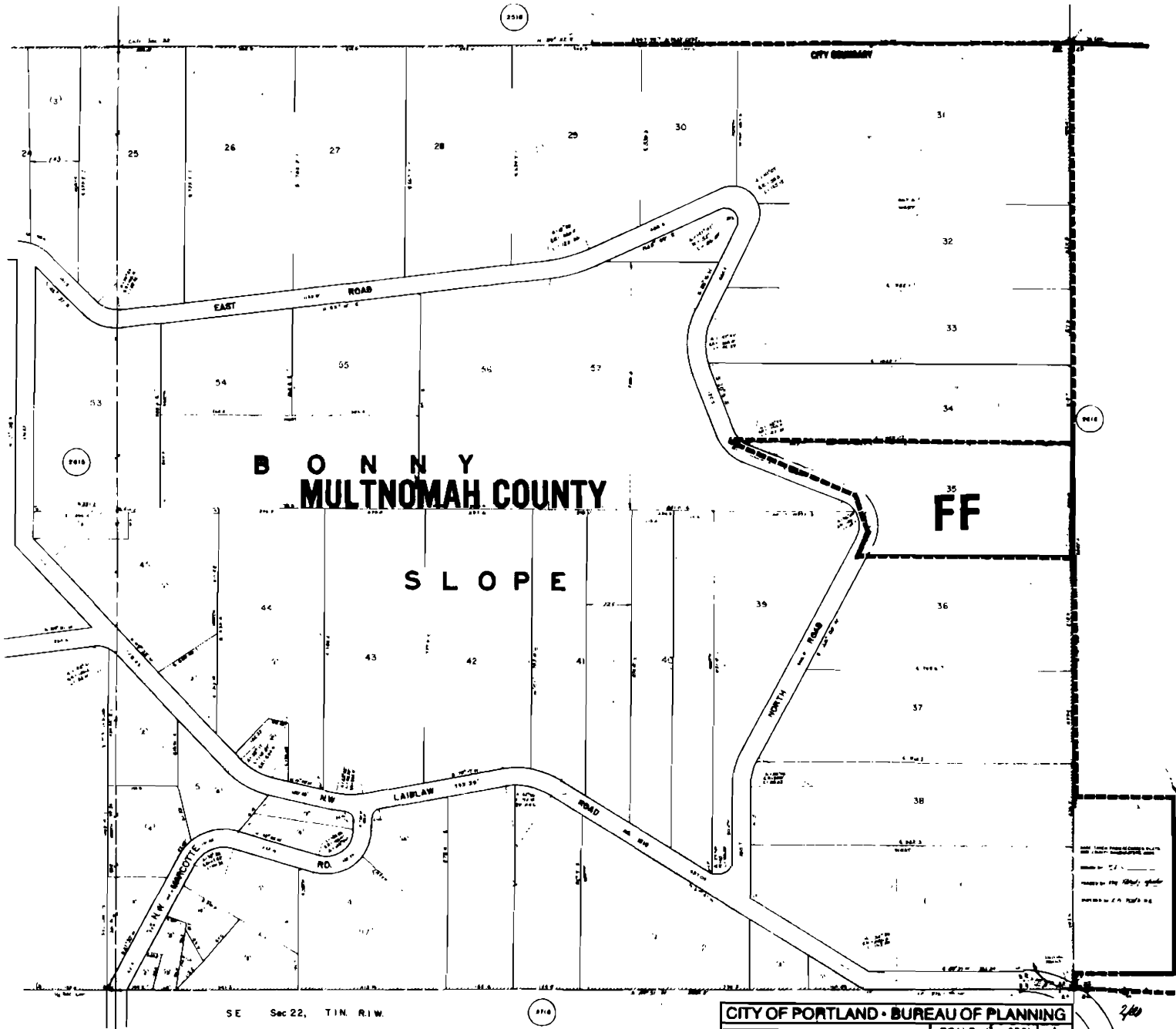
ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND		BUREAU OF PLANNING	
R5	Current Zoning	SCALE 1" = 200'	 <i>4/8c</i>
(R5)	Maximum Potential as per Comprehensive	<i>5-81</i> 2519 ★	
<i>NW 1/4 Sec 27-1N-1W</i>			



ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING		SCALE 1" = 200'	N
R5	Current Zoning	ZONING REVISION 1-82	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	2520	★

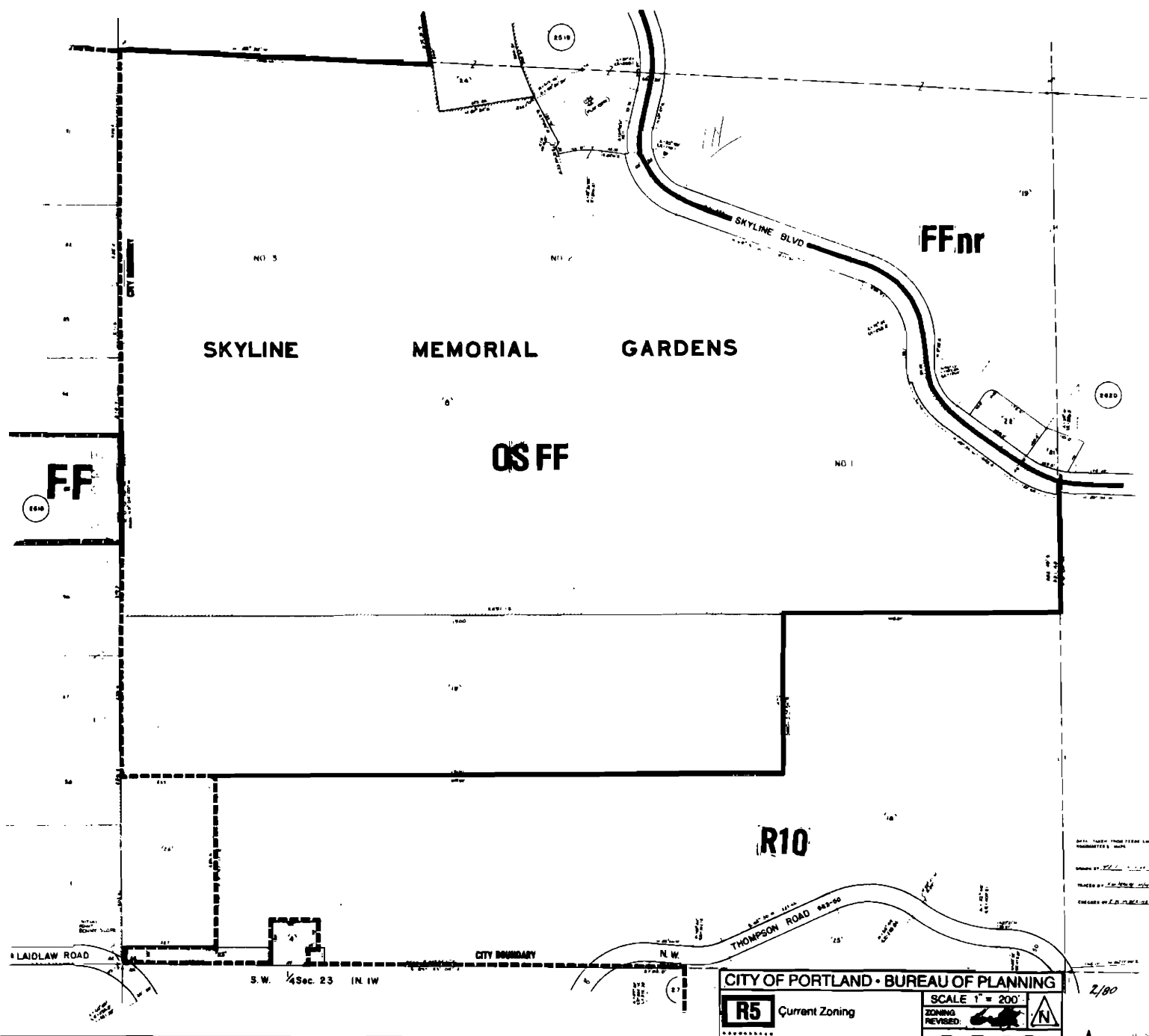


SE Sec 22, T1N, R1W.

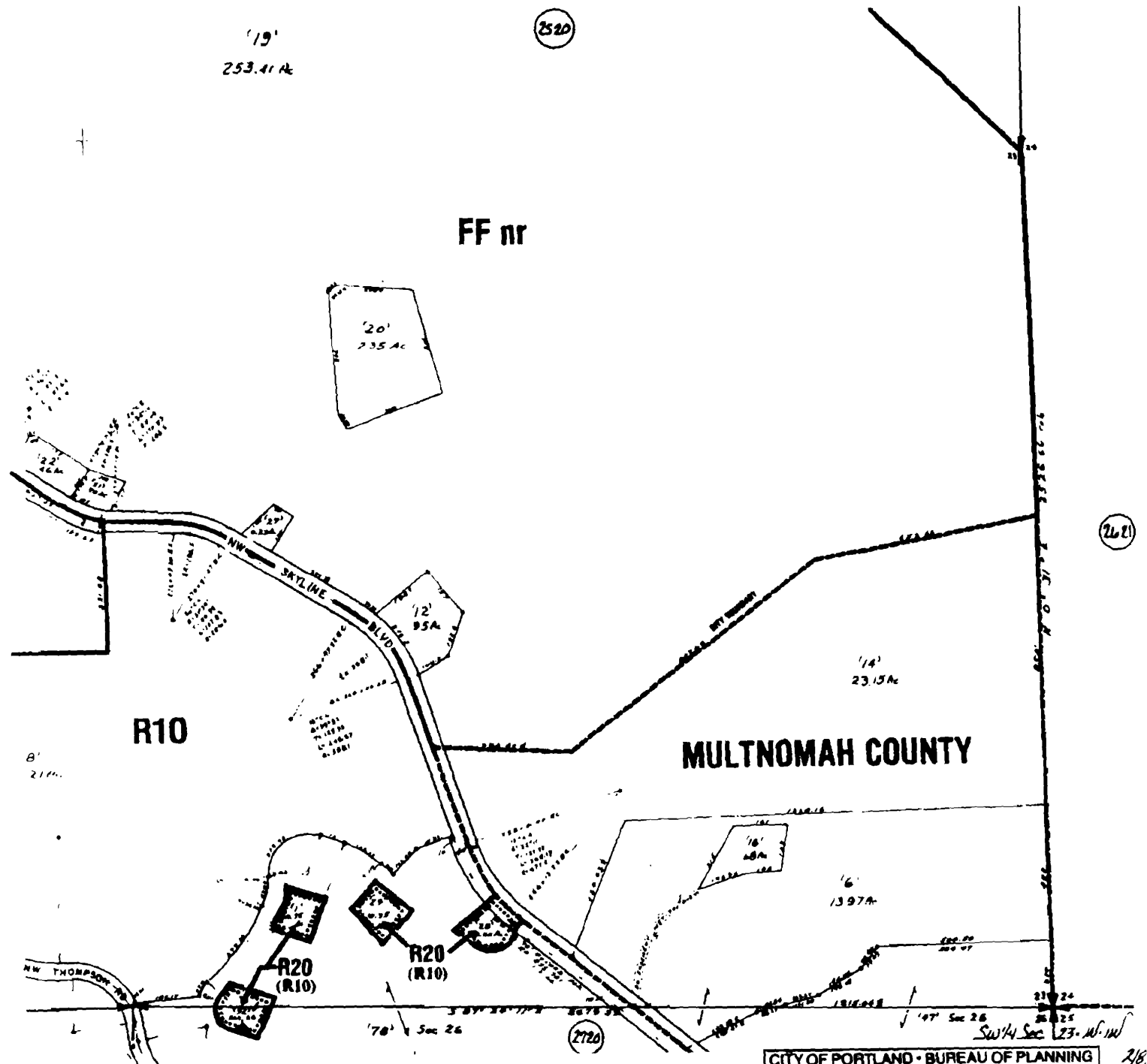
ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING

R5 Current Zoning	SCALE 1" = 200'
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISOR <i>6/18</i>
	2618



ZONING AND COMPREHENSIVE PLAN

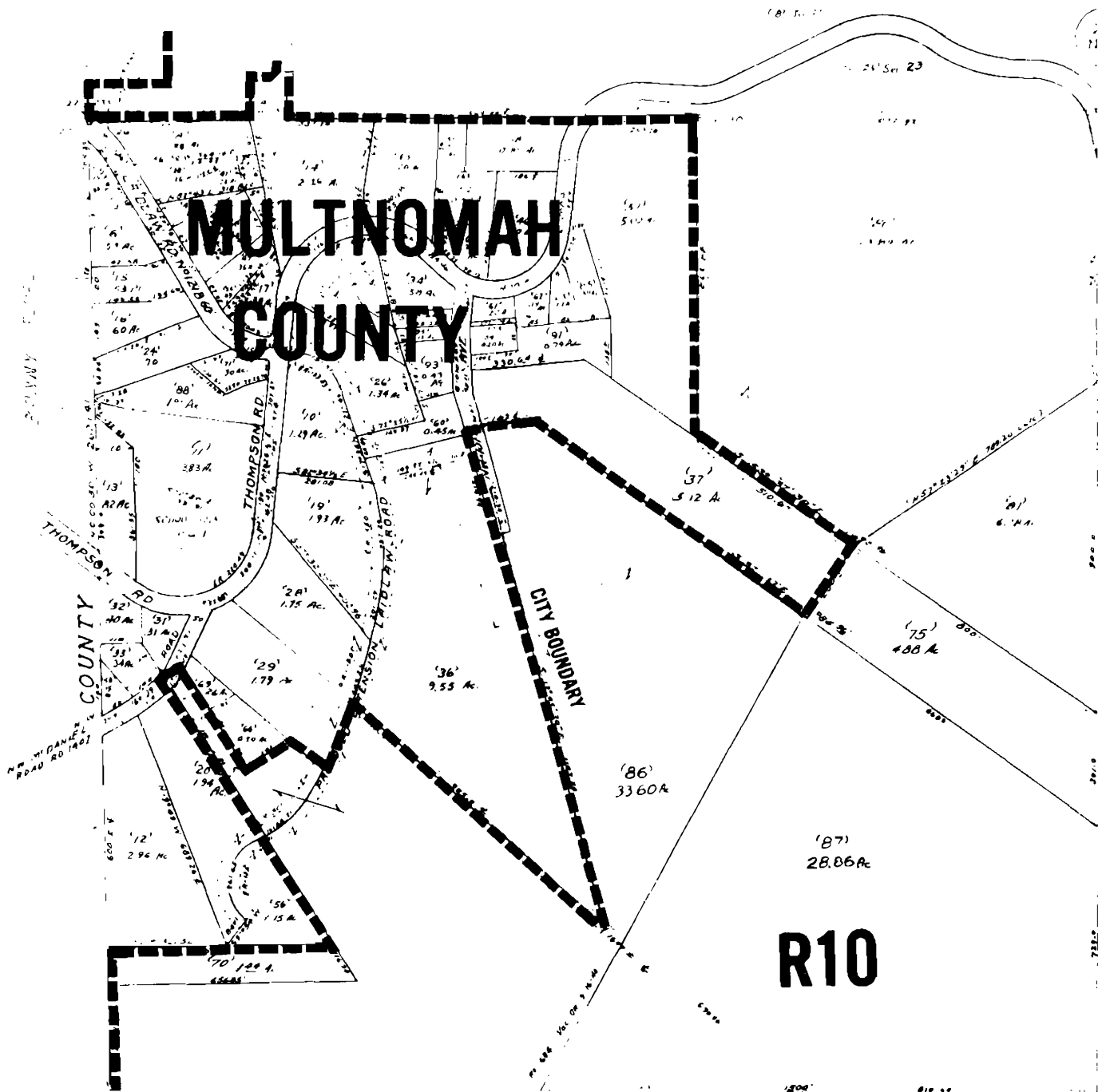


ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING

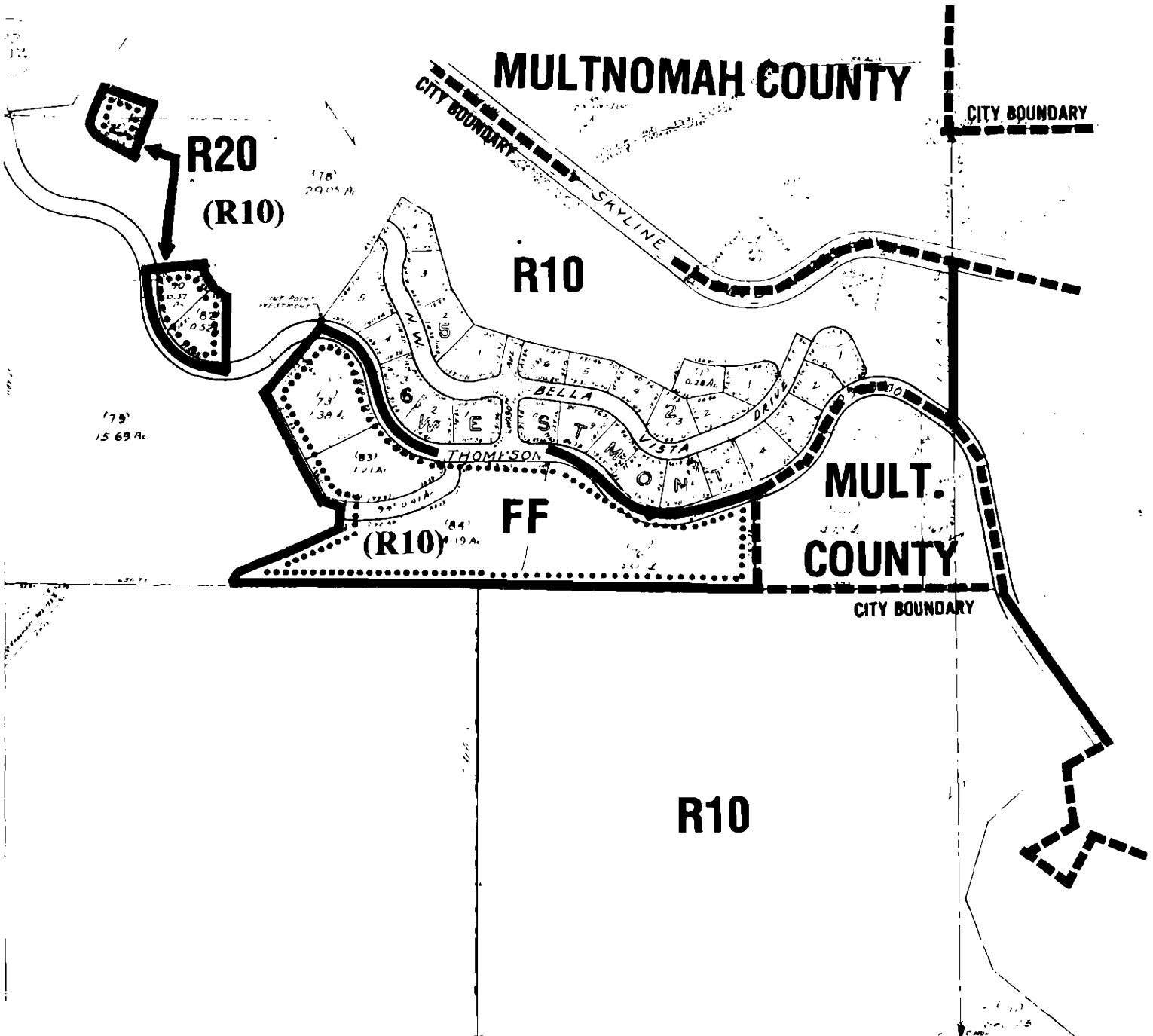
R5	Current Zoning	SCALE 1" = 200'	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	Shading Percentage 1.82	
			2620

2/8 ★



ZONING AND COMPREHENSIVE PLAN

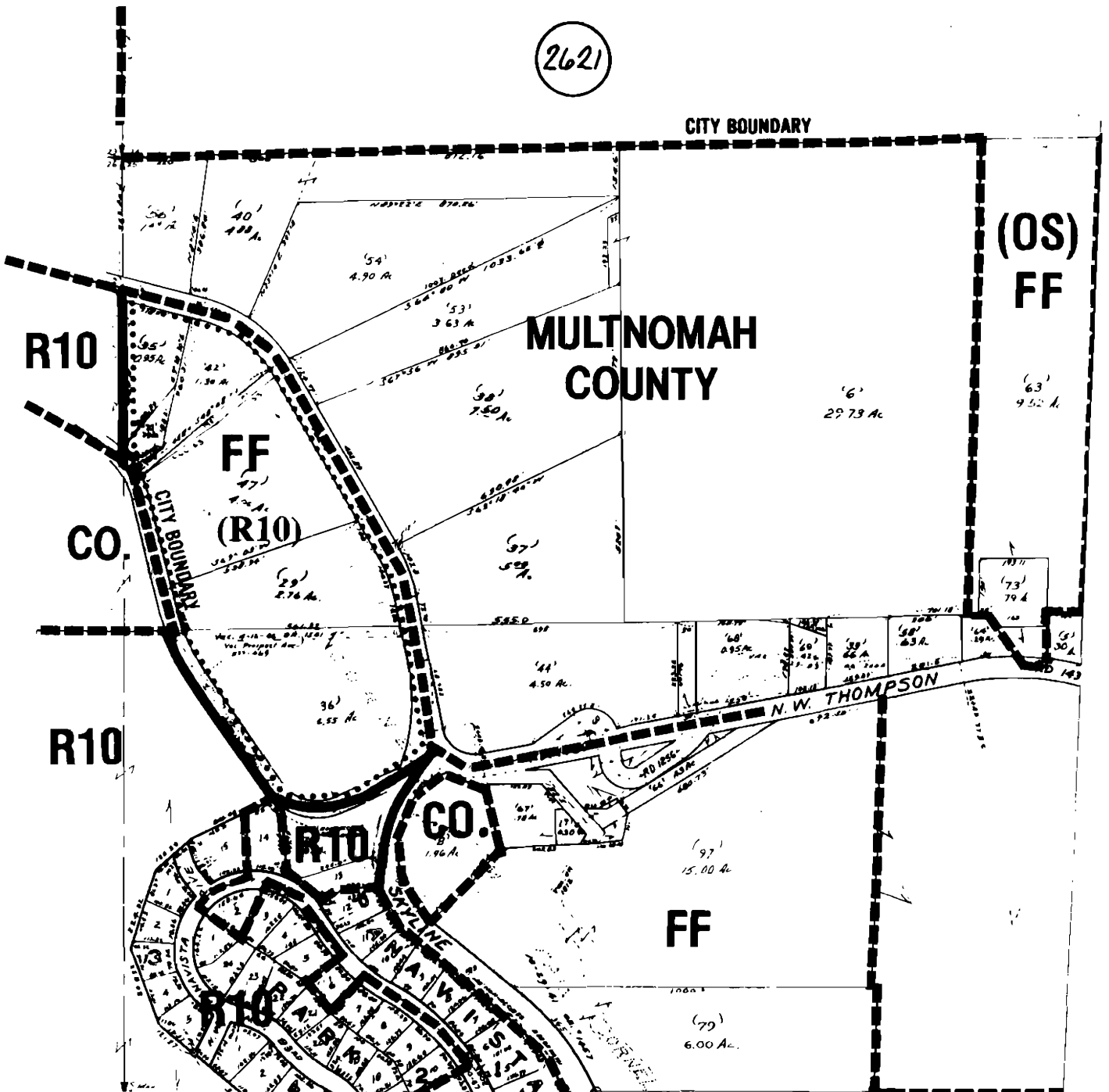
CITY OF PORTLAND • BUREAU OF PLANNING		
R5 Current Zoning (R5) Maximum Potential Zoning as per Comprehensive Plan	SCALE 1" = 400'	
	ZONING REVISED 5-82	
		2719



ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING		SCALE 1" = 400'	N
R5	Current Zoning	ZONING REVISED 5-82	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	2720	

2621



**ZONING AND
COMPREHENSIVE PLAN**

CITY OF PORTLAND • BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 400'
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED B-84
	2721


WASHINGTON

'3'
150.70 Ac

R10

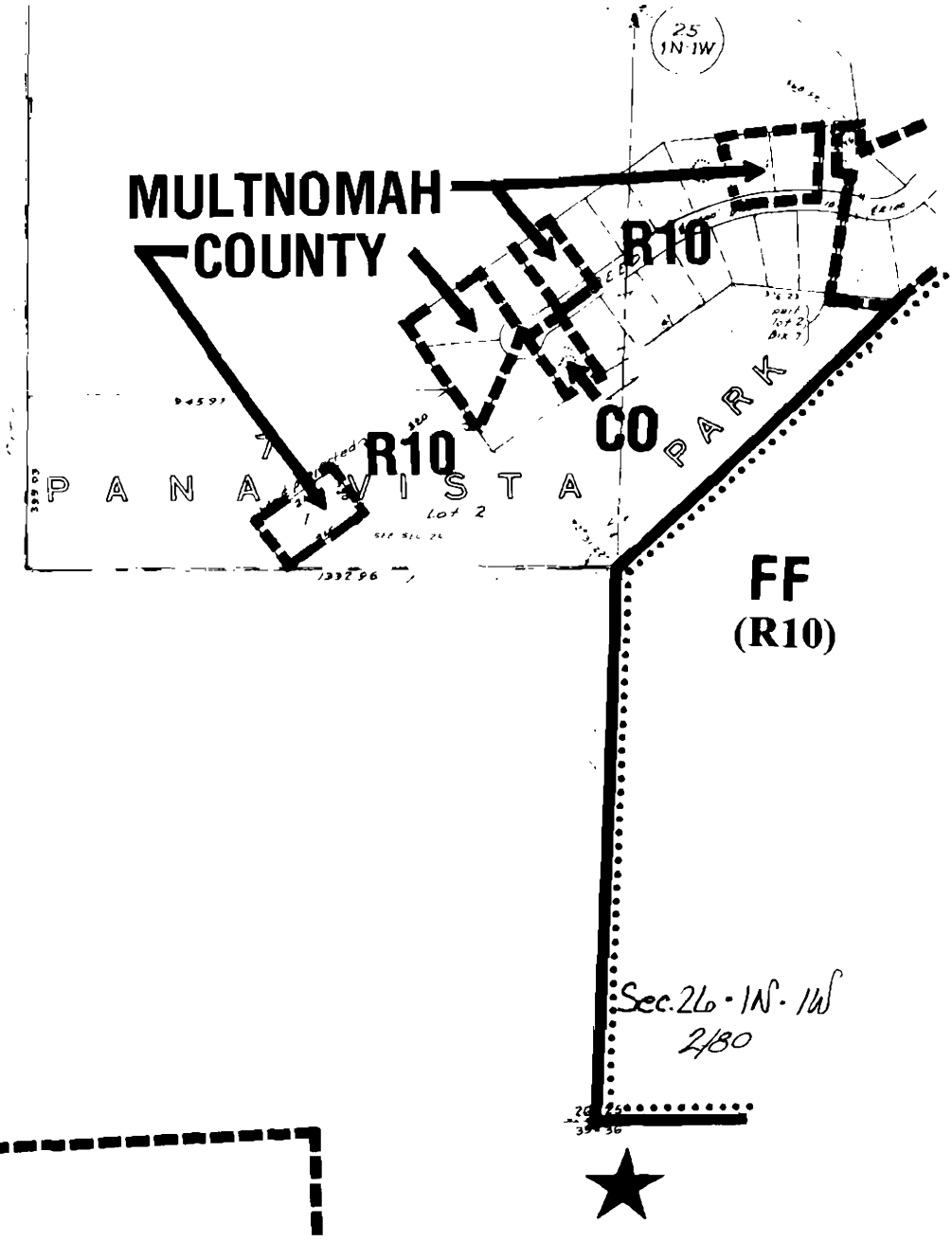
WASHINGTON

'800'
40.83 Ac

CITY OF PORTLAND · BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 400'
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 5-82 
	2819

ZONING AND COMPREHENSIVE PLAN

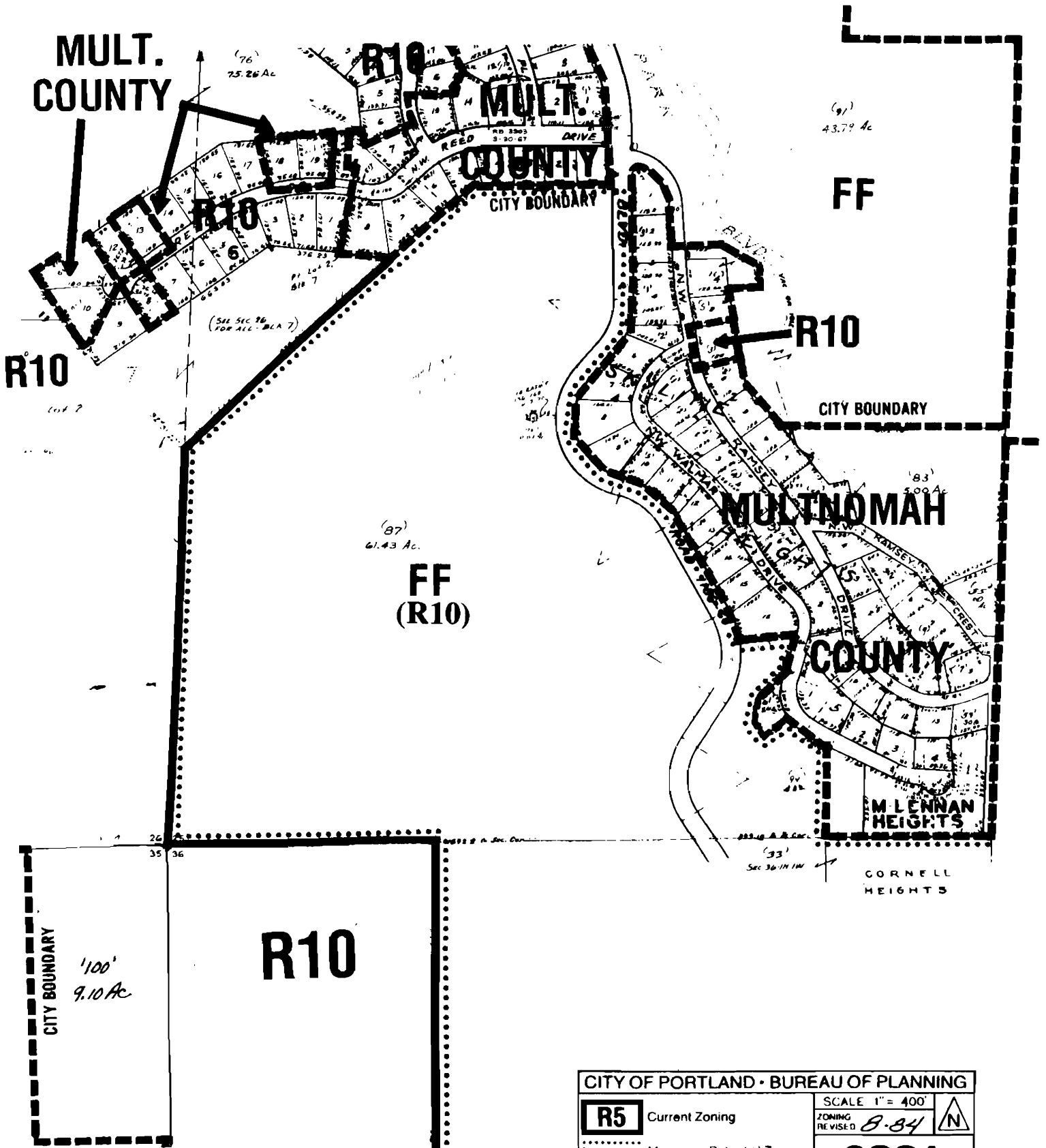
(4)
139.77 Ac



R10

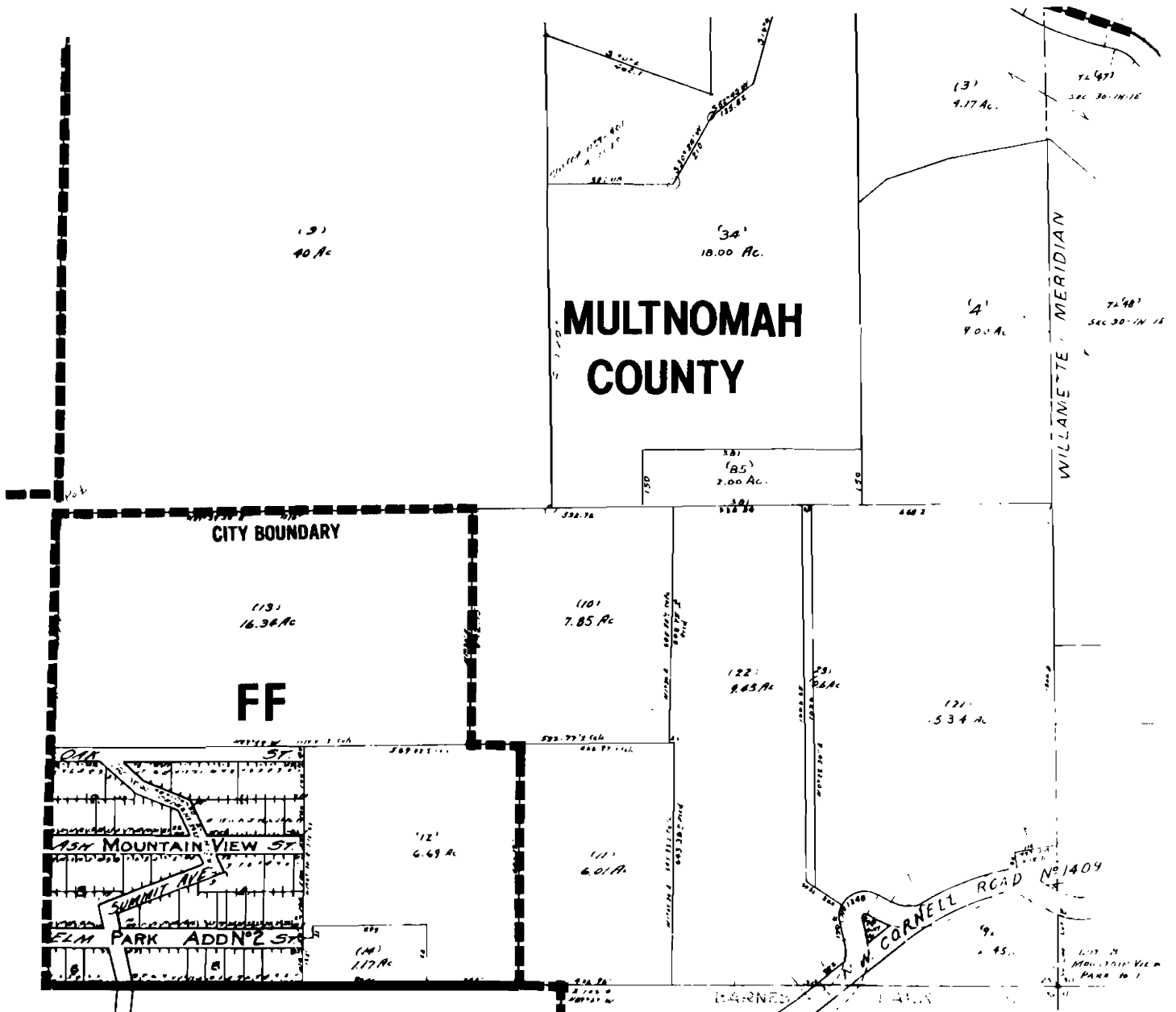
ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND - BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 400'
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 5-82
	2820



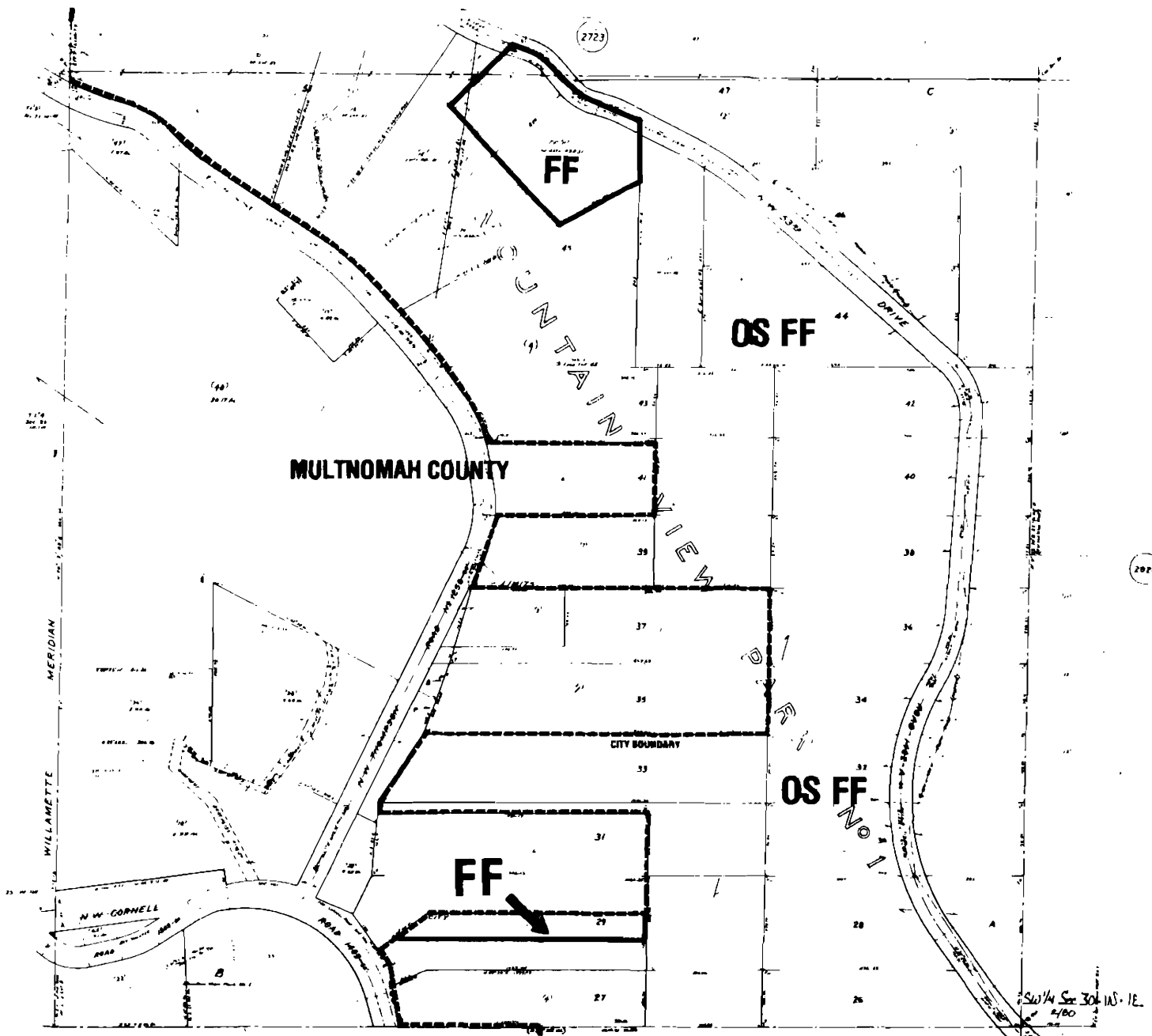
ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING		
R5	Current Zoning	SCALE 1" = 400'
(R5)	Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 8-84
		2821



ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 400'
	ZONING REVISED B-84
(R5) Maximum Potential Zoning as per Comprehensive Plan	2822

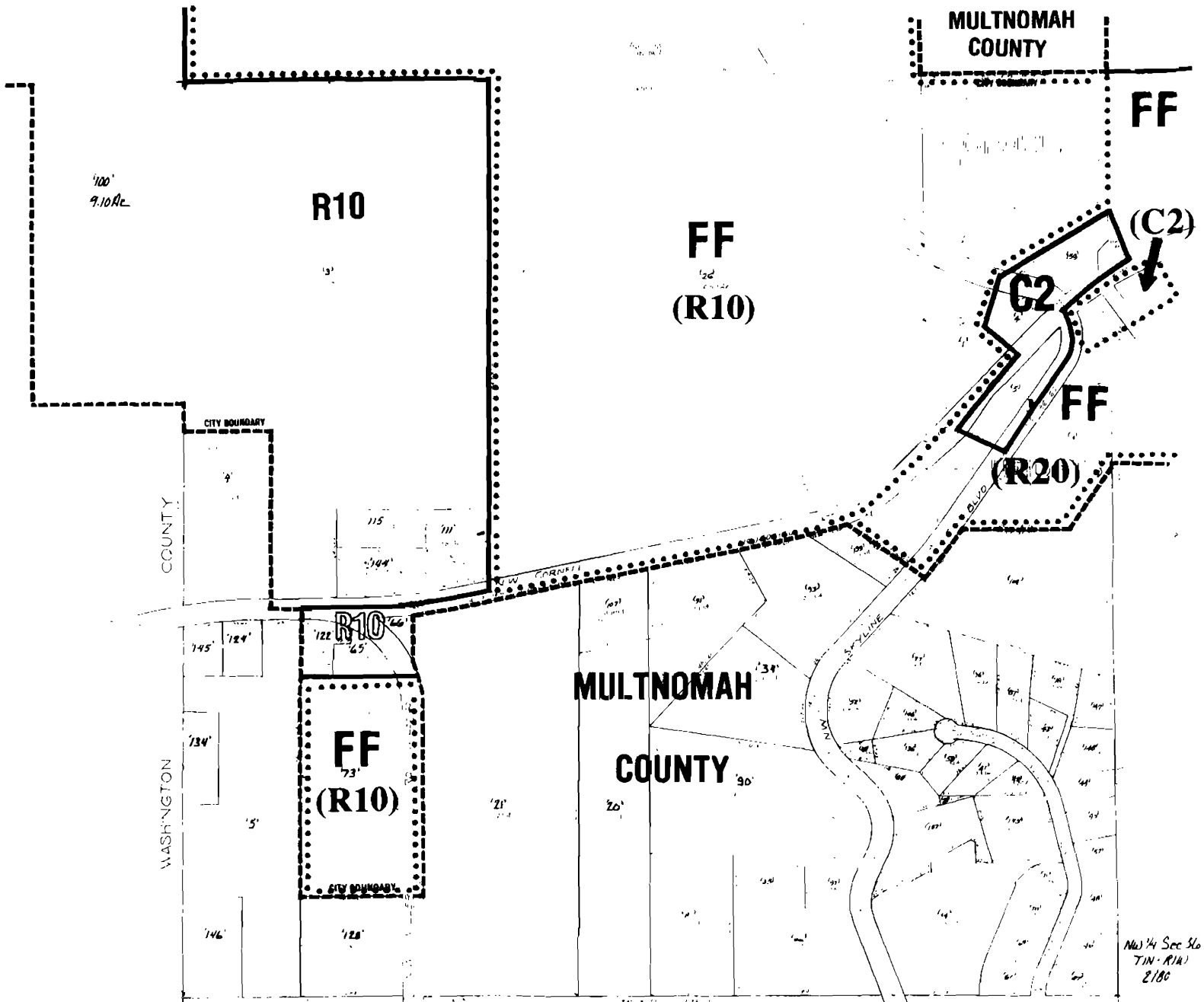


ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING

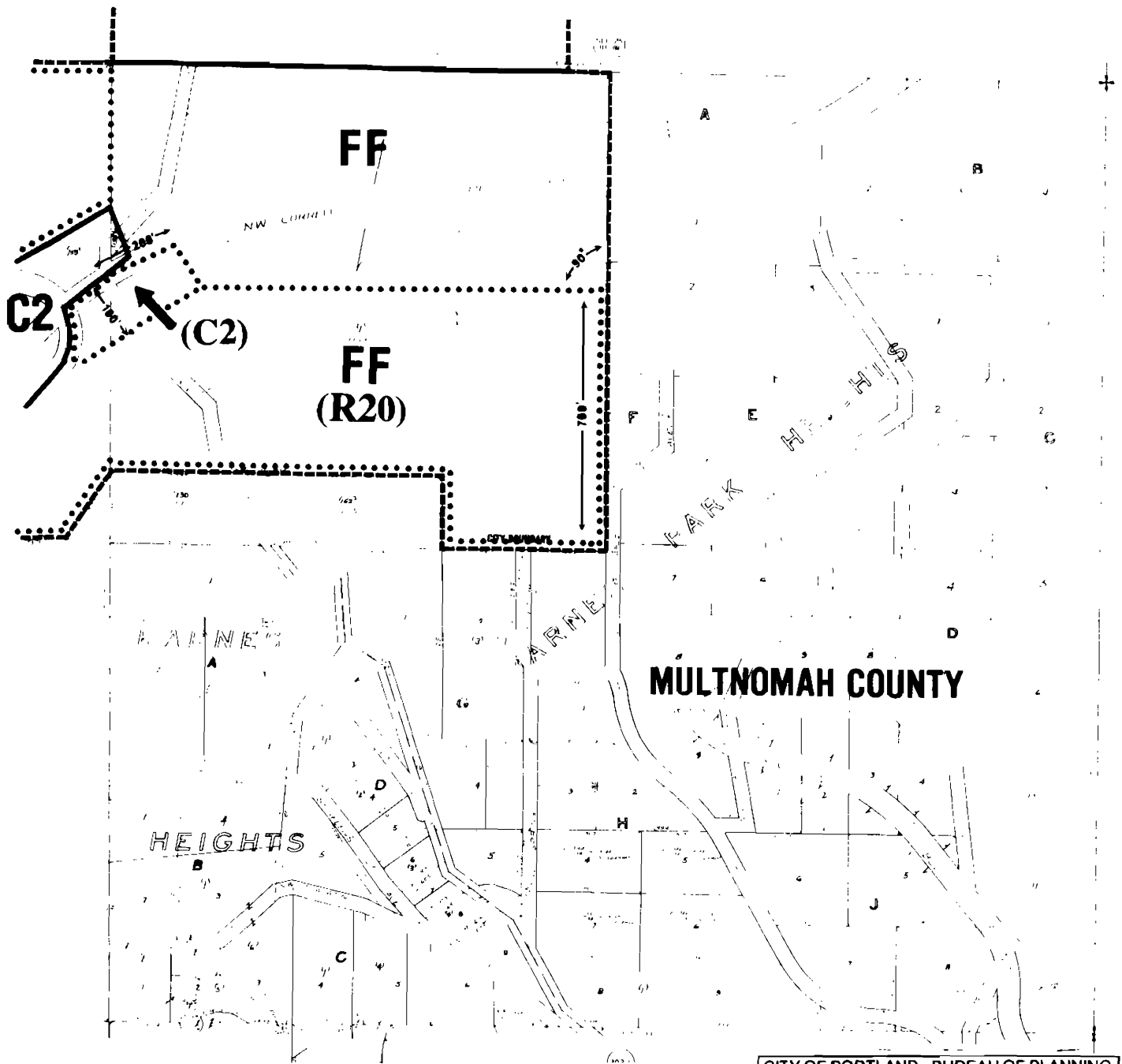
R5	Current Zoning	SCALE 1" = 200'	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	ZONING DISTRICT <i>6-B1</i>	
		2823	





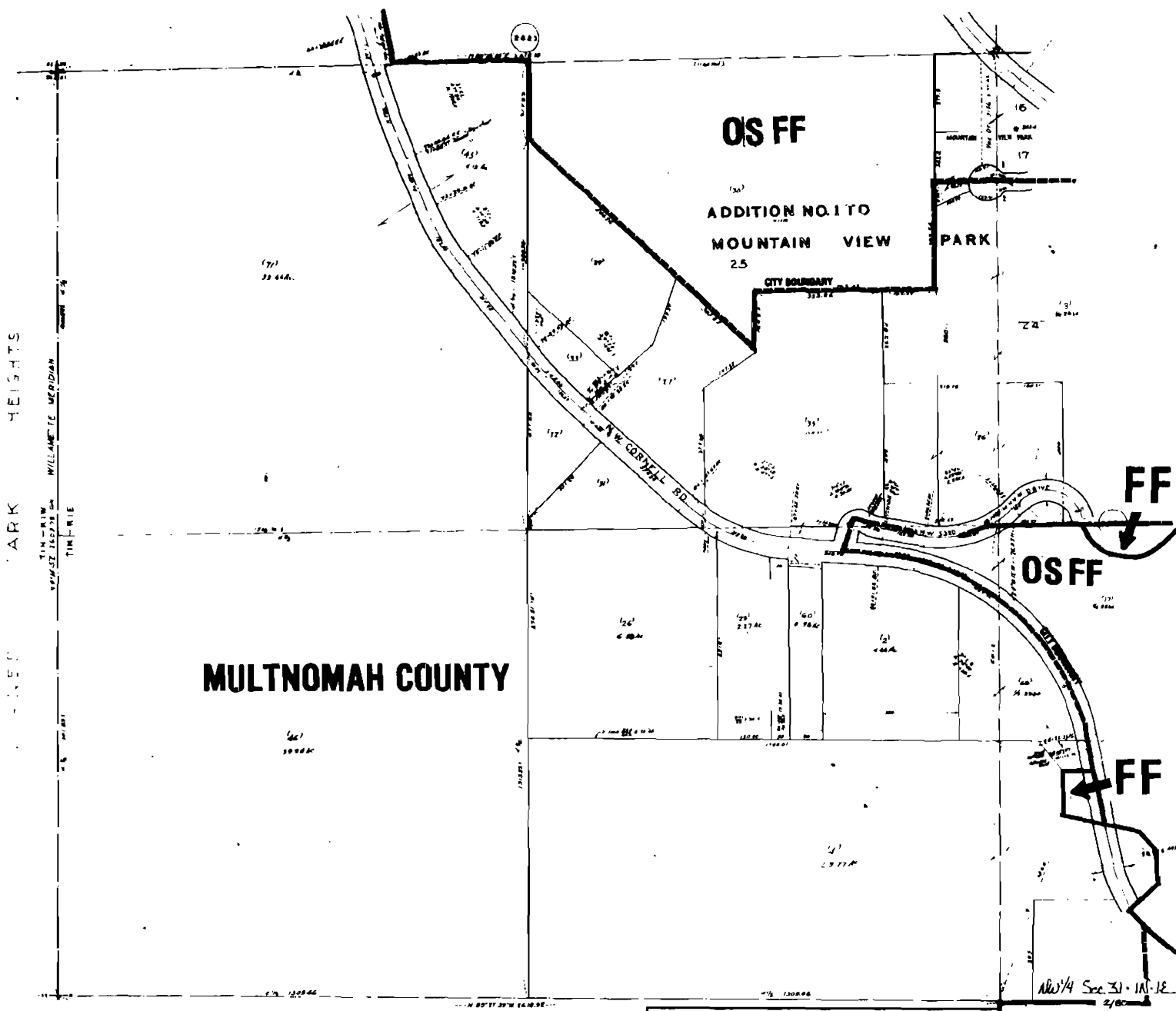
ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND - BUREAU OF PLANNING		SCALE 1" = 200'	N
R5 Current Zoning	ZONING REVISED 8-83	2921	
(R5) Maximum Potential Zoning as per Comprehensive Plan			★



ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND - BUREAU OF PLANNING		SCALE 1" = 200'
R5 Current Zoning	ZONING REVISED 6-82	
(R5) Maximum Potential Zoning as per Comprehensive Plan	2922	

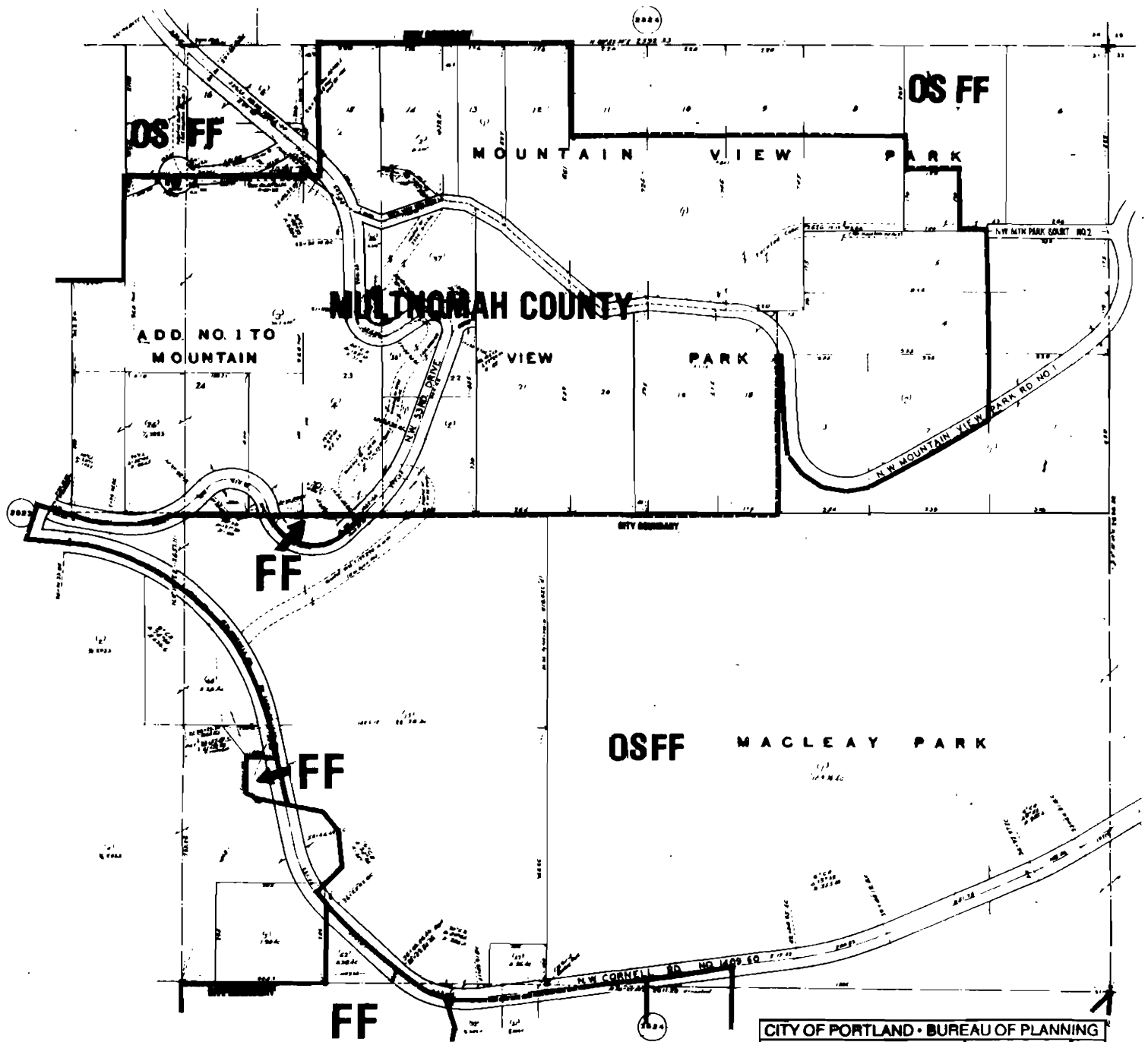


MULTNOMAH COUNTY

ZONING AND COMPREHENSIVE PLAN

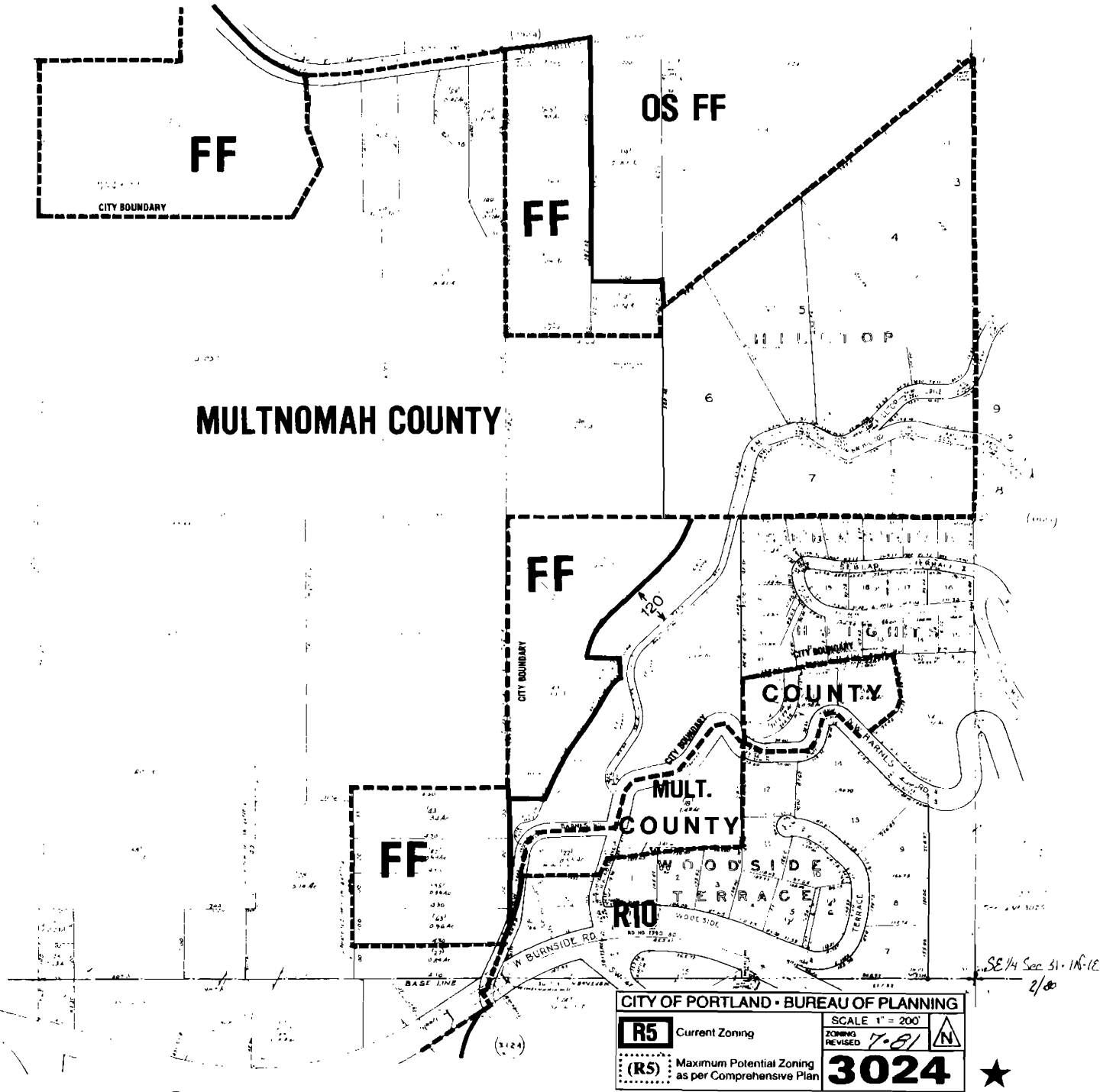
CITY OF PORTLAND • BUREAU OF PLANNING

R5 Current Zoning	SCALE 1" = 200'	N
(RS) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISION: 7.81	
2923		★

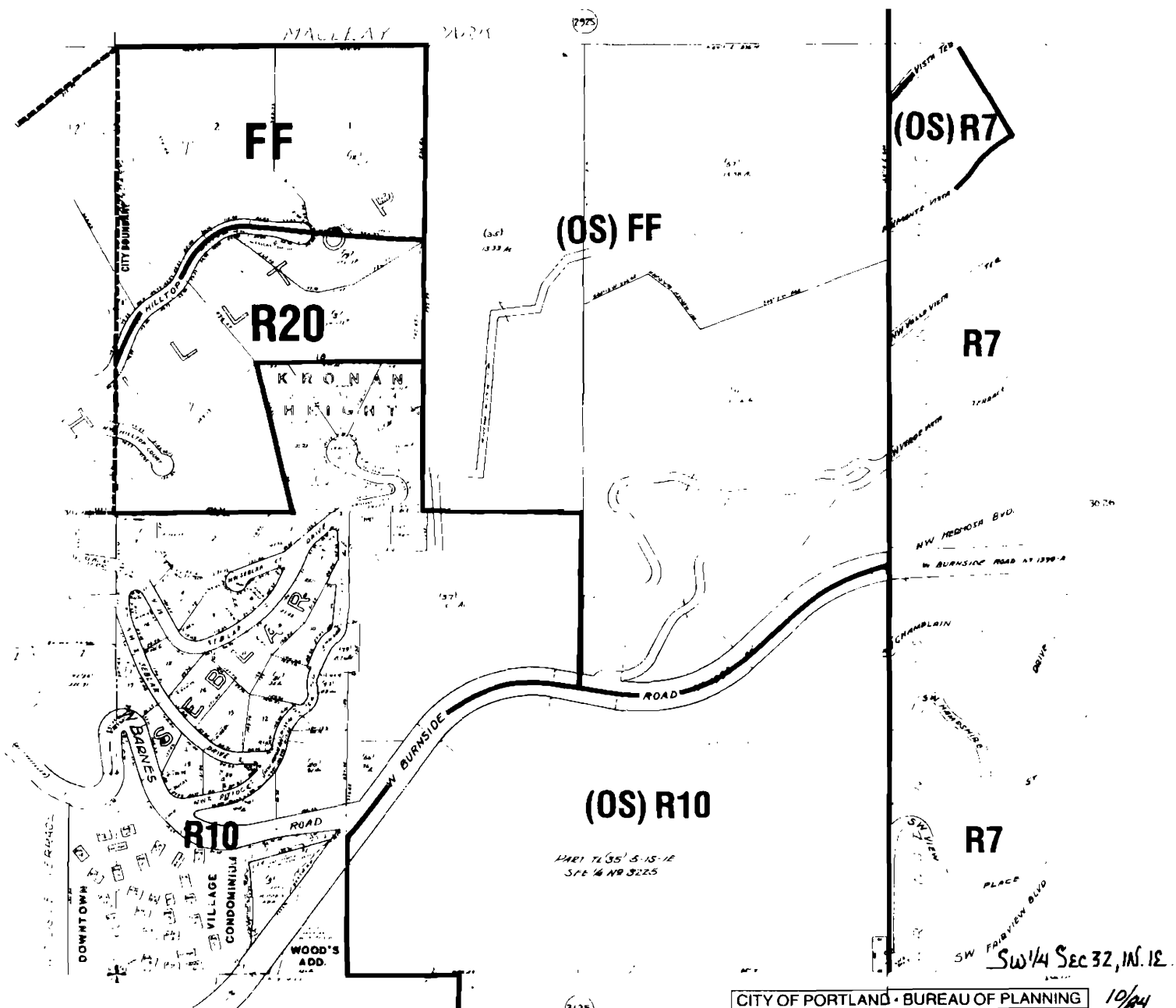


ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING		SCALE 1" = 200'	
R5	Current Zoning	7.01	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	2924	



ZONING AND COMPREHENSIVE PLAN

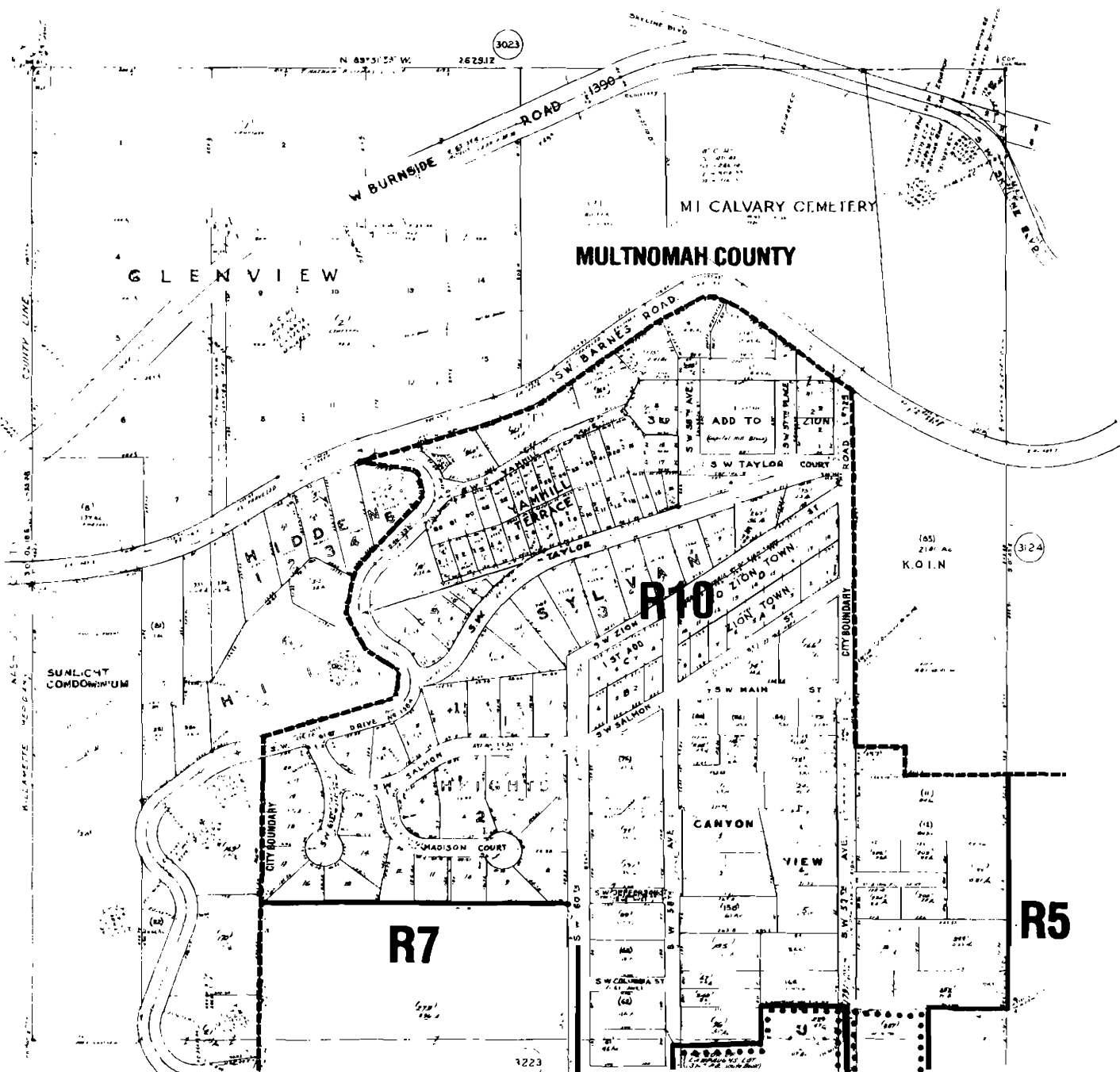


ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING

R5	Current Zoning	SCALE 1" = 200'	▲
		ZONING REVISED 10-82	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	3025	

10/84
★



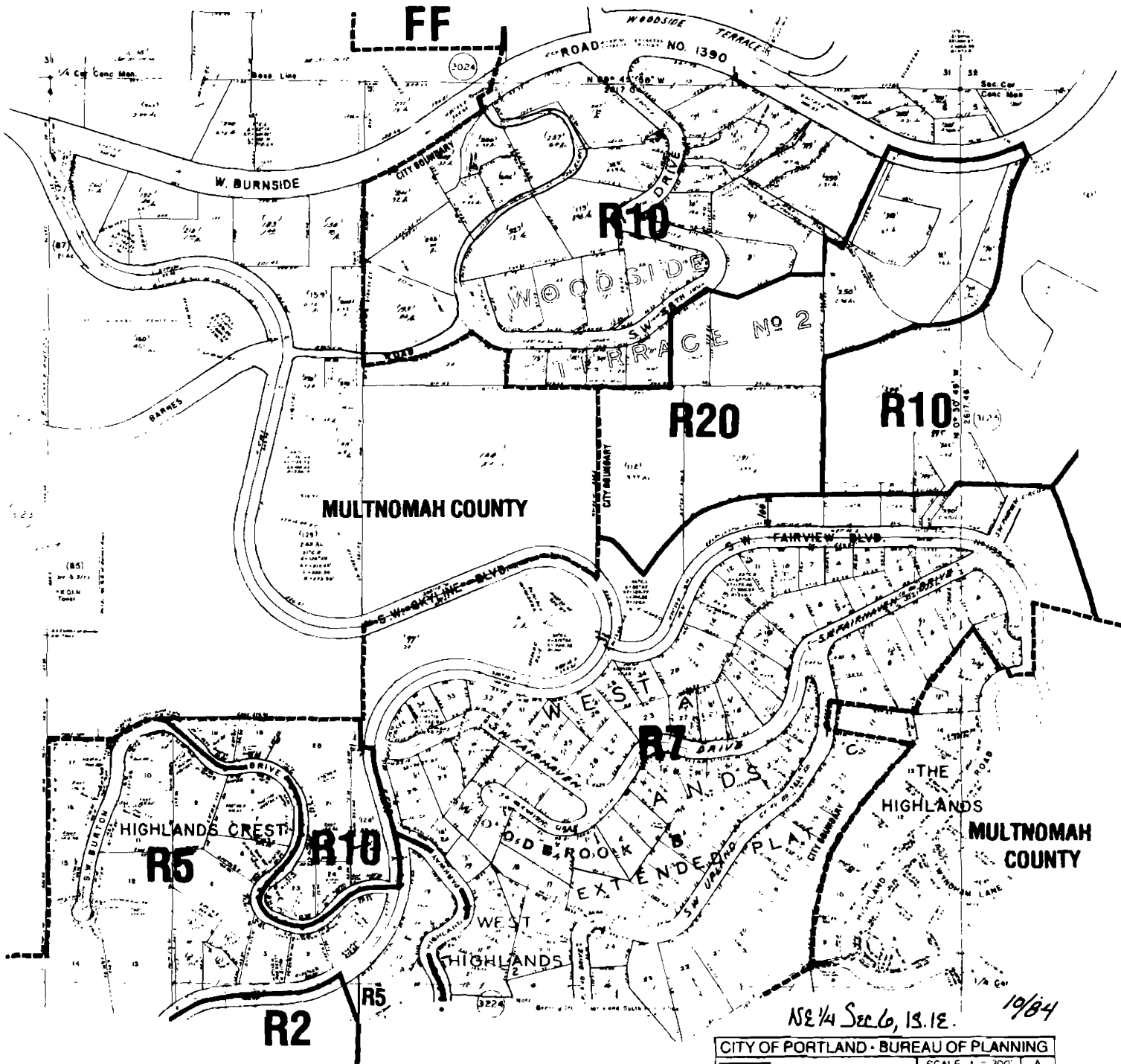
Nw 1/4 Sec 6 1S 1E

ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING


R5 Current Zoning (R5) Maximum Potential Zoning as per Comprehensive Plan	SCALE 1" = 200'	
	ZONING REVISED 9-84	
3123		★

10/84



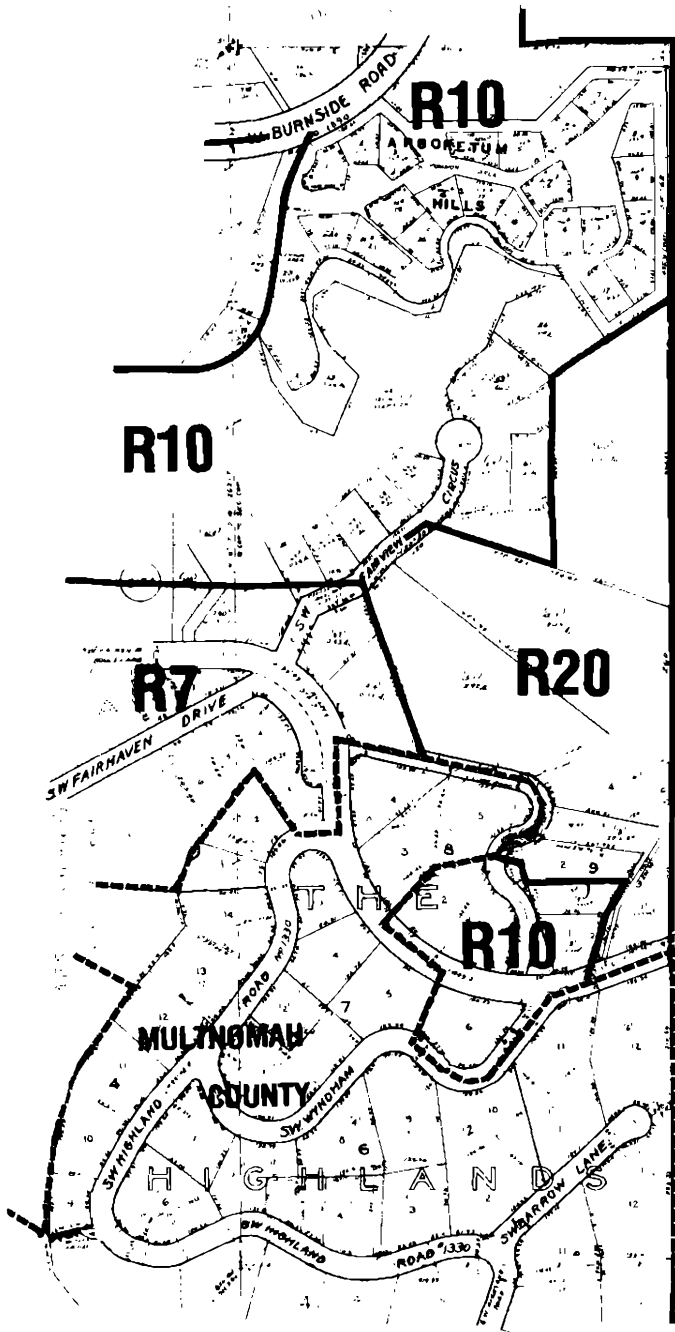
NE 1/4 Sec 6, 15, 1E. 19/84

ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 200'
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 9-84
	3124 



3023



(OS) R10



CITY OF PORTLAND

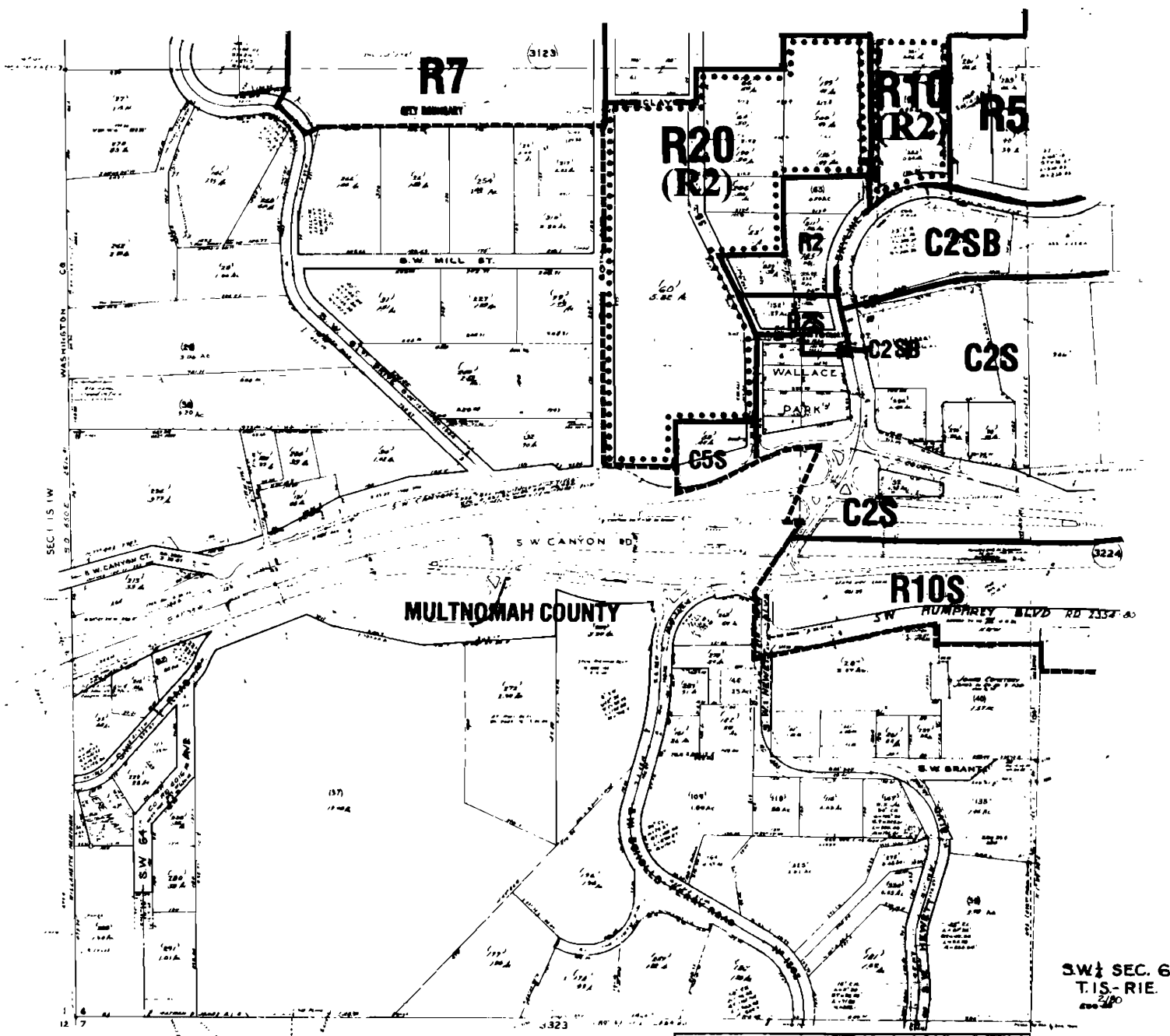
(OS) R10

3725

NW 1/4 Sec 5 15-1E

ZONING AND COMPREHENSIVE PLAN

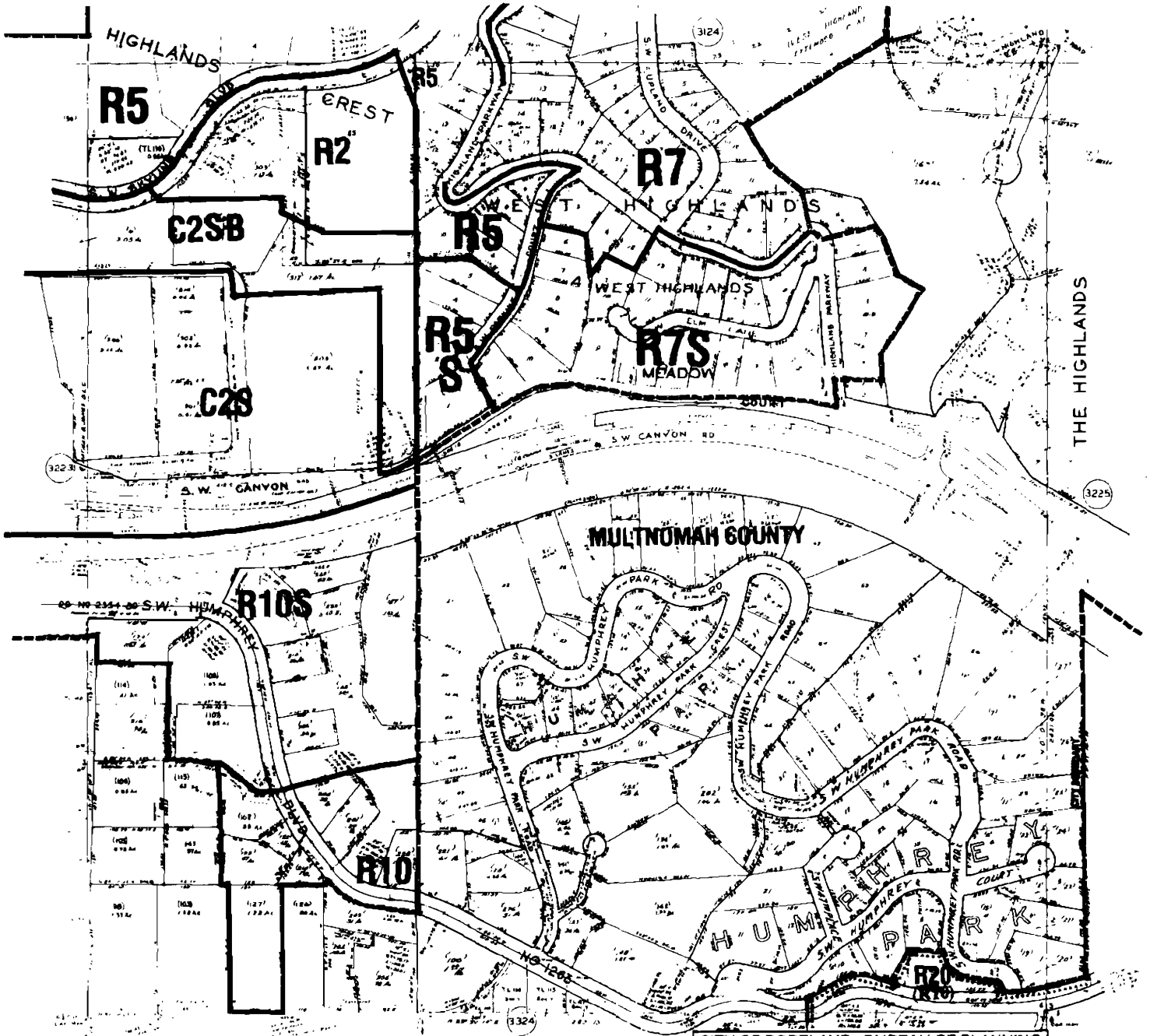
CITY OF PORTLAND • BUREAU OF PLANNING		SCALE 1" = 200'	N
R5	Current Zoning	ZONING REVISED 11-81	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	3125	



ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 200'
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 9-04
	3223 ★

SW 1/4 SEC. 6
T.1S.-R1E.



ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND - BUREAU OF PLANNING

R5	Current Zoning	SCALE 1" = 200'	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED: 3224	

PART II
SUMMARY OF FINDINGS

Land Use

- o There is insufficient demand for urban land in the vicinity of the Northwest Hills to justify significant expansion of the Urban Growth Boundary within the Study Area.
- o The portion of the Study Area that is outside the Urban Growth Boundary would be difficult and expensive to provide with urban services, at least for the foreseeable future.
- o Sanitary sewer service will not be available to the portions of the Study Area north of Skyline Memorial Gardens within the foreseeable future. Fire response times are likely to remain relatively slow to these areas.
- o Traffic congestion is likely to increase in the Northwest Hills due to both committed development and a growth in commuter traffic. However, even a severe restriction of further development within the Study Area would only marginally reduce future transportation congestion problems on the east-west transportation routes through the Study Area.
- o A precedent for the development of the Cedar Mill Creek drainage basin as a low density single-family and planned unit development neighborhood has been established by the existing Panavista Park and Skyline Heights subdivisions, and through City Council approval of the Forest Park Estates Planned Unit Development.
- o Public and private investments have been made, and will be made, in public facilities and services to serve the Cedar Mill Creek drainage basin that could support further development of the basin at relatively low marginal costs.
- o The Balch Creek Drainage basin is an environmentally sensitive area with outstanding visual appeal, substantial wildlife habitat and the only significant year-round stream located in the Northwest Hills.
- o Sanitary sewer service will not be available within the Balch Creek Basin within the foreseeable future.
- o No water mains currently serve the Balch Creek Basin.
- o Urban level development of the Balch Creek Basin would have extremely detrimental effects on the City's ability to manage stormwater drainage in and from the basin. It would also have significant negative impacts on the water quality of Balch Creek, wildlife in and along the creek, and the recreational enjoyment of Macleay Park.
- o The Comprehensive Plan calls for residential densities to be increased around significant concentrations of employment opportunity, commercial activity, transit corridors, and regional transit facilities and stations.

- o The Arterial Streets Classification Policy designates Burnside Road as a Major City Transit Street and the Sunset Highway as a Regional Transitway.
- o The Regional Transportation Plan includes several alternatives for expanded transit service in the Westside Corridor. The Preferred Alternative, adopted by affected local and regional jurisdictions, is a light rail transit system aligned with the Sunset Highway.
- o A transit station and/or regional park-and-ride lots will be constructed near the Sylvan interchange as part of the Sunset LRT or other transit improvement projects.
- o Tri-Met proposes to develop a transitway along the Sunset Highway and construct a transit station and park-and-ride lots near the intersection of Skyline Boulevard and the Sunset Highway.
- o The Comprehensive Plan promotes infill development of partially developed areas and where public facilities and services are available.
- o Sites that have severe slope-hazard conditions or unique natural conditions should be developed at lower densities than sites without such conditions.
- o Several sites within the Study Area have historically been used for local commercial land uses. Other sites, because of alterations to the land and their location, have been committed to non-residential use. A number of these sites are at natural locations for local commercial services.

Administration

- o There are certain portions of the Study Area that are suitable for urban development, where the public facilities and services necessary to adequately support that development will be temporarily unavailable for some unknown period of time. Such areas should be restricted to rural-level development until it can be demonstrated that the appropriate facilities and services are at hand.
- o The Northwest Hills Study Area will continue to suffer transportation-related problems until a regional solution to the capacity needs of the Sunset Corridor is found and implemented.
- o Future urban development in the Study Area will have transportation impacts that may require mitigation unless significant public transportation improvements are implemented.
- o The nature of the transportation situation in the Northwest Hills warrants the development and application of an "impact fee" system or other measures whereby funds collected from new development would be dedicated to transportation improvements that benefit the development.
- o Urban development in the Northwest Hills where public transit services are clearly inadequate should, if practical, contribute toward the support of a private transit system to serve residents of the development.

PART III

DISCUSSION OF RECOMMENDATIONS

The principal purpose of the Northwest Hills Study was to determine the potential for and appropriateness of various levels of future development in the Northwest Hills. Planning Bureau staff defined three alternative development scenarios for the study area and subjected them to both policy and service delivery analysis.* That analysis, plus input from the study's public involvement process, provided the basis for the Planning Commission's recommendations.

The service analysis revealed that public facilities and services can reasonably be provided in areas south of Skyline Memorial Gardens that are outside of the Balch Creek drainage. Transportation is, and will continue to be, a problem throughout the study area, but even severe restrictions on new development are unlikely to significantly slow the increase in traffic volumes on the arterials contributing the most to the problem (Cornell Road, Burnside Road and Sunset Highway).

The policy analysis revealed that different classes of Comprehensive Plan policies would be best served by different levels of development. All policies being equal, however, it also indicated that a development pattern similar in nature to the Medium Scenario would be most consistent overall with the goals and policies of the Comprehensive Plan.

The public involvement process revealed two divergent points of view:

Current residents of the study area are very pleased with the area as it is, and do not wish to see it change. The owners of undeveloped property in the study area, many of whom do not reside in the area, wish to be allowed reasonable use of their property and would like improved public facilities and services to allow for more development.

Overall, the challenge is to develop a plan that allows for reasonable future development of private property consistent with Comprehensive Plan policies and service considerations while protecting the values held most important to area residents.

The Planning Commission Recommendation as adopted by the City Council responds to this challenge by providing the opportunity for a medium to low density residential neighborhood with local commercial services. Development densities are distributed with a sensitivity to the natural environment and the availability of urban services. The new Comprehensive Plan Map results in a very slight increase in the gross residential potential of the Northwest Hills when compared to the previous Comprehensive Plan (see Appendix R). It also locates most new development where services are most easily provided and where environmental constraints are less significant. The net result is that development potential is somewhat increased while the most environmentally sensitive areas and the general character of the area are protected.

*The scenarios and their analysis are described in the Northwest Hills Study Development Scenarios Report.

Policy #1

MAINTAIN THE PRESENT URBAN GROWTH BOUNDARY.

During the course of this study, much discussion was made of the seeming "illogic" of the present Urban Growth Boundary (UGB) in the vicinity of the Northwest Hills (see Appendix B). While the UGB is administered by Metro, and not the City, this policy was adopted for the following reasons:

1. There is insufficient demand for urban development in this area to justify an expansion of the UGB. Metro projects a demand for approximately 1,540 new housing units within the study area over the next twenty years. Under the adopted Comprehensive Plan Map, development potential inside the UGB exceeds two and one-half times that amount. Forest Park Estates by itself would provide 2,100 housing units (see Appendix R).
2. While the UGB itself looks illogical on a two-dimensional map, it serves a number of important objectives. These include the limiting of development where the delivery of urban services is difficult and expensive, and the protection of natural resources and sensitive areas associated with Balch Creek and Forest Park.

No changes to the Urban Growth Boundary are recommended by this report. However, it is recommended that the City not oppose requests for minor Boundary adjustments where it is demonstrated that the adjustment would result in a more efficient land use pattern or urban services efficiencies.

Policy #2

LIMIT LAND USE DENSITIES TO RURAL LEVELS NORTH OF SKYLINE MEMORIAL GARDENS, BUT DO NOT DOWNGRADE EXISTING R10 ZONED AREAS.

This area consists of a narrow strip of land along Skyline Boulevard. It is bounded to the east and the west by either Forest Park or natural resource areas outside the UGB. For the most part, it is undeveloped, with the exception of scattered homes and a few businesses fronting on Skyline Boulevard. The delivery of necessary urban services is generally constrained in the area.

No sewer service is available to the area, nor is any anticipated in the foreseeable future. Sewer service is constrained by two principal factors. First, sewer trunks would have to be extended through either Forest Park or areas outside the UGB. Second, the cost of these trunks would be prohibitive given the limited amount of development that would be served (see Development Scenarios Report, pp. 42-45). Rural level development of this area is therefore dictated by Comprehensive Plan Policies 11.2 Orderly Land Development and 11.22 Sub-surface Disposal which limit the creation of lots smaller than two acres in size where sewers are not available. The transportation analysis indicates that the negative impacts of urban level development are lessened when it is concentrated in the southern and western portions of the study area. Limiting development of this northern portion to rural levels supports the objective of reducing the impact of future traffic growth. Finally, most of this area will continue to receive generally slow fire response times for the foreseeable future.

While the Planning Commission agreed that urban development should remain generally limited in this area, they did not agree with the recommendation of staff to downzone the existing pockets of R10 zoning to FF. The Commission believes that, in this area, owners of R10 property should be given the option of overcoming the lack of sewer service and developing at R10 density if possible.

Policy #3

EXPAND SINGLE-FAMILY LAND USE EAST AND SOUTHEAST OF FOREST PARK ESTATES TO ALLOW MAXIMUM USE OF INVESTMENTS IN PUBLIC FACILITIES AND SERVICES.

Several major capital investments in public facilities and services have been made or will be made in this vicinity that could support additional development at a low marginal cost. Some of these improvements are being made in conjunction with the Forest Park Estates Planned Unit Development, others will be necessary to solve existing problems with or without Forest Park Estates. These investments include new collector streets; sewer and water improvements and a new fire station (see Development Scenarios Report).

Two existing subdivisions (Panavista Park and Skyline Heights) already exist to the east of Forest Park Estates. They are platted at R10 densities, but have County RR zoning (five acre minimum lot size). The precedent for a low density residential neighborhood in this vicinity has been established by the existence of those two subdivisions, and by City Council approval of the Forest Park Estates project and R10 zoning of the SunVista property (see Appendix S).

Forest Park Estates will be required to provide a private transportation system. The success of such a system is likely to be enhanced by a certain concentration of nearby development that could help support it. Properties affected by this policy will be required to provide support for a private transportation system through the application of Policy #8.

Policy #4

RESTRICT DEVELOPMENT OF THE BALCH CREEK DRAINAGE.

The Balch Creek Drainage Basin is generally bounded by Thompson Road on the north, Burnside and Hilltop Drive on the south, Forest Park on the east, and Skyline Crest (ridgeline) on the west. It is an essentially undeveloped and environmentally sensitive area. It has outstanding visual appeal, as evidenced by Multnomah County's designation of Cornell Road as a "Scenic Route." These routes are designated through areas "of special scenic significance and are reserved primarily for recreational traffic". Some of the greatest concentrations of wildlife in the study area are located along Balch Creek, as are the Pittock Bird Sanctuary and the Audubon Society. Balch Creek is the only significant year-round stream in the Northwest Hills. Over two-thirds of the Balch Creek basin is either outside the UGB or inside Forest Park.

Perhaps the most persuasive argument for limiting development of this area, however, is the lack of service availability. As outlined in the Development Scenarios Report, sewer service would be extremely difficult and expensive to provide. It would be necessary to construct sewer trunks through parks and

areas outside the regional UGB to serve a limited amount of urban-designated land in the upper reaches of the basin. No water mains presently serve the area. Storm drainage would be difficult to provide, with any significant increase in impervious surface contributing to an already difficult problem (see Development Scenarios Report, p. 46; see also Comprehensive Plan Policies 11.2 and 11.22).

Policy #5

INCREASE RESIDENTIAL DENSITIES ADJACENT TO SIGNIFICANT CONCENTRATIONS OF COMMERCIAL ACTIVITY AND FUTURE TRANSIT STATIONS.

This recommendation is supported by several Comprehensive Plan Policies: 2.11 Commercial Centers, 2.12 Transit Corridors, 2.15 Living Closer to Work, 2.17 Transit Stations, 6.5 Transit-Related Density, 7.3 Land Use, 11.2 Orderly Land Development, and 11.4 Capital Efficiency. The first six policies above support the development of moderately dense residential patterns around transit stations and commercial activity; particularly where opportunities for infill development occur. The last two policies say that urban infill development should be encouraged where public facilities and services are readily available. Both of these situations describe the Sylvan and Upper Highlands neighborhoods; particularly around the Sylvan commercial district and the Sylvan/Sunset Highway interchange.

If urban level development is appropriate anywhere in the Study Area, it is appropriate along Burnside Road and south to the Sunset Highway. Sewer trunks extend throughout the area. Water service, while presently needing basic supply improvements, is also adequate. The neighborhood is located between a Major City Traffic Street and a Regional Trafficway. The same routes are designated as a Major City Transit Street and a Regional Transitway. The Westside Corridor Project calls for establishment of a transit station and park-and-ride lot at the Sylvan/Sunset interchange. Park-and-ride lots and transit shelters will be constructed near this interchange even if light rail is not developed in the Sunset Corridor.

The adopted Comprehensive Plan Map provides for moderate increases in development density in the parts of the area south of Burnside Road/Hilltop Drive that are nearest transit and commercial services, while reducing potential densities in certain parts that have slope hazards and sensitive natural features. The overall potential net increase in density south of Burnside Road and Hilltop Drive is about 165 housing units; that is, about 165 more housing units are possible under the adopted Comprehensive Plan Map than under the previous Comprehensive Plan. About 28 percent of that increase would be located on the two school properties that may or may not be available for housing development in the future.

The adopted Comprehensive Plan Map proposes an expansion of low density multi-family residential (R2) development around the Sylvan commercial district. One of the principal justifications for R2 development, according to the Comprehensive Plan, is availability of transit service. However, at the Planning Commission hearing, testimony was received indicating that the timing of additional transit facility development in the Sunset Corridor was uncertain. The Planning Commission therefore recommended that the R2 Comprehensive Plan designations be applied, but that areas not already zoned R2 retain their current zoning. This will require any future expansion of R2 zoning in Sylvan be subject to the conditions contained in Policy #8.

Policy #6

IN AREAS SUITABLE FOR URBAN DEVELOPMENT, BUT WHERE LANDSLIDE HAZARDS ARE PREDOMINANT OR NATURAL CONDITIONS ARE UNIQUE AND SENSITIVE, RESTRICT POTENTIAL DEVELOPMENT DENSITIES TO BELOW WHAT WOULD OTHERWISE BE WARRANTED.

The purpose of this recommendation is to recognize that while certain areas are generally appropriate for urban-level development because of their location and service availability, they also may contain pockets of land that would be more severely impacted by development than the area as a whole.

Parts of the Upper Highland neighborhood provide a good example. While urban level development is appropriate for most of the neighborhood, (see discussion of Policy #5) certain portions contain severe slope hazards and significant natural areas. The adopted Comprehensive Plan Map recommends R20 development of these areas rather than the R10 development that would otherwise be appropriate. Lower single-family residential densities should provide greater opportunities for siting structures and roads so that they minimize landslide hazards and other adverse impacts on the natural environment.

Policy #7

RECOGNIZE EXISTING LOCAL SERVICE COMMERCIAL LAND USES, AND SITES COMMITTED TO SUCH USES, BY APPLYING APPROPRIATE COMMERCIAL LAND USE DESIGNATIONS.

A number of sites scattered throughout the study area have historically been used for commercial purposes, but have not been zoned as such. A limited amount of local commercial activity is warranted in the study area to reduce the need of area residents to travel long distances for basic convenience items. These sites should receive a commercial land use designation when either:

- a) a commercial use already exists on the site and the site is at the intersection of two neighborhood collector streets, or
- b) the site is committed to commercial use because it has existing commercial structures, or is currently paved or cleared of vegetation and graded; and is located at the intersection of two neighborhood collector streets.

Application of this criteria to the Comprehensive Plan Map results in two small commercial nodes. One is at the intersection of Cornell Road and Skyline Boulevard; the other is at the intersection of Germantown Road and Skyline Boulevard. These two sites are the most logical locations for neighborhood commercial development as indicated by field surveys of the study area and by the historic commercial use of the sites.

Application of available standards indicates that future neighborhood market demand should be sufficient to support the amount of commercial land proposed. Maintaining the current ratio of retail commercial area per thousand population in the Study Area would require an additional 18 acres of retail activity by the time the area is fully developed. Assuming that Planned Unit Developments will provide some of this retail activity, there will still be more than enough demand to justify the adopted commercial zoning and plan designations.

Policy #8

CERTAIN CONDITIONS SHALL BE REQUIRED OF ALL FUTURE SUBDIVISIONS, PLANNED UNIT DEVELOPMENTS AND QUASI-JUDICIAL UPZONINGS WITHIN THE NORTHWEST HILLS STUDY AREA.

The purpose of this policy is to promote orderly development of the Study Area, at the densities shown on the Comprehensive Plan Map, while assuring that adequate services are available to support the development.

Comprehensive Plan Policy 10.8 contains conditions that must be met before upzonings can be approved. However, those conditions are not adequate to address the service problems of the Northwest Hills, particularly with regard to transportation. The conditions listed under this policy are in addition to those found in Comprehensive Plan Policy 10.8 and applied only within the Northwest Hills Study Area.

There are three categories of conditions: those that are applied to all parcels; those that are applied to parcels of between five and twenty acres; and those that are only applied to parcels of twenty acres or more. Parcels of up to five acres are required to meet conditions a) through d). Parcels of between five and twenty acres are required to meet conditions a) through h). Parcels of twenty acres or more must meet conditions a) through i). The purpose of the three categories of conditions is to place a greater burden of proof regarding the adequacy of the transportation system on those development proposals that would place a greater burden on the system.

Condition a) requires the submission of a PUD or subdivision plan with zone change requests. This is to encourage a planned development pattern for parcels that are upzoned, and is necessary to assess the parcel's impact on the transportation system should it be developed. This should add little cost to the development process since the zone change and PUD/subdivision applications can be processed at the same time.

Condition b) requires a sewer and water plan, both of which are normally required as part of a PUD or subdivision application. It also specifies that the sewer and water service be public; in order to avoid situations like the Panavista and Royal Highlands private sewage "treatment plants" where private sewage systems have never worked properly and have caused pollution and health hazard problems.

Conditions c) through i) relate to transportation and were proposed by the Bureau of Transportation Planning and Finance. Conditions c) and d) are essentially those that were placed on the Forest Park Estates PUD, and would be placed by the Hearings Officer on all parcels requesting a subdivision, PUD or quasi-judicial upzoning. The conditions allow for a good deal of latitude in their application, depending on the size and potential impact of the proposed development.

Upzonings of more than five acres are additionally required to submit a transportation analysis indicating how the proposed development would impact the street system and what might be done to reduce the project's impact

through ridesharing and transit incentive programs. If the proposal is large (twenty acres or more) the transportation analysis is expected to be fairly detailed and to factor in the impact of previously approved, but undeveloped proposals.

This policy also requires that where upzonings are requested, entire lots be upzoned at once. This will discourage avoidance of the transportation analysis by larger properties that may otherwise seek to upzone five acres at a time. It also specifies that a parcel cannot be upzoned unless the PUD or subdivision plan is also approved. This will ensure that a workable development plan exists before the increase in zoning density is allowed.

Finally, the development of single lots under existing zoning and partitions of two or three lots are not affected by this policy. Only requests for upzonings and subdivisions of four or more lots during a given year are required to meet these conditions.

Policy #9

THE ADOPTED COMPREHENSIVE PLAN MAP SHOULD BE USED AS A GUIDE FOR FUTURE ANNEXATION REZONING CASES WITHIN THE STUDY AREA.

The Northwest Hills Study Area includes both incorporated and unincorporated territory. The city boundary through the study area is convoluted and tends to change over time. Issues of land use and the need for urban services transcend political boundaries. Therefore, this study has evaluated land use and service delivery throughout the study area without regard to whether a particular parcel is inside the City of Portland or not; and adopts a Comprehensive Plan Map for the entire study area.

The City of Portland, however, has responsibility for land use regulation only within its limits. The adopted Comprehensive Plan Map will initially be applied by Portland only inside the city limits. Areas outside Portland will continue to be subject to the Multnomah County Comprehensive Plan and Multnomah County zoning. This policy proposes that the recommended Comprehensive Plan Map be applied by the City as areas annex to Portland in the future.

Recommendation #10

THE OREGON DEPARTMENT OF TRANSPORTATION SHOULD STUDY THE FEASIBILITY OF DIRECT WESTBOUND ACCESS TO THE SUNSET HIGHWAY FROM THE SOUTH ENTRANCE TO WASHINGTON PARK. THIS PROJECT SHOULD ALSO BE STUDIED DURING DEVELOPMENT OF THE CITY'S PUBLIC FACILITIES PLAN.

During the Planning Commission hearing, testimony was given regarding the lack of direct westbound access to the Sunset Highway from the Zoo/OMSI/Forestry Center complex. It was stated that this lack of access was causing severe congestion problems on Canyon Court and at the Sylvan Interchange. An increasing number of major events at the complex were said to be making the problem worse. The Planning Commission found that a significant problem exists and that a project or projects to relieve the situation should be seriously studied.

Policy #11

REMOVE THE NR NATURAL RESOURCES OVERLAY ZONE FROM LAND THAT IS BROUGHT INSIDE THE URBAN GROWTH BOUNDARY.

This Council adopted amendment to the Planning Commission Recommendation clarifies and institutionalizes what was already City policy, i.e. that the nr Natural Resources Overlay is intended to be used only on land outside the Regional Urban Growth Boundary. The purpose of the nr Natural Resources Overlay Zone is to preserve a nonurban character in areas of the City that are outside the Metropolitan Service District's adopted Urban Growth Boundary. The requirements of the nr Natural Resources Overlay Zone are incompatible with lands inside the Urban Growth Boundary and designated for urban development in the Metro Regional Plan.

PART IV
PLANNING PROCESS

The planning process for the Northwest Hills Study involved seven major phases over more than two years. It included two separate series of neighborhood meetings, three Planning Commission briefings and a Planning Commission hearing, four City Council hearings, staff work in seven City bureaus, and the cooperation of Metro, Tri-Met and the Portland School District. The principal elements of the planning process are outlined below.

1. Initial Public Meetings

During September and October of 1983, City staff held a series of meetings to explain the Northwest Hills planning process and to discuss concerns and issues relating to the Northwest Hills. Six neighborhood meetings were held with neighborhood organizations in and around the study area. On October 10, 1983, an area-wide meeting was held at the Northwest Service Center. In addition, several meetings were held with interested individuals and with staff from other public agencies.

2. Northwest Hills Background Report

In January of 1984, the Planning Bureau issued the Northwest Hills Study Background Report. This report included a brief land regulation and development history for the study area; a collection of relevant goals, policies and plans; an analysis of current public facilities and services; assorted maps and appendices; and a listing of the principal issues that were raised during the first round of public meetings. This report was made available to the public, and the Portland Planning Commission was briefed on its contents on March 13, 1984.

3. Development Scenarios

This study has employed a "scenarios analysis" process. Three alternative development scenarios for the Northwest Hills were prepared in the form of three separate land use maps. Each map was constructed using a separate development philosophy: low density, medium density, high density. Each map was described in terms of current and projected population, housing units and employment. The land use maps and their numerical descriptions were then subjected to both policy and service analysis. The policy analysis was performed by Bureau of Planning staff. The transportation analysis was performed by the Bureau of Transportation Planning and Development using Metro's regional transportation model. Other participating agencies were: the Bureaus of Fire, Police, Water, Environmental Services and Parks; Tri-Met and the Portland School District. The scenarios and the results of their analysis are contained in the Northwest Hills Study Development Scenarios Report, issued in November 1984.

4. Public Review of the Development Scenarios

During December 1984 and January 1985, a second set of neighborhood meetings were held to discuss the Development Scenarios Report. Copies of the report were distributed by mail and at these meetings. All neighborhood groups in and around the study area were contacted and offered a staff presentation. All property owners within the study area and study area fringe were mailed notification of an area-wide meeting held at the Northwest Service Center on December 19, 1984. Over 100 people attended that meeting. A questionnaire regarding the Development Scenarios and other Northwest Hills issues was distributed at each meeting and through the mail upon request. The results of this questionnaire are summarized in Appendix A. An informal briefing was provided to the Washington County Planning Commission on April 10, 1985.

5. Staff Recommendation

The findings documented in the Development Scenarios Report, the comments and correspondence received during the public review of the report, and the results of the Northwest Hills Study questionnaire provide the basis for this recommendation. A summary of the recommendations, including the Proposed Comprehensive Plan Map, was mailed in April 1985, to all property owners in the study area and the study area fringe. Summaries were also mailed to those individuals who either attended a meeting during the study process or otherwise contacted the Planning Bureau for information about the study. The Portland Planning Commission was briefed on the staff recommendations on May 14, 1985.

6. Planning Commission Hearing

A Planning Commission hearing on the Northwest Hills Study staff recommendations was held on May 28, 1985 at 7:30 p.m. The hearing was held in Meeting Room C, on the second floor of the Portland Building; 1120 SW Fifth Avenue. No action was taken at the May 28 hearing. The Commission received testimony and asked that staff return with additional information and responses to the public testimony. Notification of this hearing was mailed in April 1985 to all property owners within the study area and study area fringe, and to individuals who either attended a public meeting during the Study process or otherwise contacted the Planning Bureau for information about the study. The notice was mailed with the Summary of Recommendations.

7. Planning Commission Adoption

After listening to additional information and staff responses to public testimony, the Planning Commission adopted its recommendation at their regular meeting on June 11, 1985. The recommendation incorporated several amendments to the staff recommendation as a result of the public hearing on May 28, 1985.

8. City Council Adoption

The City Council held four public hearings on the NW Hills Study on September 18, October 16, November 7 and November 21, 1985. Before the second hearing, all property owners who would be affected by the ordinance were individually notified by mail of the October 16 hearing and informed of the change in zoning and/or plan designation on their property. The City Council amended the recommendation on November 21 and adopted it on November 27, 1985. The amendments adopted by the Council are outlined in Appendix U, amendments 1 through 6 (amendment #7 was not adopted by the Council).

PART V
POLICY EVALUATION

The adopted Comprehensive Plan Map represents a land use plan that recognizes the desires of area residents to maintain the general character of the Northwest Hills (see Appendix A), while remaining consistent with the Goals and Policies of the Comprehensive Plan. The plan map slightly increases overall potential densities from those allowed under previous regulations; while locating the majority of potential new growth where services can most readily be provided.

The Northwest Hills Development Scenarios Report included a numerical policy evaluation of each of the three Development Scenarios. That evaluation has been expanded to include a rating for the plan contained in this report. The ratings are on a scale from one to five. A rating of five indicates that the scenario (or plan) provides substantial support for the goal or policy statement. A rating of one indicates that it presents substantial conflicts with the goal or policy statement. A rating of three indicates the scenario (or plan) is either neutral with regard to the goal or policy, or that its pluses balance out its minuses. For more information about this rating system, see Part III of the Development Scenarios Report. Note that the goal and policy statements are summarized.

The adopted Comprehensive Plan Map land use pattern is very similar to that proposed under the Medium Scenario. Not suprisingly, their ratings are very similar. However, the adopted Comprehensive Plan Map contains several "improvements" over the Medium Scenario map, most of which make it more consistent with a number of goals and policies. Table 1 summarizes the average ratings on all goals and policies used in the policy evaluation. Assuming that each goal area is equally important, our analysis indicates that the adopted Comprehensive Plan Map and the land use and administrative policies are very much consistent with the goals and policies of the Comprehensive Plan. Tables 2 through 5 detail the ratings by individual goal and policy statements for each of the four general policy areas used in the policy evaluation: Housing and Urban Development, Neighborhoods and Environment, Development Pattern, and Public Facilities and Services.

Table 1

Summary of Policy Ratings
(Scale of 1 to 5)

<u>Policy Area</u>	<u>Low Scenario</u>	<u>Medium Scenario</u>	<u>High Scenario</u>	<u>Adopted Comp. Plan</u>
Housing and Urban Development	1.9	3.8	4.5	4.1
Neighborhoods and Environment	3.6	3.4	2.5	3.6
Development Pattern	2.5	3.1	3.6	3.9
Public Facilities and Services	2.7	3.6	3.0	3.7
AVERAGE RATING	2.7	3.5	3.4	3.8

Table 2

HOUSING AND URBAN DEVELOPMENT POLICY AREA RATINGS

<u>Goal or Policy</u>	<u>Low Scenario</u>	<u>Medium Scenario</u>	<u>High Scenario</u>	<u>Adopted Comp. Plan</u>
<u>Goal 2:</u> Maintain Portland's role as the region's employment, population and cultural center.	2	4	5	3
<u>Policy 2.1:</u> Provide land use opportunities that will accommodate the projected increase in Portland households.	2	4	5	3
<u>Policy 2.2:</u> Promote a range of living environments and employment opportunities.	2	4	4	5
<u>Policy 2.9:</u> Allow a range of housing types to accommodate increased population growth.	2	4	5	4
<u>Policy 2.18:</u> Provide for full utilization of vacant land.	1	4	5	4
<u>Policy 2.20:</u> Enhance areas of mixed use character where opportunities exist for centers of commercial, industrial and apartment development.	3	3	4	5
<u>Goal 3:</u> Allow for increased neighborhood density (while reinforcing neighborhood stability and diversity).	2	4	4	5
<u>Goal 4:</u> Provide adequate supply and diversity in the type, density, location and cost of housing.	2	4	3	4
<u>Policy 4.1:</u> Cooperate with the Metro Areawide Housing Opportunity Plan (increased single-family densities and opportunities for multi-family housing).	1	4	5	4
<u>Policy 4.3:</u> Maintain an adequate supply of new housing units by relying primarily on private sector solutions.	2	4	5	4
<u>Policy 5.3:</u> Encourage in-city businesses to remain and recruit new business and industry.	2	3	4	4
AVERAGE RATING	1.9	3.8	4.5	4.1

Table 3

NEIGHBORHOODS/ENVIRONMENT POLICY AREA RATINGS

<u>Goal or Policy</u>	<u>Low Scenario</u>	<u>Medium Scenario</u>	<u>High Scenario</u>	<u>Adopted Comp. Plan</u>
<u>Goal 2:</u> Retain the character of established neighborhoods (while encouraging growth).	4	4	2	4
<u>Policy 2.9:</u> Improve and protect residential neighborhoods (while accommodating population growth).	4	4	2	4
<u>Goal 3:</u> Preserve and reinforce the stability and diversity of the city's neighborhoods.	4	4	2	4
<u>Policy 3.3:</u> Encourage a diversity in age, income, race and ethnic background within neighborhoods.	2	4	4	4
<u>Goal 6:</u> Reduce air pollution and lessen the impact of vehicular traffic on residential neighborhoods.	3	2	2	2
<u>Policy 6.2:</u> Maintain traffic patterns that protect the livability of established residential neighborhoods.	2	2	1	2
<u>Goal 8:</u> Improve the quality of air, water and land resources; and protect neighborhoods from noise pollution.	5	3	2	3
<u>Policy 8.4:</u> Promote the use of ride sharing and public transit throughout the metropolitan area.	2	3	5	4
<u>Policy 8.9:</u> Restrict development within natural drainageways.	4	3	2	3
<u>Policy 8.12:</u> Control the density of development in areas of natural hazards.	5	4	2	5
<u>Policy 8.13:</u> Protect sensitive natural areas and fish and wildlife habitats.	5	4	3	5
AVERAGE RATING	3.6	3.4	2.5	3.6

Table 4

DEVELOPMENT PATTERN POLICY AREA RATINGS

<u>Goal or Policy</u>	<u>Low Scenario</u>	<u>Medium Scenario</u>	<u>High Scenario</u>	<u>Adopted Comp. Plan</u>
<u>Policy 2.8:</u> Limit Density in areas with forested lands.	5	3	1	4
<u>Policy 2.11:</u> Strengthen commercial centers well served by transit with retail, office, service and multi-family housing uses.	2	2	4	4
<u>Policy 2.12:</u> Encourage increased density, commercial uses and medium density apartments along major transit routes.	1	3	5	3
<u>Policy 2.13:</u> Allow auto-oriented commercial activities to locate along major traffic streets.	2	2	3	2
<u>Policy 2.15:</u> Locate greater residential densities near major employment centers.	1	3	5	4
<u>Policy 2.17:</u> Around new/future transit stations, increase opportunities for commercial, apartment and increased single-family housing development.	2	4	5	5
<u>Policy 6.3:</u> Planning should be guided by the policies contained in the Arterial Streets Classification Policy.	2	3	4	3
<u>Policy 6.5:</u> Increase residential densities along major transit streets and near commercial centers.	1	3	5	4
<u>Policy 7.3:</u> Use land use density, location and access to transit to reduce the need to travel and conserve energy.	2	3	4	4
<u>Policy 8.12:</u> Control the density of development in areas of natural hazards.	5	4	2	5
<u>Policy 11.2:</u> Allow urban development only where public facilities and services can be reasonably made available.	4	4	2	5
AVERAGE RATING	2.5	3.1	3.6	3.9

Table 5

PUBLIC FACILITIES AND SERVICES POLICY AREA RATINGS

<u>Goal or Policy</u>	<u>Low Scenario</u>	<u>Medium Scenario</u>	<u>High Scenario</u>	<u>Adopted Comp. Plan</u>
<u>Policy 2.5:</u> Limit extension of development related facilities in areas designated Natural Resource.	4	4	1	4
<u>Policy 6.4:</u> Provide more direct cross-town transit service to residential neighborhoods.	2	3	4	3
<u>Policy 8.7:</u> Coordinate land use planning to ensure the most efficient use of sanitary and stormwater run-off facilities.	2	4	3	4
<u>Goal 11A:</u> Provide a timely, orderly and efficient arrangement of public facilities and services.	3	4	3	5
<u>Policy 11.4:</u> Maximum use of public facilities should be supported through development of vacant land within presently developed areas.	2	4	4	4
<u>Policy 11.5:</u> The costs of public facilities should be borne by those whose development actions make the facilities necessary.	2	4	4	4
<u>Policy 11.9:</u> High priority will be given to improvements that promote transit use on major transit streets.	2	3	4	3
<u>Policies 11.22 and 11.23:</u> Development on lots smaller than two acres should be connected to a public sewer system.	2	4	3	4
<u>Policy 11.27:</u> Limit the increase in impervious surface resulting from development.	4	3	2	3
<u>Policy 11.53:</u> Provide a uniform level of fire protection through both prevention and suppression activities.	4	3	2	3
AVERAGE RATING	2.7	3.6	3.0	3.7

APPENDICES

APPENDIX A

NORTHWEST HILLS STUDY QUESTIONNAIRE RESULTS

The opinions of residents and property owners in the Northwest Hills were solicited through a questionnaire distributed during the second round of public meetings. The questionnaire asked respondents to rate existing conditions in the study area, goals for the study area and the scenarios outlined in the Northwest Hills Development Scenarios Report. Approximately 300 questionnaires were distributed and 85 responses were received. A copy of the questionnaire appears at the end of this section. On it have been entered the mean (average) ratings of the 85 returned questionnaires.

Two purposes of the questionnaire were to find out how satisfied people were with existing conditions in the Northwest Hills and what things were most important to them. The respondents were most satisfied with the aesthetic qualities of the area, park and recreational opportunities, and schools. They were least satisfied with current transportation conditions and land use regulations. As goals for the study area, respondents rated maintaining neighborhood character, limiting traffic and development densities, and improving police protection as being most important. Rated as least important were allowing for additional development opportunities and improving public services. Table A1 below lists the conditions that respondents were most satisfied and least satisfied with; and the goals they found most important and least important. Each condition and goal is rated on a scale of one to five; with a five being very satisfied or very important, and a one being very dissatisfied or very unimportant.

Table A1

CURRENT CONDITIONS:

<u>Most Satisfied</u>	<u>Rating</u>	<u>Least Satisfied</u>	<u>Rating</u>
Scenic Qualities	4.6	Traffic Volumes	2.5
Neighborhood Character	4.3	Current Comp Plan	2.9
Parks and Recreation	4.0	Transit Opportunities	3.0
Schools	3.9	Transportation Access	3.3
Current Level of Development	3.9	Police Protection	3.4

GOALS:

<u>Most Important</u>	<u>Rating</u>	<u>Least Important</u>	<u>Rating</u>
Maintain Neighborhood Character	4.4	Increase Level of Development	2.0
Reduce Traffic Volumes	4.1	Increase Housing Opportunities	2.4
Maintain Current Level of Development	4.0	Improve Parks and Recreation	2.8
Decrease Development Levels	3.6	Improve Schools	2.9
Improve Police Protection	3.3	Improve Sewer, Water and Storm Drainage Service	3.0

The questionnaire also asked respondents to rate the Development Scenarios outlined in the report of the same name on a scale of one to five. Not surprisingly, given the factors that were most important to them, they rated the Low Scenario as the most acceptable. What is surprising, however, is that even the Low Scenario is not seen as a positive goal for the future of the Northwest Hills. This situation possibly reflects two things:

- a) People are very concerned about growing traffic volumes. The transportation analysis indicates that even under a low development scenario, where very restrictive land use controls are placed throughout the area, traffic volumes will continue to grow on Cornell, Burnside and the Sunset Highway to levels at or above the structural capacities of those roads. In short, even a very restrictive plan would not do much to solve a worsening transportation picture.
- b) The individuals responding to the questionnaire are extremely conservative with regard to their neighborhoods and resistive of change. Even a very low level of additional development is unacceptable to some.

The interest that a respondent had in the the study area affected to some degree how they answered the questionnaire. Table A2 lists the mean ratings of the three development scenarios and selected goals by the type of interest that the respondent holds in the study area. Two or more goal statements from the questionnaire may be combined into a single goal statement in the table. The ratings are on a scale of one to five with a one being the most negative rating and a five being the most positive rating.

Table A2

MEAN QUESTIONNAIRE RATINGS
BY TYPE OF INTEREST

SCENARIO/GOAL	RESPONDENT INTEREST IN THE STUDY AREA					
	All Respondents	Live in Study Area Only	Live and Own Undeveloped Property in Study Area	Live Near Study Area	Own Business or Work in Study Area	Own Property in Study Area Only
Low Development Scenario	3.0	3.5	3.7	2.1	1.3	2.2
Medium Development Scenario	1.9	1.6	2.8	1.5	2.8	2.8
High Development Scenario	1.9	1.4	2.3	1.3	3.8	5.0
Increase Transit Opportunities	3.3	3.0	3.7	3.4	3.8	4.0
Improve Transportation Access	3.1	2.9	3.7	2.8	3.5	3.9
Decrease Traffic Volume	4.1	4.2	4.3	4.3	3.0	3.1
Improve Police Protection	3.3	3.2	4.3	3.1	2.8	3.3
Improve Fire Protection	3.2	3.1	4.1	2.9	3.3	3.3
Improve Water Service	3.0	2.7	3.7	3.0	3.0	3.7
Improve Sewer Service	3.0	2.8	3.0	2.9	3.5	4.0
Improve Recreation Opportunities	2.8	2.6	3.0	3.1	2.8	3.0
Improve Storm Drainage	3.0	3.0	3.2	2.6	3.0	3.7
Improve Public Facilities & Services	3.1	2.9	3.5	3.0	3.2	3.5

Table A2 (Continued)

SCENARIO/GOAL	RESPONDENT INTEREST IN THE STUDY AREA					
	<u>All Respondents</u>	<u>Live in Study Area Only</u>	<u>Live and Own Undeveloped Property in Study Area</u>	<u>Live Near Study Area</u>	<u>Own Business or Work in Study Area</u>	<u>Own Property in Study Area Only</u>
Improve Housing & Commercial Opportunities	2.2	1.8	2.1	2.0	3.4	4.0
Maintain Current Level of Development	4.0	4.6	4.0	4.1	2.0	2.0
Preserve Neighborhood Character	4.4	4.6	4.8	4.8	3.3	2.8
Maintain Status Quo	3.8	4.1	3.9	3.9	2.1	2.5
NUMBER OF RESPONDENTS:	85	43	13	16	4	7

NORTHWEST HILLS STUDY QUESTIONNAIRE

1. Please indicate your level of satisfaction with each of the following conditions and services in the Northwest Hills by placing an "x" in the appropriate space.

	Very Dissatisfied	Dissatisfied	Neutral	Satisfied	Very Satisfied
Housing Opportunities	—	—	—	X	—
Shopping Opportunities	—	—	—	X	—
Transit Opportunities	—	—	X	—	—
Transportation Access	—	—	—	X	—
Traffic Volume	—	X	—	—	—
Police Protection	—	—	—	X	—
Fire Protection	—	—	—	X	—
Water Supply	—	—	—	X	—
Schools	—	—	—	—	X
Sanitary Sewer Service	—	—	—	X	—
Parks and Recreational Opportunities	—	—	—	—	X
Storm Drainage	—	—	—	X	—
Existing Level of Development	—	—	—	X	—
Existing Comprehensive Plan Designations	—	—	X	—	—
Scenic Qualities	—	—	—	—	X
Neighborhood Character	—	—	—	—	X
Others (specify) _____	—	—	—	—	—

2. Rate each development scenario on a scale of 1 to 5, according to how you think each would affect the conditions and services that you identified as being most satisfied with in question 1. (1 = Adversely Affects; 3 = Does not Affect; 5 = Positively Affects Conditions and Services).

Low Development Scenario 3.1 Medium Development Scenario 1.8 High Development Scenario 1.8

3. Rate the importance of each of the following goals for the Northwest Hills by placing an "x" in the appropriate space.

	Very Unimportant	Unimportant	Neutral	Important	Very Important
Increase Housing Opportunities	—	—	X	—	—
Increase Commercial Opportunities	—	X	—	—	—
Increase Transit Opportunities	—	—	—	X	—
Improve Transportation Access	—	—	—	X	—
Decrease Traffic Volume	—	—	—	—	X
Improve Police Protection	—	—	—	X	—
Improve Fire Protection	—	—	—	X	—
Improve Water Service	—	—	X	—	—
Improve Schools	—	—	X	—	—
Improve Sanitary Sewer Facilities	—	—	X	—	—
Improve Parks and Recreational Opportunities	—	—	X	—	—
Improve Storm Drainage Facilities	—	—	X	—	—
Maintain Existing Level of Development	—	—	—	X	—

	Very Unimportant	Unimportant	Neutral	Important	Very Important
Maintain Existing Comprehensive Plan Designations	—	—	X	—	—
Increase Existing Development	—	X	—	—	—
Decrease Existing Development	—	—	—	X	—
Preserve Neighborhood Character	—	—	—	—	X
Others (specify) _____	—	—	—	—	—

4. Rate each development scenario on a scale of 1 to 5, according to how you feel each would affect the achievement of the goals you rated as important in question 3. (1 = Adversely Affects; 3 = Does Not Affect; 5 = Positively Affects the Achievement of the Goals).

Low Development Scenario 3.0 Medium Development Scenario 1.9 High Development Scenario 1.9

5. In which neighborhood do you live? _____ (See attached map).

6. Do you live in the City of Portland? (Circle One) Yes (36)* No (47)*

7. Which of the following best characterizes your interest in the study area? [Check appropriate answer(s)]

- * 57 Live within the study area
- 5 Own business/work within the study area
- 22 Own undeveloped property within the study area
- 16 Live in a neighborhood within close proximity to the study area
- _____ Other (specify) _____

8. How do you feel you will be most affected by development in the Northwest Hills Study Area?

9. Comments? _____

THANK YOU!

Please return within seven days to:

City of Portland
 Bureau of Planning, Land Use Section
 1120 SW Fifth Avenue, Room 1002
 Portland, OR 97204-1966

* Number Responding in Each Category



CITY OF
PORTLAND, OREGON

BUREAU OF PLANNING

Francis J. Ivancie, Mayor
 Terry D. Sandblast, Director
 Room 1002, 1120 S.W. Fifth Avenue
 Portland, Oregon 97204-1966
 (503) 796-7701

Code Administration 796-7700

Land Use 796-7700

Urban Design 796-7702

MEMORANDUM

September 5, 1984

TO: Northwest Hills File *mep*
 FROM: Robin McArthur-Phillips, City Planner I
 SUBJECT: Establishment of the Urban Growth Boundary

Purpose

In March 1984, the Planning Commission requested documentation on how the urban growth boundary (UGB) was established in the Northwest Hills. This memo is in response to that request.

Background

Urban growth boundaries are tools used to encourage the efficient utilization of land and other natural resources by promoting development in and around urban areas. Concentrated development patterns minimize the costs associated with providing public facilities and services and, at the same time, help to protect agricultural and forest lands from urban encroachment. Goal 14, Urbanization, of Oregon's Comprehensive Land Use Planning Program, requires jurisdictions to establish UGB's to separate urbanizable land from rural land. The establishment and change of UGB's are governed by the following:

- 1) Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals;
- 2) Need for housing, employment opportunities, and livability;
- 3) Orderly and economic provision for public facilities and services;
- 4) Maximum efficiency of land uses within and on the fringe of the existing urban area;
- 5) Environmental, energy, economic and social consequences;
- 6) Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority; and,
- 7) Compatibility of the proposed urban uses with nearby agricultural activities.¹

¹Oregon Land Conservation and Development Commission, Statewide Planning Goals and Guidelines, 1975.

Northwest Hills File
September 5, 1984
Page 2 of 6

All land within an adopted UGB is considered urbanizable, and thus must be available over time for urban uses. The criteria used to convert land from "urbanizable" to "urban uses" include:

- 1) Orderly, economic provision for public facilities and services;
- 2) Availability of sufficient land for the various uses to ensure choices in the market place;
- 3) LCDC goals; and,
- 4) Encouragement of development within urban areas before conversion of urbanizable areas.²

The Metropolitan Service District (Metro) was given the authority to maintain the UGB for the Portland Metropolitan area to ensure consistent growth and adequate service provision. Every four years, Metro reviews the UGB for consistency with state land use goals.

The Northwest Hills

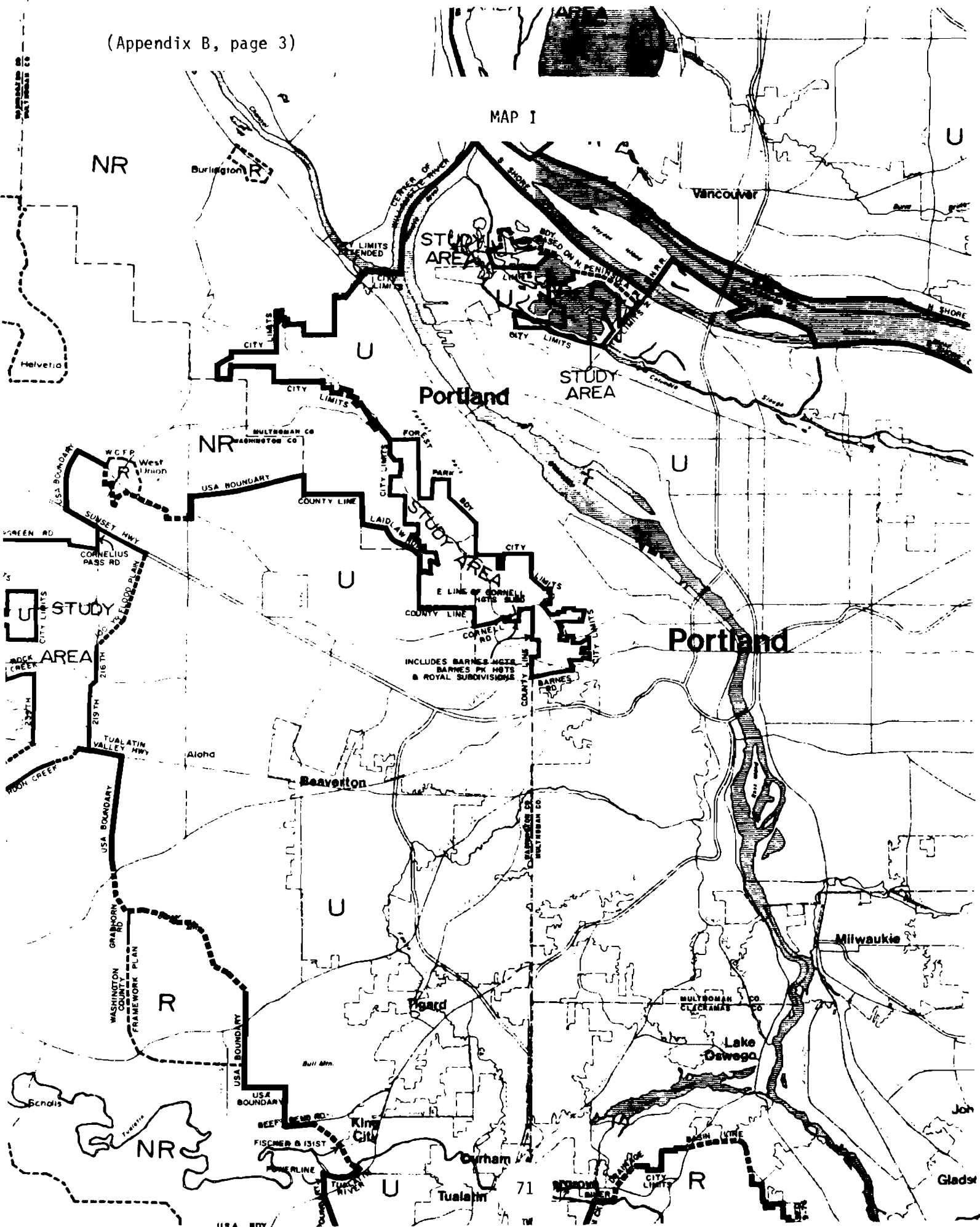
In 1976, Metro's predecessor, the Columbia Region Association of Governments (CRAG), adopted a UGB for the metropolitan region, but designated several areas for further study, one of which included a portion of the Northwest Hills. (See Map I, Northwest Hills Urban Growth Boundary Study Area). Much debate arose over whether or not to include the Northwest Hills within the UGB.

Multnomah County lobbied for its exclusion on the grounds that increased development would contribute to existing slope stability problems and would further aggravate traffic congestion. Others favored a compromise in which the area would be separated into two drainage basins; one flowing northeast into undeveloped Forest Park and the other flowing southwest onto lands contiguous to planned urban areas. Proponents of this position felt that the northeast basin should be designated for natural resource related uses, thus excluding it from development, while the southwest basin should be classified as urbanizable and included within the UGB. The ridgeline dividing these two basins approximates Skyline Boulevard.

After several public hearings, CRAG adopted a UGB for the Northwest Hills in 1977. The boundary extends along Skyline Boulevard between Springville and Thompson Roads then veers in a southeasterly direction following property lines south of Thompson Road. (See Map II, Location of the Urban Growth Boundary in the Northwest Hills.) At the time that CRAG established the UGB, several lots located south of Thompson Road had already been either platted or developed which explains why they were included within the UGB. Table I is an outline of the rationale used by CRAG to decide where to locate the boundary in the Northwest Hills.

²Ibid.

MAP I




MAP II

LOCATION OF THE URBAN GROWTH
BOUNDARY IN THE NORTHWEST HILLS

Urban Uses: **U**

Rural Uses: **R**

Natural Resource: **NR**

Urban Growth Boundary: 

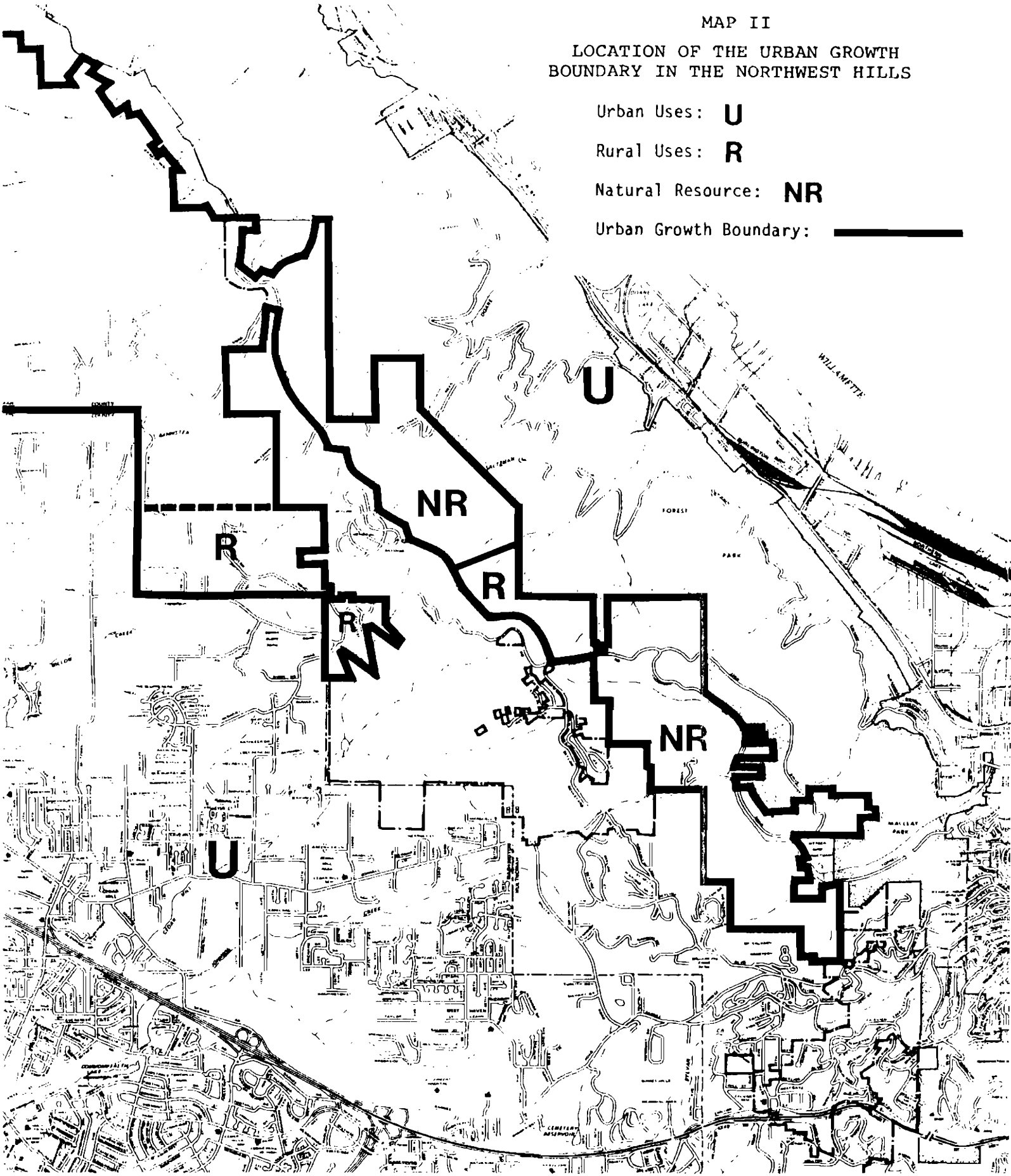


TABLE I
CHARACTERISTICS USED TO DETERMINE THE LOCATION OF THE
URBAN GROWTH BOUNDARY IN THE NORTHWEST HILLS

<u>Characteristic</u>	<u>Northeast Drainage Basin</u>	<u>Southwest Drainage Basin</u>
Orientation of Basin	Flows toward natural areas	Flows toward planned urban and developing areas
Predominant Land Use	North of Thompson Road-- Mostly Open Space/Parkland. South of Thompson Road-- Mix of Open Space, undeveloped and developed lots.	Mix of farms, low density single family homes and undeveloped parcels
Zoning	Predominantly Farm and Forest	Mix of R10, R20, and Farm and Forest. The Sylvan area also has R7, R5, R2 and C2 zoning
Ownership Status	Mostly public ownership	Mostly private ownership
Public Facilities and Existing Services	Relatively few services	Some areas fully served such as Sylvan. Other areas currently receive partial or no services
Public Facilities and potential for Service Provision	Very costly due to fact that sewer and water services have to be pumped over ridge	Services planned as part of the Forest Park Estates development

Northwest Hills File
August 21, 1984
Page 6 of 6

Except for a small parcel of land within the City's jurisdiction roughly located northeast of Skyline Boulevard between Springville and Thompson Roads (See Map II), all land within the study area located northeast of the UGB is unincorporated. CRAG established either a Natural Resource (NR) or a Rural (R) designation on all properties excluded from the UGB. Those designations are placed on land considered valuable for farm, forest, natural resource or rural-related uses. Individual jurisdictions are encouraged to zone such lands in ways that are consistent with the NR and R designations.

The City of Portland zoned the land within its jurisdiction located outside the UGB for Farm and Forest uses with a Natural Resources overlay (FFnr). This zone promotes farm, forest, and agricultural uses and allows one home on lots of 20 acres or larger. Generally, it is applied in areas that are difficult and inefficient to serve.

The exclusion of land located within the City's borders from the UGB and its subsequent Natural Resources designation raises an interesting policy question. Section 660-01-300 of Oregon's Administrative Rules states that "the Land Conservation and Development Commission considers land already within city boundaries to be urban or urbanizable land." State land use Goal 14, Urbanization, states that "urban growth boundaries shall be established to identify and separate urbanizable land from rural land. It is implied by these statements that all land within city boundaries should be included within the UGB, and thus be available for development.

Regardless of whether this land is included within the UGB, its development is somewhat limited due to the problems involved in the provision of public facilities and services. However, its exclusion from the UGB appears to be in conflict with Goal 14 and Oregon's Administrative Rules. It should be noted that this land was annexed to the City of Portland over 15 years ago, prior to the adoption of an urban growth boundary.

Summary

North of Cornell Road, the UGB approximates the ridgeline dividing the northeast from the southwest drainage basins in the Northwest Hills. The major reasons for this division include the orientation of the basins toward natural resource versus urban uses and the difficulty of providing services to properties located in the northeast drainage basin. South of Cornell Road, the UGB follows property lines roughly paralleling Skyline Boulevard. While the majority of land in the Northwest Hills excluded from the UGB is unincorporated, one stretch of land located south of Springville Road is within Portland's city limits. This stretch is zoned for Farm and Forest uses with a natural resources overlay. Although there is some indication that it is inappropriate to exclude incorporated properties from the UGB, it is likely that the development potential of this land would remain somewhat limited even if it were included within the UGB due to the problems involved with providing public facilities and services.

RMCP:sw

APPENDIX C

RECOMMENDATIONS FOR THE TRANSPORTATION ELEMENT OF THE NORTHWEST HILLS STUDY

Review of Existing Transportation System Conditions and Policies

The primary objective of the city's transportation policy in the Northwest Hills Study area is to route non-local traffic around the Northwest neighborhoods on regional highways (Sunset and I-405). Local traffic should be accommodated on neighborhood collector streets like NW Cornell Road, and Major City Traffic Streets like W. Burnside Rd. The east-west transportation network is operating at design capacity at peak periods today. There is little flexibility in the transportation system to accommodate additional traffic growth without major improvements to the transportation system and/or the implementation of transportation systems management programs.

The north-south streets in the study area are operating today at well below their design capacity for two reasons. One, it is physically difficult to reach the freeway system without using east-west streets. In short there is no direct access from the Northwest Hills to the Sunset Highway. Second, traffic volumes on the north-south streets are low because of the small number of persons living in the study area.

Decisions have already been made at the regional and local level that no new transportation corridors will be developed in addition to those identified in the Regional Transportation Plan. All new regional and local transportation growth will have to be accommodated in the existing transportation corridors.

Growth in population and employment regionally and in Washington County have increased beyond the projections made in the late 1970's and early 1980's when the developers of Forest Park Estates made estimates of future traffic growth. Hence, the projected traffic impact of greater development in the Northwest Hills area will contribute to the number of trips in the corridor. The rise in traffic growth today is attributable to the more rapid rise in population and employment numbers than earlier anticipated.

Recommended Land Use Strategy

To maximize the existing or planned infrastructure (of all types including transportation) in the Northwest Hills, increases in density should only be allowed in those areas adjacent to Forest Park Estates (FPE). All other areas with non-transportation infrastructure constraints should be designated Farm and Forest. New development adjacent to FPE could then tie into existing infrastructure facilities already provided by FPE. To encourage the timely development of this property over a longer timeframe, these parcels adjacent to FPE should be downzoned to the lowest density practical, preferably Farm and Forest, and receive a more intense Comprehensive Plan designation of R10, the same as FPE. As each individual property owner decides to develop, he would be required to meet the FPE transportation conditions at a minimum. In addition, to receive approval of a zone change in compliance with the Comprehensive Plan, applicants of proposed development generating more than 100 trips per day would be required to show that the transportation impacts from his development can be mitigated before approval is granted.

Until some regional consensus is developed on a specific strategy for transportation improvements in the Sunset Corridor, which can absorb more trips, the Northwest Hills area will be required to develop within stringent guidelines. These guidelines could be terminated if regional or local transportation improvements are implemented.

The implication of the above strategy is that no increase in development density should be recommended for the Sylvan area in anticipation of light rail. Making light rail or some similar mode, a condition of approval of zone change in compliance with the Comprehensive Plan may be the same as freezing future development at existing designations since LRT has not been funded in this Corridor.

Transportation Conditions of Approval for Zone Changes in Compliance With the Comprehensive Plan.

At a minimum the FPE conditions would apply to all parcels requesting upzoning in compliance with the Comprehensive Plan. Those conditions are as follows:

1. Foster the use of mass transportation facilities by residents on the applicant's property to the fullest extent reasonably possible and to otherwise minimize any adverse impact of automobile traffic in the area.
2. If transportation service is not provided by a public agency on a basis deemed adequate by the Planning Commission, the latter may require the applicant to provide and subsidize a transportation service between the applicant's parcel and downtown.
3. Require that developers participate in an "impact fee" as a means to provide a fund for the construction of improvements when they become necessary. A fee-system based on trips generated from the proposed development, is the most equitable. Washington County has recently drafted this type of fee system.
4. Participation in an areawide public transportation service.

For those developments between five and twenty acres, and for all upzonings to a commercial zone, the above conditions plus a transportation analysis including documentation of the following will be required:

- e) the potential daily and peak hour traffic volumes generated by the site;
- f) distribution on the street system of the traffic generated by the site;
- g) the extent to which ridesharing and transit incentive programs might reduce the vehicle trips generated by the site; and
- h) current traffic volumes on the principal roadways relative to the site.

For upzonings of more than twenty acres, the above conditions will be applied, plus the transportation analysis will be expanded to document:

- i) projected traffic volumes on the principal roadways relative to the site should the proposed development and other previously approved, but undeveloped proposals, be fully developed.

APPENDIX D

CHANGE IN HOUSING UNIT POTENTIAL

CURRENT VS. PROPOSED
COMPREHENSIVE PLANS

<u>Change in Comp Plan</u>	<u>Total Acres</u>	<u>Undeveloped Acres</u>	<u>Change in Housing Unit Potential</u>
Reductions:			
R20 TO FF	74	43	- 58
R10 to FF	326	277	-854
R10 to R20	199	145	-253
R7 to R20	2	2	- 8
R7 to R10	13	2	- 2
Subtotal:	614	469	-1,175
Increases:			
MUF19 to FF	93	93	+ 33
RR to FF	21	21	+ 6
RR to R20	20	20	+ 32
MUF19 to R10	104	101	+347
RR to R10	69	21	+ 72
R20 to R10	83	7	+ 11
R20 to R7	28	18	+ 59
R10 to R7	31	31	+ 46
R20 to R2	30	10	+155
R5 to R2	14	11	+113
Subtotal:	493	333	+874
TOTAL NET	121*	136*	-301

*Down-designations of gross land area exceed up-designations by 121 acres. Down-designations of undeveloped land exceed up-designations by 136 acres. The undeveloped net exceeds gross area net because, as a whole, the down-designated areas are 76 percent undeveloped while the up-designated areas are 68 percent undeveloped.

KOBIN & MEYER, P.C.

ATTORNEYS AT LAW

SUITE 800

610 S. W. ALDER STREET

PORTLAND, OREGON 97205-3688

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROGER A. LENNEBERG

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
(1903-1981)

May 3, 1985

MAY 6 1985

CITY OF PORTLAND
BUREAU OF PLANNING

Mr. James Throckmorton
Bureau of Planning
1120 SW Fifth Avenue, Room 1002
Portland, Oregon 97204-1966

Re: Northwest Hills Study

Dear Mr. Throckmorton:

I own some property on Skyline Blvd. which is outside the urban growth boundary, outside the City of Portland and northeast of the proposed Forest Park Estates. The north boundary of my property is the boundary for the City of Portland. I note from the summary of your recommendation that you seek to expand single-family land use designations east of the Forest Park Estates. What is your timetable, if any, of extending water and sewer service on Skyline Blvd. ^{and} Germantown Road to Thompson Road?

I would appreciate your providing me with a copy of the Planning Bureau's staff report and recommendations and would also appreciate a copy of the Northwest Hills Study Report.

Thank you very much for your assistance.

Very truly yours,


Jan D. Sokol

MAY 07 1985

May 4, 1985

CITY OF PORTLAND
BUREAU OF PLANNING

Bureau of Planning
c/o James Throckmorton
1120 SW 5th Ave, Room 1002
Portland OR 97204-1966

Subject: Response to the NORTHWEST HILLS STUDY

In reference to #3 in the Land Use section of the Northwest Hills Study:

Cornell Road is an Historical Landmark; therefore cannot be widened, etc.

Cornell Road is already beyond its traffic capabilities.

Its traffic is fast and dangerous.

Adding to Cornell Road traffic would be inappropriate.

Thank you.

Mary Cyetta Peters

Mary Cyetta Peters
2711 NW Savier
Portland OR 97210
503/248-9402

Bureau of Planning
% James Throckmorton
1120 SW Fifth Av, Em1002
Portland, OR 97204-1966

MAY 07 1985

5/5/85

CITY OF PORTLAND
BUREAU OF PLANNING

I wish to protest or object to some of the recommendations of the Northwest Hills Study Report.

Specifically - Map 5, the area marked R7, owned by the city or school district. This area is no different than the R10 area above it and it looks like a flagrant attempt to boost the value of public property that has not paid its fair share of the sewer, water & other improvements in the vicinity.

I feel if anything the original R20 zoning for this general area as designated by the county was the best, however to attach R7 to the public property & give the private land around it R10 smacks of ^{bad} ~~dirty~~ politics. Slope & drainage considerations would suggest the reverse of anything zone.

Charles E. Smith

1309 SW 58th

P.O. Box 3563

PRD, OR 97208-3563

May 6, 1985

Bureau of Planning
% James Stroetmeyer
1120 S.W. 5th Av. Pm 1002
Portland OR 97204-1966

MAY 1985

I object to some of the recommendations
in the Northwest Hill Study

Specifically - Map 5, the area marked
R7 and R2, owned by the city or school district.
The R7 (lower left Map 5) is the same as the
R10 area above it and it looks like an attempt
to increase the value of public property. The
R2 is a school and should not be zoned as a
multiple unit and condominium.

I feel that the original R20 zoning
for this area as designated by the county was
the best. To attach R7 & R2 to the public property
and give the private land around it R10 seems
grossly unfair

Susan R. DeFasi
1309 S.W. 58th
P.O. Box 3563
Portland OR 97208-3563

Donald E. Pollock

INVESTMENTS

10211 S.W. Barbur Blvd. Suite 202A
Portland, Oregon 97219
(503) 245-2481

MAY 11 1985

May 7, 1985

Bureau of Planning
James Throckmorton
1120 SW Fifth Avenue, Rm 1002
Portland, OR 97204-1966

Re: Section 25 1N 1W
TL #'s - 10, 11, 13

Dear Mr. Throckmorton:

I have received the Presentation of the Northwest Hills Study and Recommendations to the Planning Commission.

The study recommended that the above mentioned tax lots have FF zoning. In the future, we would like to build one house per acre. However, since this type of zoning is not available at this time, we would prefer to have R-20 zoning instead of the recommended FF zoning.

If you have any questions regarding this matter, please do not hesitate to contact me at the above number.

Sincerely,



Donald E. Pollock

DEP:plh

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

Telephone 238-4900

MAY 09 1985

CITY OF PORTLAND
BUREAU OF PLANNING

May 7, 1985

Portland Bureau of Planning
c/o James Throckmorton
1120 S.W. Fifth Avenue, Room 1002
Portland, OR 97204-1966

Re: Northwest Hills Study Recommendations

Dear Mr. Throckmorton:

We feel the recommendations as summarized in the Planning Commission hearing notice (1) respond to the need for transit access where urban intensity development is encouraged, while (2) reflecting the physical difficulty of providing regular transit service in the study area. We would add that in the Sylvan commercial/residential area, pedestrian ways to the transit station should be required in the development program. Specifically, modify "Land Use" recommendation #5 to read, "Increase residential densities adjacent to significant concentrations of commercial services and future transit stations (Sylvan), and provide for pedestrian circulation and access."

Respectfully,

Alonzo W. Wertz, Manager
Project Development

AWW:Pe

cc: Tom Matoff, Tri-Met



CITY OF
PORTLAND, OREGON
BUREAU OF PLANNING

Margaret D. Strachan, Commissioner
Michael Harrison, AICP, Acting Director
Room 1002, 1120 S.W. Fifth Avenue
Portland, Oregon 97204-1966
(503) 796-7700

Annexation

Land Development

Land Use

Urban Design

May 10, 1985

Multnomah County Planning Commission
2115 S.E. Morrison Street
Portland, OR 97214

The City of Portland Planning Bureau requests that the county Planning Commission adopt a negative recommendation on the proposed expansion of the Urban Growth Boundary east of Mt. Calvary Cemetery (PR 4-81, #134). Failing that, we would request that you postpone a decision until the city Planning Commission has acted on the NW Hills Study. We take this position for the following reasons:

1. The proposal is in conflict with the staff recommendation to the Portland Planning Commission concerning the NW Hills Study (see Attachment A). This recommendation will be acted upon by the commission on May 28th.
2. The proposal is inconsistent with adopted Metro and EPA sewage treatment area designations (see Attachment B). It proposes an inter-basin transfer of sewage that would require amendments to Metro ordinances and the federal 208 Water Quality Plan. In our view, such amendments would be inappropriate.
3. The site in question is within Portland's tentative Urban Services Boundary. As such, annexation of the urban portions is expected. The development proposal would require construction of sewage pump stations and pressure lines to accomplish the inter-basin transfer of sewage. It is the policy of the Bureau of Environmental Services to avoid the construction or acceptance of pump/pressure facilities that are not part of the principal trunk/interceptor system.
4. A need for additional urban-designated land in the NW Hills cannot be demonstrated. Metro projects a demand for approximately 2,200 new housing units in the NW Hills Study area over the next twenty years. Development potential already inside the UGB exceeds twice that amount. Forest Park Estates by itself will provide 2,100 housing units.

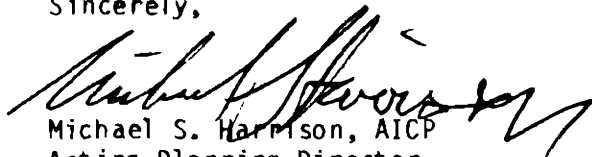
In summary, the proposal before you violates the intent of the NW Hills Study staff recommendations. It would not result in a more efficient arrangement of land use and public facilities but a less efficient one.

(Appendix E, page 3)

Multnomah County Planning Commission
May 10, 1985
Page 2

If you or your staff have additional questions, please contact James Throckmorton of this bureau at 796-7700.

Sincerely,



Michael S. Harrison, AICP
Acting Planning Director

MSH:JT:rs
Attc.

cc: Jill Hinkley, Metro

RD1

PORTLAND

Pop 370,000 FOREST

BALCH

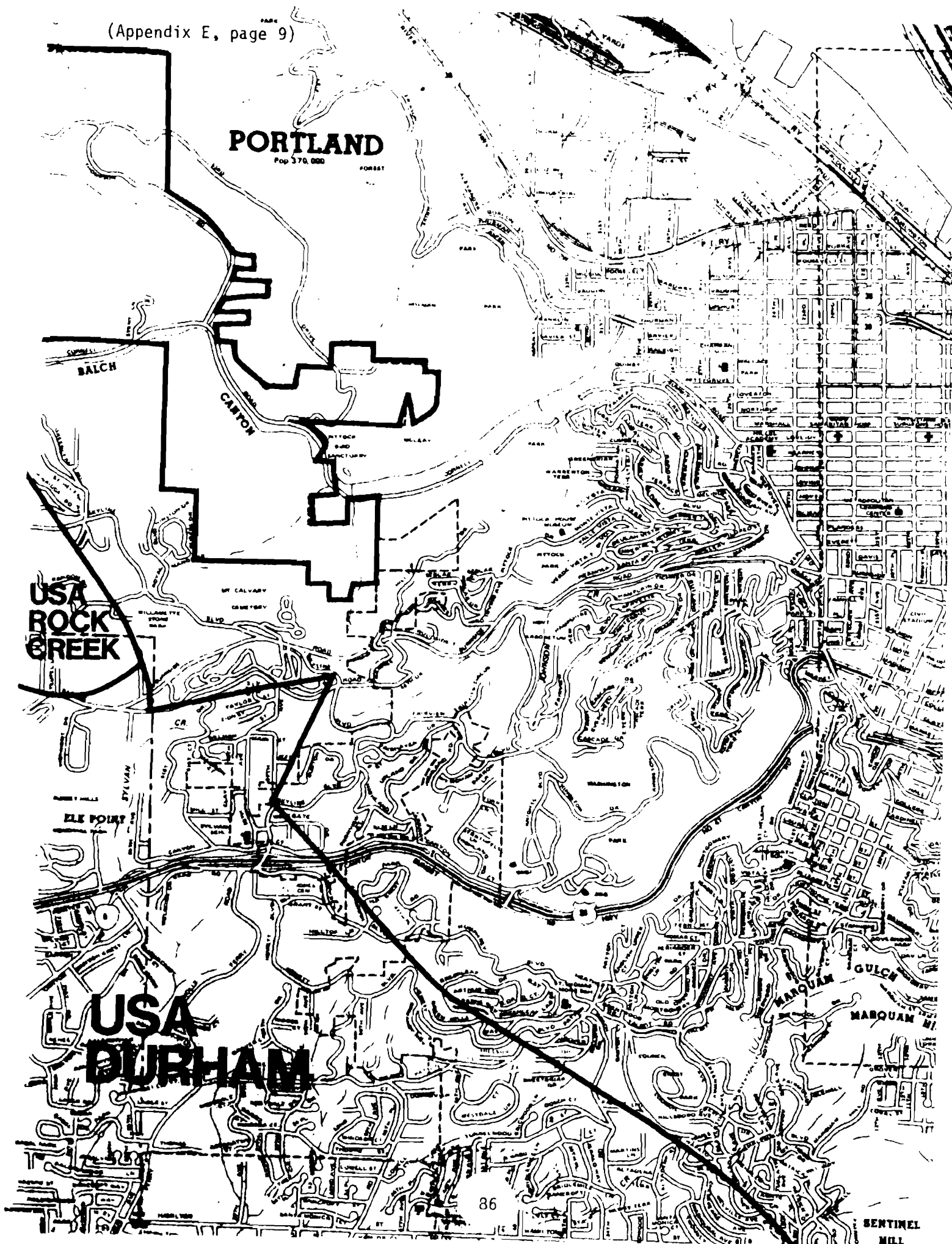
CANTON

USA ROCK CREEK

ELK POINT

USA DURHAM

MARQUAN
MARQUAN MI
GULCH



Jama



Notice of Public Hearing Planning Commission

Department of Environmental Services
Division of Planning and Development

2115 S.E. Morrison Street
Portland, Oregon 97214

You are invited to attend or send written comment regarding a public hearing to be held on the following item on the date and at the time and place indicated below. The exact time may be later depending on the agenda schedule. The hearing will be conducted pursuant to the Planning Commission's Rules of Procedure, which will be available at the hearing. All interested parties may appear and testify.

A Staff Report will be available five days prior to the date of the hearing. Written comments received will be reviewed by the Planning Commission. Public testimony may be limited to ten minutes for all proponents together, and all opponents together. Additional time may be requested in writing prior to the hearing and may be granted by the Chairperson if found to be material, relevant and non-repetitive.

A recommendation on the item will be announced at the close of the hearing, or upon continuance to a time certain. A written recommendation will be filed with the Clerk of the Board of County Commissioners within ten days of the announcement. Recommendations may be appealed to the Board of County Commissioners by either the applicant or those opposed. Appeals must be filed with the Division of Planning and Development within ten days after the decision is filed with the Clerk of the Board. Appeal forms are available at 2115 S.E. Morrison. If you desire further information, please call 248-3047.

Date: 5/13/85 Time: 5:00PM Place: Room 602, Multnomah County Courthouse

OLD BUSINESS
PR 4-81, #134

Change in Urban Growth Boundary

Line 2.

Applicant requests a recommendation from Multnomah County to METRO regarding a proposed change in the Urban Growth Boundary to include this property within the Urban Area. Final approval of this request would be made by the METRO Council.

If approved, the site could be developed in conjunction with contiguous R-10 property which is currently within the UGB and owned by the applicant. Any development would require approval of an appropriate zone change by the Multnomah County Planning Commission.

Location: 5300^o West Burnside Street

Legal: Tax Lot '70', Section 31, T1N, R1E
1984 Assessor's Map

Site Size: 12.28 acres

Size Requested: Same

Property Owner: Foster Consolidated, Inc.
8280 SW Stark Street, Portland 97229

Applicant: Same

Comprehensive Plan: Multiple Use Forestry

Present Zoning: MUF-19, Multiple Use Forestry
19-Acre minimum lot size for single family residences

Sponsor's Proposal: R-10, Single Family Residential
Minimum lot size of 10,000 square feet per single family residence

RECEIVED
MAY 08 1985
MULTNOMAH COUNTY
BUREAU OF PLANNING

RH0295P

PLANNING COMMISSION MEMBERS: Alterman - Douglas - Hanway - Karlin - Leonard - Liebert - Parker - Spetter - Wiggin

MUF -19

'52'
10.05Ac

north



PR 4-81
MAP # 3024
SEC.31, 1N, 1E
SZM # 134
SCALE: 1"=200'

MUF
-19

RIO

RIO
CS

'70'
'90'
12.00Ac

ZC 13-81P
PR 4-81

'21'
10.72Ac

B-10 G-S

R10CS

CITY

MC51-61/D

CITY

RIO

MC18-64

CS48-57

W. BUR

EST BURNSIDE

3184

STATEMENT OF SEWER SERVICE AVAILABILITY

This statement is supplied at the request of Eldon Foster

dated 10/4/84. A copy of the request is attached. The property hereinafter referred to is the property described in the request.

1. The Unified Sewerage Agency has authority to and will supply sanitary sewer service to the property subject to compliance by the property owner, his agents and employees with all applicable rules, regulations and laws related to sanitary sewer service. If construction of sewer lines other than those designated for public construction on the Washington County Master Plan for Sewerage Works is necessary, such construction will be the responsibility of the property owner except to the extent that the Agency may agree to participate in the cost.

2. Treatment plant capacity adequate for the proposed use of the property (is) ~~(XXXXXX)~~ presently available and (will) ~~XXXXXX(XXXX)~~ be available during a period of one year following the date of this statement. If adequate capacity is not and/or will not during the ensuing year be available, future capacity is projected as follows:

These lots are outside the Agency boundaries; therefore, all permits will be purchased from Multnomah County.

3. A sanitary sewer line(s) adequate for the proposed use ~~(is)~~ (is not) available to the property. If the property is in a city that has immediate control of local collection sewer lines, no line information is available from the Agency. If an adequate sanitary sewer line(s) is not available, the nearest adequate line is _____ from the property. The property can be served in the following manner:

By construction of public sewer line from the existing public line in Windemere Subdivision to the Washington County boundary. (Construction of lines in Multnomah County requires approval from that County.)

4. The property ~~(is)~~ (is not) presently connected to a public sewer.

5. Additional remarks: The Agency will approve only gravity lines and will not approve a public pump station. Cost of construction of lines lies with property owner or developer.

The foregoing statement is furnished to the person requesting it with the understanding of the said person that it is based in part on ESTIMATES AND PROJECTIONS and DOES NOT CONSTITUTE A GUARANTEE OR COMMITMENT that adequate sewer service will be available to the property at any specific time.

TAX MAP NO. 1N1 E 31 58,⁷80, & 307

UNIFIED SEWERAGE AGENCY OF WASHINGTON COUNTY

By: Dick Whitman
Dick Whitman

Date: 10/4/84

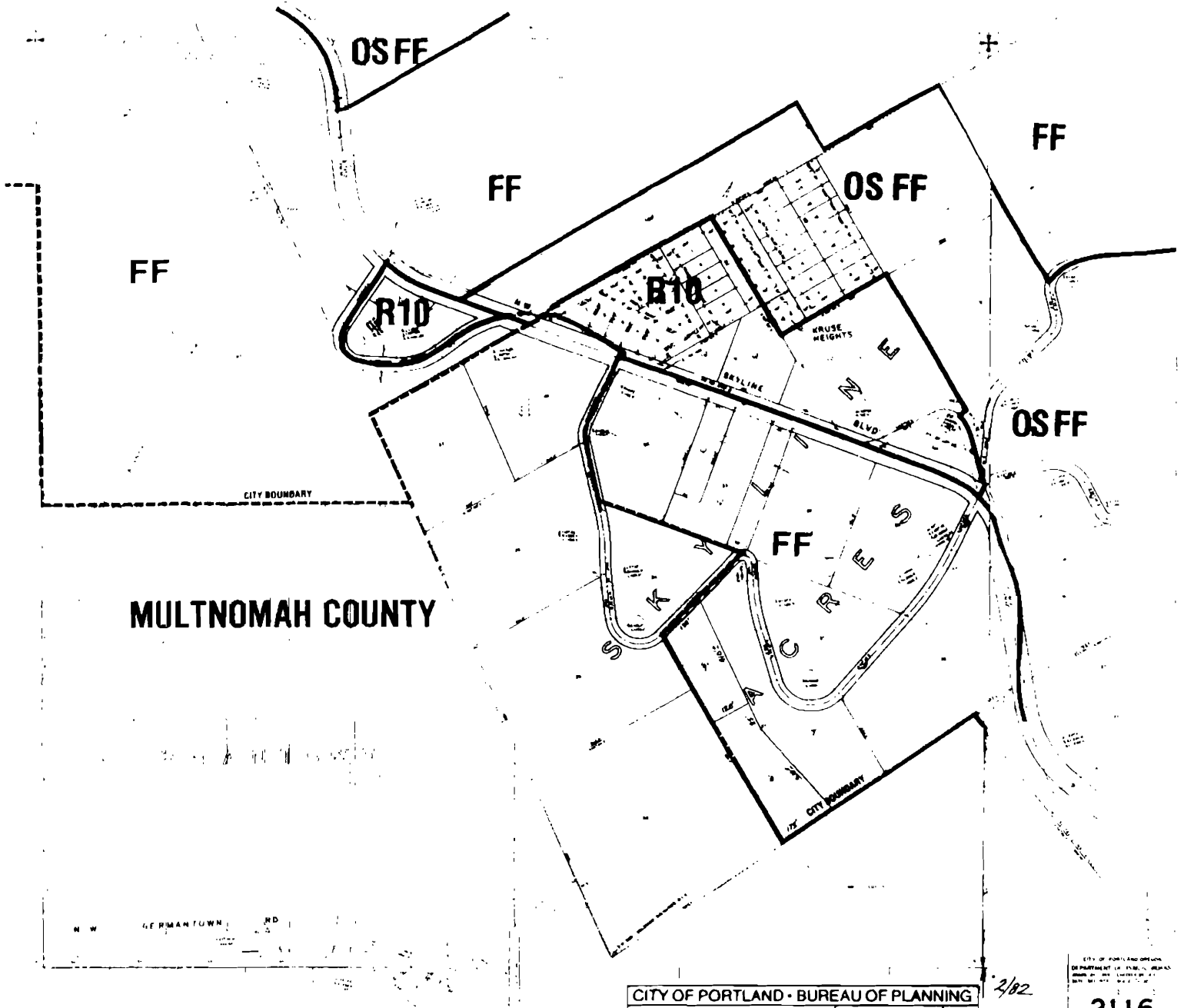
APPENDIX F

CHANGES IN COMPREHENSIVE PLAN DESIGNATIONS AND ZONING

The following maps show the changes in Comprehensive Plan designations and zoning that would occur if this recommendation is adopted by the City Council. The base maps show current plan designations and zoning. Areas with overlay screens will experience change. The screens are keyed at the bottom of each page as to the type of change that will occur.

For example, map 2720 shows that only part of the area on the map would experience any land use change. The screened area is presently zoned R20 and has an R10 plan designation. The key at the bottom of the page indicates that the zoning would be changed to FF, but the Comprehensive Plan designation would remain R10.

NOTE: Several maps are included where no change would occur as a result of this recommendation. The Planning Bureau staff had originally recommended changes in these areas but the Planning Commission has declined to include them in its recommendation.



MULTNOMAH COUNTY

PROPOSED CHANGE

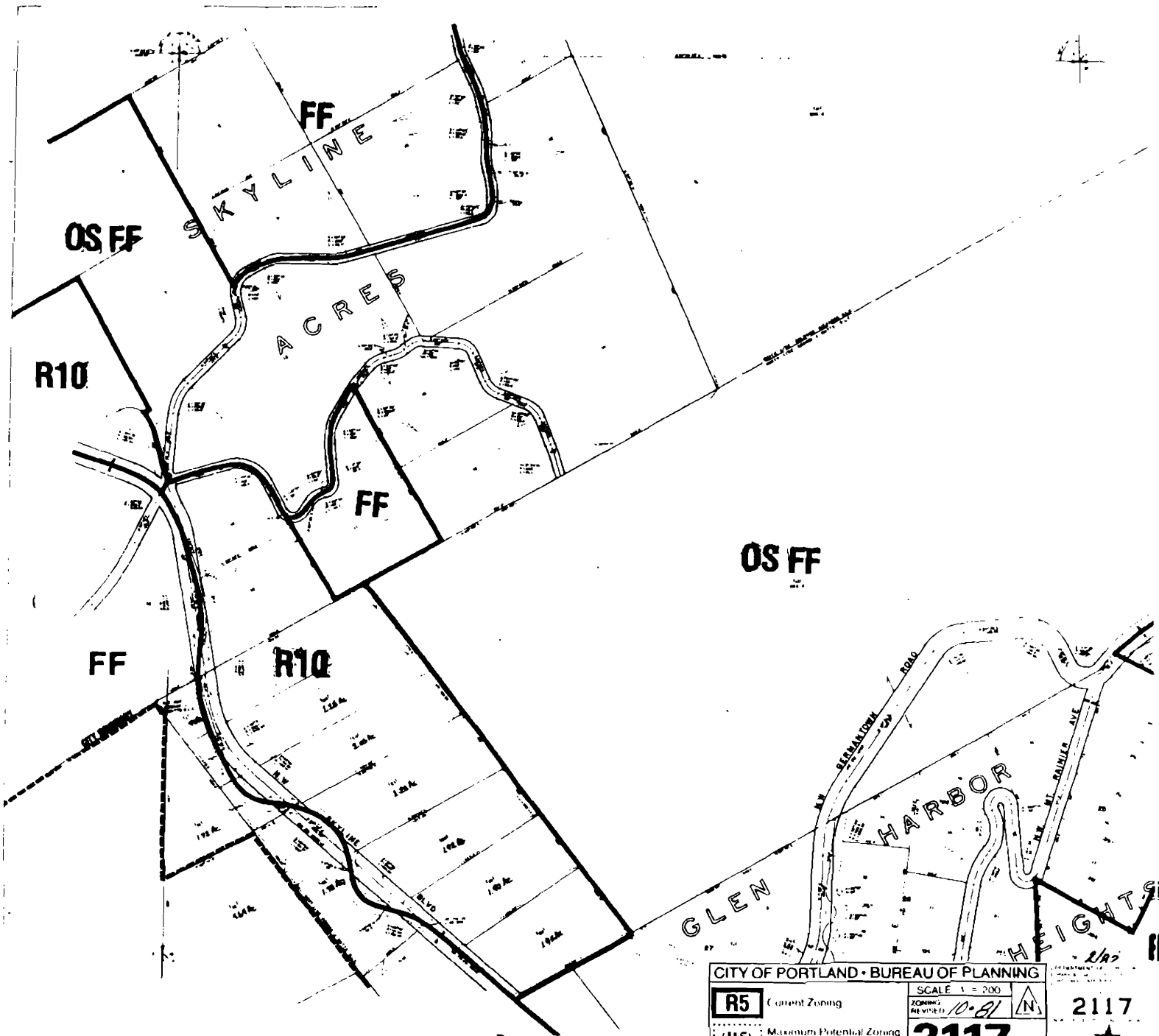
(NONE)

CITY OF PORTLAND • BUREAU OF PLANNING

R5	Current Zoning	SCALE 1" = 200'	N
(R5)	Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 10-51	
		2116	★

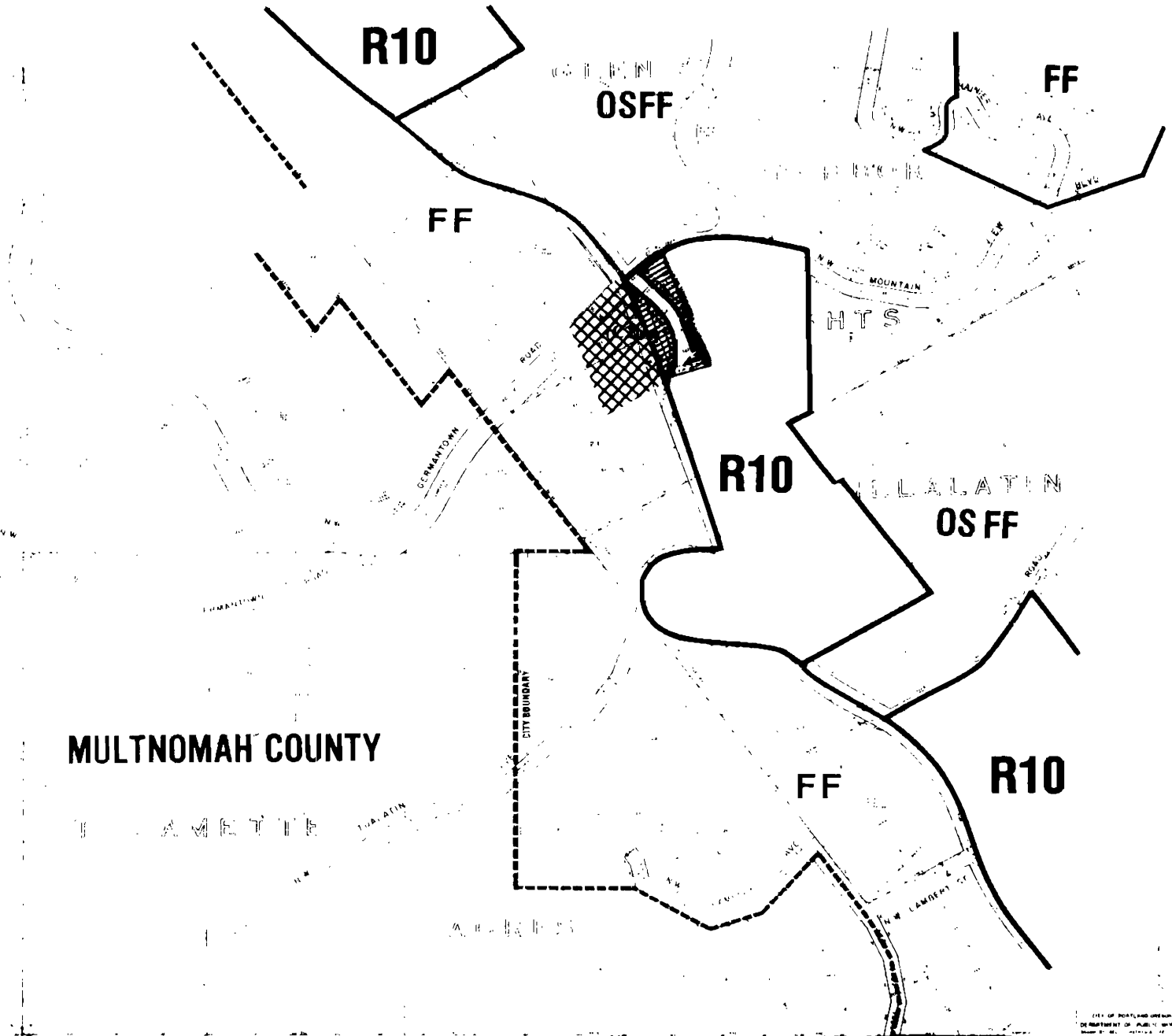
2/82

CITY OF PORTLAND OFFICE OF PLANNING AND DEVELOPMENT
 DEPARTMENT OF PLANNING AND DEVELOPMENT
 2116





PROPOSED CHANGE

(NONE)



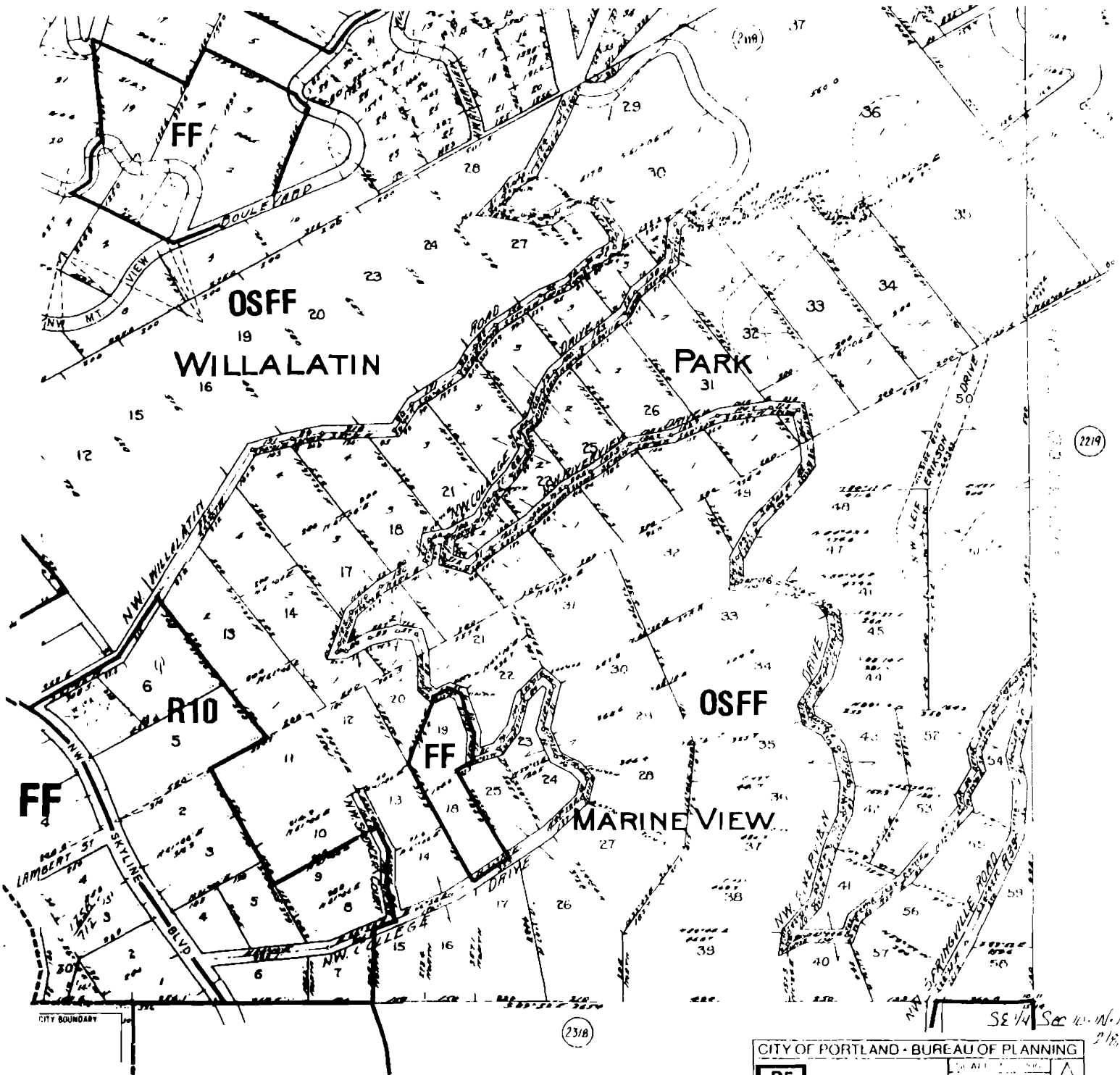
MULTNOMAH COUNTY

PROPOSED CHANGE

-  ZONING AND COMP PLAN TO C2
-  ZONING TO C2

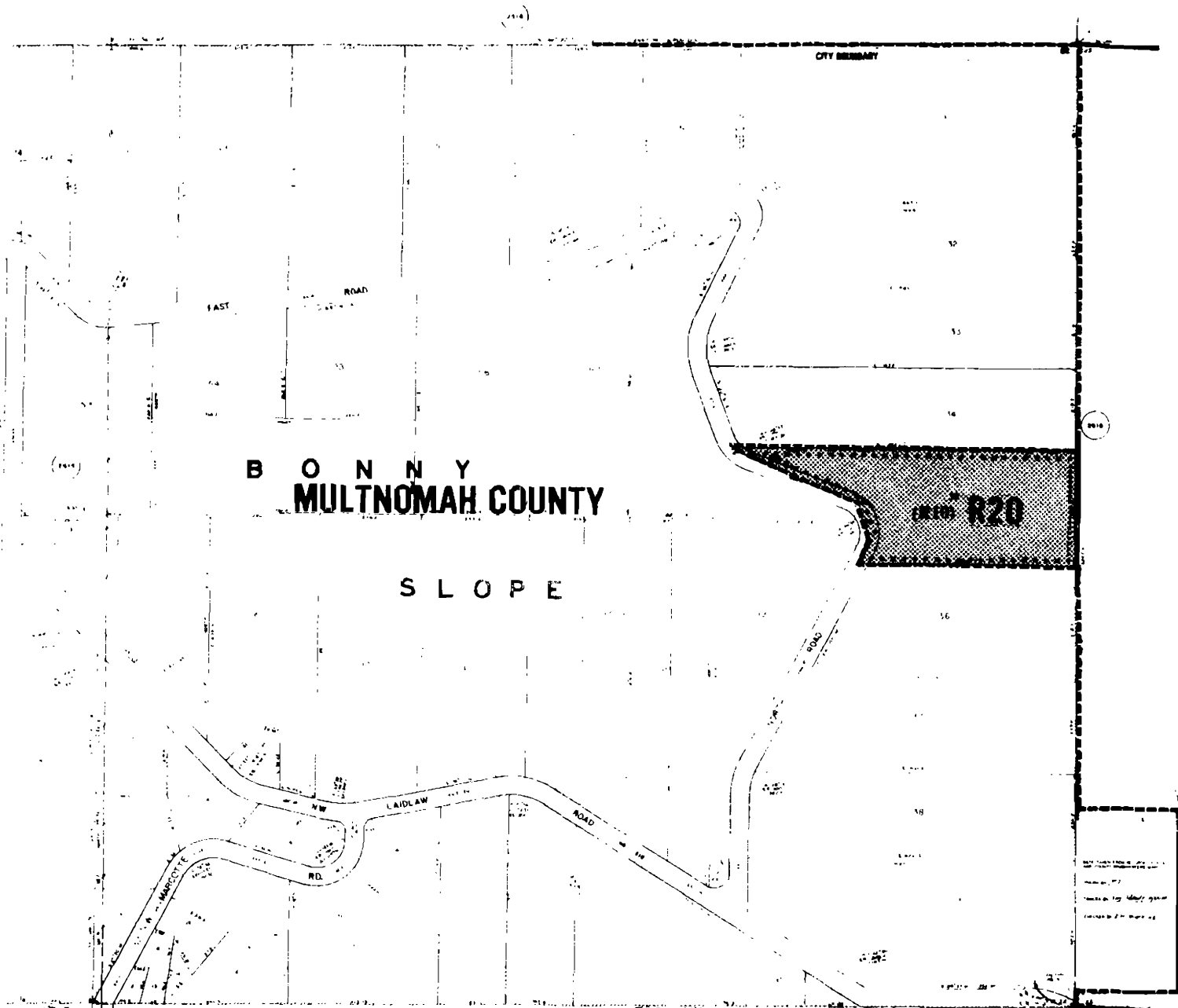
CITY OF PORTLAND • BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 200'
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISÉD 10.82
2217 ★	

CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS
 2217
 2/51



PROPOSED CHANGE

(NONE)





B O N N Y
M U L T N O M A H C O U N T Y

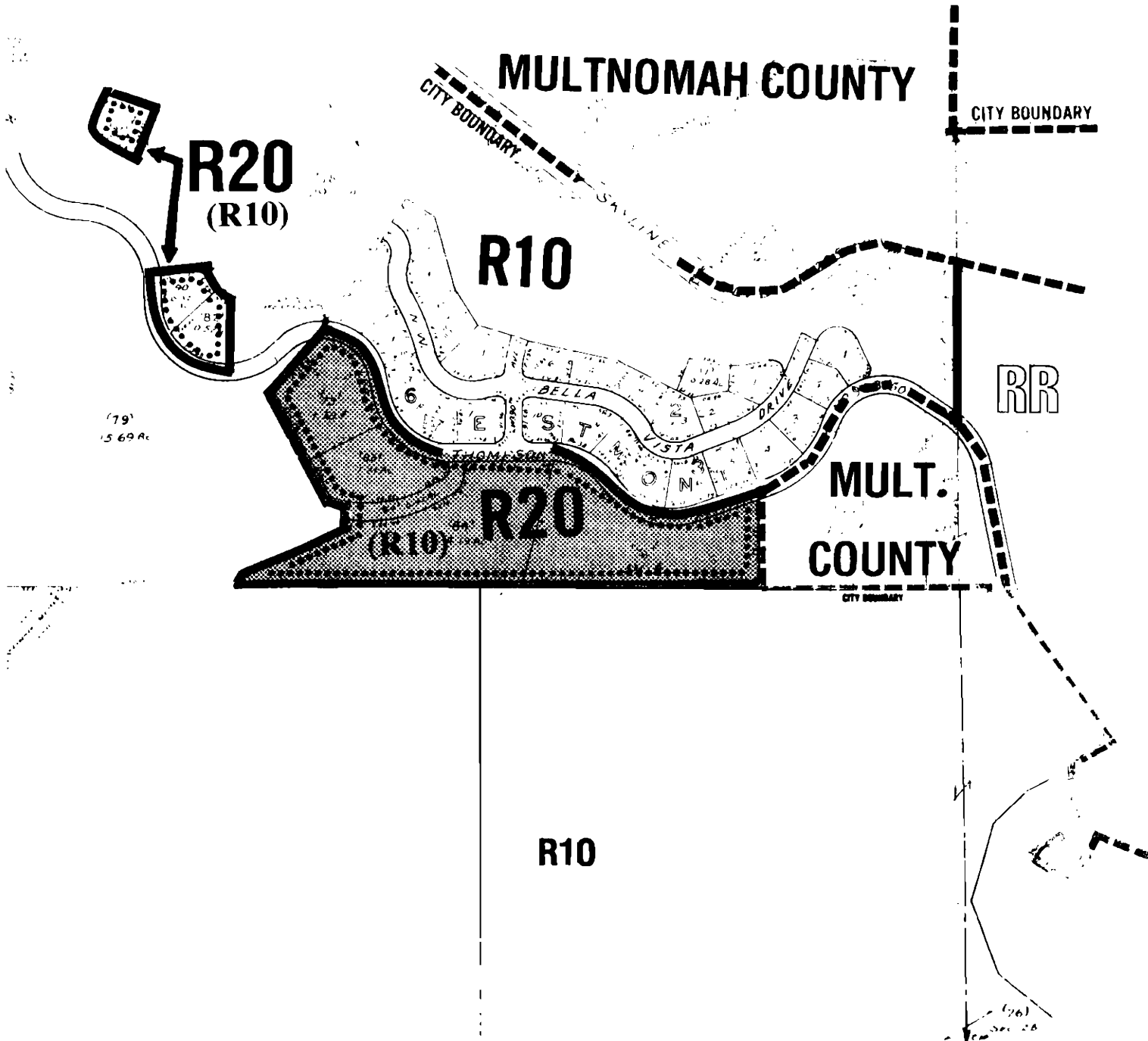
S L O P E

PROPOSED R20

PROPOSED CHANGE

 ZONING AND COMP PLAN TO FF

CITY OF PORTLAND - BUREAU OF PLANNING		SCALE 1" = 200'	
R5 Current Zoning	ZONING REVISION	<i>6/88</i>	
(R5) Maximum Potential Zoning as per Comprehensive Plan	2618		

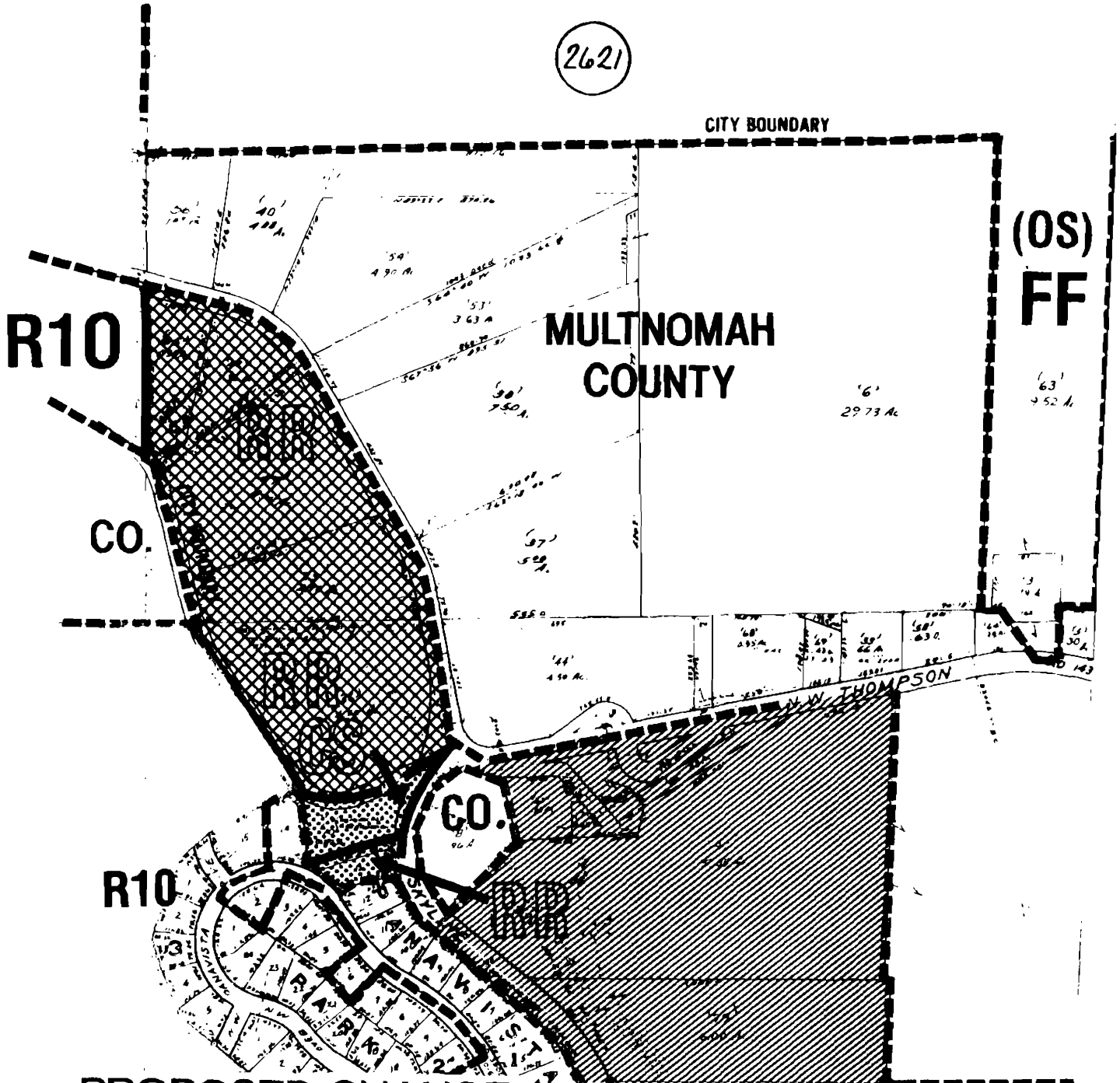


CITY OF PORTLAND • BUREAU OF PLANNING		SCALE 1" = 400'	▲ N
R5	Current Zoning	ZONING REVISED 5-82	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	2720	



PROPOSED CHANGE


 ZONING TO FF


2621

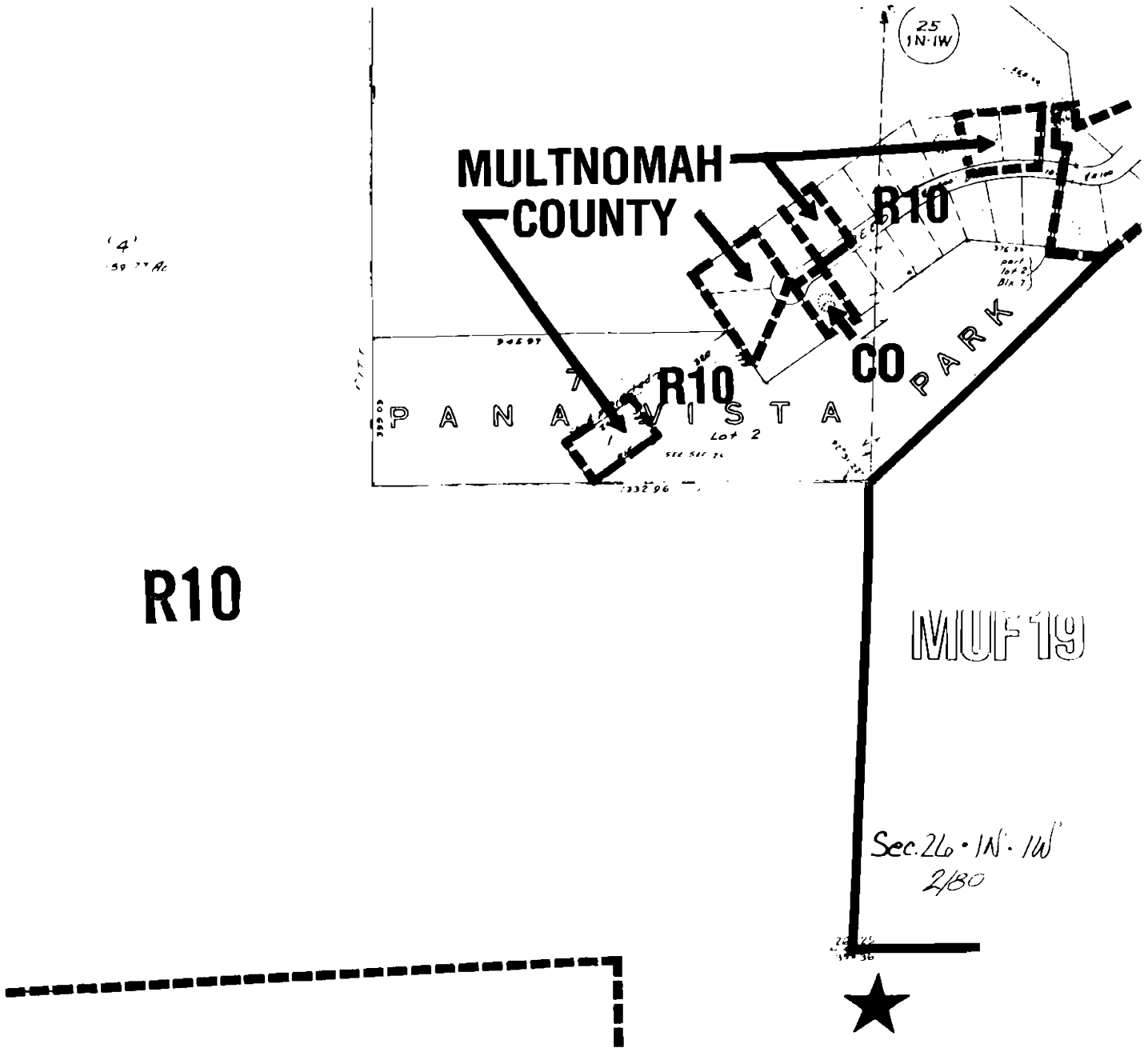


PROPOSED CHANGE

-  ZONING AND COMP PLAN TO FF
-  ZONING TO FF, COMP PLAN TO R10

CITY OF PORTLAND • BUREAU OF PLANNING		SCALE 1" = 400'	
R5	Current Zoning	ZONING REVISED 8-84	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	2721	

-  ZONING AND COMP PLAN TO R10



(4)
59 77 Ac

R10

MUF 19

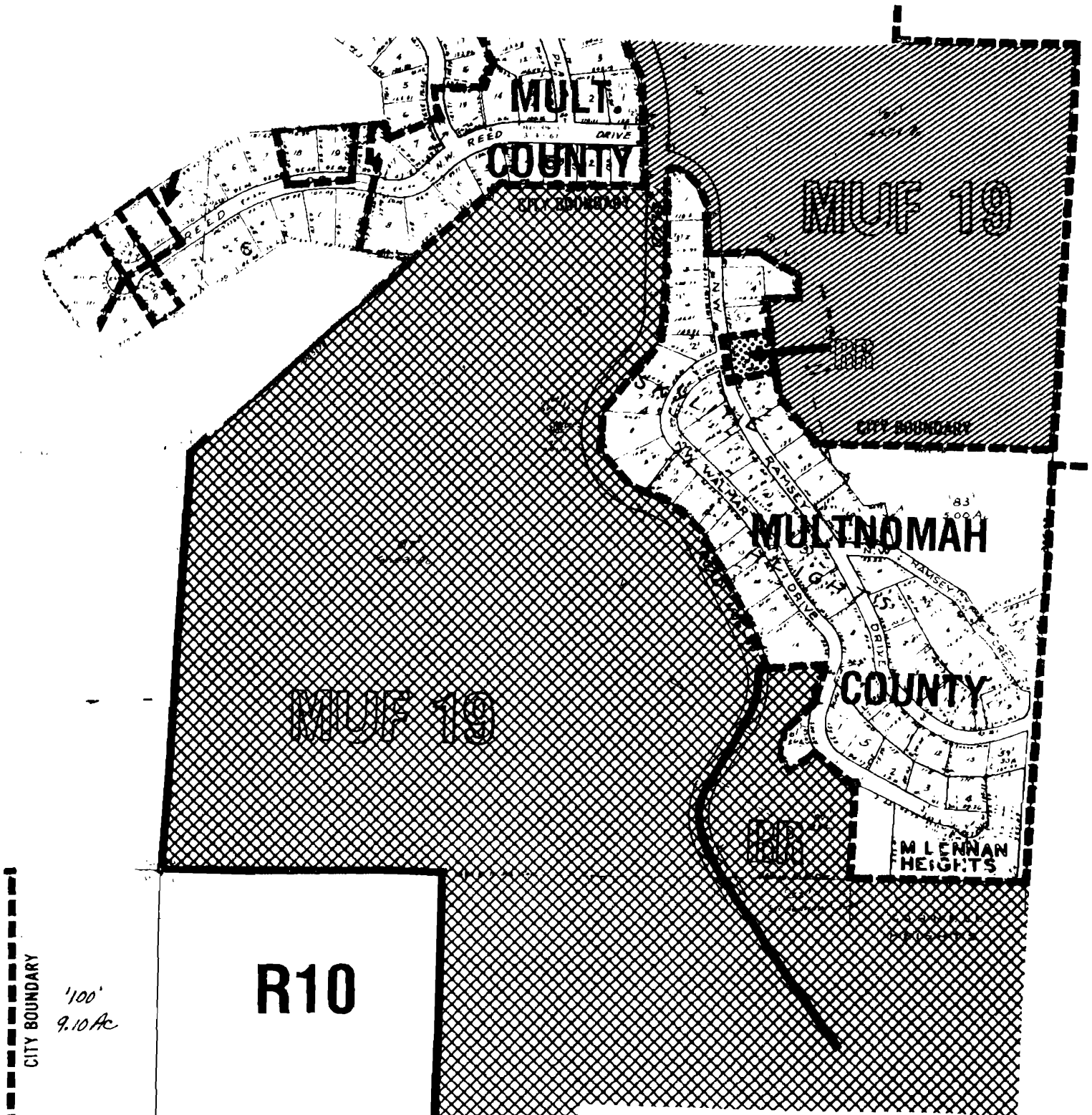
Sec. 26-1N-1W
2/80



PROPOSED CHANGE

(NONE)


CITY OF PORTLAND • BUREAU OF PLANNING		SCALE 1" = 400'	N
R5	Current Zoning	5-82	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	2820	




CITY BOUNDARY
 '100'
 9.10 Ac

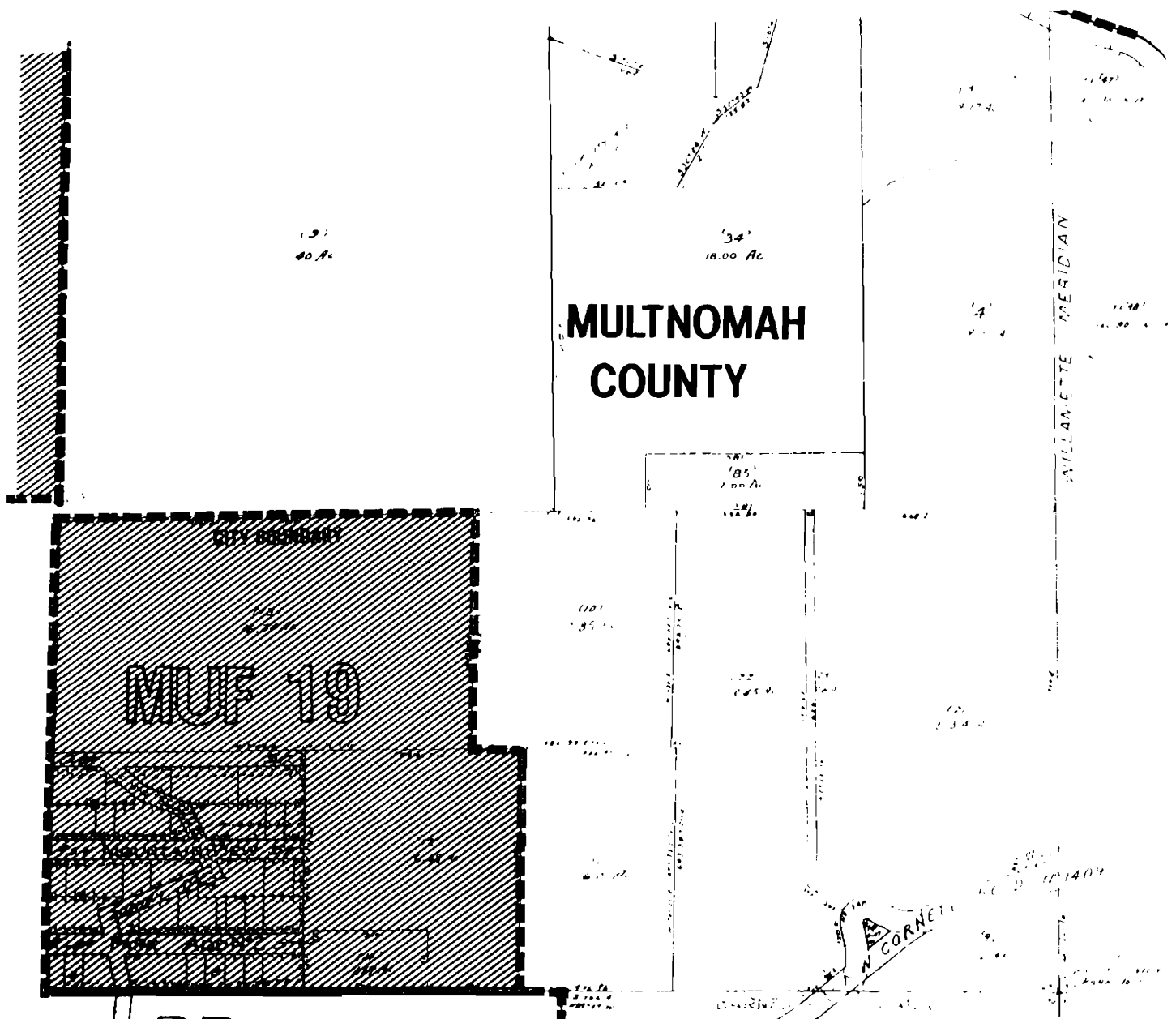
PROPOSED CHANGE

 ZONING AND COMP PLAN TO R10

 ZONING AND COMP PLAN TO FF


 ZONING TO FF, COMP PLAN TO R10


CITY OF PORTLAND • BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1 = 400
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 8-84
	2821

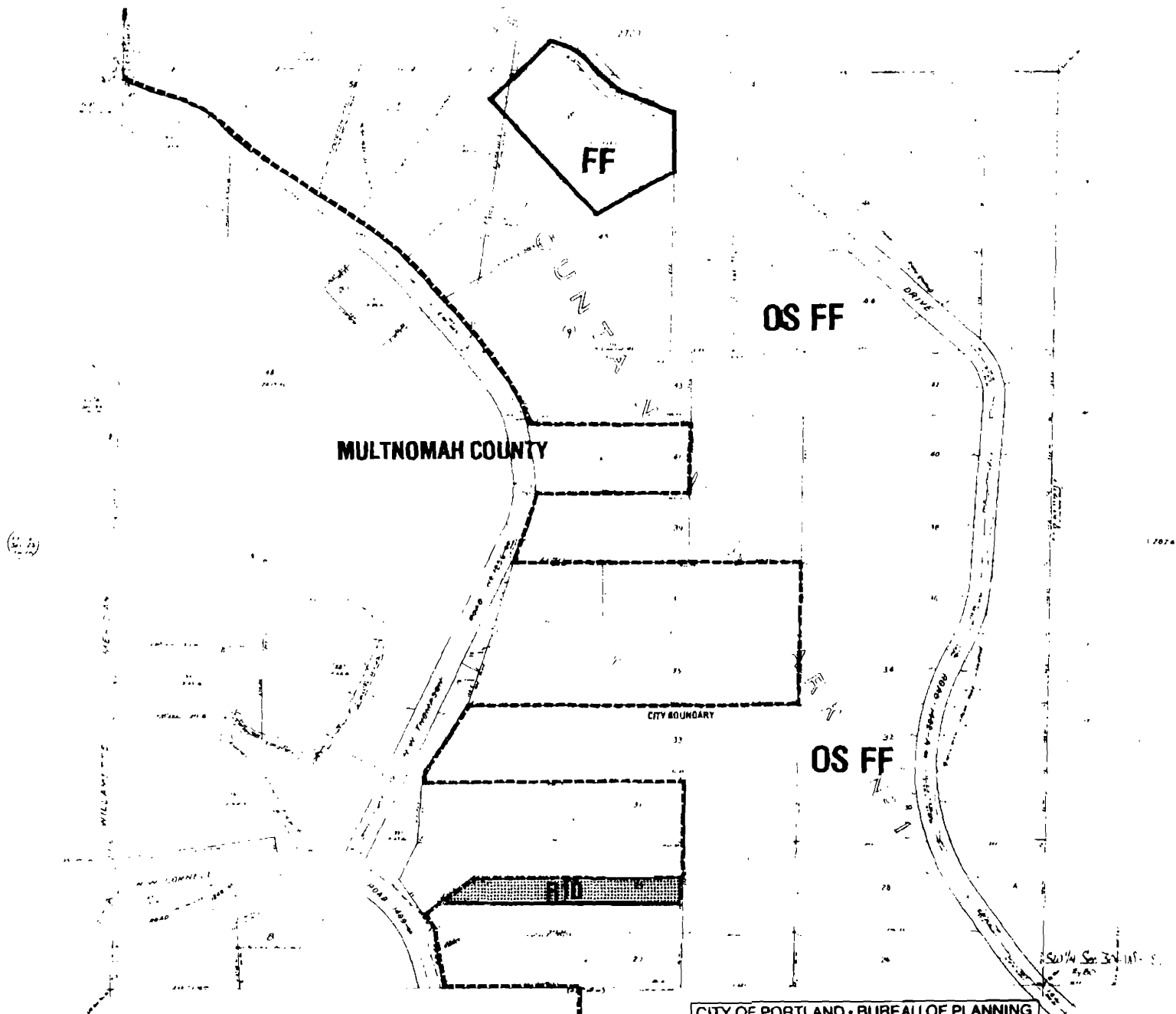


RR


PROPOSED CHANGE

 ZONING AND COMP PLAN TO FF

CITY OF PORTLAND • BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 400' 
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 8.84
2822	

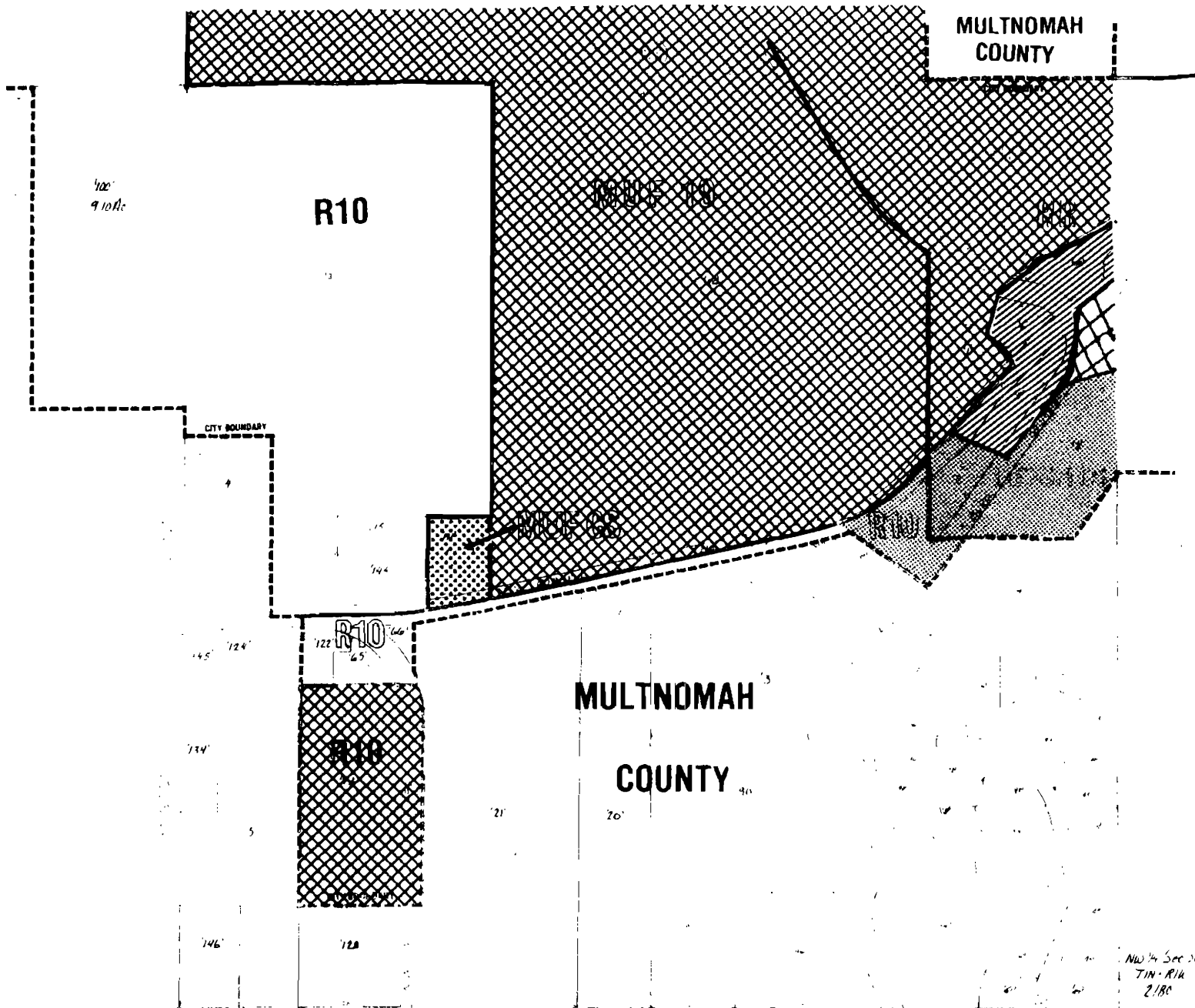


PROPOSED CHANGE






 ZONING AND COMP PLAN TO FF

CITY OF PORTLAND - BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 200'
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING DISTRICT LO-B1
2823	




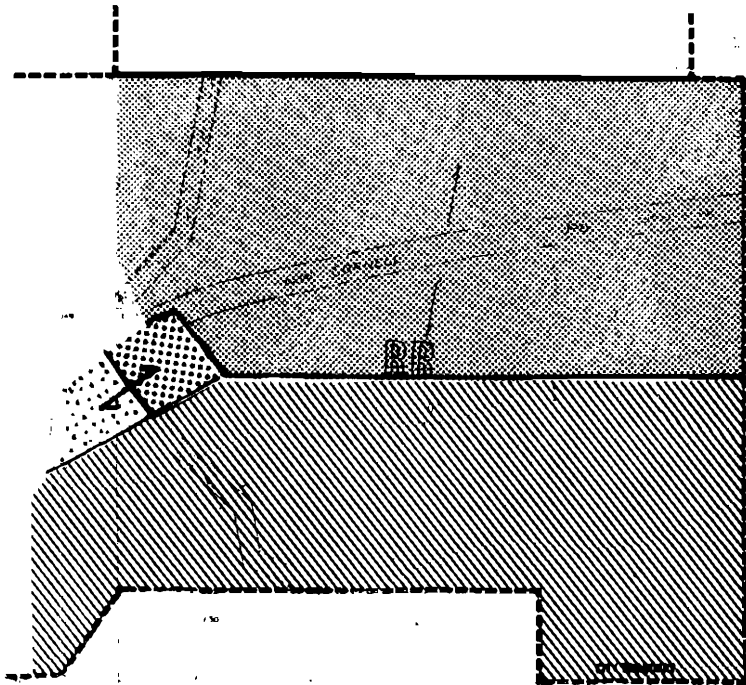


PROPOSED CHANGE

-  ZONING TO FF, COMP PLAN TO R10
-  ZONING TO FF, COMP PLAN TO R20
-  ZONING AND COMP PLAN TO C2
-  ZONING AND COMP PLAN TO R10
-  COMP PLAN TO C2




CITY OF PORTLAND • BUREAU OF PLANNING


R5	Current Zoning	SCALE 1" = 200'	
(RS)	Maximum Potential Zoning as per Comprehensive Plan	ZONING HISTORY B-83	
2921			★

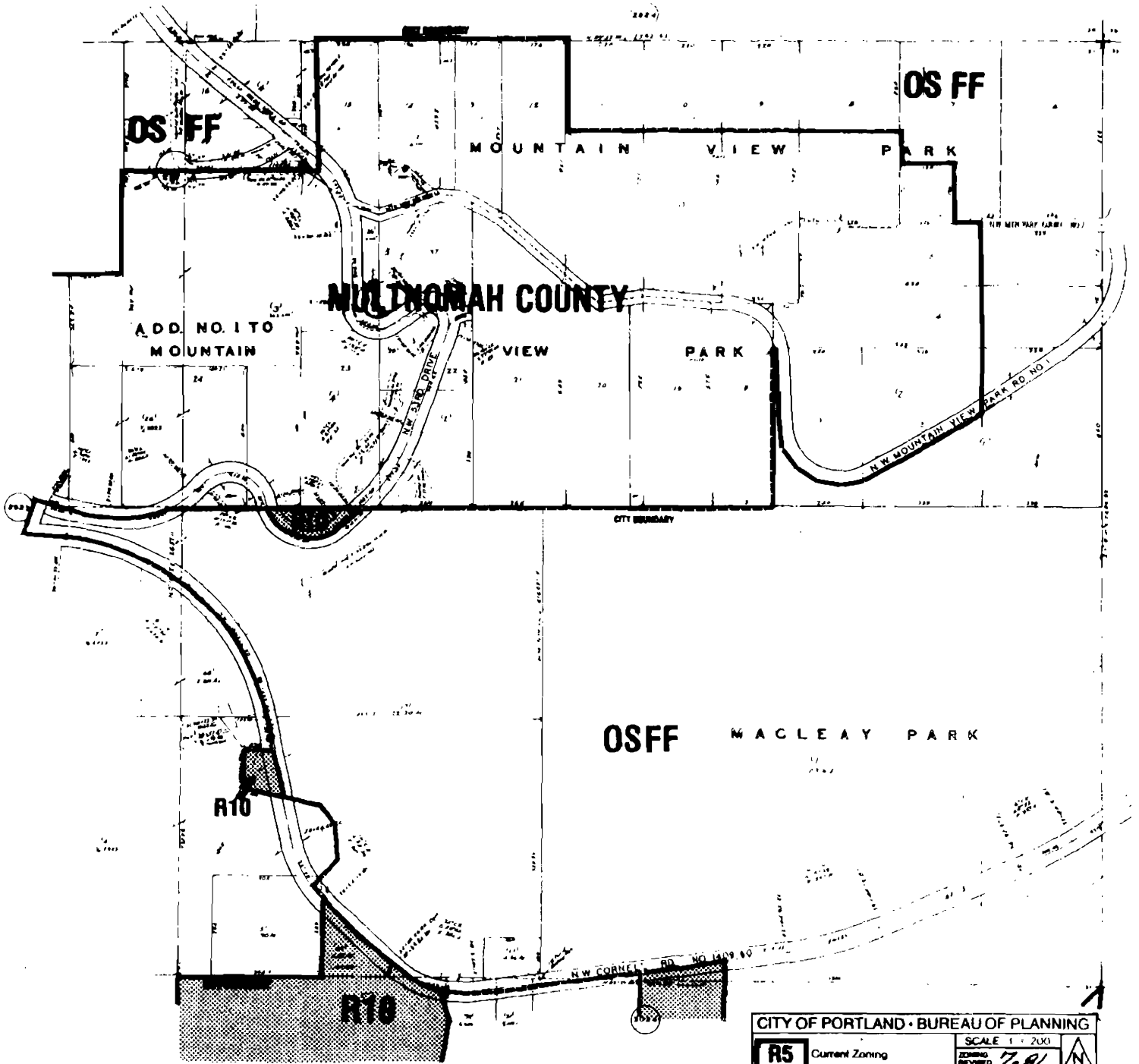


MULTNOMAH COUNTY


PROPOSED CHANGE


-  ZONING TO FF, COMP PLAN TO R20
-  ZONING AND COMP PLAN TO FF
-  ZONING TO FF, COMP PLAN TO C2

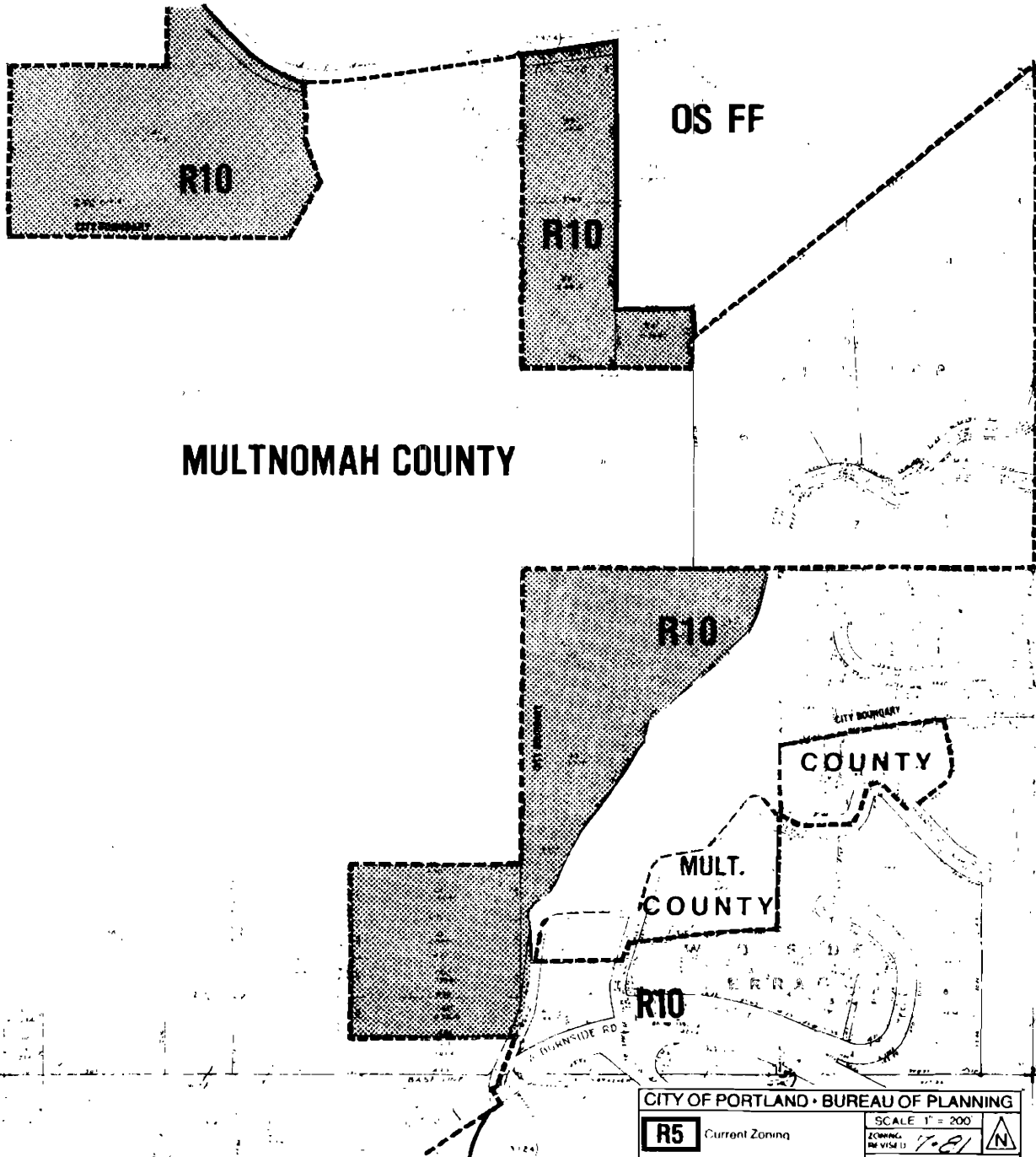
CITY OF PORTLAND • BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 200' ZONING DIVISION 6-82 
(R5) Maximum Potential Zoning as per Comprehensive Plan	2922




PROPOSED CHANGE

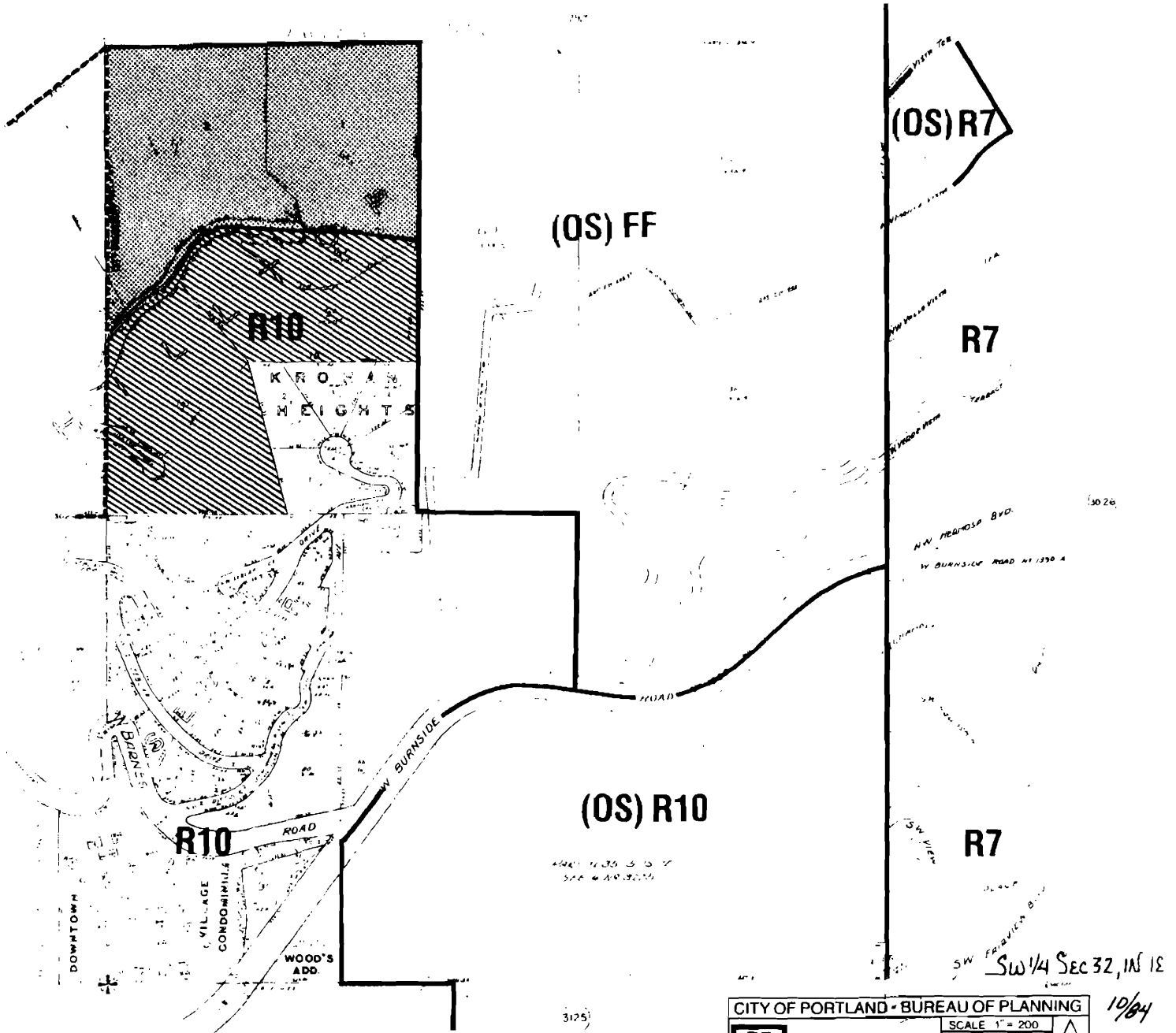
 ZONING AND COMP PLAN TO FF

CITY OF PORTLAND • BUREAU OF PLANNING		SCALE 1" = 200'	
R5 Current Zoning	ZONING REVISION 7-91	2924	
(R5) Maximum Potential Zoning as per Comprehensive Plan			





PROPOSED CHANGE

 ZONING AND COMP PLAN TO FF

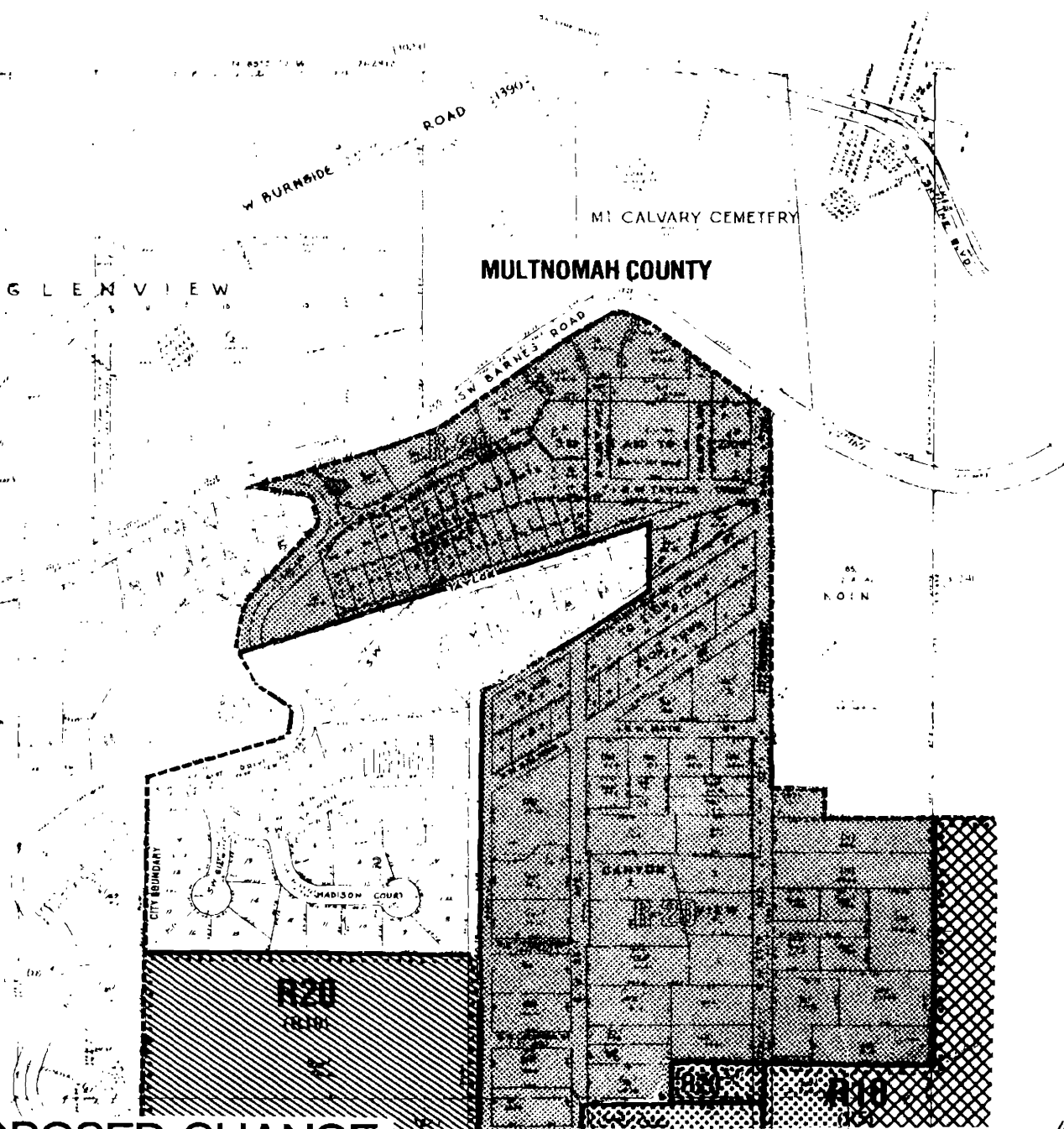


PROPOSED CHANGE





-  ZONING AND COMP PLAN TO FF
-  ZONING AND COMP PLAN TO R20

CITY OF PORTLAND - BUREAU OF PLANNING		SCALE 1" = 200'
R5 Current Zoning	ZONING REVISED 10-82	N
(R5) Maximum Potential Zoning as per Comprehensive Plan	3025 ★	

10/84

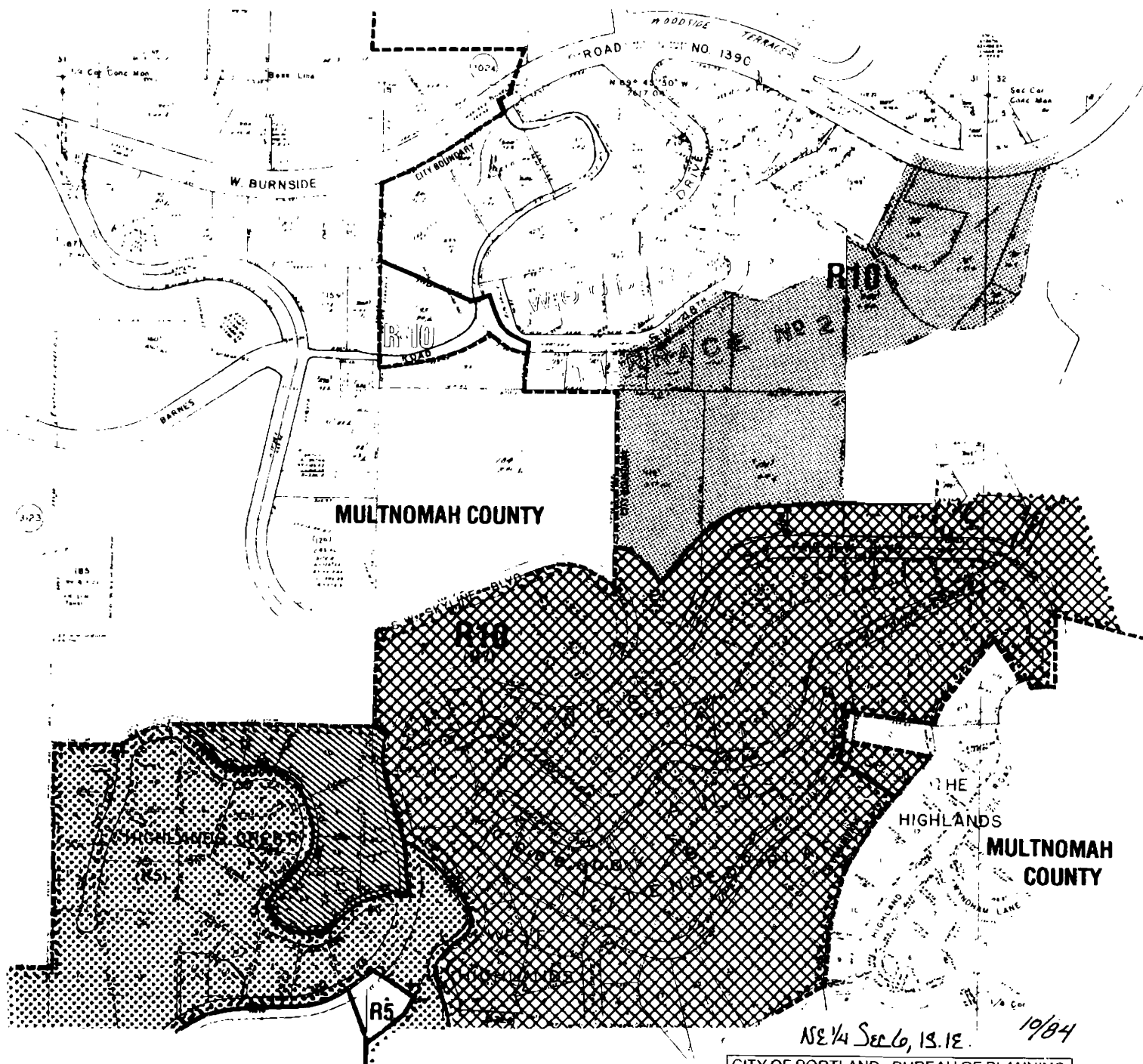


PROPOSED CHANGE





-  ZONING AND COMP PLAN TO R10
-  ZONING AND COMP PLAN TO R7
-  ZONING TO R5
-  COMP PLAN TO R2

NW 1/4 Sec 6 IS 14'

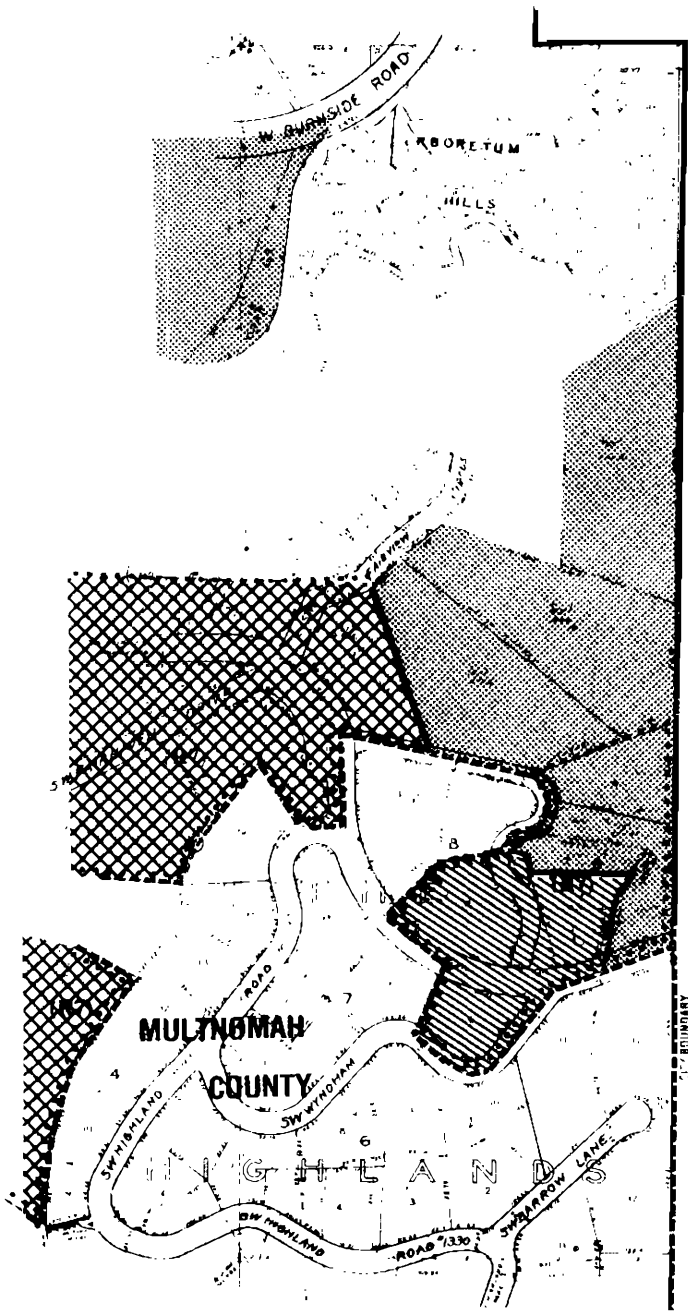
CITY OF PORTLAND • BUREAU OF PLANNING		SCALE 1" = 200'	10/84
R5	Current Zoning	9-84	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	3123	★






PROPOSED CHANGE

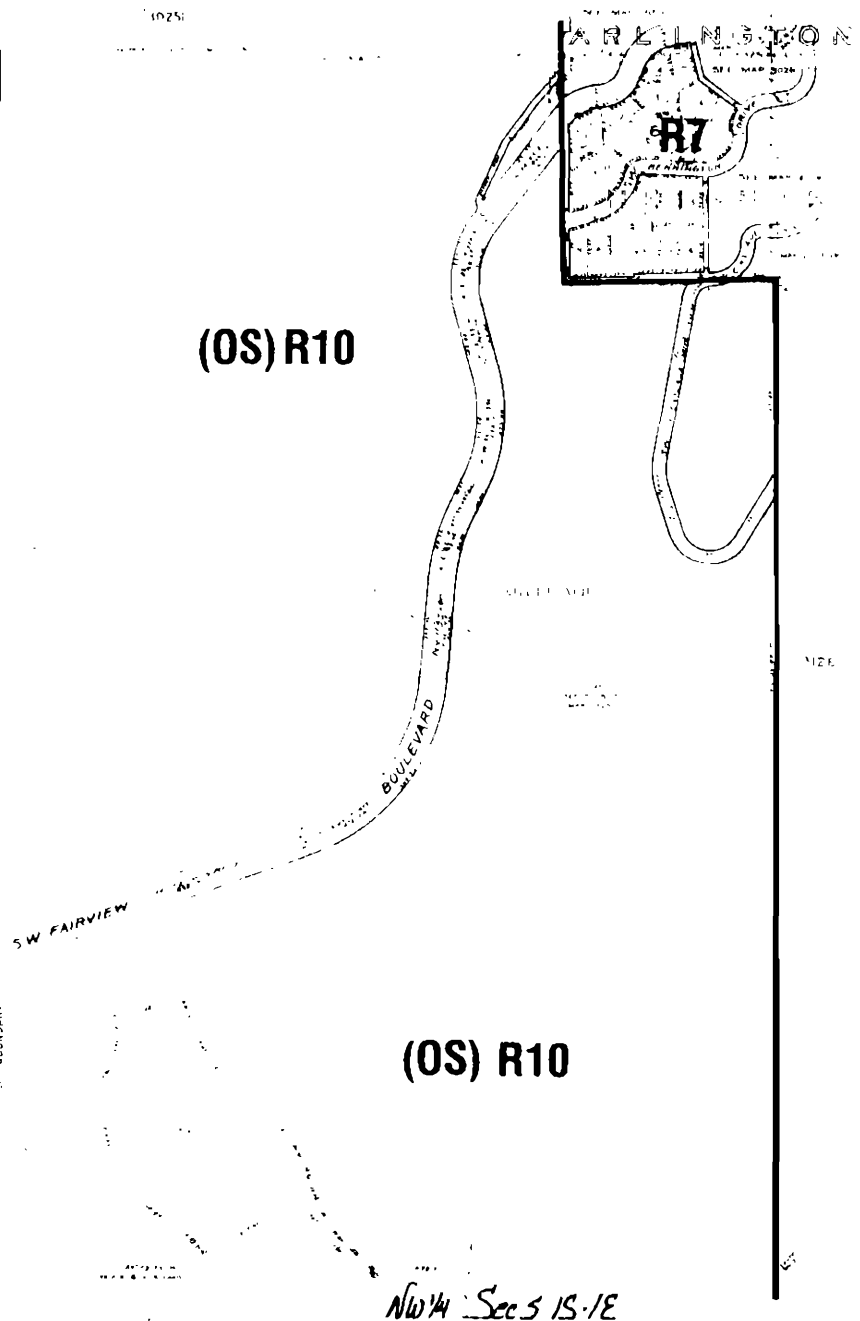
-  ZONING AND COMP PLAN TO R20
-  COMP PLAN TO R10
-  ZONING TO R7
-  ZONING TO R5

CITY OF PORTLAND • BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 300' DATE 9-84
(R5) Maximum Potential Zoning as per Comprehensive Plan	3124 ★



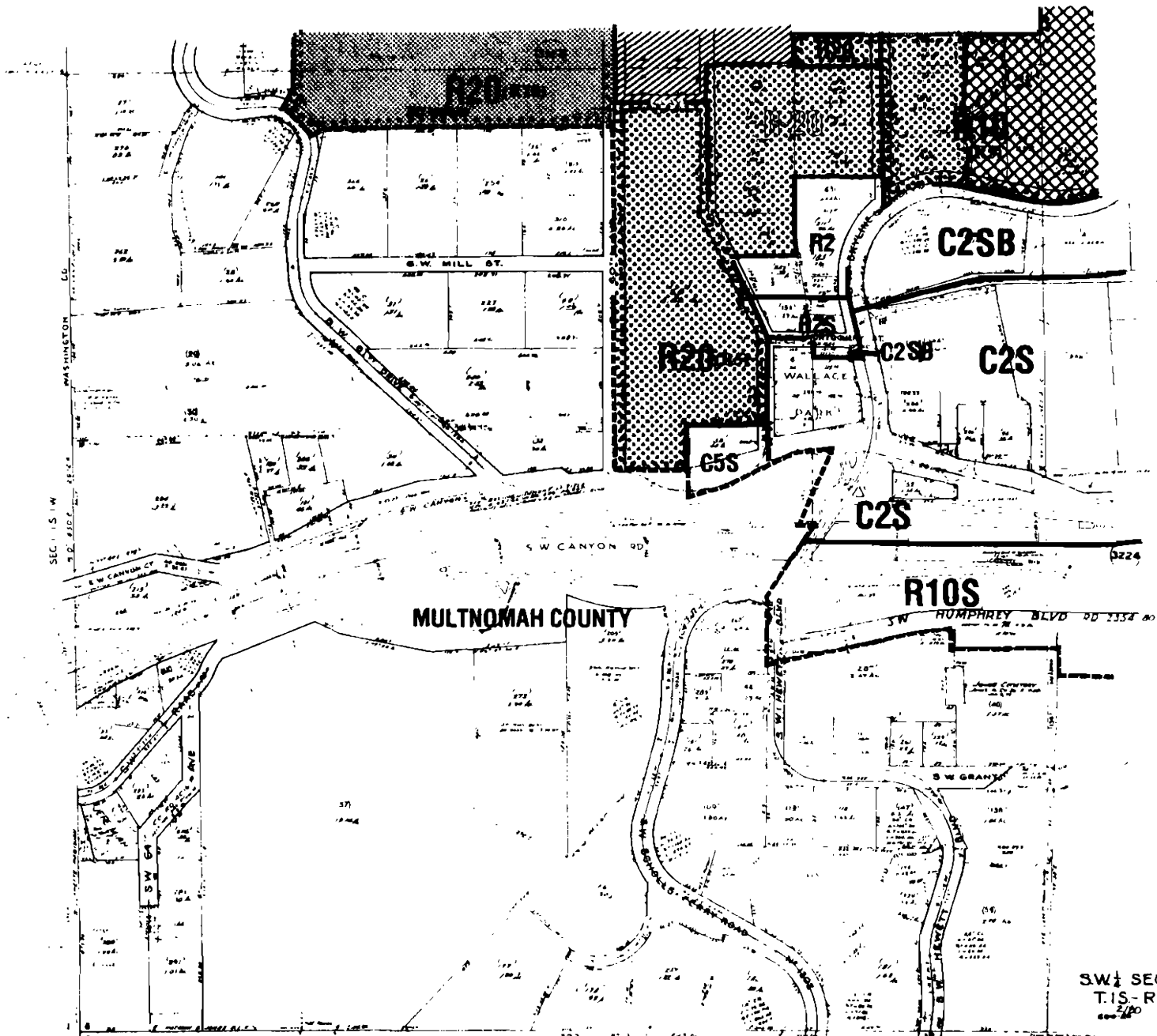
PROPOSED CHANGE

-  ZONING AND COMP PLAN TO R20
-  COMP PLAN TO R10
-  ZONING TO R7








NW 1/4 Sec 5 1S-1E

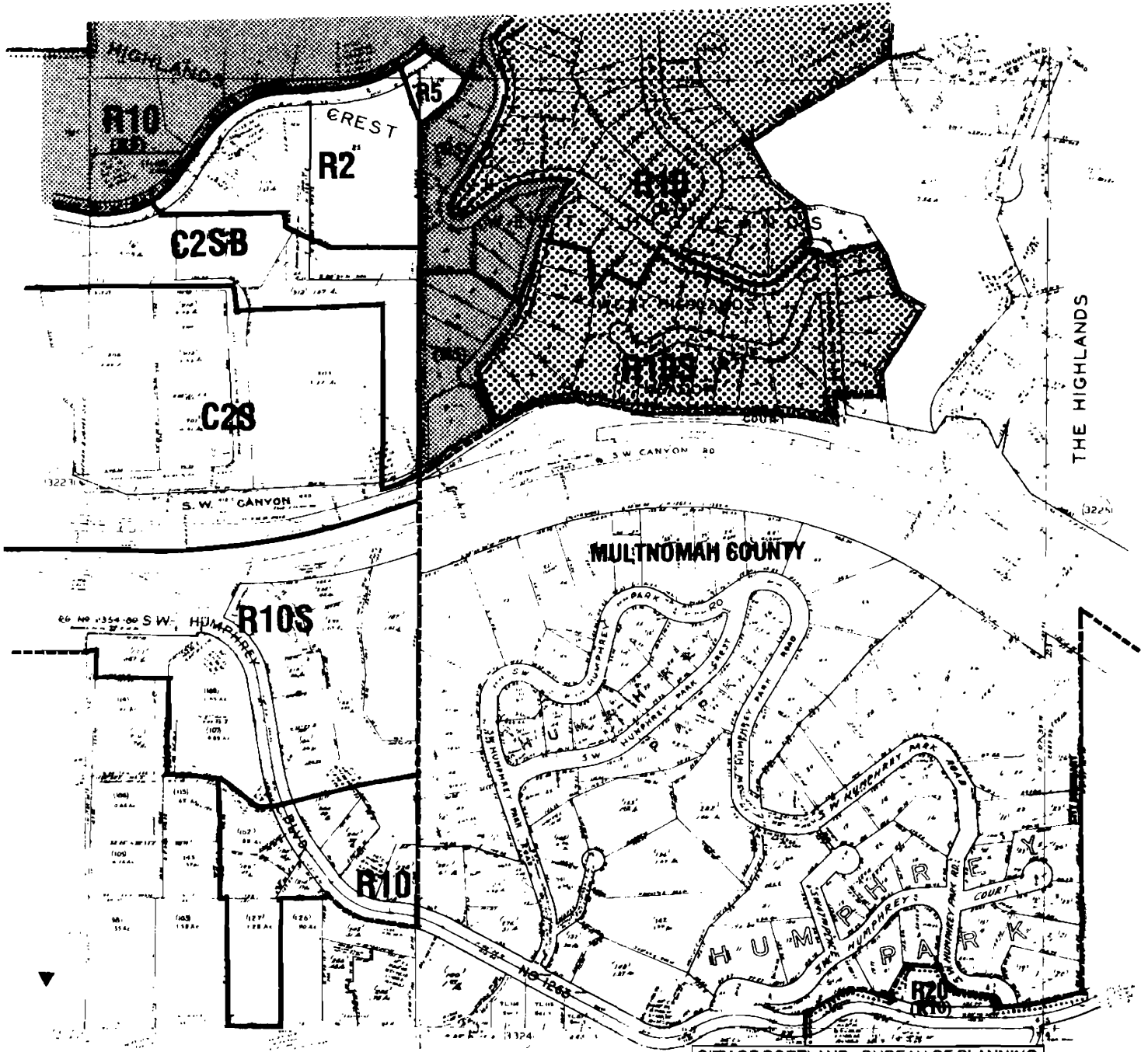
CITY OF PORTLAND • BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 200' PLANNING REVISION 11-81
(R5) Maximum Potential Zoning as per Comprehensive Plan	3125





PROPOSED CHANGE


-  ZONING AND COMP PLAN TO R10
-  ZONING AND COMP PLAN TO R7
-  ZONING TO R5
-  COMP PLAN TO R2

CITY OF PORTLAND • BUREAU OF PLANNING		SCALE 1" = 200'	
R5 Current Zoning	ZONING PREVIOUSLY	<i>R5</i>	
(R5) Maximum Potential Zoning as per Comprehensive Plan	3223		★



PROPOSED CHANGE

-  ZONING TO R7
-  ZONING TO R5

CITY OF PORTLAND - BUREAU OF PLANNING		SCALE 1" = 200'	
R5	Current Zoning	ADOPTED REVISED: <i>11/11</i>	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	3224	



CITY OF
PORTLAND, OREGON

BUREAU OF PLANNING

Francis J. Ivancie, Mayor
Terry D. Sandblast, Director
Room 1002, 1120 S.W. Fifth Avenue
Portland, Oregon 97204-1966
(503) 796-7701

Code Administration 796-7700

Land Use 796-7700

Urban Design 796-7702

August 13, 1984

MEMORANDUM

TO: Northwest Hills Files
FROM: Robin McArthur-Phillips
SUBJECT: Northwest Hills Study--Public Review Document

FIRE

Overview

Fire protection in the Northwest Hills is provided by the City of Portland, Washington County Rural Fire Protection District (RFPD) #1, and Multnomah County RFPD's #4 and #20. The City of Portland protects all areas within the City as well as the unincorporated Sylvan area under contract with Multnomah County RFPD #4. Other unincorporated portions of the study area are protected by the RFPD's.

The City of Portland has established the goal of a four minute response time for first due fire engines responding to life-threatening emergencies. For comparison purposes, this translates roughly into a distance of about two miles, but varies depending upon road and traffic conditions.

Currently, response times in the Northwest Hills are in excess of this four minute goal. Response times along Skyline Boulevard between Germantown and Cornell Roads have been estimated to be between six and nine minutes. A further hindrance to adequate fire protection in the area is the lack of sufficient water flow and storage capacity along Skyline Boulevard. Although a number of fire hydrants exist along Skyline Boulevard, they are served by relatively small mains south of Cornell Road. These deficiencies are expected to be remedied by improvements scheduled to be undertaken by the Water Bureau over the next several years. The costs of providing additional fire hydrants to meet Fire Bureau placement standards will be borne either by individual developers or the Water Bureau under its Fire Hydrant Program.

Scenario Analysis

Because the Fire Bureau response time goal is not dependent upon the density of development, fire service needs do not change among the scenarios. Although more Northwest Hills residents will need fire protection under the High Density Scenario than under the Low Density Scenario, the Fire Bureau strives to achieve its goals in all service areas regardless of the number of people requiring protection.

Northwest Hills File
August 13, 1984
Page 2 of 2

The proposed construction of a two-bay fire station at the intersection of Thompson Road and Skyline Boulevard in conjunction with the Forest Park Estates development is expected to alleviate many of the fire protection inadequacies in the Northwest Hills. In addition to serving future residents of the Forest Park Estates and SunVista developments, the construction and utilization of this station will place residents living in the area generally bounded by Saltzman and Random Roads within two miles of a fire engine. The station, which is scheduled for construction during fiscal year 1988-89, is projected to cost \$920,000 in capital outlay and \$413,000 annually.

Construction of the fire station at Skyline Boulevard and Thompson Road will not affect significantly the Fire Bureau response times to areas located north of Saltzman Road and south of Random Road. Both the northern and southern portions of the study area will remain farther than two miles from the nearest fire engine. Although these areas will not be located within four minutes of a fire engine, this is not necessarily an indication that they will receive an unacceptable level of fire protection. The Fire Bureau considers protection in these areas to be adequate, and thus does not have plans to construct additional facilities.

RMCP:sw

049



CITY OF
PORTLAND, OREGON
BUREAU OF PLANNING

Francis J. Ivancie, Mayor
Terry D. Sandblast, Director
Room 1002, 1120 S.W. Fifth Avenue
Portland, Oregon 97204-1966
(503) 796-7701

Code Administration 796-7700

Land Use 796-7700

Urban Design 796-7702

August 2, 1984

MEMORANDUM

TO: Northwest Hills File
FROM: Robin McArthur-Phillips
SUBJ: Northwest Hills Study - Public Review Document

PARKS

Overview

Numerous recreational opportunities exist for residents of the Northwest Hills. Extending along the eastern border of the study area is a system of regional parks including Forest, Washington, and Macleay. Park facilities include hiking trails, tennis courts, picnic areas, playgrounds, flower gardens, an amphitheater and a soccer field. (See attached map).

The study area is deficient, however, in smaller scale parks that provide a social and recreational focus for individual neighborhoods. While the existing level of development in the Northwest Hills does not warrant the provision of neighborhood parks at present, such parks will be needed as the population increases and becomes more concentrated.

Other than the Sylvan School playground, no neighborhood recreational facilities currently exist in the study area. Although three neighborhood parks are located west of the study area in Washington County, they are relatively inaccessible to Northwest Hills residents.

A neighborhood park is planned as part of the Forest Park Estates and SunVista PUDs. Although this park will serve the 4,500 new residents Forest Park Estates is projected to bring to the study area by the year 2000, for the most part, Skyline Boulevard, Thompson Road and Cornell Road will serve as barriers to users living outside of the development.

Scenario Analysis

To evaluate the neighborhood park needs of Northwest Hills residents under the various development scenarios, the park standards recommended by the National Recreation and Park Association and adopted by the Park Bureau were used. These standards include the following:

1. At least two and one-half acres of neighborhood park should be provided for every 1,000 residents;
2. Neighborhood parks should be at least five acres in size;
3. Neighborhood parks should serve users within a one-half mile radius;
4. Neighborhood park users should not have to cross major barriers.

Under all three scenarios, the projected population increases associated with the Forest Park Estates and SunVista developments will be served by the neighborhood park proposed as part of the PUDs. Although the land for this park will be donated by Forest Park Estates and SunVista, the Park Bureau will be responsible for park development and maintenance. Using 1984 dollar figures, development costs are estimated to be \$384,000 while maintenance costs will range between \$8,000 and \$10,000 annually.*

Outside of the Forest Park Estates and SunVista PUDs, a relatively low level of development is projected for the area north of Cornell Road. The proposed Comprehensive Plan designations under all the development scenarios serve to concentrate future population increases in the PUD area and between Cornell Road and the Sunset Highway.

Under the Low Density, Existing Comprehensive Plan and Medium Density Development Scenarios, less than 1,000 additional people over the 1980 population are projected to live in the study area outside of Forest Park Estates. Much of this population increase will be concentrated in the Sylvan area resulting in a total projected population for the area of between 1,382 and 1,543 people by the year 2000. As a result of this increase, the Sylvan area would need a neighborhood park of about five acres. Land acquisition costs for a park this size are estimated to be about \$138,500 and development costs would be approximately \$384,000. Yearly maintenance costs would range between \$8,000 and \$10,000.

To accommodate the population increase projected under the High Density and High Density with Urban Growth Boundary Change Scenarios, a slightly larger park than the one described above will be needed. By the year 2000, between 2,436 and 3,330 people are projected to reside in the area located between the Sunset Highway and Cornell Road. This population would generate the need for a park of between six and eight acres in size. Land acquisition costs would be higher for this park than for the one described above, ranging between \$166,200 and \$221,600. Development and yearly maintenance costs, however, would be similar; approximately \$384,000 for park development and between \$8,000 and \$10,000 annually for park maintenance.

*All costs are based on the assumptions that street, access, water, sewer, and utilities are available and that no unusual development costs exist.

Conclusions

Regardless of the scenario, the park included in the Forest Park Estates development plans will accommodate a large proportion of the residents expected to live in the study area by the year 2000. Because this park will be relatively inaccessible to users located outside of the Forest Park Estates and SunVista developments, any increase in the density of development in the Sylvan area will foster the need for a neighborhood park.







Relatively little difference in park space needs is generated among the Low Density, Existing Comprehensive Plan, and Medium Density Scenarios. Even under the Medium Density Scenario, only 237 additional people over the 1980 population are expected to live in the Sylvan area. This increase will result in a total population of about 1,500 people between the Sunset Highway and Barnes Road, thus generating the need for a small neighborhood park in this vicinity.

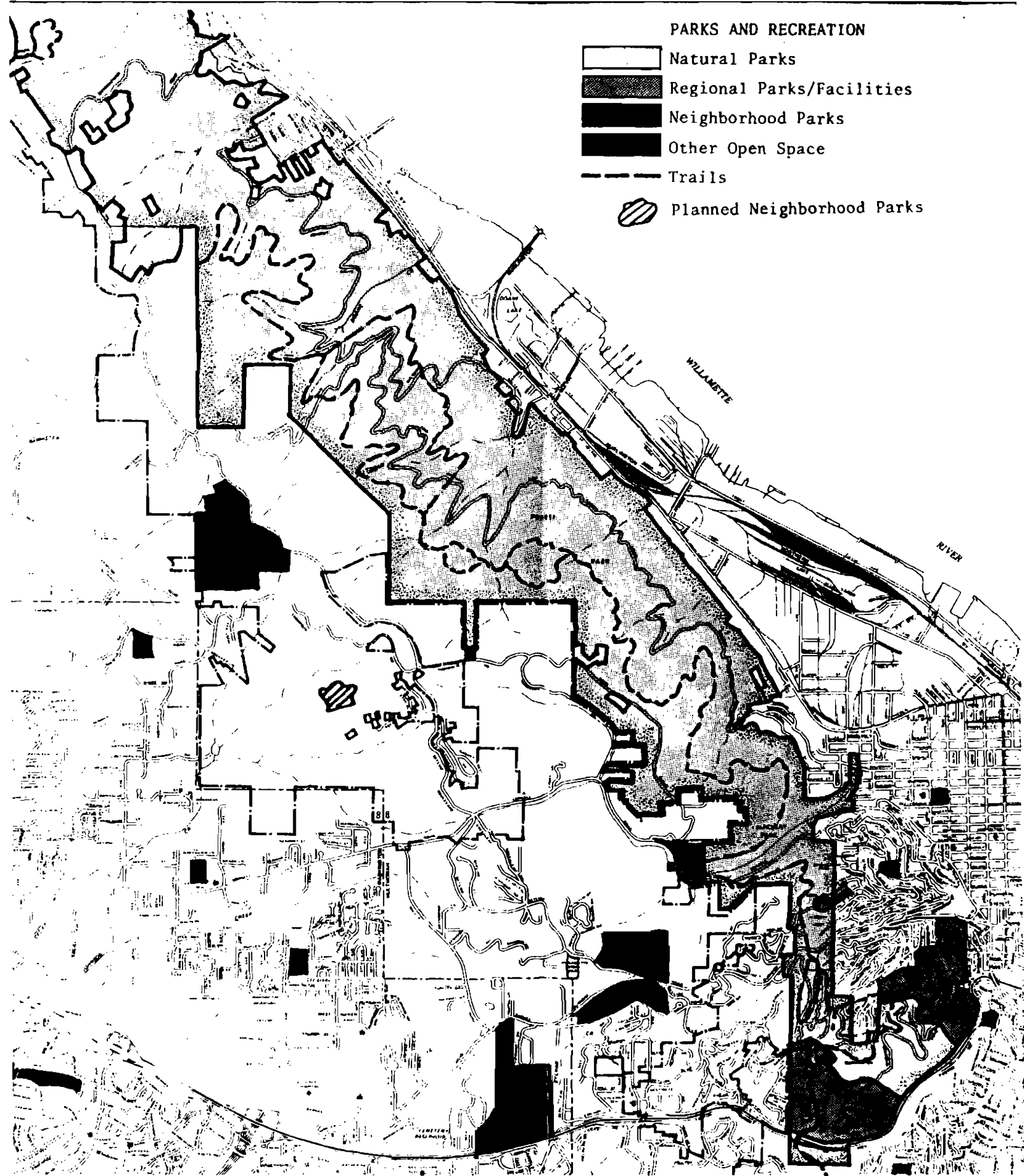
Anywhere from \$27,700 to \$83,100 more in capital costs would be required to accommodate the park needs of the population expected under the High Density Scenario than would be required under the Low or Medium Density Scenarios. This represents a cost increase of between 20 and 60 percent. Annual operating and maintenance costs would be about the same under all scenarios. The difference in costs, therefore, of providing adequate park space for the various population densities projected under the development scenarios is moderate.

RMP:mh

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PARKS AND RECREATION

-  Natural Parks
-  Regional Parks/Facilities
-  Neighborhood Parks
-  Other Open Space
-  Trails
-  Planned Neighborhood Parks





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Francis J. Ivancie, Mayor
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August 13, 1984

MEMORANDUM

TO: Northwest Hills File
FROM: Robin McArthur-Phillips
SUBJECT: Northwest Hills Study--Public Review Document

POLICE

Overview

At present, police protection in the Northwest Hills is provided by the Portland Police Bureau, Multnomah County Sheriff's Office and Washington County Sheriff's Office. While the City of Portland has primary responsibility for protecting areas within the City limits, Multnomah and Washington Counties patrol the unincorporated portions of the study area. (See attached map.)

Due to the irregular City boundary in this area, much of unincorporated west Multnomah County is isolated into pockets that are difficult and inefficient to patrol. To serve these areas more effectively, Multnomah County has negotiated a contract that will authorize the City of Portland to police the unincorporated portions of the County located south of Newberry Road. The contract, which will begin January 1, 1985, will involve an expansion of existing Portland Patrol Districts and the addition of more police officers and equipment.

Low Density Scenario

Under the Low Density Development Scenario, the population of the Northwest Hills Study Area is projected to increase by approximately 4,611 people, or about 135 percent, within the next 20 years. About 97 percent of this population increase is attributable to the proposed development of Forest Park Estates.

A minimum of six additional police officers together with supervisory and support staff will be needed to serve this increased population adequately. Roughly \$304,534, or an increase of 132 percent over 1980 costs, will be required to pay for officer salary and patrol vehicles.* Costs associated with maintaining supervisory and support personnel are not available.

*Police Bureau statistics are based on FY 1983-1984 staffing requirements and dollar figures.

Northwest Hills File
August 13, 1984
Page 2 of 3

Existing Comprehensive Plan Scenario

The population in the Northwest Hills Study Area is projected to increase one and one-half times by the year 2000 under the Existing Comprehensive Plan. This increase of over 5,000 people will warrant the addition of about seven police officers at an estimated cost of \$333,398. Compared to what will be needed under the Low Development Scenario, this represents the addition of one police officer at about a 10 percent increase in costs.

Medium Development Scenario

By the year 2000, the population of the Northwest Hills is projected to reach 8,626 under the Medium Development Scenario. Although this is 99 more people than is expected under the Existing Comprehensive Plan, no additional police officers are expected to be needed to patrol the area. The costs of providing adequate police protection under the Medium Development Scenario, therefore, will be the same as those projected under the Existing Comprehensive Plan.

Medium Development Scenario/Urban Growth Boundary Change

If the Medium Development Scenario is altered by an urban growth boundary change, an additional 146 people are projected to reside in the Northwest Hills Study Area by the year 2000. Such a change would result in a total population of about 8,772 people, or a 158 percent increase over the 1980 population.

As with the Existing Comprehensive Plan and the Medium Development Scenario, an estimated seven additional police officers will be needed to protect the projected population increase. The costs of providing police protection under this development scenario, therefore, would not differ from those of the Existing Comprehensive Plan or Medium Development Scenarios.

High Density Scenario

Over 9,500 people are expected to live in the Northwest Hills Study Area under the High Density Development Scenario by the year 2000. This represents a population increase of 181 percent. An estimated eight additional police officers over what was needed in 1980 will be required to protect this population increase. The costs of providing these services is estimated at \$362,262, or double the amount needed to protect the 1980 population.

Memo to Northwest Hills File
August 13, 1984
Page 3 of 3

High Density/Urban Growth Boundary Change Scenario

Under this scenario, 10,501 people are projected to live in the Northwest Hills Study Area by the year 2000. This represents a population increase of 209 percent between 1980 and 2000. Approximately 13 police officers will be needed to protect this area; nine more officers than were needed in 1980. The estimated cost of providing this protection is \$391,126 or about 225 percent more than what was needed to serve the 1980 population.

Conclusions

Forest Park Estates is expected to be developed by the year 2000 bringing over 4,400 new residents to the Northwest Hills Study Area. Regardless of the scenario, this represents a sizable proportion of the projected growth. Whereas Forest Park Estates represents about 73 percent of the projected population increase under the High Density Scenario, it represents 97 percent under the Low Density Scenario.

By the year 2000, approximately six additional police officers will be required to protect the Forest Park Estates area alone. The same number of officers would be required under the Low Density Development Scenario. This represents a cost increase of 150 percent over what was spent in 1980.

Compared to the Low Density Scenario, one additional police officer would be needed to protect the population increase expected under the Existing Comprehensive Plan, Medium Density, and Medium Density with Growth Boundary Change Scenarios. This is approximately \$28,864 or a nine percent increase in police protection costs over the Low Density Scenario.

Two more police officers would be needed under the High Density Scenario than under the Low Density Scenario at a cost increase of close to 19 percent. If the population of the Northwest Hills Study Area under the High Development Scenario is further increased by an urban growth boundary change, one more officer would be needed. Police Bureau staffing requirements, therefore, only differ by three patrol officers between the Low Density and High Density with Urban Growth Boundary Change Scenarios. The cost differential is about 28 percent.

In summary, it is apparent that regardless of the development scenario, much development is expected in the Northwest Hills due to Forest Park Estates. Even if no other land in the study area is developed, six additional police officers will be needed to protect the population increase associated with the Forest Park Estates development. Given this development, there is relatively little difference in police protection costs among the scenarios.

RMCP:sw

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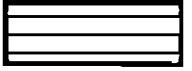
1980 Costs: 4 officers, salary & salary, etc. = \$131,400

POLICE PROTECTION

Portland Patrol Districts:

821

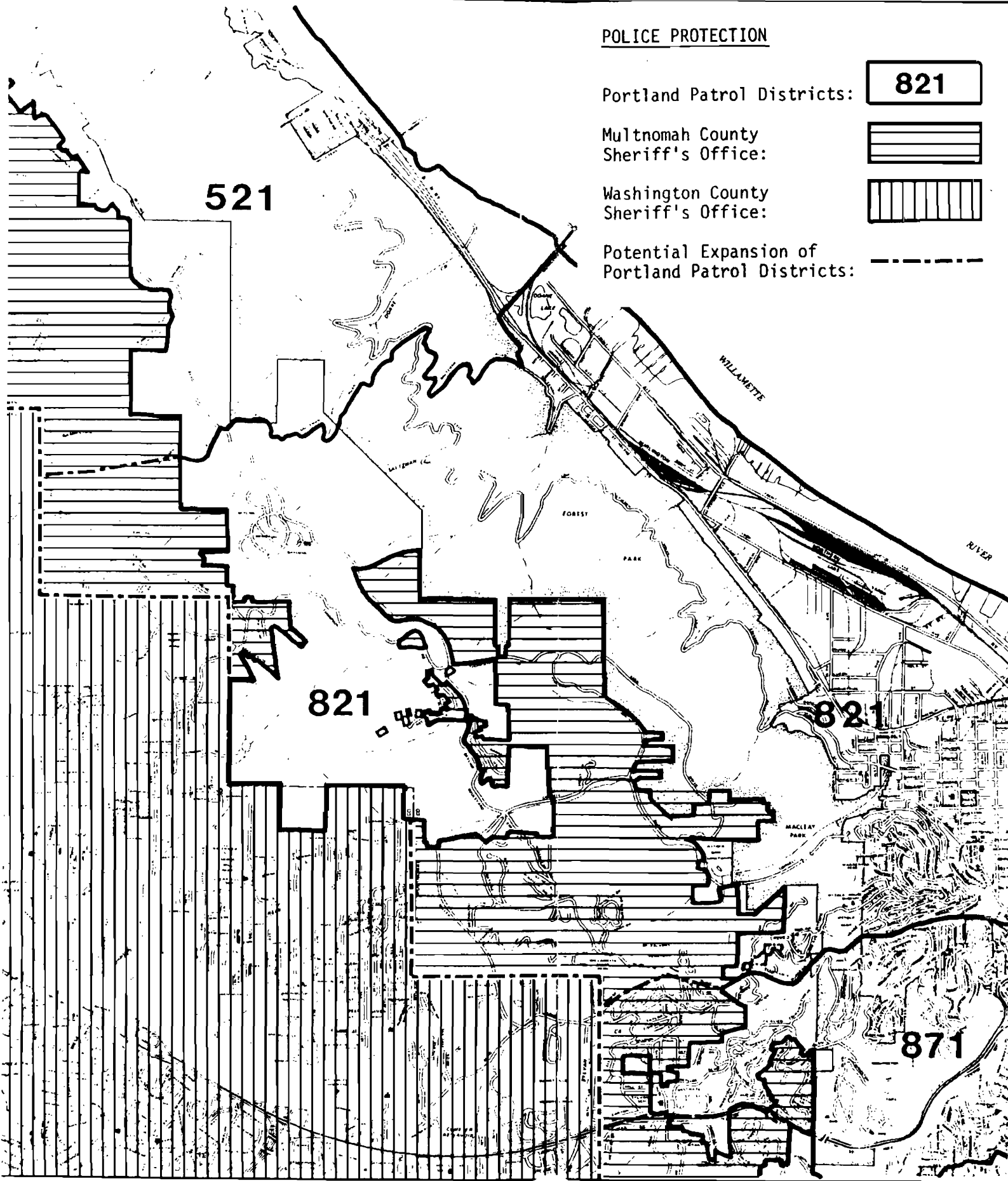
Multnomah County Sheriff's Office:



Washington County Sheriff's Office:



Potential Expansion of Portland Patrol Districts: - - - - -



SEWER AND STORM DRAINAGE SERVICE
NW HILLS STUDY

Introduction

Since sanitary sewer and storm drainage systems are usually gravity flow, topography plays an important role in determining service availability. The NW Hills study area contains approximately 4,500 acres of land with slopes of 10% to over 80%. Skyline Boulevard can be used to divide the area into east and west draining basins. Westside basins generally flow in a south westerly direction, discharging into the Tualatin River basin and ultimately into the Willamette River. Eastside basins discharge directly into the Willamette River. Excessive slopes coupled with a lack of existing facilities will require major facilities improvements to service portions of the study area.

SANITARY SEWER SERVICE

Current Service

Currently sanitary sewer service within the study area is provided by the City of Portland, the Unified Sewerage Agency (USA) and two private sewage systems. Map A shows, by purveyor, the areas currently sewered or have sewer service available. Except for two private systems, only those areas south of Barnes Road presently have sewer service. USA (Durham system) serves the west Sylvan neighborhood south of Barnes Road. The City provides sewer service to the Upper Highlands and east Sylvan neighborhoods. The private sewage treatment plants serve approximately 50 residences of Pana Vista and Royal Highland subdivisions. All other developed areas within the study area utilize on-site sewage disposal.

Future Service

In the future, within the study area the City of Portland will provide all local sewage collection and treatment services, either directly or indirectly through a service contract with USA (except those areas which will utilize on-site disposal). Service basins are shown in Map B, sewage treatment for the western basins would be by USA, either the Rock Creek or Durham treatment plant systems. Treatment for eastern basins would be handled by the City's Columbia treatment plant.

The Bureau of Environmental Services has identified a number of capital projects and costs which will be necessary to service proposed areas of development within the study area.

The development scenarios prepared for the study area have minimal impact on the manner that sewer service will be provided, although the timing of service may be affected.

All areas north of Barnes Road were identified as needing major capital improvements in order to receive sewer service. Table 1 provides a general description of necessary capital projects and costs identified as a means of servicing these areas.

A. The area west of Skyline Boulevard between Skyline Memorial Gardens on the north and Cornell Road on the south.

An existing planned sewer trunk line extension will serve Forest Park Estates and Sun Vista PUDs. Extensions from the trunk line could eventually serve the entire natural basin in which the PUDs are located. These improvements will be phased over an 8-10 year period as the PUD's are developed. The area is tributary to USA's Rock Creek treatment system, therefore, USA would be providing treatment service. Current USA/City service agreement requires USA to accept and treat sewage originating from city properties tributary to their drainage basin. The agreement does not stipulate scheduling of trunk line extensions to serve these areas.

The costs of extending the trunk line to serve the PUDs will be borne by the developers. Collection system construction costs will also be borne by the developer. USA will charge the City for treating sewage originating within the City. This USA charge is discussed later in this report.

Providing service to this area will result in the closure of the Pana Vista treatment plant whose customers will hook up to the new system.

B. West of Skyline Boulevard between Cornell on the north and Barnes Road on the south.

Currently a trunk line exists at the southwest edge of the area. There are no CIP plans for the City to construct extensions from the trunk line. This area is also tributary to USA's Rock Creek treatment plant and therefore if provided service, the City would be assessed service charges by USA.

No costs are available at this time. Since extensions to the existing trunk are not currently planned, costs associated with constructing a collection system for this area could be covered either through the formation of a Local Improvement District (LID) or by the permit process.

C. West of Skyline Boulevard, north of Skyline Memorial Garden to the northern study area boundary.

Although this area is tributary to the USA Rock Creek system no trunk line facilities exist that could easily be extended to serve the area. The only other service alternative, given foreseeable future conditions, would be on-site disposal. The use of on-site disposal methods are subject to Oregon Department of Environmental Quality (DEQ) approval.

D. East of Skyline Boulevard, between Barnes Road on the south to Thompson Road on the north.

In order to provide sewer service to this area 8,000 feet of gravity line sewer would have to be constructed through Balch Creek Canyon and Macleay Park. There are currently no planned capital improvement projects which would provide sewer service to this area. The area is tributary to the City's treatment system.

TABLE 1
OVERVIEW OF FUTURE SEWER SERVICE EXPANSIONS
NW HILLS

<u>AREA*</u>	<u>CAPITAL NEEDS</u>	<u>CAPITAL COSTS</u>	<u>SERVICE CONSIDERATION</u>
A)	Existing planned sewer trunk line extensions to serve Forest Park and Sun Vista PUDs	Unknown - extension of USA line paid by PUD developers	Although the line is intended to serve Forest Park Estates and Sun Vista, USA's service contract with the City requires that USA provide treatment service to all areas tributary to USA's service basins. The Pana Vista sewer treatment plant will eventually be phased out.
B)	USA trunk line presently exists at the southwest boundary of this area	Costs to develop the collection system for this area would be assessed through a LID formation	Treatment service would be contracted from USA
C)	None	None	Presently, extension of a trunk does not seem feasible or economical. On-site sewage disposal is likely to remain the only service option available in the foreseeable future. Use of on-site disposal methods is subject to DEQ approval.
D)	Engineer and construct 8,000 feet of gravity line sewer. Alternative would be to pump the sewage to the existing Portland system for the portion of the service area inside the UGB.	Estimated at 1.5 million dollars for the gravity line, no costs available for pumping alternative.	Proposed sewer line route would be through areas outside the current UGB, some lands of which are currently public parks. Pumping costs are significantly more expensive than gravity flow. The capacity of the system which receives pumped sewage may be exceeded.
E)	Engineer and construct a minimum of 7,000' of gravity line sewer. Alternative would be pumping sewage to the USA Rock Creek System.	Gravity line construction estimated at 1.4 million dollars. No costs available for pumping alternative.	Proposed sewer line route would be through areas outside the UGB and through Forest Park. Topography may warrant additional lines. Pumping alternative is more costly than gravity line and pumped flows may exceed receiving system capacity.

124

Appendix J, page 3)

*Those portions of the study area south of Barnes Road are not considered for future provision of sewer service since service is currently existing.

The cost of constructing the line has been estimated at \$1.5 million. The project may not be feasible even under the High Development Scenario, due to the high cost relative to customers served. If constructed as a LID, the trunk alone would add over \$7,000 to the cost of a new home. Total sewer costs (including MFEC and local collection system costs) would be at least \$12,000. These costs may be prohibitive and are not consistent with the City's goals for affordable housing. The MFEC revenues, which are intended to compensate for new development's use of the sewer system, would equal less than 10 percent of the cost of the new trunk. It is therefore unreasonable to suggest that the trunk could be financed by the City as part of its Capital Improvement Program.

The future gravity line would be through areas outside the current UGB, some lands of which are currently public parks. Locating sewer trunks in Rural and designated Natural Resource areas (outside the UGB) is contrary to regional and state land use policy.

Other service alternatives are on-site disposal or pumping sewage to existing City collection systems south of Barnes Road. Again, use of on-site disposal would require DEQ approval. Pumping would only serve areas within the UGB, is dependent upon receiving system capacity and is significantly more expensive than utilizing gravity flow to the City system.

The Royal Highlands treatment plant located within this area discharges into the Balch Creek drainage system. DEQ has expressed the desire to close this plant as soon as possible.

E. East of Skyline Boulevard, north of Thompson Road to the northern boundary of the study area.

In order to provide service to this area, a minimum of 7,000 feet of gravity line sewer would have to be constructed from St. Helens Road, through Forest Park and areas outside the current UGB, at an estimated cost of \$1.4 million. Topography of the area may warrant additional lines through the park. The City would provide treatment service to this area. Service to this area involves the same financial problems as those in the Balch Creek Drainage.

TABLE 2

ONE TIME CHARGES

<u>ANNUAL CITY OF PORTLAND SEWER RATES 1984-85</u>	<u>USER FEE/MONTHLY</u>	<u>STORMWATER IMPERVIOUS AREA CHARGE/MONTHLY</u>	<u>TOTAL ANNUAL CHARGE</u>	<u>MFEC</u>	<u>STORM WATER DEVELOPMENT CHARGE</u>
Single Family	\$6.35	Included in user fee	\$ 76.20	\$700.00	\$ 40.00
Multi Family (per unit)	\$4.35	Included in user fee	\$ 52.20	\$560.00	\$ 21.25
Retail (per EDU*)	\$7.17	\$ 9.96	\$205.56	\$700.00	\$281.25
Office/Industrial (per EDU*)	\$5.64	\$19.92	\$306.72	\$700.00	\$506.25

*EDU - equivalent dwelling unit;
one EDU per nine employees

Assumptions

o The average multi-family characteristics are:

- 10 unit structure total developed area 8,500 sq. ft.
- lot size 20,000
- lot coverage 30%
- parking 2,500 sq. ft.
- developed area per unit 850 sq. ft.

o Average retail and office/industrial rates were determined using:

- daily water consumption
 - Retail 4.7 cubic feet/employee
 - Office/Industry 2.0 cubic feet/employee
- monthly work days 22
- all accounts billed monthly except retail
- rates determined by the following formula:
 - (Monthly Consumption) (Employees) (Volume Rate) + (Base Rate Charge) = Monthly Revenue
- developed area (building and parking) for retail and office/industrial are 11,250 sq. ft. and 20,250 sq. ft. respectively
- revenues are for comparative purposes only.

126

(Appendix J, page 5)

<u>ANNUAL USA SEWER RATES</u>	<u>ANNUAL USER FEE</u>	<u>ANNUAL AVERAGE PROPERTY TAX ASSESSMENT</u>	<u>TOTAL ANNUAL CHARGE</u>	<u>ONE TIME HOOK-UP FEE</u>
July 1984				
Single Family	\$111.00	\$ 64.26	\$175.26	\$925.00
Multi-Family (per unit)	\$111.00	\$ 21.25	\$132.25	\$925.00
Retail (per 16 fixtures)	\$111.00	\$175.31	\$286.31	\$925.00
Office/Industrial	\$111.00	\$ 40.16	\$151.16	\$925.00

Assumptions

- all revenues are for comparative purposes only
- for determining equivalent dwelling units (EDU) for retail and office/industrial, "per 16 fixtures" will equal "per 9 employees"
- property value assessments are based upon average assessment calculations
single family \$126,000, multi family \$41,667 per unit, retail \$38,194 per employee and office/industrial \$8,750 per employee. Assessment rate is \$0.51 per \$1,000 assessed value
- all rates are July, 1984
- user fee rate is \$9.25 per month per EDU
- special condition charges, e.g. tap charge, not considered

ANNUAL SEWER RATE COMPARISON
CITY OF PORTLAND
AND
USA/CITY CONTRACTUAL SERVICE RATES
July 1984

<u>CITY USA</u>	<u>ANNUAL SEWER CHARGE*</u>	<u>DIFFERENCE CITY - USA</u>	<u>ONE-TIME DEVELOPMENT CHARGE**</u>	<u>DIFFERENCE CITY - USA</u>
Single Family	76.20 <u>159.96</u>	(83.76)	740 <u>925</u>	(185)
Multi Family (per unit)	52.20 <u>116.95</u>	(64.75)	581.25 <u>925.00</u>	(343.75)
Retail (per EDU***)	205.56 <u>271.01</u>	(65.45)	981.25 <u>925.00</u>	56.25
Office/Industrial (per EDU***)	306.72 <u>135.86</u>	170.86	1206.25 <u>925.00</u>	281.25

Appendix J, page 7)

128

*USA's rates are adjusted to account for City payment of only 70% of USA's user fee when USA provides sewer service to City residents. Annual USA sewer charge includes Washington County's proposed storm water management charge of \$1.50 per equivalent dwelling unit.

**One time development charge includes USA's hook-up fee and the City's MFEC and stormwater impervious area development charge.

***EDU (equivalent dwelling unit), one EDU per nine employees.

Other alternatives would be on-site disposal or pumping sewage to the USA system. Only those areas within the study area inside the UGB would be serviced by pumping, the feasibility of which is dependent upon engineering constraints, economics and capacity of the receiving USA system and would require renegotiation of the USA Contract. No cost estimates are available for the pumping alternative.

Rates and Charges

Current City user rates for single, multiple family, retail and office/ industrial are listed in Table 5. The Major Facilities Equalization Charge (MFEC) is a charge for new or increased usage of the sewerage system. The charge is structured to approximate each new unit's share of the cost of constructing the major facilities of the sewerage system: treatment plants, pump stations and interceptor sewers. The projected revenues have been established and assigned to payment of capital costs of the major facilities.

The City's contract with USA provides that in those city areas tributary to USA treatment basins, the City pays a rate based upon USA's rate structure for sewage treatment. Since the City and USA rates are different, as in many other sections of the City, the resulting revenue versus cost situation results in some areas paying less than the actual cost of serving the property. This is based on the City's policy of charging equal rates for equal benefit. The USA user's fee charged to the City is based on 70% of their current user's fee plus an in-lieu-of tax charge based on the taxable value of serviced property. Table 4 compares current City rates and rates USA charges the City.

STORMWATER DRAINAGE

Background

The storm drainage system within the study area relies heavily upon the area's natural drainageways, roadside ditches, culverts and open channels to collect and convey storm drainage. Areas in the east Sylvan and Upper Highland neighborhoods have combined sewer/storm drainage systems.

Due to the lack of development and relatively minor drainage problems, drainage improvement activities within the study area are limited to maintenance of culverts. Current City practice does not include stream channel maintenance except in situations where channel problems can be tied directly to City activities (i.e. roadway excavation disrupting channel capacity).

Both the City and the County may impose drainage regulations, such as on site detention, as part of the subdivision or PUD approval process.

The Forest Park Estate PUD, as a condition of approval, has to provide drainage detention with designed release rates which do not exceed pre-development flow levels.

As the study area level of development increases so must a program for upgrading and operating a storm drainage system.

Portland Drainage Study Recommendations

Portland's 1982 drainage study covered portions of the NW Hills study area with three basins; Skyline West, Skyline East and Balch Creek. The basins encompass the NW Hills study area north of Barnes Road.

The purpose of the drainage study was to provide a framework for cost-effective drainage management. Part of the framework was the inventory and identification of existing drainage problems and facilities and development of a capital improvements program.

Skyline West - This basin drains that portion of the study area west of Skyline between the northern boundary and Cornell Road. Drainage is conveyed through the natural channel system. Direction of flow is southwest into Washington County to the Tualatin River. Washington County has in the past expressed concern of potential flooding on streams within their jurisdiction from increased development within this basin.

Specific Drainage Study recommendations for this basin are:

The City must approve all subdivisions and building plans. During this process compliance with City Code provisions regulating building in a flood plain is checked. These procedures will ensure that developments in the Skyline West area will minimize flood hazards within the city.

The developer of Forest Park Estates proposed the use of flood control reservoirs to minimize increases in flood hazards on streams in Washington County. The City incorporated a requirement in the conditional use permit approval for Forest Park Estates Planned Unit Development that the developer limit the stormwater discharge from the site to pre-development levels. It is recommended that the City consider placing similar requirements, where appropriate, on other developments in the Skyline West area in the future.

Before flood control reservoirs are required, the extent of the flood hazard in Washington County and the feasibility of locating a flood control reservoir within the proposed development must be considered. Then the City must determine if several regional detention facilities or smaller facilities serving each new subdivision should be built.

Regional detention facilities are generally a capital cost to the City, but in cases where a single developer covers an entire basin, detention facility development may be a requirement of the developer. Estimated costs associated with providing drainage improvements including regional detention are \$1,000 per acre of development. Estimated costs (1984 dollars) associated with each scenario at year 2000 are:

Comprehensive Plan	\$548,393
Low	\$536,915
Medium	\$557,117
Medium UGB	\$557,346
High	\$568,136
High UGB	\$569,743

Skyline East - This basin drains the area east of Skyline from Thompson Road north to the study area boundary. Direction of flow is northeasterly through heavily forested terrain with slopes in excess of 20 percent in many places. Drainage flows down the steep slopes of Forest Park onto the flatter floodplain of the Willamete River before discharging into the river. The majority of drainage problems occur as storm runoff enters culverts and ditches located in the industrialized floodplain area.

Recommendations presented in the Drainage Study mainly concentrated on improving the existing drainage conveyance system within the industrialized area. Specifically, recommendations were for improvement and in cases, replacement of culverts, upgrading the natural channel and ditch capacity, and use of settling ponds, where possible, to prevent culvert clogging. The use of detention was identified as not necessary to alleviate drainage problems because of limited site availability and low flood discharge levels. The potential increase in development levels and associated impervious area in the development scenarios may require a re-examination of the detention option. No cost estimates for drainage improvements are available.

Balch Creek - The Balch Creek drainage basin covers the area east of Skyline Boulevard between Thompson Road and Burnside within the study area. The drainage system consists mainly of natural channels and culverts at road crossings, with flows entering a pressure sewer line at Thurman Street which discharges into the Willamette River.

The Balch Creek drainage system has had a number of problems associated with the operation and capacity of the pressure line which conveys the basin's runoff to the river. The drainage study recommends two options to alleviate system problems by increasing system capacity:

- 1) 5,350 feet of 66 inch storm sewer pipe, cost \$3.4 million (1984 dollars);
- 2) 15 foot high dam, cost \$800,000 (1984 dollars).

Both options would handle design storm runoff from the Balch Creek basin at full Comprehensive Plan development (25 year for option 1 and 100 year for option 2). Discussions with Environmental Services personnel have indicated that if one of the two options are implemented, system capacity will be adequate for the basin at high scenario development. At the high scenario UGB development, implementing one of the recommended capital projects coupled with some form of drainage regulations will provide adequate capacity.

(Appendix J, page 11)

Washington County is currently developing a Master Drainage Plan to plan and manage their drainage system on a regional basis. Since the areas located along the west slope of the NW Hills study area are tributary to Washington County drainage basins, drainage user fees which may be adopted as part of the Master Plan will effect City residents. Initial rates are estimated between \$1.00 to \$1.75 per equivalent dwelling unit, with a single family residence being one unit. Currently there is no contractual service agreement between the City and USA, (the proposed lead agency for implementing the Master Plan) to accommodate this proposed drainage charge.

If Washington County wishes to impose a drainage user fee upon city residents within the study area, a service contract similar to the existing USA/City sewer service agreement would have to be developed.

TG:mh
072

Portland Public School Services
NW Hills Scenarios

Background

School service to the study area is the responsibility of the Portland Public School, District Number 1J. The District operates five schools which serve school age children from kindergarden through grade 12 residing within the study area. A cohort survival method was used to estimate the number of school age children resulting from increased single and multi family dwellings associated with the development scenarios project at year 2000.

Current Service

Map A shows the location of those west side schools serving the study area. Table 1 presents enrollment and capacity at the west side schools. In addition to the five schools, potential school sites which could provide service to the study area include:

Forest Park Site: Somewhere between 10 and 17 acres jointly located on Forest Park and Sun Vista developments supposedly will be made available in phase IV of Forest Park development for park purposes with District No. 1 having a right of entry for school construction, when needed, to be arranged. A minimum 150-200 pupil primary facility would be probable.

Strohecker Site: 9.96 acre unimproved site available for future school construction, and adjacent to the northeast of 7.4 acre (closed) former Sylvan school property, both under District No. 1 title.

Hoyt Arboretum

Site: 6.89 acre unimproved site available for future school construction.

Given the information presented in Table 1 current facilities are adequate to serve existing demand. School district officials have commented that facility demand at year 2000 Comprehensive Plan development can be accommodated by developing at least two of the potential sites listed above.

Future Service Demand

Future enrollment projections, kindergarden through grade 12, associated with the various scenarios are listed in Table 2. Projections were generated by using separate multipliers for single and multi-family dwelling units to produce the number of elementary, middle and senior high students. The projections assume 80 percent of the total school age population enrolling in the Portland public school system.

The low scenario development would result in a reduction of 118 total students in the Portland Public School (PPS) system. The largest student enrollment increase is associated with the high scenario UGB change, a total increase of 394 students.

According to PPS facilities planning personnel, the net increases associated with all scenarios would not have a significant impact upon current and planned school facilities serving the study area. Although the increased projected enrollments would have a significant impact upon public school services such as instruction, employee salaries/overhead, transportation and support services.

Specific costs associated with the projected enrollments are not available, although using cost information generated by the Oregon Department of Education allows for some generalized comparisons. Table 3 presents average costs per pupil fiscal year 83-84 within the PPS district and projects additional costs for each scenario.

TABLE 1
CURRENT UTILIZATION OF WEST SIDE SCHOOLS

School/Type	1983/84 Enrollment	Building Capacity	<u>83 Enrollment/ Change 82-83</u> <u>Building Capacity</u>
(Facility Holbrook/Currently Closed)	0	275	0
Skyline/Elementary (K-8)	192 + Kindergarden	375	$\frac{214}{375}$ -36
West Sylvan/ Middle School (6-8)	501	650- 700*	$\frac{501}{575}$ +168**
Lincoln/High School (9-12)***	1,385	1,400	$\frac{1,385}{1,400}$ +96
Chapman/Elementary (K-5)	214 + Kindergarden	525 (+75)	$\frac{332}{600}$ -102**
Ainsworth/Elementary (K-8)	474 + Kindergarden	550	$\frac{474}{550}$ -50

*Capacity includes planning of additions currently underway.

**Middle School reorganization impact included.

***Lincoln home attendance area students run +800-900.

TABLE 2

ESTIMATED NUMBER OF PORTLAND PUBLIC SCHOOL STUDENTS--
COMPREHENSIVE PLAN AND DEVELOPMENT SCENARIOS YEAR 2000.

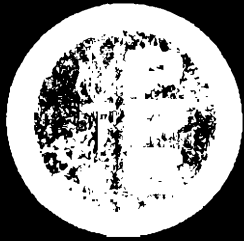
	<u>Comprehensive Plan</u>	<u>Low</u>	<u>Medium</u>	<u>Medium UGB</u>	<u>High</u>	<u>High UGB</u>
Population	8,134	7,620	8,233	8,379	9,157	10,108
Elementary	937	867	948	967	1,047	1,173
Middle School	337	311	341	348	376	423
High School	285	263	288	294	317	357
Total Students to enroll in Portland Public Schools	1,559	1,441	1,577	1,609	1,740	1,953
Net Change Comprehensive Plan/Scenarios	0	-118	+18	+50	+181	+394

TABLE 3
PER PUPIL EXPENDITURES
NW HILLS DEVELOPMENT SCENARIOS

<u>Scenario</u>	<u>Number of Students</u>	<u>Per Pupil Expenditure</u>	<u>Total Outlay</u>	<u>Cost Differential as Compared to Comprehensive Plan</u>
Current 1983	673	\$4,004	\$2,694,692	
<hr/>				
YEAR 2000				
Comprehensive Plan	1,559	\$4,004	\$6,242,236	
Low	1,441	\$4,004	\$5,769,764	(\$472,472)
Medium	1,577	\$4,004	\$6,314,308	\$72,072
Medium UGB	1,609	\$4,004	\$6,442,436	\$200,200
High	1,740	\$4,004	\$6,966,960	\$724,724
High UGB	1,953	\$4,004	\$7,819,812	\$1,577,576

* The cost presented are for comparative purposes only. All costs are 1984 dollars.

1983-84 per pupil cost is \$4,004.00 which is based upon average daily membership (ADM) within the Portland School District as determined by the Oregon Department of Education. The ADM for 1983-84 is 46,166. Expenditures are assigned to the District's general fund not including capital outlays, lunch and athletic expenditures. In 1983-84 64% of the district's general fund was supported by the District's tax base (net receipts). It is assumed that the per pupil expenditure rate will not change with each scenario.



RECEIVED

July 9, 1984

JUL 10 1984

MEMORANDUM

CITY OF PORTLAND
BUREAU OF PLANNING

TO: Mr. Tim Goon
Bureau of Planning - Room 1002
1120 S.W. 5th Avenue,
Portland, Oregon 97204-1966

FROM: Gene G. Westberg
Facilities Planning Director
Portland Public Schools

SUBJECT: Northwest Hills Study Proposals - Impact on Portland Public Schools

This note is meant to serve as comment from PPS Facilities Planning Office on school facilities impact that may be expected from the adjustments to comprehensive plan projections that you are studying for the Northwest Hills Study Area, Portland.

Projected enrollment impact is treated separately in a response by PPS Management Information Services which is also enclosed.

Such planning as will be done to meet the load of 886 total K-12 pupils generated in the comprehensive plan projection, will without serious adjustment accommodate the difference of 180 more and the augmented total of 1067 produced in your high scenario.

The current utilization of West Side schools and availability of school properties that suggest the facilities resources that will be explored to address total population growth is as follows:

	1983/84 Enrollment	Building Capacity	83 Enrollment/ Building capacity	Change fr/'82
Holbrook	-0-	275	-0-	
Skyline	192 + K	375	214/-36	375

Chapman	214 + K	525 (+75)	<u>332/-102*</u> 600
West Sylvan M.S.	501	650-700 incl: (Planning of additions are underway.)	<u>501/+168*</u> 575
Lincoln High School	1385	1400	<u>1385/+96</u> 1400

(Lincoln Home attendance area students run + 800 - 900. Balance are Administrative Transfer which is potentially adjustable.)

Forest Park Site Somewhere between 10 and 17 Acres jointly located on Forest Park and Sun Vista developments supposedly will be made available in phase IV of Forest Park development for park purposes with District No. 1 having a right of entry for school construction, when needed, to be arranged. A minimum 150-200 pupil primary facility would be probable.

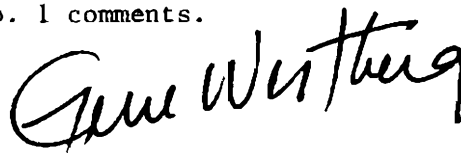
Strohecker Site 9.96 Acre unimproved site available for future school construction, and adjacent to the Northeast of 7.4 Acre (closed) former Sylvan school property, both under District No. 1 title.

(and/or)
Hoyt Arboretum Site 6.89 Acre unimproved site available for future school construction.

* Middle School Reorganization Impact.

Management Information estimates of pupil generation for each of your scenarios is attached. Paula Surmann's comment regarding "significant impact" for High Scenario is understandable in terms of public school services that would need to be provided. However, in terms of Facilities, impact is relatively insignificant for the net increase.

Thank you for inviting District No. 1 comments.



cc: Greg Vickers
Paula Surmann

GW:lb
Enclosure

(Appendix K, page 8)

PRELIMINARY ANALYSIS
IMPACT OF NORTHWEST HILLS STUDY PROPOSALS
ON THE PORTLAND PUBLIC SCHOOLS

Paula Surmann
Management Information Services
June, 1984

5192D

During the winter of 1983-84, the Portland City Council directed the Planning Bureau to conduct an in-depth review of land use designations and related public service considerations in the West Hills area north of the Sunset Highway. The Planning Bureau produced a number of development scenarios for the area and translated them into projections of future housing, population and employment. Next, the Planning Bureau contacted various other agencies in the city and requested reports on how the different scenarios would impact services and what kinds of improvements would be necessary to accommodate the various levels of development. This report is in response to that request.

This office decided to concentrate on four of the possible scenarios in the preliminary analysis:

- . Table 2B, Existing Comprehensive Plan 1980-2000 Net
- . Table 3B, Low Scenario 1980-2000 Net
- . Table 4B, Medium Scenario 1980-2000 Net
- . Table 5B, High Scenario 1980-2000 Net

For each scenario the projected number of single family dwelling units (SFDU) and multiple family dwelling units (MFDU) was multiplied by a ratio to estimate the number of school age children. Two sets of ratios were used, one for single family dwelling units and another for multiple family dwelling units:

- . SFDU's
 - .40 (x .8 = .32) for elementary students
 - .15 (x .8 = .12) for middle school students
 - .12 (x .8 = .10) for senior high students
 - .67 (x .8 = .54) for all school age children
- . MFDU's
 - .11 (x .8 = .09) for elementary students
 - .02 (x .8 = .02) for middle school students
 - .02 (x .8 = .02) for senior high students
 - .15 (x .8 = .13) for all school age children

It has been estimated that approximately 80% of all school age children enroll in public schools. Therefore, the ratios were multiplied by .8 to account for only those school age children likely to attend the Portland Public Schools.

Chart I shows the estimated number of Portland Public Schools students for low, medium and high scenarios.

CHART I

ESTIMATED NUMBER OF PORTLAND PUBLIC SCHOOLS STUDENTS
LOW, MEDIUM, AND HIGH SCENARIOS

	Table 3B Low Scenario 1980-2000 Net	Difference Table 3B \blacktriangleright 4B Low Scenario \blacktriangleright Medium Scenario 1980-2000 Net	Table 4B Medium Scenario 1980-2000 Net	Difference Table 4B \blacktriangleright 5B Medium Scenario \blacktriangleright High Scenario 1980-2000 Net	Table 5B High Scenario 1980-2000 Net	Difference Table 3B \blacktriangleright 5B Low Scenario \blacktriangleright High Scenario 1980-2000 Net
SFDU	1210.0	+ 249.0	1459.0	+ 264.0	1723.0	+ 513.0
.32 (Elem.)	387.2		466.9		551.4	
.12 (M.S.)	145.2		175.1		206.8	
.10 (H.S.)	121.0		145.9		172.3	
.54 (All)	653.4	+ 134.5	787.9	+ 142.6	930.5	+ 277.1
MFDU	881.0	+ 7.0	888.0	+ 165.0	1053.0	+ 172.0
.09 (Elem.)	79.3		79.9		94.8	
.02 (M.S.)	17.6		17.8		21.1	
.02 (H.S.)	17.6		17.8		21.1	
.13 (All)	114.5	+ 1.0	115.5	+ 21.5	137.0	+ 22.5
Total Elem.	466.5	+ 80.3	546.8	+ 99.4	646.2	+ 179.7
Total M.S.	162.8	+ 30.1	192.9	+ 35.0	227.9	+ 65.1
Total H.S.	138.6	+ 25.1	163.7	+ 29.7	193.4	+ 54.8
Total K-12 Students to Enroll in PPS	767.9	135.5	903.4	+ 164.1	1067.5	+ 299.6
Total Population	4218.0	+ 613.0	4831.0	+ 924.0	5755.0	+1537.0

Chart II shows the number of additional Portland Public Schools students for low, medium, and high scenarios after subtracting out the number of housing units already projected under the existing comprehensive plan for 1980-2000.

CHART II

ESTIMATED ADDITIONAL PORTLAND PUBLIC SCHOOLS STUDENTS
LOW, MEDIUM, AND HIGH SCENARIOS

	Table 3B Low Scenario 1980-2000 Net	Difference Table 3B > 4B Low Scenario > Medium Scenario 1980-2000 Net	Table 4B Medium Scenario 1980-2000 Net	Difference Table 4B > 5B Medium Scenario > High Scenario 1980-2000 Net	Table 5B High Scenario 1980-2000 Net	Difference Table 3B > 5B Low Scenario > High Scenario 1980-2000 Net
SFDU	1210.0	+249.0	1459.0	+264.0	1723.0	+ 513.0
Minus Table 2B*	-1434.0		-1434.0		-1434.0	
Difference	- 224.0		+ 25.0		+ 289.0	
.32 (Elem.)	- 71.7		+ 8.0		+ 92.5	
.12 (M.S.)	- 26.9		+ 3.0		+ 34.7	
.10 (H.S.)	- 22.4		+ 2.5		+ 28.9	
.54 (All)	- 121.0	+134.5	+ 13.5	+142.6	+ 156.1	+ 277.1
MFDU	881.0	+ 7.0	888.0	+165.0	1053.0	+ 172.0
Minus Table 2B*	- 863.0		- 863.0		- 863.0	
Difference	+ 18.0		+ 25.0		+ 190.0	
.09 (Elem.)	+ 1.6		+ 2.3		+ 17.1	
.02 (M.S.)	+ 0.4		+ 0.5		+ 3.8	
.02 (H.S.)	+ 0.4		+ 0.5		+ 3.8	
.13 (All)	+ 2.4	+ 0.9	+ 3.3	+ 21.4	+ 24.7	+ 22.3
Total Elem.	- 70.1	+ 80.4	+ 10.3	+ 99.3	+ 109.6	+ 179.7
Total M.S.	- 26.5	+ 30.0	+ 3.5	+ 35.0	+ 38.5	+ 65.0
Total H.S.	- 22.0	+ 25.0	+ 3.0	+ 29.7	+ 32.7	+ 54.7
Total K-12 Students to Enroll in PPS	- 118.6	+135.4	+ 16.8	+164.0	+ 180.8	+ 299.4
Total Population	4218.0	+613.0	4831.0	+924.0	5755.0	+1537.0
Minus Table 2B*	-4732.0		-4732.0		-4732.0	
Difference	- 514.0		+ 99.0		+1023.0	

* Existing Comprehensive Plan 1980-2000 Net

(Appendix K, page 12)

In conclusion, the implementation of the high scenario, instead of the existing comprehensive plan, would have a significant impact on the Portland Public Schools. Approximately 180 additional students would have to be accommodated -- 109 elementary, 38 middle school, and 33 high school students. If the medium scenario was implemented, only about 17 additional students would enroll in the Portland Public Schools. If the low scenario was implemented, approximately 119 fewer students would enroll in the Portland Public Schools.

RECEIVED
INTEROFFICE CORRESPONDENCE
JUL 12 1984

DATE: June 29, 1984
TO: Terry Sandblast, Director, Bureau of Planning
FROM: Carl Goebel, Administrator, Bureau of Water Works
SUBJECT: N.W. Hills Study, Your memo of May 10, 1984

City of Portland
Bureau of Planning

MN 0.0



As requested by your referenced memo, we have investigated the impact which the subject planning will have on the Portland Water Bureau, and the results are presented herein. The three areas which required investigation are pumping capacity, storage capacity, and distribution capacity.

The criteria used were that we must have pumping capacity equal to peak day demand, we must have storage capacity equal to 3 average days' demand, and we must have distribution capacity equal to peak hour demand. The Planning Bureau's population projections for each sub-area of the total were converted to water demands with the factors:

Office: 15 gallons per day per employee
Retail: 35 gallons per day per employee
Population: 150 gallons per day per person

These criteria are consistent with past Water Bureau practice. The impact of the levels of development on the Water Bureau are described in terms of the water supply improvements necessary. The results are:

PEAK PUMPING CAPACITY (see attachment 1)

1980 need	900 gpm
2000 low need	1938 gpm
2000 medium need	2083 gpm
2000 high need	2307 gpm
2000 high with urban growth boundary change (UBG)	2526 gpm
Peak pumping capacity now planned in present CIP program	2000 gpm

THEREFORE as planned in our current CIP we can meet the "2000 low" need. For the "2000 medium", "2000 high" or "2000 high UGB change" needs we would have to increase the size of the new peak pump from 2000 up to 2600 gpm.

STORAGE CAPACITY (see attachment 2)

1980 need	1.72 mg
2000 low need	3.72 mg
2000 medium need	4.00 mg
2000 high need	4.43 mg
2000 high UGB change	4.85 mg
Storage capacity now in planning in CIP	4.00 mg

Terry Sandblast
June 29, 1984
Page 2

THEREFORE with our current planning we can meet the "2000 low" and the "2000 medium" needs. Meeting the "2000 high and "2000 high UGB change" needs would require increasing the storage capacity of the planned new reservoirs by an additional 0.85 mg.

DISTRIBUTION CAPACITY (see attachment 3)

1980 need	2000 gpm
2000 low need	4307 gpm
2000 medium need	4630 gpm
2000 high need	5128 gpm
2000 high UGB change	5614 gpm
Distribution capacity now in planning in CIP	6200 gpm

THEREFORE currently planned and existing facilities will meet all proposed distribution needs through 2000.

SUMMARY OF COSTS (all costs are in 1984 dollars)

To meet the "2000 low" need, no additional facilities will be necessary beyond what is presently planned in the current CIP "Forest Park Supply" at a cost of \$2.13 million, and the "Skyline Main Extension" at a cost of \$382,000.

To meet the "2000 medium" need will require all of the presently planned facilities described in the CIP, plus an upsize of the planned peak pump from 2000 gpm to 2100 gpm at an estimated additional cost of \$12,000.¹

To meet the "2000 high" need will require all of the presently planned facilities described in the CIP plus an upsize of the planned peak pump from 2000 gpm to 2400 gpm at an estimated additional cost of \$28,000¹, plus an increase in the planned storage capacity from 4.0 mg to 4.3 mg at an estimated additional cost of \$96,000.² Total added cost for 2000 high: \$124,000.

To meet the "2000 high plus UGB change" need, will require all of the presently planned facilities described in the CIP, plus an upsize of the planned peak pump from 2000 gpm to 2600 gpm at an estimated additional cost of \$36,000,¹ plus an increase in the planned storage capacity from 4.0 mg to the 4.85 mg at an estimated additional cost of \$280,000.² Total added cost for 2000 high with UGB change: \$316,000.

DP/1rc MNO:29M-NWH

¹ Cost estimate based on quotes from Larry Chapman, of Hydronix, Inc., Milwaukie, Oregon on June 28, 1984.

² Cost estimate derived from 1983 Wellfield reservoir data and quotes from Pacific Tank.

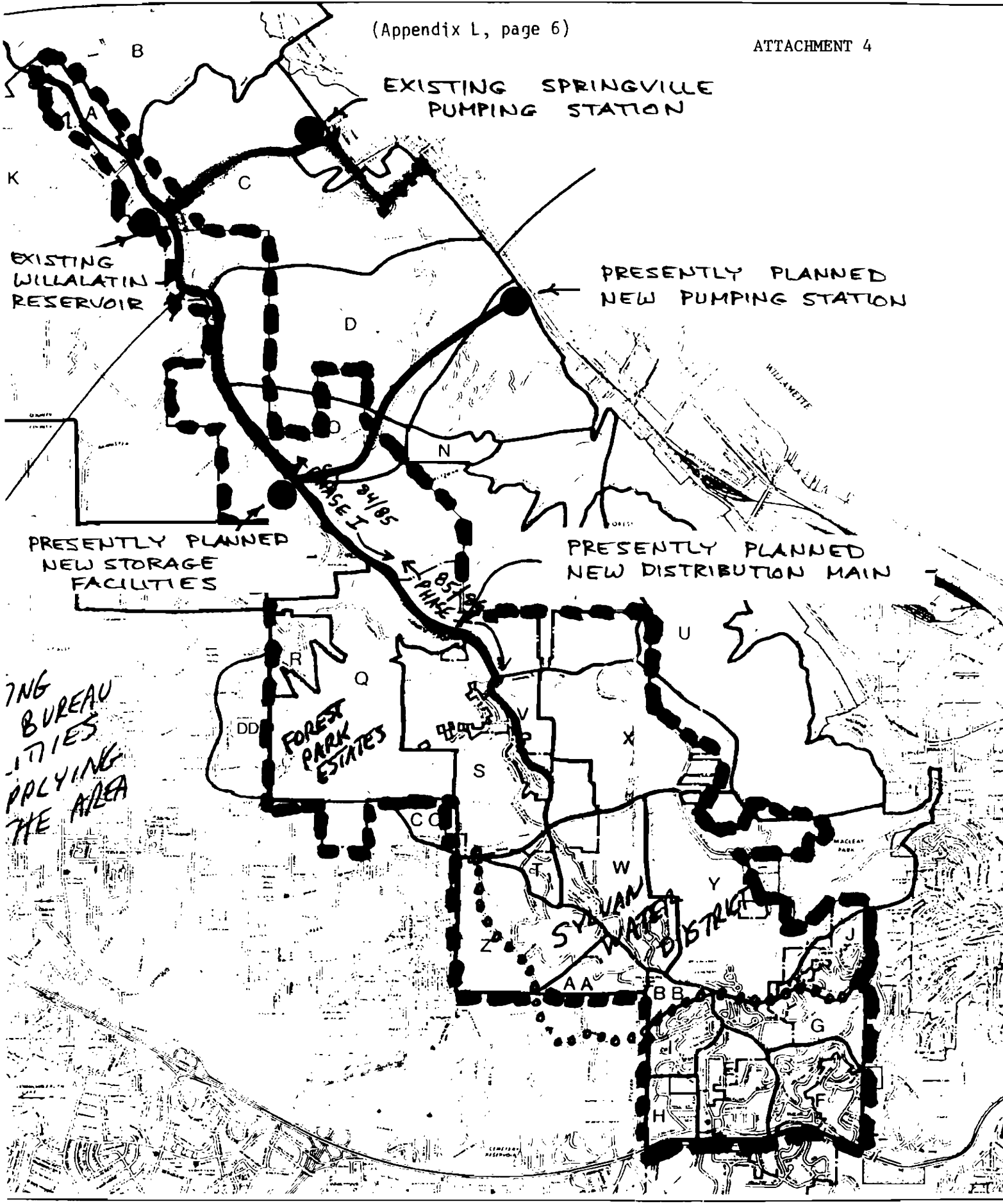
ZONE KEY	PEAK DAY USING A 2.25 PKG FACTOR				ADDITIONAL FOR UGB CH AVG DAILY TGD	TOTAL FOR UGB CH AVG DAILY TGD
	1980 AVG DAILY TGD	2000 LOW AVG DAILY TGD	2000 MED AVG DAILY TGD	2000 HIGH AVG DAILY TGD		
A	8.55	10.80	10.80	14.62	0.00	14.62
B	0.00	0.00	0.00	0.00	0.00	0.00
C	48.37	50.85	50.85	50.85	5.17	56.02
D	21.37	21.37	21.37	21.37	31.95	53.32
E	139.05	143.32	153.00	166.95	0.00	166.95
F	166.50	155.25	156.60	165.15	0.00	165.15
G	47.25	58.95	82.57	96.07	0.00	96.07
H	55.12	63.90	65.47	93.15	0.00	93.15
I	50.40	48.37	53.32	77.40	0.00	77.40
J	36.45	51.75	58.05	97.65	0.00	97.65
K	164.70	184.05	184.05	191.47	0.00	191.47
L	58.72	60.07	59.85	83.47	0.00	83.47
M	40.50	40.27	40.27	40.27	0.00	40.27
N	0.00	0.00	0.00	0.00	.67	.67
O	4.50	4.05	4.05	4.05	25.42	29.47
P	31.95	34.65	34.65	34.65	72.90	107.55
Q	0.00	1301.40	1301.40	1301.40	0.00	1301.40
R	30.37	28.57	28.57	28.57	0.00	28.57
S	55.57	125.10	196.87	204.52	0.00	204.52
T	41.62	34.87	37.35	42.30	0.00	42.30
U	5.40	6.52	6.52	9.90	6.75	16.65
V	14.17	16.65	20.70	50.62	0.00	50.62
W	40.50	49.27	57.37	118.80	0.00	118.80
X	11.92	12.15	12.15	12.15	88.42	100.57
Y	86.40	87.75	103.27	128.25	83.70	211.95
Z	46.35	38.47	85.05	98.32	0.00	98.32
AA	2.70	6.52	13.95	22.95	0.00	22.95
BB	0.00	.67	6.52	12.15	0.00	12.15
CC	9.22	53.32	53.32	53.32	0.00	53.32
DD	78.75	102.37	102.37	102.37	0.00	102.37
	1296.45	2791.35	3000.37	3322.80	315.00	3637.80
PEAK DAY FLOW, gpm	900.31	1938.43	2083.59	2307.50	218.75	2526.25

ZONE KEY	NW HILLS SERVICE AREA				ADDITION	TOTAL
	1980 AVG DAILY TGD	2000 LOW AVG DAILY TGD	2000 MED AVG DAILY TGD	2000 HIGH AVG DAILY TGD	FOR UGB CH AVG DAILY TGD	2000 HIGH FOR UGB CH AVG DAILY TGD
A	3.80	4.80	4.80	6.50	0.00	6.50
B	0.00	0.00	0.00	0.00	0.00	0.00
C	21.50	22.60	22.60	22.60	2.30	24.90
D	9.50	9.50	9.50	9.50	14.20	23.70
E	61.80	63.70	68.00	74.20	0.00	74.20
F	74.00	69.00	69.60	73.40	0.00	73.40
G	21.00	26.20	36.70	42.70	0.00	42.70
H	24.50	28.40	29.10	41.40	0.00	41.40
I	22.40	21.50	23.70	34.40	0.00	34.40
J	16.20	23.00	25.80	43.40	0.00	43.40
K	73.20	81.80	81.80	85.10	0.00	85.10
L	26.10	26.70	26.60	37.10	0.00	37.10
M	18.00	17.90	17.90	17.90	0.00	17.90
N	0.00	0.00	0.00	0.00	.30	.30
O	2.00	1.80	1.80	1.80	11.30	13.10
P	14.20	15.40	15.40	15.40	32.40	47.80
Q	0.00	578.40	578.40	578.40	0.00	578.40
R	13.50	12.70	12.70	12.70	0.00	12.70
S	24.70	55.60	87.50	90.90	0.00	90.90
T	18.50	15.50	16.60	18.80	0.00	18.80
U	2.40	2.90	2.90	4.40	3.00	7.40
V	6.30	7.40	9.20	22.50	0.00	22.50
W	18.00	21.90	25.50	52.80	0.00	52.80
X	5.30	5.40	5.40	5.40	39.30	44.70
Y	38.40	39.00	45.90	57.00	37.20	94.20
Z	20.60	17.10	37.80	43.70	0.00	43.70
AA	1.20	2.90	6.20	10.20	0.00	10.20
BB	0.00	.30	2.90	5.40	0.00	5.40
CC	4.10	23.70	23.70	23.70	0.00	23.70
DD	35.00	45.50	45.50	45.50	0.00	45.50
	576.20	1240.60	1333.50	1476.80	140.00	1616.80
3 AVG DAYS STORAGE mg	1.72	3.72	4.00	4.43	.42	4.85

147

(Appendix L, page 4)

ZONE KEY	PEAK HOUR USING A 5.00 PKG FACTOR				ADDITIONAL	TOTAL
	1980	2000 LOW	2000 MED	2000 HIGH	FOR UGB CH	FOR UGB CH
	AVG DAILY TGD	AVG DAILY TGD	AVG DAILY TGD	AVG DAILY TGD	AVG DAILY TGD	AVG DAILY TGD
A	19.00	24.00	24.00	32.50	0.00	32.50
B	0.00	0.00	0.00	0.00	0.00	0.00
C	107.50	113.00	113.00	113.00	11.50	124.50
D	47.50	47.50	47.50	47.50	71.00	118.50
E	309.00	318.50	340.00	371.00	0.00	371.00
F	370.00	345.00	348.00	367.00	0.00	367.00
G	105.00	131.00	183.50	213.50	0.00	213.50
H	122.50	142.00	145.50	207.00	0.00	207.00
I	112.00	107.50	118.50	172.00	0.00	172.00
J	81.00	115.00	129.00	217.00	0.00	217.00
K	366.00	409.00	409.00	425.50	0.00	425.50
L	130.50	133.50	133.00	185.50	0.00	185.50
M	90.00	89.50	89.50	89.50	0.00	89.50
N	0.00	0.00	0.00	0.00	1.50	1.50
O	10.00	9.00	9.00	9.00	56.50	65.50
P	71.00	77.00	77.00	77.00	162.00	239.00
Q	0.00	2892.00	2892.00	2892.00	0.00	2892.00
R	67.50	63.50	63.50	63.50	0.00	63.50
S	123.50	278.00	437.50	454.50	0.00	454.50
T	92.50	77.50	83.00	94.00	0.00	94.00
U	12.00	14.50	14.50	22.00	15.00	37.00
V	31.50	37.00	46.00	112.50	0.00	112.50
W	90.00	109.50	127.50	264.00	0.00	264.00
X	26.50	27.00	27.00	27.00	196.50	223.50
Y	192.00	195.00	229.50	285.00	186.00	471.00
Z	103.00	85.50	189.00	218.50	0.00	218.50
AA	6.00	14.50	31.00	51.00	0.00	51.00
BB	0.00	1.50	14.50	27.00	0.00	27.00
CC	20.50	118.50	118.50	118.50	0.00	118.50
DD	175.00	227.50	227.50	227.50	0.00	227.50
	2881.00	6203.00	6667.50	7384.00	700.00	8084.00
PEAK HOUR FLOW, gpm	2000.69	4307.63	4630.20	5127.77	486.11	5613.88





CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 796-7004

November 1, 1984

MEMORANDUM

TO:: LAUREL WENTWORTH
FROM: DAVE HILL *DH*
SUBJECT: NW Hills Roadways
Alternative Estimates

Please find attached the alternative estimates for the Cornell Road widening and the new roadway. Please review these and then early next week (Monday or Tuesday) we should discuss these to answer any questions.

LDH:JB:jwp

Attachment

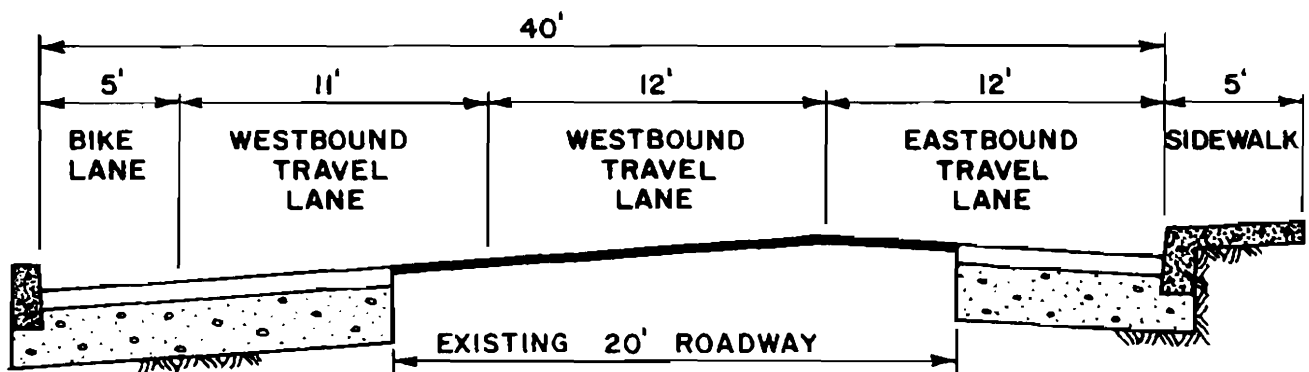
(Appendix M, page 2)

The following is a description of the proposed street improvements in the N.W. Hills Roadways Project:

N.W. Cornell Road

\$11,853,000.00

Improve N.W. Cornell Road from N.W. 29th to S.W. Skyline Blvd.; which measures 2.5 miles long. Widen existing roadway to accommodate 1 eastbound lane, 2 westbound lanes, a bikelane and a sidewalk. Below is the section:



NEW ROAD SECTION - 4" A.C. ON 12" C.T.B.

The posted speed is 45 MPH but there are several 30 MPH curves.

Improvements should fall within the existing right-of-way; however, some construction easements will be required. The existing 20' wide roadway is assumed to be structurally sound and will only require a 2" overlay; this means the grades will remain the same, varying from 0% to 10.5%. Some of the existing rock retaining wall will remain but numerous new

(Appendix M, page 3)

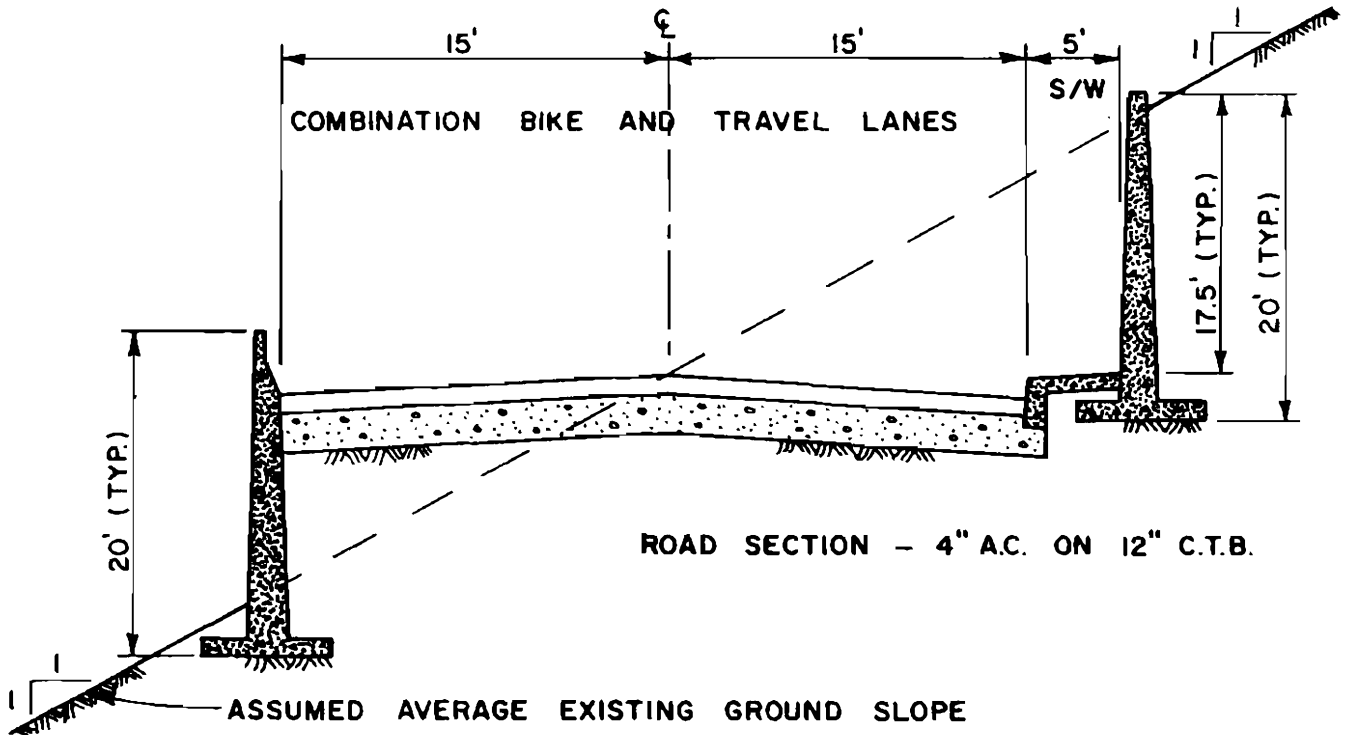
double wall retaining walls will be required. There will be little or no freestanding banks. This project includes improving 4 bridges and 2 viaducts. There are also two tunnels which were built in 1940 and will remain as is in this proposal. We recommend utilizing the old 1930 roadbed around the tunnels. This would require the westbound traffic to split, one lane through the tunnel and the other around the hill. The other option would be to widen the 2 tunnels totaling 735 lineal feet at a cost of \$15,000 per lineal foot adding \$11,000,000.00 to the above totaling \$22,853,000.00 for the entire project.

<u>Skyline Blvd./St.Helens Road Connector</u>	\$23,200,000.00
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Construct a new road from Skyline Blvd. to St. Helens Road at the intersection with Kittridge and Yeon. Total road length is 2.2 miles. The proposed road was designed from topographic maps and was not walked off to verify slopes and terrain. The new roadway falls entirely within

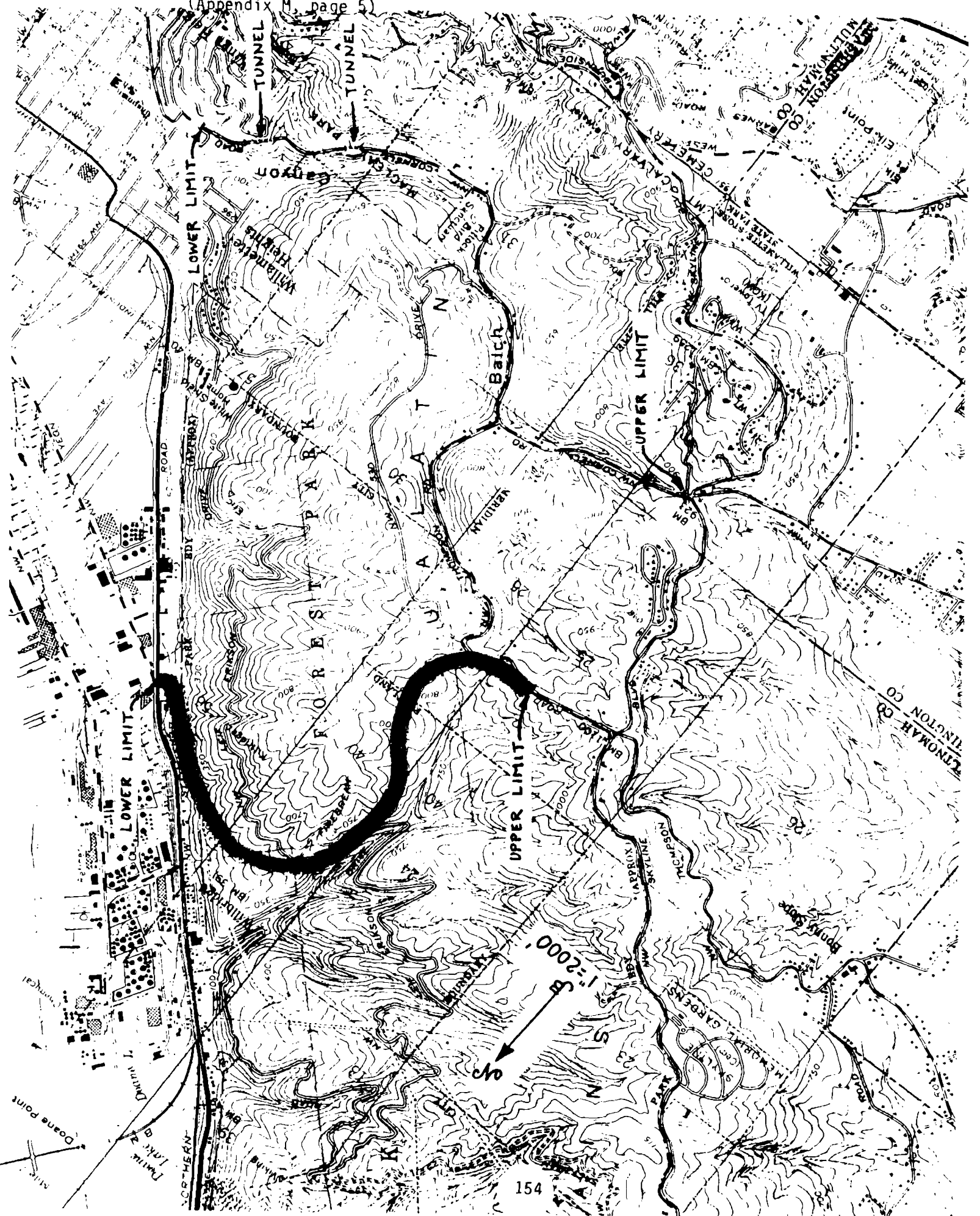
(Appendix M, page 4)

Forest Park (a City of Portland Park) and no cost has been added in for right-of-way acquisition. The maximum design grade is 10.0% and due to the steep terrain in this area a retaining wall will be required on both sides of the roadway for much of the length resulting in the following cross section.



An extensive study by Dames & Moore shows the Forest Park area to have stable soil condition. The design speed would be 40 MPH.

These estimates are for comparative purposes only and should not be assumed to be closer than + 40%.



GROWTH PROJECTION METHODOLOGY
NW HILLS DEVELOPMENT SCENARIOS

The growth projections for the NW Hills Development Scenarios employ a land use based projection methodology. This allows changes in Comprehensive Plan land use designations to be reflected in higher or lower growth projections, depending on the pattern of plan designations and the densities allowed by those designations. It is a fairly simple process of converting a portion of the development potential that exists in each geographic area to new land uses according to the following formulae. A slightly different formula was used for each major group of land use designations: rural residential, single-family residential, multiple-family residential and commercial. The formulae result in different growth projections under each of the development scenarios because the number of acres within each land use designation varies with each scenario, while the rate that land is assumed to be developed within each designation is held constant from scenario to scenario.

Rural Residential Planned Areas

$$FFnr: (LR \times CR) + (SL \times CR) = A$$

$$MUF19, RR: (LR \times CR) + (SL \times CR) + (SSL \times CR) = B$$

$$FF: [(VA \times CR) + (AA \times CR) - ST\%] \times DF = C$$

Single Family Residential Planned Areas (R20, R10, R7, R5)

$$[(HVAA \times CR) + (NHVAA \times CR) - ST\%] \times DF = D$$

Multiple-Family Residential Planned Areas (R2)

$$[(VAA \times CR) + (SFA \times CR)] \times SF\% \times DF = E$$

$$[(VAA \times CR) + (SFA \times CR)] \times MF\% \times DF = F$$

$$(SFA \times CR) \times DF = G$$

Commercial Planned Areas (all)

$$[(VAA \times CR) + (SFA \times CR) + (MFA \times CR)] \times OF\% \times DF = H$$

$$[(VAA \times CR) + (SFA \times CR) + (MFA \times CR)] \times R\% \times DF = I$$

$$(SFA \times CR) \times DF = J$$

$$(MFA \times CR) \times DF = K$$

Summary

$$(A + B + C + D + E) - (G + J) = \text{Single Family Growth Projection}$$

$$(F - K) = \text{Multiple-Family Growth Projection}$$

H = Office Employment Growth Projection

I = Retail Employment Growth Projection

$(SFU \times SFOR \times SFHS) + (MFU \times MFOR \times MFHS) = \text{Population Projection}$

Where:

Land Resources Are:

- AA = The number of Agricultural Acres within the plan designation.
- HVAA = Total Vacant and Agricultural Acres classified as having slope Hazard within the plan designation.
- LR = The total number of vacant and agricultural Lots of Record within the plan designation.
- MFA = The number of Multiple-Family Acres in use within the plan designation.
- NHVAA = Total Vacant and Agricultural Acres classified as Non-Hazard with regard to slope, within the plan designation.
- SFA = The number of Single-Family Acres in use within the plan designation.
- SL = Standard Lots. The number of new standard building lots that could be created through legal subdivision of vacant and agricultural lands within the plan designation.
- SSL = Substandard Lots. The number of substandard lots that could be created through legal subdivision of vacant and agricultural lands within the plan designation.
- VA = The number of Vacant Acres within the plan designation.
- VAA = Total Vacant and Agricultural Acres within the plan designation.

and:

Development Ratios Are:

- CR = Conversion Rate. For each particular land resource and plan designaton, the percentage of that land resource that is expected to be developed or redeveloped over the projection period.
- DF = Density Factor. For residential uses; the maximum density ratios (units per acre) allowed by the plan designation. For office and retail uses; generally accepted employee per acre ratios.

MF% = The percentage of land being converted from one use to another that will go into Multiple-Family use.

OF% = The percentage of land being converted from one use to another that will go into Office use.

R% = The percentage of land being converted from one use to another that will go into Retail use.

SF% = The percentage of land being converted from one use to another that will go into Single-Family use.

ST% = The percentage of land being converted from one use to another that will become Street area.

and:

MFHS = Multiple-Family Household Size.

MFOR = Multiple-Family Occupancy Rate.

MFU = Projected Multiple-Family housing Units.

SFHS = Single-Family Household Size.

SFOR = Single-Family Occupancy Rate.

SFU = Projected Single-Family housing Units.

The Land Resources variables were obtained from the Bureau of Planning land use inventory. The occupancy status ratios were selected to be consistent with Metro's regional projections and observed conditions in the NW Hills from the 1980 census. The development ratios were obtained as follows:

Conversion Rate (CR)

1. The total development potential within each land use designation* was calculated by running the rural, single-family, multiple-family and commercial projection formulae using "current comprehensive plan" land resources and CR set at 1.00. Exceptions are that CR was set at .5 for SSL in MUF 19 and RR designations; .67 for HVAA in R20, R10, R7 and R5 designations; and .33 for SFA in R2 designations. The adjustments were intended to account for development constraints presented by zoning codes, slope hazard and redevelopment costs.
2. The Metro 1981 growth allocation for the planning area was estimated (Census Tract 69 north of the Sunset Highway and Census Tract 70 less district 70-210.1-0.)**
3. This growth allocation was in turn allocated to each land use designation on a proportionate basis, according to the percentage of the total development potential for the study area that each land use designation* contained; i.e. the planning area growth allocation was allocated to A, B, C, D, E, F, H and I in the formulae given above.

4. The projection formulae were calculated backwards to obtain CR.

*Note: In this context, land use designation means a given geographical area or group of areas with the same comprehensive plan land use designation.

**Note: The projection for district 70-210.1-0 (Forest Park Estates) was determined independently. It is assumed that this PUD will be completed before 2000. Thus the calibration of CR was done in isolation from FPE land resource and the Metro growth allocation to the district.

Density Factors (DF)

For residential uses these are the maximum density ratios (units per acre) allowed by the comprehensive plan designation that regulates the use. For office and retail uses, they are regionally accepted employee per acre ratios.

Use Ratios (MF%, OF%, R%, SF%, ST%)

These are based on observed land use conditions and land development trends found in the Bureau of Planning's 1977 Land Use Inventory and the 1982 Vacant Land Inventory update.

The NW Hills Study projections were made by running the above projection formulae on individual study area sub-districts (see attachment A). The only variables that were changed from scenario to scenario were the Land Resource variables. Higher and lower projections are the direct result of each scenario assuming land use regulations that allow higher and lower levels of development. These projections are consistent with the 1981 Metro allocation in that the projection for the current comprehensive plan land use pattern is essentially the same as Metro's for areas outside of Forest Park Estates. However, the NW Hills Study assumes completion of FPE by 2000, while Metro assumed that only half of FPE would be completed by 2000. This is where the assumptions and projections differ (see attachment B).

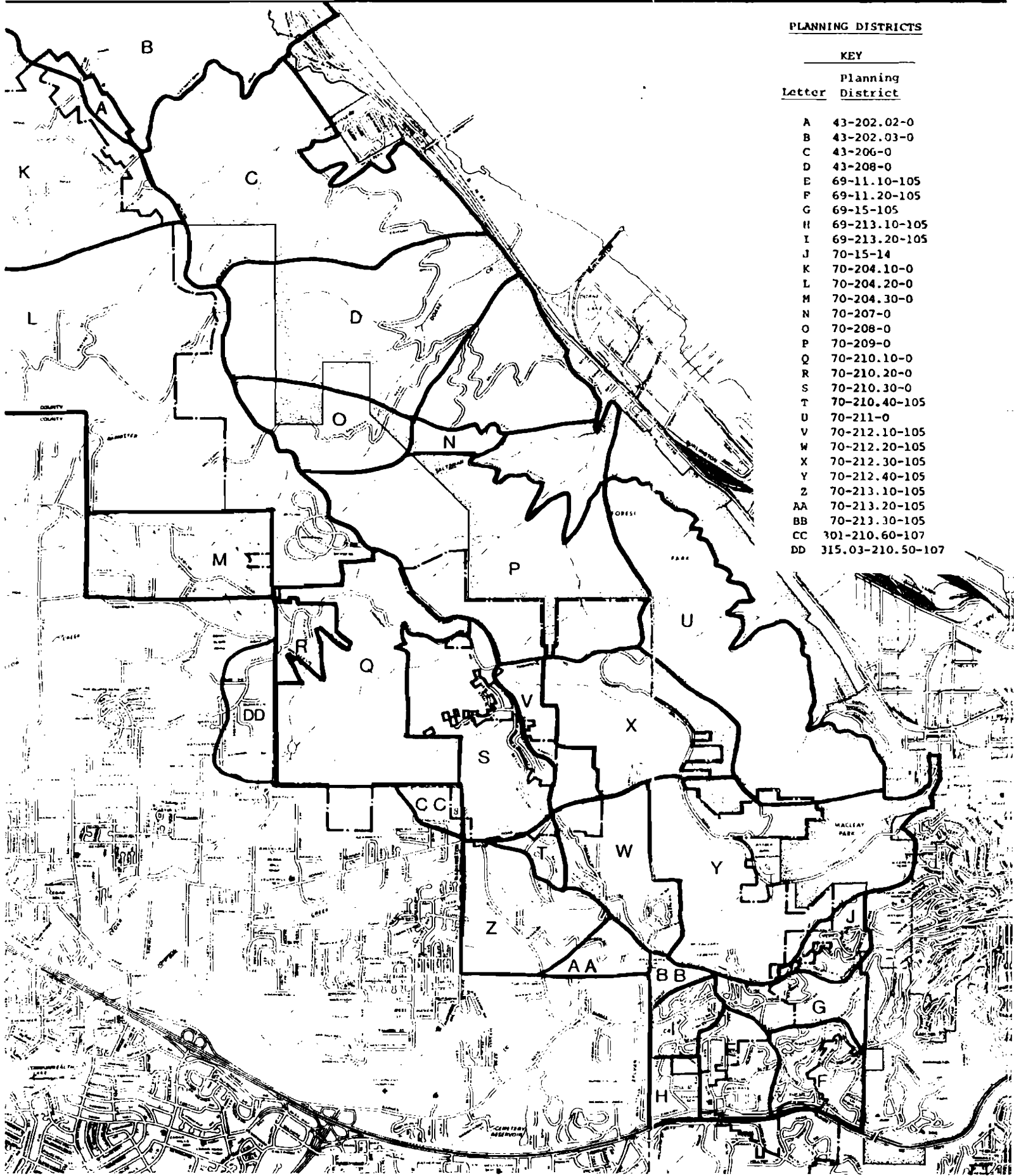
For further information contact James Throckmorton, Portland Planning Bureau, 1120 S.W. Fifth Avenue, Room 1002, Portland, Oregon 97204-1966; phone 796-7700.

JT:mh
10-9-84
072

1/7/97

PLANNING DISTRICTS

KEY	
Letter	Planning District
A	43-202.02-0
B	43-202.03-0
C	43-206-0
D	43-208-0
E	69-11.10-105
F	69-11.20-105
G	69-15-105
H	69-213.10-105
I	69-213.20-105
J	70-15-14
K	70-204.10-0
L	70-204.20-0
M	70-204.30-0
N	70-207-0
O	70-208-0
P	70-209-0
Q	70-210.10-0
R	70-210.20-0
S	70-210.30-0
T	70-210.40-105
U	70-211-0
V	70-212.10-105
W	70-212.20-105
X	70-212.30-105
Y	70-212.40-105
Z	70-213.10-105
AA	70-213.20-105
BB	70-213.30-105
CC	301-210.60-107
DD	315.03-210.50-107



ATTACHMENT B

EXISTING COMP PLAN PROJECTIONS: BOP/METRO COMPARISON

Net Change 1980-2000

<u>AREA</u>	<u>SFDU</u>	<u>MFDU</u>	<u>TDU</u>	<u>POP</u>	<u>OFFICE</u>	<u>RETAIL</u>	<u>IND</u>
<u>CT 69 N</u>							
BOP	64	(16)	48	58	230	38	0
Metro	150	0	150	324	100	10	30
<u>CT 69 S</u>							
BOP	170	0	170	366	0	0	0
Metro	170	0	170	366	0	0	0
<u>CT 70</u>							
BOP	1358	879	2237	4650	0	20	0
Metro	1270	0	1270	2790	90	40	20
<u>TOTAL</u>							
BOP	1592	863	2455	5074	230	58	0
Metro	1590	0	1590	3480	190	50	50

Source: BOP = NW Hills Study
Metro = Year 2000 Growth Allocation 1981

JT:mh
5-10-84

NW HILLS SCENARIOS POLICY ANALYSIS
Rating Rationale

Housing and Urban Development

Goal 2: LS reduces opportunities for population growth (-1). The MS slightly increases opportunities for housing (+1). The HS actively promotes both housing and office development (+2).

Policy 2.1: Same as Goal 2 for housing.

Policy 2.2: LS substantially restricts the range of development types in the NW Hills (-2), but keeps the NW Hills as a unique area within Portland (+1). MS provides a moderate range with the NW Hills while protecting the more rural-pastoral areas (+1). HS promotes about the same range of density as the MS (+1) and promotes additional employment opportunities (+1) but loses much of the area as a unique neighborhood with Portland and the urban area (-1).

Policy 2.9: LS seeks to limit range of housing types in NW Hills but maintains city-wide diversity compared to central eastside (-1). MS increases opportunities for SF densities in shortest supply under ECP (+1). HS increases range of housing types by allowing R2 zoning plus PUD's (+2).

Policy 2.18: LS restricts the use of vacant land as much as is practical (-2). MS promotes infill development and development where services can easily be provided (+1). HS promotes as much use of vacant land as is practical (+2).

Policy 2.20: The commercial and MF designations in Sylvan remain the same in all scenarios except in the HS where they are slightly increased.

Goal 3: LS actively restricts increases in density (-2) but it fosters stability by maintaining the status quo (+1). MS allows moderate increases in density compatible with existing development (+1). The HS allows lots of density (+2) but at such levels that it could be somewhat disruptive to the stability of existing development (-1).

Goal 4: LS dramatically restricts the supply and diversity of housing (-2) but retains the NW Hills as a unique living environment within Portland (+1). MS provides a moderate supply and diversity of housing while retaining rural-pastoral areas (+1). HS provides high density but the range is only about the same as the low scenario (+1); also, it reduces the NW Hills as a unique rural-pastoral living environment within the urban area (-1).

Policy 4.1: The LS actively reduces allowed densities. The MS slightly increases them and the HS actively promotes higher SF densities and MF opportunities.

Policy 4.3: LS dramatically reduces the housing potential in the NW Hills (-2) but the reduction is in SF potential, not what is needed most to meet the housing production goals of the Comprehensive Plan (+1). MS provides a moderate increase in housing potential clustered where it can be efficiently served (+1). HS greatly increases housing potential (+1) of the type most needed to meet Comprehensive Plan goals (+1).

Policy 5.3: LS causes some slight downzoning in the Sylvan area (-1). MS maintains existing designations (0). HS provides for a limited expansion of commercial use in the Sylvan area and recognizes commercial uses at Cornell and Skyline (+1).

Neighborhoods/Environment

Goal 2: LS definitely retains neighborhood character, but allows little growth (+2 -1). MS allows for growth while protecting established neighborhoods with appropriate zoning (+1). HS promotes growth (+1) but would cause substantial change in neighborhood character (-2).

Policy 2.9: Roughly same as Goal 2.

Goal 3: LS provides lots of stability (+2) but not much diversity (-1). MS encourages diversity while being sensitive to existing development patterns (+1). HS does encourage some diversity (+1) but could be very disruptive to neighborhood stability because of growth (-2).

Policy 3.3: Both the MS and HS encourage diversity by allowing growth and a range of housing types (+1). While the HS allows more growth and MF units, the range of densities is about the same. The low scenario promotes a homogenous, low density pattern (-1).

Goal 6: LS fosters sprawl and longer commutes by restricting development close to the urban center (air pollution) (-1) but helps to lessen traffic impacts on neighborhoods (+1). MS tends to increase traffic impacts on established neighborhoods (-1). HS reduces air pollution by reducing sprawl (+1) but has significant traffic impacts on established residential neighborhoods (-2).

Policy 6.2: All scenarios result in undesirable traffic patterns (-1). The HS impacts established neighborhoods (Barnes Heights, Sylvan) more than LS or MS due to much higher density traffic generators located near roads leading to and through those areas (-1).

Goal 8: LS hinders air quality by requiring longer commutes (-1) but restricts development contributing to water and traffic noise pollution (+2 +1). MS is neutral on air pollution, reduces water pollution (+1) but increases local traffic noise (-1). HS improves air quality (+1) but has negative impacts on water pollution (-1) and traffic noise (-1).

- Policy 8.4: LS keeps densities below what can be economically served by transit (-1). MS densities are marginal for transit (0). HS promotes adequate transit densities (+1) and also creates a high density node and reinforces the Sylvan transit station site (+1).
- Policy 8.9: The LS obviously limits density the most throughout an area saturated with slope hazard areas (+2). The MS allows more development but is sensitive to slope hazard locations (+1). The HS allows a lot of density but even it locates the highest densities in non-hazard areas, with the exception of MF (-1). The existing Comprehensive Plan seems to ignore slope hazard as a factor.
- Policy 8.13: All scenarios protect outside UGB, same impact on FPE streams. (+1) + (-1). Lower density = lower impact on streams and forest. All scenarios locate higher densities (except FPE) outside of stream and forest areas for the most part (+1 all). Current comp plan allows R10 in Balch Creek Drainage (-1). (LS= +1 -1 +1 +1) (MS = +1 -1 +0 +1) (HS = +1 -1 -1 +1).

Development Pattern

- Policy 2.8: LS actively limits density through down zonings (+2). HS does the opposite (-2). MS allows some significant density (-1) but concentrates it in the least forested areas (+1).
- Policy 2.11: LS and MS do nothing to increase MF and Commercial uses in Sylvan, although the area may be a principal LRT stop (-1). HS provides some additional commercial zoning and quite a bit of additional MF zoning (+1).
- Policy 2.12: LS downzones along all major transit routes (-2). MS provides slight increases in density, but does not provide any commercial or MF designations (+1 -1). HS increases densities along Cornell, Burnside and Sunset; and increases MF along Burnside and MF and Commercial along Sunset (+2).
- Policy 2.13: LS and MS do not allow auto-commercial uses along Burnside (-1). HS does not either but it does increase C2 at Sylvan (-1 +1).
- Policy 2.15: LS seeks to severely limit residential densities in an area that is only 2-5 miles from Downtown and the NW Industrial District (-2). HS does the opposite (+2). MS is in the middle (+0).
- Policy 2.17: LS actually downzones some around the Sylvan transit station area, although not much (-1). The MS does not provide for more Commercial or MF, but does increase SF densities (+1). HS increases opportunities for COM, MF and increased SF density (I+2).

- Policy 6.3: LS; lowers density around the transit station and along Major Traffic and Transit Streets (-1). MS; no impact (+0). HS; limited location of higher densities at Sylvan and along Burnside and Cornell (+1).
- Policy 6.5: Same as Policy 2.12.
- Policy 7.3: LS generally reduces residential densities close to downtown, limits commercial services in the study area (-1). MS is generally neutral (+0). HS provides for more housing close to Downtown and expanded C2 in the study area (+1).
- Policy 8.12: LS decreases allowed densities throughout an area saturated with slope hazards (+2). MS is sensitive to slope hazards by locating higher densities in areas with the least slope hazard (+1). HS allows substantial density increases (-2) but locates highest densities in areas of least slope and promotes PUDs (+1).
- Policy 11.2: LS generally reduces the potential and level of urban development in an area that has severe service problems and high service costs (+2); however, it also makes it less practical to provide needed sewer and water improvements to serve already developed neighborhoods (-1). The MS allows more development in a difficult service area (-1); but locates most of it where service extensions are relatively easy and at densities that make the services economical (+2). HS locates a lot of new development in areas that are extremely difficult to serve (-2) but at densities that tend to make service provision more economical (+1).

Public Facilities and Services

- Policy 2.5: LS and MS do not locate urban densities where they could put pressure on non-urban lands (+1). HS locates R10 and R20 in several places where sewer service would have to be extended through NR areas (-2).
- Policy 6.4: LS too low of density to support cross-town service to the area (-1). MS; neutral (+0). HS; possibly enough to support cross-town service through to Washington County (+1).
- Policy 8.7: LS prevents maximizing use of Cedar Mill trunk and makes it inefficient to sewer the Barnes Heights R20 area (-1). MS locates all urban development in basins where trunk sewers are available and at economic density (+1). HS proposes lots of density to allow efficient utilization of sewer facilities (+2) but locates much of it in areas that are inefficient to serve (-2).

- Goal 11A: LS creates fewer service needs (+1) but makes service delivery harder in certain areas (-1). MS locates moderate, but economic (service) densities where facilities can be utilized to their fullest (+1). HS; higher densities foster service efficiencies (+1) but also cause large scale needs and bad location in certain areas (-1).
- Policy 11.4: LS restrains infill development between developed neighborhoods in the regional context (-2) but at the same time restricts development to where it already is, on a neighborhood level (+1). MS generally restricts urban development from large undeveloped tracts and locates it where it can maximize sewer and water efficiency (+1). HS promotes efficient service densities and infill on a regional basis (+2) but locates much of it on currently undeveloped and large tracts.
- Policy 11.5: LS; low densities make capital and operating subsidies more likely (-1). MS; the efficient location of moderate density development makes subsidies less likely (+1). HS; high density development makes service subsidies much less likely (+2) but bad location of some of it could cause isolated subsidies (-1).
- Policy 11.9: LS severely limits the potential for transit and therefore transit improvements (-1). MS does not provide a detriment to transit that would also serve eastern Washington County (+0). HS may reinforce transit use and therefore transit improvements (+1).
- Policies 11.22 and 11.23: LS make it difficult to get sewers to Barnes Heights subdivision (-1). MS provides economic density located where trunk service is available (+1). HS provides economic (higher) density also (+1) but locates much of it where it will be very difficult to serve (-1).
- Policy 11.27: This policy primarily speaks to the amount of impervious surface associated with any given development regardless of its density. However, it is also true that the amount of impervious surface per acre of development is greater at higher densities. LS; restricts density (+1). MS; status quo (+0). HS; high density (-1).
- Policy 11.53: Fire response times are below desirable levels now and will remain so in much of the study area even after the Forest Park fire station is built. No additional stations are planned. LS minimizes the population subjected to high response times (+1). MS maintains the current situation (+0). HS increases population subjected to high response times (-1).

11-9-84
JT:sw/rs

Portland Bureau of Planning
1120 SW Fifth Avenue
Portland, Oregon 97204-1966
796-7700 ext. 7830

PC File: 7179-A NW Skyline Boulevard
Hearing Date: October 7, 1982

REPORT AND RECOMMENDATION TO THE CITY COUNCIL

I. FACTS

A. General Information

Initiator

Portland Bureau of Planning

Deedholders

Margaret J. Sparks, Dorothy A. Torgler,
Charles J. McClure, et.al.

Proposal

To establish City zoning (FF, R10, and C2) and
Comprehensive Plan designations (R10 and C2) on
this recently annexed site.

Location

An area in the vicinity of N.W. Skyline Boulevard
primarily between N.W. Thompson and N.W. Cornell
Roads.

Neighborhood

Forest Park

Legal Description

Tax Lots 7, 12, 13, 14, 29, 35, 36, 42, 47, 66,
67, 70, 72, 75, 79, 87, 91, 97, 98, 99, 101 of
Section 25, T1N R1W, Multnomah County

Lot 13, Block 1, Panavista Park, Multnomah County

Tax Lots 1, 26, 33, 65, 66, 92, 111, 122, 158,
159, 172, Section 36, T1N R1W, Multnomah County

Lot 3, Block 2, Skyline Heights, Multnomah County

Lots 1 through 27, Block 1; Lots 1 through 22, Block
2; Lots 1 through 21, Block 3; Lots 1 through 27,
Block 4; Lots 1 through 18, Block 5; Lots 1 through
7, Block 6, Mt. View Park Addition #2, Multnomah
County

Tax Lot 1, Block 2; Tax Lots 3 and 5 of Blocks 3
and 4; Tax Lot 4 of Blocks 2 and 5, Cornell Heights,
Multnomah County

Quarter Section

2721, 2821, 2822, 2921, 2922

Description of Plan

To establish City zoning and Comprehensive Plan Map
designations on this recently annexed site. The
existing County zones are MUF 19 (Multiple Use
Forest with a minimum lot size of 19 acres) and
RR (Rural Residential with a minimum lot size of
5 acres). Each of these is a rural zone with no
equivalent city counterpart.

File: 7179 A

Approximately two acres are zoned County R10 which is equivalent to City R10.

Staff Representative

Mike Saba, Land Use Planning, 796-7700

B. Site Information

Description: The irregularly shaped site, consisting of three inter-connected sections, contains 260.28 acres of wooded, sparsely populated and steeply sloping land.

History: The drawing of the regional Urban Growth Boundary in this section of the metropolitan area was the subject of some controversy. When this site was included in the UGB, as acknowledged by LCDC, it was in effect declared suitable for urban development. However, Multnomah County chose to retain the RR and MUF zoning under the expectation that the City would annex the property and choose the appropriate urban zoning. This expectation was formalized in the Urban Planning Area Agreement between the county and the city (August, 1979).

The site was annexed to the city by Boundary Commission Order 1785, effective November 19, 1981. The annexation was initiated by a "triple majority" petition. Included in this annexation were another 74.35 acres under the ownership of Forest Park Estate. Because that acreage is part of the Forest Park Estate PUD, it was the subject of separate staff reports which recommended rezoning the sites as City R10. These recommendations were approved by the Hearings Officer in 7174 A and 7175 A. This report, therefore, addresses the bulk of the annexed land which is adjacent to, but not part of, the Forest Park Estate development.

C. Vicinity Data

Surrounding Conditions: There are approximately eight single family houses scattered throughout the site. There are also two commercial structures, a restaurant and a service station, near the intersection of NW Cornell and Skyline.

Directly west is the proposed Forest Park Estate development (CU 68-81 and S28-81). This PUD, having neared the end of a long approval process, in effect instigated the annexation of the site under study in this report. The development potential of this site, and therefore its appropriate zoning, will be influenced by its proximity to Forest Park Estate and the planned extension of city services.

Service Considerations: The eventual approval of Forest Park Estate involves a variety of agreements among service providers to install or extend urban services to this residential development which is expected, upon completion, to contain 2000 dwelling units. The annexation and subsequent city zoning of the site under study opens the way for the logical extension of these services wherever feasible, for both short and long-term development plans.

Sewers - The Bureau of Sanitary Engineering (Sanitary and Storm Sewer Divisions) has submitted the following comments:

Goal 11-A - Public Facilities (General Goal): "Provide a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities."

Comment: The proposed rezoning to R10 and FF recognize the current topographical and attendant service limitations which have been reflected in the heretofore rural zoning of the Skyline area. However, various policy decisions have been made, most notably inclusion in the regional UGB and annexation to the city, which point to eventual urban development. The proposed rezoning will have little immediate impact on the directives of the Public Facilities Goals. Both short and long-term development plans allowed under R10 and FF must be carried out under the quasi-judicial review process established by the City Code. This assures development in compliance with the Public Facilities Goals and Policies.

III. CONCLUSION AND TENTATIVE STAFF RECOMMENDATION

The appropriate zoning for the N.W. Skyline area appears to be a combination of R10, FF and C2. The following is a description of the recommended application of each zone and a summary justification based on the findings of this report. (see attached map Exhibit A-3.)

- R10 zoning and Plan designation are recommended for the following parcels:

Tax Lots 29, 36, 42, 47, 35, 70, 72, 75, 87, 98, 99; Section 25, 1N, 1W

Tax Lot 3 of Blocks 3 and 4; Tax Lot 1 of Block 2; Cornell Heights

Tax Lots 26, 33, 65, 66, 92, 111, 122, 172; Section 36, 1N, 1W

Lot 13, Block 1, Panavista Park and Tax Lot 3 of Lots 2 and 3, Skyline Heights

These lots are located on the western ridge of the study area which is in the path of the Cedar Mill Trunkline extension. They are expected to benefit from improved urban services programmed in conjunction with Forest Park Estate. The R10 zoning recommended for this area represents an extension of the adjacent city zoning on the western border of the site under study.

- FF zoning and R10 Plan designation are recommended for the following parcels:

Lots 1 through 27, Block 1; Lots 1 through 22, Block 2;
Lots 1 through 21, Block 3; Lots 1 through 27, Block 4;
Lots 1 through 18, Block 5; Lots 1 through 7, Block 6;
Mt. View Park Addition #2

Tax Lots 7, 12, 13, 14, 66, 67, 79, 91, 97, 101; Section 25; 1N, 1W

Tax Lot 1 (part); Section 36, 1N, 1W

File: 7179 A

These lots are located beyond the eastern limit of the Cedar Mill Trunkline extension and will not benefit from the programmed expansion of sewer service.

Development will likely be deferred until sewerage and other urban services are available. At such time, property owners may apply for upzonings in compliance with the Comprehensive Plan.

- C2 zoning and Plan designation are recommended for the following parcels:

Tax Lots 158 and 159; Section 36, 1N, 1W

Tax Lot 5 of Blocks 3 and 4; Cornell Heights

Commercial zoning is appropriate for these lots in order to avoid the continuation of the nonconforming use status of the existing service station and restaurant.

- FF zoning and C2 Plan designation are recommended for the following parcel:

Tax Lot 1 (part); Section 36, 1N, 1W

(Specifically, the area created when two lines intersect; one line perpendicular to N.W. Cornell Road drawn from a point 200 feet from the Cornell-Greenleaf intersection; the other line perpendicular to N.W. Greenleaf Road drawn from a point 180 feet from the Cornell-Greenleaf intersection.)

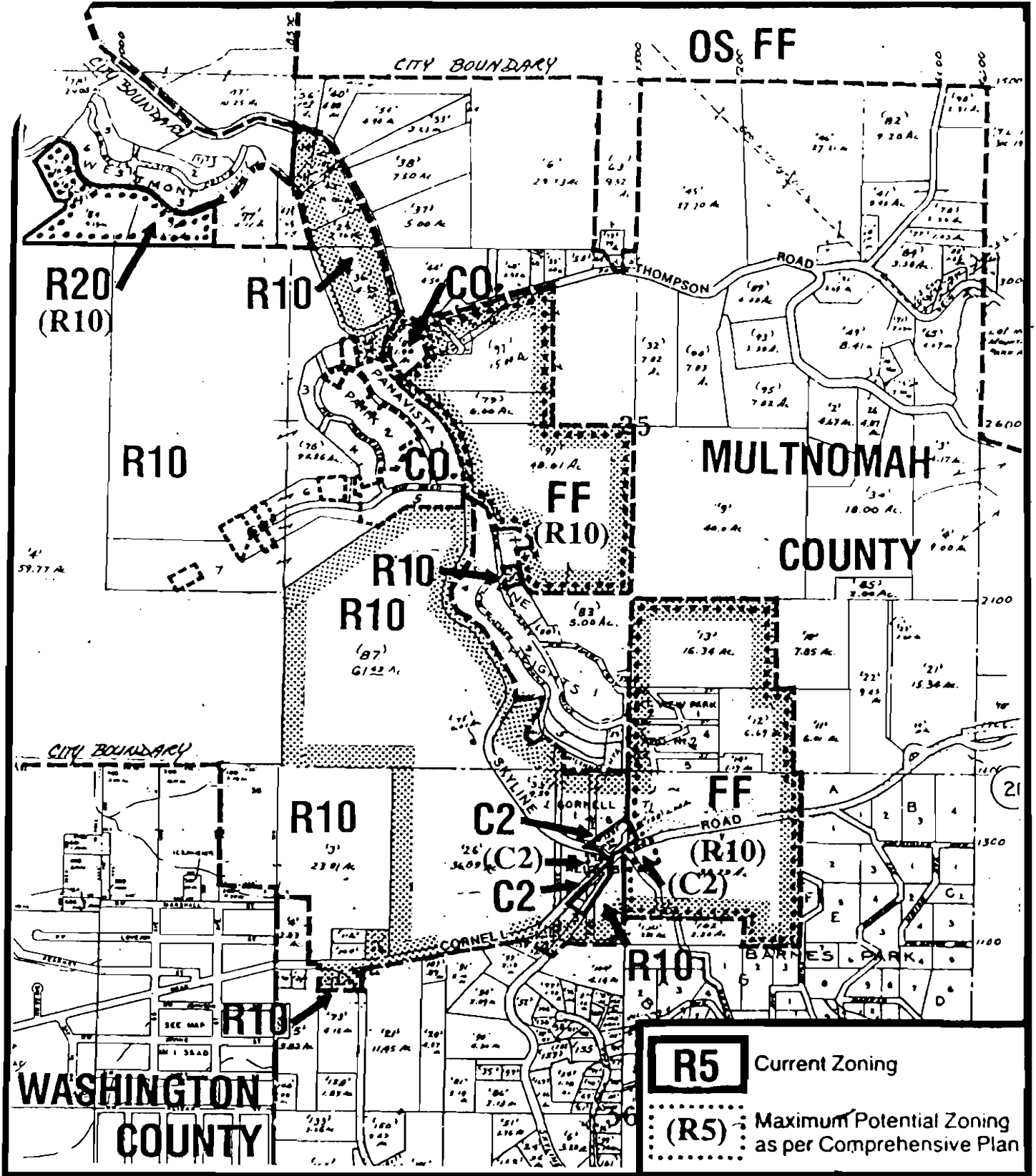
This parcel is that part of Tax Lot 1 which has been filled level to the adjacent roads and which, because of its location at this intersection, its proximity to existing commercial uses and its strategic location near future residential development, is appropriate for future commercial use. The property owner is therefore given the opportunity to apply for an upzoning to C2 and the City is given the opportunity to review the site's geological capability for future commercial development proposals.

- R10 zoning and C2 Plan designation are recommended for the following parcel:

Tax Lot 4 of Blocks 2 and 5; Cornell Heights

This lot is the site of a former commercial property of which all that remains is a parking lot. Again, its location at the Cornell-Skyline intersection points to the appropriateness of a future commercial development; thus the upzoning potential to C2.

Although neither Cornell Road nor Skyline Blvd. is classified as a traffic street, C2 is more appropriate than C4 in light of the current auto-oriented uses as well as the relatively sparse residential pattern which is not expected to alleviate the dependence on the automobile for convenience shopping trips in this section of the city.



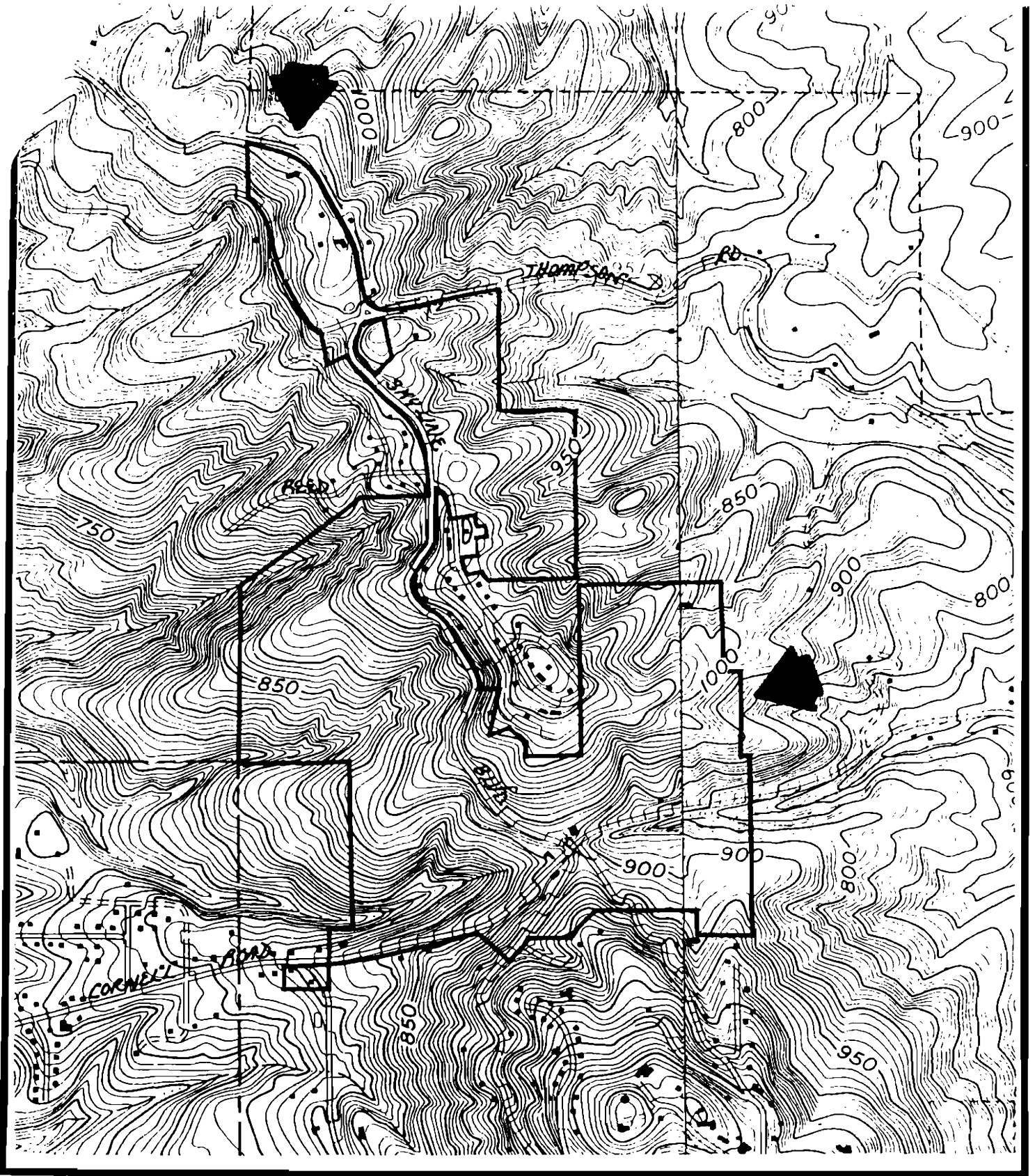
Zoning proposed

170



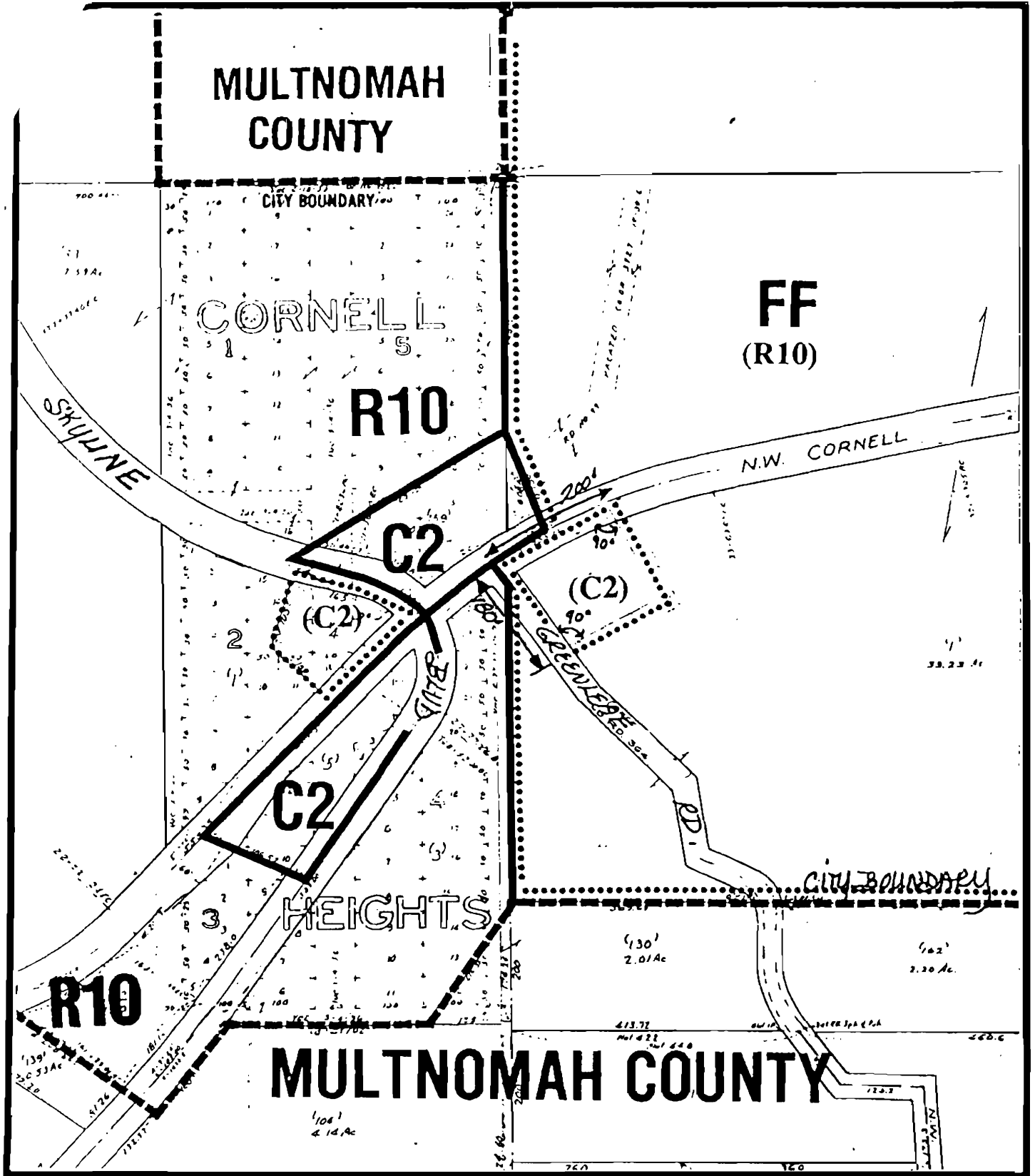
C2 zones and Plan designations are shown in greater detail on Map Exhibit B.

File No. 7179A
 1/4 Section 272, 282, 292, 292
 Scale 1" = 1000'
 Request Skyline Annexation Rezoning
 Exhibit A



Land Use

File No. 7179A
1/4 Section 2721, 2821, 2921, 3021, 3121
Scale 1" = 1000'
Request Skyline Annexation Rezoning
Exhibit A-4



Zoning proposed



File No.	7179A
1/4 Section	2921 & 2922
Scale	1" = 200'
Request	Skyline Annexation
Exhibit	8



CITY OF
PORTLAND, OREGON
BUREAU OF PLANNING

Margaret D. Strachan, Commissioner
Michael Harrison, AICP, Acting Director
Room 1002, 1120 S.W. Fifth Avenue
Portland, Oregon 97204-1966
(503) 796-7700

Annexation

Land Development


Land Use

Urban Design

June 6, 1985

MEMORANDUM

TO: Portland City Planning Commission

FROM: James Throckmorton, City Planner III, Land Use Planning 

RE: Northwest Hills Study - Discussion of Testimony and Proposed Amendments to the Staff Report

This memo contains two sections. The first summarizes the testimony given at the May 28 hearing, and indicates where staff agrees with that testimony and where staff disagrees. The second section is a revised staff recommendation and lists all of the amendments to the May, 1985 staff report that the staff now supports.

DISCUSSION OF TESTIMONY

This section summarizes the testimony given at the May 28 hearing, except where that testimony is in support of the staff report and recommendations. In other words, it only covers testimony which opposed some portion of the recommendation or asked for an amendment to the recommendation.

1. Testimony by Kathleen Sharp

- a) Mrs. Sharp desires a low density development pattern in the Northwest Hills to reduce traffic congestion on Cornell Road and the Northwest District. She feels that development in Washington County will have a less severe impact on Cornell Road than development in the Northwest Hills Study Area.

Staff Response: The transportation analysis completed by the Bureau of Transportation Planning and Finance does not support this contention. As pointed out in the Development Scenarios Report (pp. 30-41) lower development densities in the Northwest Hills would result in only marginally fewer vehicle trips on the east-west arterials through the study area. Cornell Road in particular is a very attractive commuting route from Washington County to Northwest Portland. Eighty percent of the peak-hour traffic on Cornell originates in Washington County; 35 percent from points south of the Sunset Highway. Maintaining rural densities along Cornell Road between Northwest Portland and Washington

County would only serve to promote Cornell Road as an attractive route for commuting to work. Staff believes that the proposed development pattern strikes an appropriate balance between transportation concerns and economic use of private property. The Proposed Comprehensive Plan provides for 6.5 percent less development potential than exists under current regulations.

b) Ms. Sharp suggests closing Cornell Road to through traffic.

Staff Response: This option was identified in the Development Scenarios Report. It was not popular with the Washington County planning staff. While this should remain a future option for managing traffic flow, current conditions do not warrant such drastic actions.

2. Testimony by Joe Voboril and Francis Haslach (The Oregon Bank)

a) Mr. Voboril and Mr. Haslach object to the downzoning of the SunVista PUD site from R10/R10 to FF/R10. They cite previous zoning and subdivision review actions by the City in support of their case. They also point to investments in the Cedar Mill Trunk sewer that assumed an R10 development density. Mr. Voboril felt that requiring this property to go through yet another zone change process would be an unfair burden in light of its case history.*

Staff Response: While staff does not believe that a zone change process in compliance with the Comprehensive Plan represents an unreasonable burden on individual properties, we will support continued R10 zoning for this parcel. A principal reason for applying zoning that is less intensive than the Comprehensive Plan designation was to allow the application of the conditions in Recommendation #9. Later in this memo staff proposes an amendment that would apply the Recommendation #9 conditions to subdivision actions as well as zone changes. If the Commission agrees, these conditions would be applied to this property in any case. This parcel is different from adjacent areas that would be zoned FF with an R10 Comprehensive Plan designation. It is the only parcel with City zoning that would be actually downzoned. It also is the only parcel that has made financial commitments to public facilities and services based on R10 development densities.

*Prior to 1977, the property was zoned County R10. It was then rezoned to MUF19. It was annexed to the city in 1978 and rezoned to City R10 in 1979. It was de-annexed in December 1979 and re-annexed in April 1980. City R10 zoning was reapplied later that year. The Comprehensive Plan, adopted in 1981, established R10 zoning and Plan designations.

3. Testimony by Dean Ivey

- a) Mr. Ivey is concerned that Metro's transportation model does not adequately reflect the demands that the Zoo/OMSI/Forestry Center Complex place on the road system.

Staff Response: Staff has met with Mr. Ivey and discussed the problem. Mr. Ivey will provide detailed information regarding traffic demands. Staff will transmit that information to Metro and include it with the Planning Bureau's data base.

- b) Mr. Ivey also wants the Planning Commission to take a position that a west-bound on-ramp is needed at the Sunset Hwy./Zoo interchange and that the Highway Commission should view this facility as a priority item.

Staff Response: Staff agrees.

4. Testimony by Roger Edginton

- a) Mr. Edginton presented a petition signed by 120 persons objecting to "the recommendations... pertaining to the Sylvan community, specifically the rezoning of R10 and R20 properties to R2."

Staff Response: The Urban Design, Transportation, Public Facilities and Services, Energy and Arterial Streets Classification Policies of the Comprehensive Plan warrant higher residential densities in the Sylvan area. Increased residential densities are particularly consistent where new development would be of an infill nature. Staff proposes that the single-family residence infill that would be promoted by rezoning from R20 and R10 to R10 and R7 is justified at this time. There does not seem to be great opposition to this proposal within the neighborhood.

The multiple-family residential infill at R2 density proposed in the staff report is also justified over the next twenty years. However, many of the policy statements that support such development relate it to transit service and transit stations. Since there appears to be some question as to when the appropriate level of transit service will be available, staff proposes that parcels given an R2 Comprehensive Plan designation not be upzoned to R2 if the current zoning is less intensive than R2. This will require these R2 designated properties to meet the conditions in Recommendation #9 before they are allowed to develop at R2 density.

5. Testimony by Larry Porter (Forest Park Estates)

- a) Mr. Porter requested that the proposed C2 zoning at the intersection of Skyline and Cornell Road be expanded to include an adjacent two-acre parcel owned by Forest Park Estates.

Staff Response: A certain amount of local commercial land use will be needed in the study area as it develops. However, this need can be met by sites that are already "committed" to commercial use. This parcel does not satisfy the "committed" criteria as outlined in the staff report. Staff recommends against commercial zoning or commercial designation of this parcel at this time.

6. Testimony by Dave Harper

- a) Mr. Harper is involved in the development of Phases I and II of the Arboretum Hills PUD. He requested that R10 zoning be retained on Phase II and that it not be downzoned to R20.

Staff Response: Staff agrees with Mr. Harper. Phase II has been approved by the Hearings Officer at a density of one housing unit per 13,000 square feet of site area. This is inconsistent with R20 zoning. R10 zoning should be retained.

7. Testimony by Charles Rowland; Written Testimony from Willard Rowland

- a) Willard Rowland alleges in written correspondence that the staff recommendations would place restrictions on the use of his property.

Staff Response: Mr. Rowland's property is outside the Urban Growth Boundary and outside of Portland. The restrictions he refers to were placed on his property in 1977 and 1978 by Multnomah County and Metro. Removal of these restrictions are not possible without a change in the Urban Growth Boundary, over which the City has no control. Moreover, the addition of these 80 acres to the UGB would be in direct conflict with Recommendation #1.

Staff proposes, however, that the Proposed Comprehensive Plan Map not show any Plan designation for unincorporated areas that are outside the UGB. This will avoid prejudicing such parcels as to appropriate zoning, should a UGB amendment be obtained by property owners and annexation to the city be accomplished.

- b) Charles Rowland indicated in his testimony that the Rowland property should be allowed to develop on eight to ten acre lots. He seemed to further indicate that the City of Portland should take such a policy position regarding all properties in this area that are outside the UGB.

Staff Response: This is a proposal for which the City has no means of implementation. Recommendation #1, for good reason, proposes that the UGB remain in roughly the same location over the next twenty years. If this property remains outside the UGB it is not likely that the City could, or would, annex it in the near future. If it is not inside the City, regulatory control over the property remains with Multnomah County. If the property were to be annexed, it is the opinion of staff

that we would be legally required to apply the Natural Resources (nr) overlay to the property, thereby requiring 20 acre minimum lot sizes.*

There are two courses of action that Mr. Rowland could pursue. First, a UGB amendment, while contrary to the staff recommendation, would allow for higher density zoning with or without annexation. In this case, the Rowlands' concerns should be directed to Metro. Secondly, Multnomah County may consider application of its Rural Residential (RR) zoning to the property, which would allow development on five acre lots. In this case, Mr. Rowland should direct his concerns to Multnomah County.

- c) Mr. Rowland's letter suggests that the City purchase his property.

Staff Response: It is not likely that the Park Bureau or the City currently have the resources to undertake large-scale land acquisitions. However, a joint effort with the Oregon Parks Society and Audubon Society (who also own substantial property in the area) is certainly worth looking into.

*The Natural Resources overlay is the only city zone that is acceptable to Metro for use outside the Urban Growth Boundary.

8. Testimony by Steve Dotterer (Transportation Planning)

- a) Mr. Dotterer proposed maintaining current zoning on those parcels of land designated R2 but not presently zoned R2.

Staff Response: Staff agrees. This action will in effect make the expansion of R2 zoning in the Sylvan area contingent on the conditions spelled out in Recommendation #9.

9. Testimony by Alex Pierce

- a) Mr. Pierce is opposed to any commercial zoning or land use designation along Skyline Boulevard.

Staff Response: It is still the opinion of staff that a certain amount of new commercial land use will be needed north of Burnside Road as the study area develops. There are approximately 4.2 acres of retail commercial land use per thousand persons in Portland, outside of Downtown and Northwest. There are approximately 1.5 acres of retail commercial land use per thousand in the Northwest Hills. There is the potential for a population of about 13,500 persons within the study area (at build-out). Maintaining the area's current level of retail commercial land use relative to its population would indicate a demand for up to 18 acres of new retail land use. The citywide average would indicate a demand for over 50 acres of new retail. The commercial zoning in Sylvan will be able to satisfy only 15 percent of this demand, assuming the lower neighborhood average. Another 35 percent may be satisfied by the Forest Park Estates and SunVista PUDs. Another

ten percent may be met by future PUDs. This leaves 40 percent of the retail commercial demand, or about seven acres of new retail land use unmet. The C2 designations recommended along Skyline Blvd. could satisfy about half of this residual unmet demand.

Furthermore, the sites recommended for commercial use are, in the view of staff, committed to land uses other than residential. The sites at the intersection of Cornell and Skyline are particularly unattractive to residential use.

Finally, a significant concern of the Northwest District Association is that new development in the Northwest Hills include adequate commercial uses to satisfy the convenience shopping needs of the new residents so that they will not be encouraged to drive down Cornell and Burnside into the Northwest District for those purposes. Staff suggests that no amendments be made to the C2 recommendations in the original staff report.

10. Testimony by Melvin Zucker

- a) Mr. Zucker feels that the Proposed Comprehensive Plan Map is overly restrictive in some areas and allows too much development in others. He advocates one-half to one acre zoning throughout the study area.

Staff Response: The Proposed Comprehensive Plan Map is designed to support the urban design goals and policies of the Comprehensive Plan. Among other things, these policies call for concentrating growth in areas where services can be most easily provided and limiting density in other areas. A uniform land use pattern of large size lots would be inefficient to serve, particularly in the Northwest Hills, and would be inconsistent with the Comprehensive Plan.

11. Testimony by Ann Moore

- a) Mrs. Moore and her husband own 57 acres outside the Urban Growth Boundary and the city limits of Portland. She feels that all reasonable use of their property was taken away when it was excluded from the UGB and downzoned to MUF19 by Multnomah County over six years ago.

Staff Response: The Moores are in essentially the same position as the Rowlands. See #7 above.

12. Testimony by Margaretta and Logan Ramsey

- a) The Ramseys object to Recommendation #2 and the downzoning of several of their properties north of Skyline Memorial Gardens from R10 to FF. They suggest that they should have gotten a Comprehensive Plan designation of R10 in case they should be able to extend sewer service to their property. They also state that options other than traditional sewers are available for disposal of sanitary sewage.

Staff Response: As stated in the staff report, the principal reasons for Recommendation #2 are a lack of sewer availability and relatively slow fire response times for the foreseeable future. The difficulties in providing sewer service in these areas are outlined in the staff report on pages 122 to 129. Sewer service to this area would encounter the following problems:

- o extension of sewers outside the Urban Growth Boundary,
- o construction of sewers through Forest Park,
- o construction of sewer trunks over long distances and difficult terrain, where no users would exist along the route of the trunk to help share construction costs; resulting in,
- o prohibitively high sewer development costs per housing unit served since there is so little housing potential within the urban area along Skyline Boulevard.

Mr. Ramsey is correct in saying that other alternatives to traditional sewer systems do exist. Many of these alternatives have been examined by the Bureau of Environmental Services and found to be unacceptable, including in-th-home treatment and recycling, and non-water carriage toilets (122nd Avenue/Cherry Park Pump Station and Interceptor Sewer Facilities Plan, April 1985, Appendix H). Another unacceptable approach is package treatment plants such as the Panavista and Royal Highlands systems, which have never worked adequately. In short, the two acceptable forms of sewage treatment are septic tank/drainfield and traditional sewer systems. A septic tank/drainfield system will require an average site size of one to two acres per housing unit in the soils and terrain of the Northwest Hills. Anything more dense will require traditional sewers over the long run. Comprehensive Plan Policy 11.22 states, "Discourage the development of on-site sub-surface waste disposal systems on lots smaller than two acres in size." This policy by itself is adequate to justify Recommendation #2.

It should be noted that the purpose of the FF zone is to "provide for the continuation of farm, forest and low density residential activities in areas of the city extremely difficult to serve and inefficient to develop from the standpoint of energy and transportation for the foreseeable future." Staff suggests that the lack of sewer service is also a valid reason for FF zoning. If property owners can demonstrate at some point in the future that service constraints no longer exist, there are procedures in the code that allow for Plan Map and zone changes.

- b) The Ramseys also requested that their property south of Cornell Road between Skyline Blvd. and Greenleaf Road be designated C2, as are the other four corners at this intersection.

Staff Response: This parcel, in the opinion of staff, does not meet the "committed to commercial" criteria outlined in the staff report. The lot is mostly vegetated and located on a steep slope. It contains

no structures and is approximately three acres in size. The Ramseys' arguments that it should be C2 because the other corners are C2 and a small section of the lot has been used at times for parking are not adequate to justify its commercial designation.

13. Testimony by Nathan Cogan

- a) Mr. Cogan opposes upzoning of land in Sylvan from R20 to R10. He stated that the action will not result in much more housing opportunity, but will cause neighborhood resentment.

Staff Response: Staff disagrees. There is substantial opportunity for single-family residential infill in the Sylvan area. Most of this development can be served by existing streets, sewers and water facilities. The Planning Bureau has already received a request from a property owner in a newly annexed area for an upzoning from R20 to R10 in order to increase the number of housing units he can build. Another property owner has called to support the change from R20 to R10 so that she can build a home for her mother on the back half of her half-acre lot; which lies between two streets, both of which have sewer and water lines in them.

As for neighborhood opposition, the testimony of the Chairman of the Sylvan Neighborhood Association, and that of other area residents reveals very little concern about R10 zoning. It's the R2 zoning they are worried about.

14. Testimony by Patricia Evans

Ms. Evans opposes the increases in allowable residential density in the Sylvan area.

Staff Response: Ms. Evans' concerns are essentially the same as those expressed by Roger Edgington. See #4 above.

15. Testimony by Stephen Janik

Mr. Janik represents a property located within the City of Portland, but outside the Urban Growth Boundary. He proposes removal of the Natural Resources (nr) overlay from the property to allow development on lots of two acres or larger. The nr overlay requires a twenty acre minimum lot size.

Staff Response: It is the opinion of staff that removing the nr overlay, thus allowing creation of building lots as small as two acres in areas outside the UGB, would be contrary to the Comprehensive Plan and Metro's Regional Plan. Please note that the express purpose of the nr overlay is "to preserve a non-urban character in areas of the city that are outside of the Metropolitan Service District's adopted Urban Growth Boundary" (33.72.020). Therefore, staff recommends retaining the nr overlay on all city property located outside the UGB.

It should be noted, however, that the nr overlay is a zone and not a Comprehensive Plan designation. Individual property owners have a right to apply for removal of the nr overlay as a zone change action.

16. Testimony by John McCaffery

Mr. McCaffery objected to staff amendment #2 which maintained R10 zoning on Phase II of the Arboretum Hill PUD. He wanted the property downzoned to R20.

Staff Response: Mr. McCaffery was confusing Arboretum Hills Phase II with property farther to the west. The staff report recommends downzoning that property from R10 to R20. Following a telephone conversation with Mr. McCaffery, he now supports the recommendation with Amendment #2.

17. Comment Cards from Jeff Aberdroth, Paul Rodemacher, Judith Ratnieks, Gillian Scammell, Bill Whitney, Delia Whitney and Robert Yost

The above individuals expressed concerns similar to Roger Edgington, Chairman of the Sylvan Neighborhood Association. See #4 above.

18. Correspondence from William Hutton

Mr. Hutton opposes all zoning actions that would increase allowable densities in the Sylvan Neighborhood. He requests that residential lot sizes be restricted to at least 10,000 square feet in size.

Staff Response: Staff is now proposing that the R2 designated areas in Sylvan not be upzoned to R2 at this time. This will subject future R2 development to the conditions outlined in Recommendation #9 and significantly slow down the potential rate of development in the neighborhood.

However, staff remains convinced that one cannot argue against the recommended increase in residential densities without throwing out or ignoring large parts of the City's Comprehensive Plan. The physical location of this neighborhood, its proximity to a commercial center, its proximity to major traffic and transit streets, the location of sewer and water facilities, and the opportunities for infill development all argue for increasing residential densities over the next twenty years. Homeowners naturally fear change in their neighborhoods. What they should also understand is that the change being proposed will occur very slowly and, in situations like this, supports the public welfare.

19. Comment Card from G. B. Fedde

Mr. Fedde represents the owner of 15 acres near the intersection of Thompson Road and Skyline Blvd. The Bureau's recommendation is for FF zoning and FF Comprehensive Plan designation. Mr. Fedde states that about 10 of the 15 acres are actually in the Cedar Mill drainage and therefore should be given an R10 Comprehensive Plan designation.

Staff Response: The City's topographic maps indicate that only about three of the 15 acres could actually be served by gravity sewers from the Cedar Mill basin. Not knowing how the owner might wish to develop this parcel, staff hesitates to draw zoning lines through it, assigning R10 to part of the parcel and Ff to the rest.

Staff suggests that this situation could be resolved in the following manner. Since most of the parcel is in the Balch Creek Basin rather than the Cedar Mill Basin, the entire parcel should be designated and zoned Ff. the owner could partition off the portion of the parcel he believes can be served with gravity sewers according to his plans and request a map amendment and zone change. This approach avoids the necessity to guess at this point about what kind of development proposal would make sense for the western fifth of this 15 acre parcel.

REVISED STAFF RECOMMENDATION

This section outlines the amendments to the original staff report that the Planning Commission is asked to adopt. The amendments include both the amendments proposed by staff at the May 28 Planning Commission hearing and additional amendments based on testimony from the May 28 hearing.

1. The following amendment to Recommendation #1 has been proposed by Metro staff. Planning Bureau staff concurs. The intended purpose of the recommendation was to take a position against major additions to the Urban Growth Boundary within the Study Area. At the same time, we do not want to interfere with minor boundary adjustments that fall under special Metro rules and procedures. Amending Recommendation #1 as follows, accomplishes both purposes.

Amendment

Add to the end of Recommendation #1: ..."except where minor Boundary adjustments will result in a more efficient land use pattern or urban services efficiencies".

2. The following amendment extends the development conditions in Recommendation #9 to subdivisions and Planned Unit Developments as well as zone change actions. It seems only fair that all large scale developments in the Northwest Hills satisfy the conditions since the conditions were designed to monitor and relieve service constraints that are area-wide in nature. Properties that would be affected are:

- o any property that requests an upzoning to allow development at the maximum density allowed by the Comprehensive Plan (properties adjacent to Forest Park Estates/SunVista and the R2 areas in Sylvan), and
- o subdivisions and planned unit developments.

Minor partitions and the development of single lots under existing zoning will not be affected.

Amendment

Amend Recommendation #9 to read as follows (additions are underline, deletions are crossed out):

Recommendation #9. The following conditions shall be required of all future subdivisions, planned unit developments and quasi-judicial upzonings within the Northwest Hills Study Area, in addition to those conditions found in Comprehensive Plan Policy 10.8, subsection C:

- a) submission of a PUD or subdivision plan by the applicant;
- b) availability of public sewer and water service;
- c) if existing public transportation is not deemed adequate, participation in and/or subsidy of a private transportation service; and
- d) participation in an "impact fee" system, should such a system be adopted by the City Council, and/or measures to otherwise mitigate any adverse impact of automobile traffic generated by the proposed development.

For parcels upzonings of between five and twenty acres, and for all upzonings to a commercial zone, the above conditions plus a transportation analysis including documentation of the following will be required:

- e) the potential daily and peak hour traffic volumes generated by the site;
- f) distribution on the street system of the traffic generated by the site;
- g) the extent to which ridesharing and transit incentive programs might reduce the vehicle trips generated by the site; and
- h) current traffic volumes on the principal roadways relative to the site.

For parcels upzonings of twenty acres or more, the above conditions will be required, plus the transportation analysis must be expanded to document:

- i) projected traffic volumes on the principal roadways relative to the site should the proposed development and other approved, but undeveloped proposals, be fully developed.

Entire lots, regardless of size, must be upzoned at once; except where the Comprehensive Plan Map applies more than one designation on a single lot. The upzoning may not be approved unless the accompanying PUD or subdivision is also approved.

3. Recommendation #10 specifies that the Proposed Comprehensive Plan Map be used as a guide for future annexation rezonings within the Northwest Hills Study Area. It goes on to say that, in certain areas, zoning should be applied that is less intensive than the Comprehensive Plan designation. Considering the potential applications of this recommendation, we feel that all but the first sentence is unnecessary and that the option of applying less intensive zoning should be available throughout the Study Area.

Amendment

Delete all but the first sentence of Recommendation #10.

4. The following amendment deletes Recommendation #11. Staff believes that this recommendation would serve little or no practical purpose, particularly in the absence of budgetary resources to pursue its implementation. Staff recommends that it be dropped.

Amendment

Delete Recommendation #11.

5. The following amendment corrects a mapping error. Phase II of the Arboretum Hills PUD has been given preliminary development plan approval at an average density of 13,000 square feet per dwelling unit. The preliminary staff recommendation for this parcel is R20, or 20,000 square feet per unit.

Amendment

Change Quarter Section Maps 3124 and 3125, and Proposed Comprehensive Plan Maps 4 and 5 to apply R10 zoning and Comprehensive Plan designations to Tax Lot 294, Section 6, 1S1E.

6. The following amendment changes Proposed Comprehensive Plan Maps 4 and 5. It changes the designation of several lots just north of Burnside Road and east of Mt. Calvary Cemetery from R10 and FF to R20. The owner of the two lots designated as FF has demonstrated that it is feasible to provide gravity sewer service to the properties from existing City facilities. R20 is proposed for all of the parcels rather than R10 because of certain development constraints unique to the site.

Amendment

Change Proposed Comprehensive Plan Maps 4 and 5 to R20 on Tax Lots 58, 307, 308 and the south half of 28, Section 31, 1N1E.

7. The following amendment retains the current zoning on parcels in the Sylvan area that are given an R2 Comprehensive Plan designation.

Amendment

Amend Quarter Section Maps 3123, 3223 and 3224 to retain the zoning as of June 1, 1984 for parcels designated as R2 on the Proposed Comprehensive Plan Map.

8. The following amendment retains R10 zoning on the SunVista (Panavista Park) PUD site.

Amendment

Amend Proposed Comprehensive Plan Maps 2 and 3, and Quarter Section Maps 2720, 2721, 2820 and 2821 to reflect R10 zoning and R10 Plan designation on Tax Lot 76 Section 25 1N1W (SunVista).

9. The following amendment removes the MUF19 and RR designations from the Proposed Comprehensive Plan Maps. These are Multnomah County zoning designations and should not be shown on City Comprehensive Plan Maps.

Amendment

Amend Proposed Comprehensive Plan Maps 2, 3, 4 and 5 to delete Multnomah County zoning designations.

10. The following amendment was proposed by Mr. Dean Ivey and informally supported by the Commission. It puts the Planning Commission on record as favoring direct westbound access to the Sunset Highway from the Zoo/OMSI interchange.

Amendment

Recommendation #11. The Planning Commission finds that there is a need for direct westbound access to the Sunset Highway from the south entrance road to Washington Park. The Commission appeals to the Oregon Department of Transportation to study the feasibility of such access and to assign a high priority to funding for construction of an access route.

JT:mh

098



CITY OF
PORTLAND, OREGON
BUREAU OF PLANNING

Margaret D. Strachan, Commissioner
Michael Harrison, AICP, Acting Director
Room 1002, 1120 S.W. Fifth Avenue
Portland, Oregon 97204-1966
(503) 796-7700

Annexation

Land Development


Land Use

Urban Design

November 19, 1985

MEMORANDUM

TO: City Council

FROM: James Throckmorton, City Planner II 

RE: NW Hills Development Potential/Projections

At the November 7 hearing on the NW Hills Study there was considerable confusion regarding the impact of the Planning Commission's recommendation on development potential in the NW Hills. In order to clarify and focus this discussion, I have prepared the attached tables.

Tables 1A, 2A and 3A outline the development potential in the area under the current Comprehensive Plan and under the Planning Commission recommendation. The assumptions incorporated into these tables are outlined below.

- A. Availability of all non-hazard vacant land. Vacant land includes vacant lots and the excess portion of large lots that could be reasonably partitioned without disturbing existing residences while meeting the requirements of the Zoning Code.
- B. Availability of 50 percent of the vacant land designated as a potential hazard area on the City and County hazard maps; except in areas where lot sizes are restricted to a minimum of two acres or more; where all vacant land is assumed to be usable.
- D. No development of land currently in agricultural use.
- E. Development at a minimum lot size of one acre where zoning would allow for more dense development but where sewer service is not possible.

Tables 1B, 2B and 3B outline the net projected development in the area by 2005. The assumptions incorporated into these tables are outlined below.

- F. Metro's housing demand allocation for Census Tracts 69 and 70 is 1540 housing units. Our own preliminary projections show a higher demand of approximately 2300 units. Actual demand is assumed to be 1920 units for these two census tracts $[(1540 + 2300)/2]$.

- G. Forty-six percent of housing potential will be realized in each subarea of the Study Area between now and 2005 (4241 units potential; less 83 units potential located in Census Tract 43; divided by 1920 units demand equals 46.2%).

Tables 1C and 2C show the percentage of vacant acreage and development potential located in the major subareas and in each Comprehensive Plan designation within the Study Area.

Among the significant conclusions that can be drawn from these figures are:

1. The Urban Growth Boundary in this area contains more than twice as much vacant land as will be necessary to satisfy housing demand to the year 2005.
2. Overall, the Planning Commission recommendation is not a significant upzoning of the NW Hills. The current Comprehensive Plan provides for a development potential of 4241 new housing units. The recommendation would provide for 4271 units, an increase of less than one percent.
3. In reality, the Recommendation can be considered to be slight downzoning. If you assume that the areas inside the City but still zoned County RR and MUF19 will be rezoned to at least City FF density (the lowest density City zone), the current Comprehensive Plan would provide for 4345 new housing units while the Recommendation would provide for 4271 units, a decrease of 1.7 percent.
4. The Planning Commission Recommendation includes more vacant area in the low density zones and less vacant area in the medium density zones than does the current Comprehensive Plan. The Recommendation designates 55% of vacant land as FF or R20. The current Comprehensive Plan designates 38% as FF or R20 (see Table 2C). The Recommendation designates 45% of vacant land as R10, R7, R5, and R2. The current Comprehensive Plan designates 52% of vacant land as R10, R7, R5, and R2.
5. Only 1% of the vacant area and 4% of the potential housing units are located in R2 designated areas under the Planning Commission Recommendation.
6. The overall density of new development in the Study Area would be 1.9 housing units per acre under both the current Comprehensive Plan and the Planning Commission Recommendation. This is approximately the density of R20 development.
7. New development in some parts of the Study Area would be higher or lower under the Recommendation than it would be under the current Comprehensive Plan. New development would be somewhat more dense in the SYLVAN/UPPER

City Council
November 19, 1985
Page 3

HIGHLANDS and THOMPSON to CORNELL areas and less dense in the CORNELL to BURNSIDE area (see Table 1A or Table 1B). This is consistent with the Recommendation's objective to locate density where it can be most efficiently provided with necessary urban services.

JT:rs:ls

cc: Michael Harrison, Acting Planning Director
Jan Childs, Acting Chief Planner
Mel Zucker, President, Forest Park Neighborhood Association

TABLE 1A
HOUSING DEVELOPMENT POTENTIAL IN THE NW HILLS
WITHIN THE URBAN GROWTH BOUNDARY
BY AREA
(City of Portland, Bureau of Planning)

17:45 MONDAY, NOVEMBER 18, 1985 1

AREA	GROSS VACANT ACRES	NET VACANT ACRES (CURRENT CP)	NET VACANT ACRES (RECOMMEND)	NET HOUSING UNITS (CURRENT CP)	NET HOUSING UNITS (RECOMMEND)	NET UNITS PER ACRE (CURRENT CP)	NET UNITS PER ACRE (RECOMMEND)
	2642	2210	2232	4241	4271	1.9	1.9
CORNELL TO BURNSIDE	471	366	409	1099	577	3.0	1.4
NORTH OF SKYLINE M.G.	740	729	732	385	379	0.5	0.5
SOUTH OF SUNSET HWY	275	252	252	555	556	2.2	2.2
SYLVAN/UPPER HIGHLANDS	231	147	147	511	675	3.5	4.6
THOMPSON TO CORNELL	925	715	693	1690	2084	2.4	3.0

TABLE 1B
PROJECTED NEW HOUSING DEVELOPMENT IN THE NW HILLS
WITHIN THE URBAN GROWTH BOUNDARY BY 2005
BY AREA
(City of Portland, Bureau of Planning)

17:04 MONDAY, NOVEMBER 18, 1985 1

AREA	GROSS VACANT ACRES	ACRES USED (CURRENT CP)	ACRES USED (RECOMMEND)	NET HOUSING UNITS (CURRENT CP)	NET HOUSING UNITS (RECOMMEND)	NET UNITS PER ACRE (CURRENT CP)	NET UNITS PER ACRE (RECOMMEND)
	2642	1021	1031	1959	1973	1.9	1.9
CORNELL TO BURNSIDE	471	169	189	508	267	3.0	1.4
NORTH OF SKYLINE M.G.	740	337	338	178	175	0.5	0.5
SOUTH OF SUNSET HWY	275	116	117	257	257	2.2	2.2
SYLVAN/UPPER HIGHLANDS	231	68	68	236	312	3.5	4.6
THOMPSON TO CORNELL	925	330	320	781	963	2.4	3.0

TABLE 1C

VACANT ACREAGE AND DEVELOPMENT POTENTIAL BY PERCENT
WITHIN THE URBAN GROWTH BOUNDARY
BY AREA

AREA	VACANT ACREAGE	NET HOUSING UNITS (CURRENT CP)	NET HOUSING UNITS (RECOMMEND)
Cornell to Burnside	18%	26%	14%
North of Skyline M.G.	28%	9%	9%
South of Sunset Highway	10%	13%	13%
Sylvan/Upper Highlands	9%	12%	16%
Thompson to Cornell	35%	40%	49%

TABLE 2A
 HOUSING DEVELOPMENT POTENTIAL IN THE NW HILLS
 WITHIN THE URBAN GROWTH BOUNDARY
 BY COMP PLAN DESIGNATION
 (City of Portland, Bureau of Planning)

17:45 MONDAY, NOVEMBER 18, 1985 2

COMP PLAN DESIGNATION	GROSS VACANT ACRES (CURRENT CP)	GROSS VACANT ACRES (RECOMMEND)	NET VACANT ACRES (CURRENT CP)	NET VACANT ACRES (RECOMMEND)	NET HOUSING UNITS (CURRENT CP)	NET HOUSING UNITS (RECOMMEND)	NET UNITS PER ACRE (CURRENT CP)	NET UNITS PER ACRE (RECOMMEND)
	2642	2642	2210	2232	4241	4271	1.9	1.9
FF	701	1035	701	1035	350	517	0.5	0.5
MUF19	181	.	181	.	10	.	0.1	.
R10	1342	1141	947	827	3242	2822	3.4	3.4
R2	3	14	2	10	27	180	17.4	17.4
R20	313	410	282	327	490	568	1.7	1.7
R5	13	11	10	8	70	58	7.0	7.0
R7	10	31	7	25	36	125	5.0	5.0
RR	80	.	80	.	16	.	0.2	.

TABLE 2B
 PROJECTED NEW HOUSING DEVELOPMENT IN THE NW HILLS
 WITHIN THE URBAN GROWTH BOUNDARY BY 2005
 BY COMP PLAN DESIGNATION
 (City of Portland, Bureau of Planning)

17:05 MONDAY, NOVEMBER 18, 1985 2

COMP PLAN DESIGNATION	GROSS VACANT ACRES (CURRENT CP)	GROSS VACANT ACRES (RECOMMEND)	ACRES USED (CURRENT CP)	ACRES USED (RECOMMEND)	NET HOUSING UNITS (CURRENT CP)	NET HOUSING UNITS (RECOMMEND)	NET UNITS PER ACRE (CURRENT CP)	NET UNITS PER ACRE (RECOMMEND)
	2642	2642	1021	1031	1959	1973	1.9	1.9
FF	701	1035	324	478	162	239	0.5	0.5
MUF19	181	.	84	.	4	.	0.1	.
R10	1342	1141	438	382	1498	1304	3.4	3.4
R2	3	14	1	5	12	83	17.4	17.4
R20	313	410	130	151	226	263	1.7	1.7
R5	13	11	5	4	33	27	7.0	7.0
R7	10	31	3	12	16	58	5.0	5.0
RR	80	.	37	.	7	.	0.2	.

TABLE 2C

VACANT ACREAGE AND DEVELOPMENT POTENTIAL BY PERCENT
 WITHIN THE URBAN GROWTH BOUNDARY
 BY COMPREHENSIVE PLAN DESIGNATION

COMPREHENSIVE PLAN DESIGNATION	VACANT ACREAGE (CURRENT CP)	VACANT ACREAGE (RECOMMEND)	NET HOUSING UNITS (CURRENT CP)	NET HOUSING UNITS (RECOMMEND)
FF	27%	39%	8%	12%
MUF19	7%	-	0%	-
R10	51%	43%	76%	66%
R2	0%	1%	1%	4%
R20	12%	16%	12%	13%
R5	1%	0%	2%	1%
R7	0%	1%	1%	3%
RR	3%	-	0%	-

TABLE 3A
 HOUSING DEVELOPMENT POTENTIAL IN THE NW HILLS
 WITHIN THE URBAN GROWTH BOUNDARY
 BY DISTRICT
 (City of Portland, Bureau of Planning)

17:46 MONDAY, NOVEMBER 18, 1985 3

DISTRICT	GROSS VACANT ACRES	NET VACANT ACRES (CURRENT CP)	NET VACANT ACRES (RECOMMEND)	NET HOUSING UNITS (CURRENT CP)	NET HOUSING UNITS (RECOMMEND)	NET UNITS PER ACRE (CURRENT CP)	NET UNITS PER ACRE (RECOMMEND)
	2642	2210	2232	4241	4271	1.9	1.9
A	22	20	20	18	18	0.9	0.9
AA	36	26	35	84	19	3.3	0.5
B	102	102	102	51	51	0.5	0.5
BB	26	23	26	60	13	2.7	0.5
C	27	21	21	14	14	0.7	0.7
E	30	22	22	113	150	5.2	6.9
F	33	20	20	77	83	4.0	4.3
G	71	38	38	135	97	3.6	2.6
H	26	23	22	56	197	2.5	8.8
I	25	20	20	41	72	2.0	3.6
J	46	25	25	89	77	3.5	3.0
K	424	424	424	213	213	0.5	0.5
L	160	160	160	80	80	0.5	0.5
M	5	3	5	9	3	3.5	0.5
Q	535	358	358	1248	1249	3.5	3.5
S	277	244	222	425	774	1.7	3.5
SS	275	252	252	555	556	2.2	2.2
T	25	14	14	49	24	3.5	1.7
V	111	111	111	9	60	0.1	0.5
W	132	113	127	274	88	2.4	0.7
X	2	2	2	8	1	3.5	0.5
Y	67	50	66	174	52	3.5	0.8
Z	184	141	141	458	381	3.3	2.7

TABLE 3B
 PROJECTED NEW HOUSING DEVELOPMENT IN THE NW HILLS
 WITHIN THE URBAN GROWTH BOUNDARY BY 2005
 BY DISTRICT
 (City of Portland, Bureau of Planning)

17:05 MONDAY, NOVEMBER 18, 1985 3

DISTRICT	GROSS VACANT ACRES	ACRES USED (CURRENT CP)	ACRES USED (RECOMMEND)	NET HOUSING UNITS (CURRENT CP)	NET HOUSING UNITS (RECOMMEND)	NET UNITS PER ACRE (CURRENT CP)	NET UNITS PER ACRE (RECOMMEND)
	2642	1021	1031	1959	1973	1.9	1.9
A	22	9	9	9	8	0.9	0.9
AA	36	12	16	39	9	3.3	0.5
B	102	47	47	24	24	0.5	0.5
BB	26	10	12	28	6	2.7	0.5
C	27	10	10	7	7	0.7	0.7
E	30	10	10	52	69	5.2	6.9
F	33	9	9	36	39	4.0	4.3
G	71	17	17	62	45	3.6	2.6
H	26	10	10	26	91	2.5	8.8
I	25	9	9	19	33	2.0	3.6
J	46	12	12	41	35	3.5	3.0
K	424	196	196	98	98	0.5	0.5
L	160	74	74	37	37	0.5	0.5
M	5	1	2	4	1	3.5	0.5
Q	535	165	165	577	577	3.5	3.5
S	277	113	102	196	358	1.7	3.5
SS	275	116	117	257	257	2.2	2.2
T	25	6	6	22	11	3.5	1.7
V	111	51	51	4	28	0.1	0.5
W	132	52	58	126	40	2.4	0.7
X	2	1	1	4	1	3.5	0.5
Y	67	23	30	80	24	3.5	0.8
Z	184	65	65	212	176	3.3	2.7

NORTHWEST HILLS STUDY

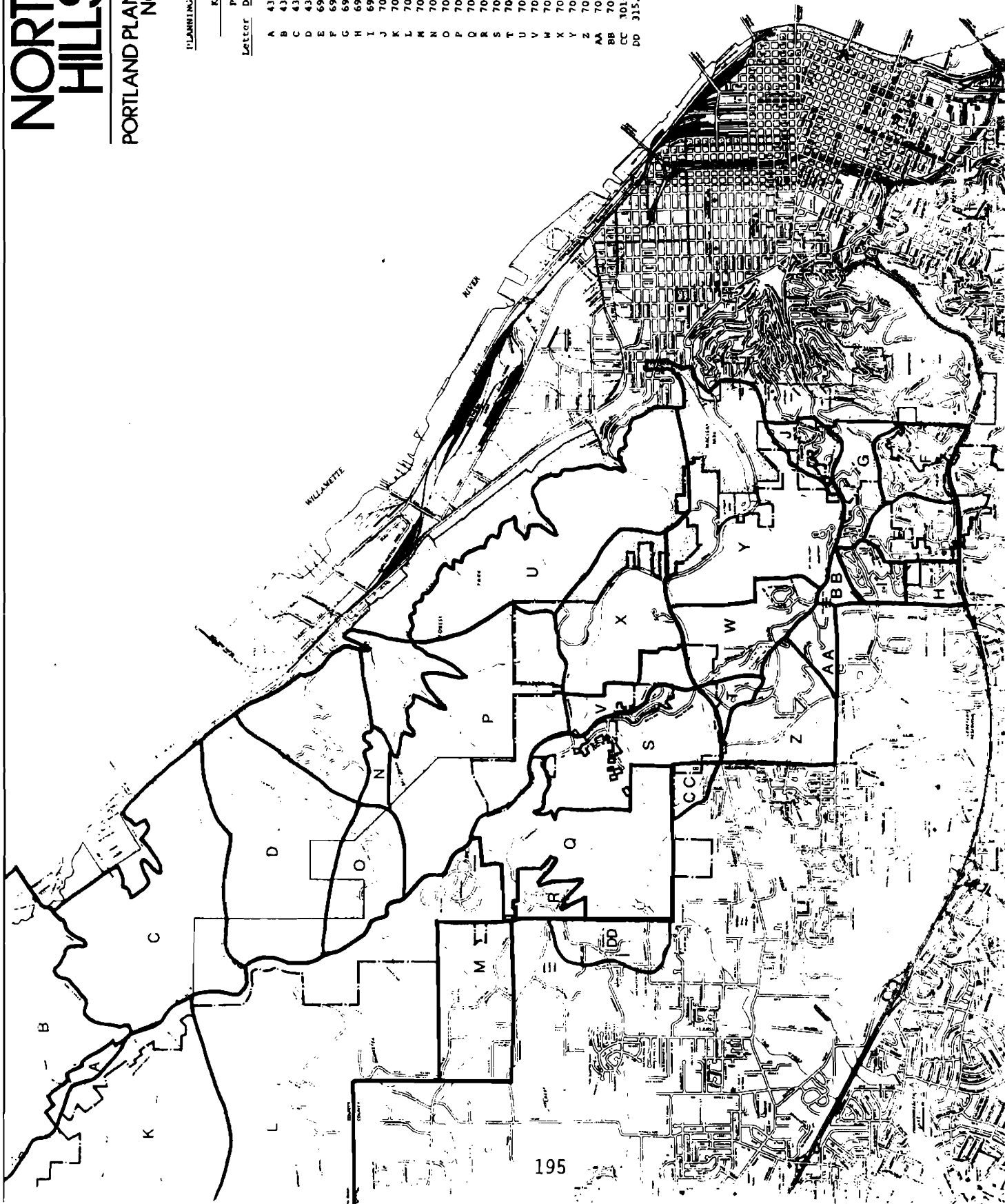
PORTLAND PLANNING BUREAU
NOVEMBER 1983

PLANNING DISTRICTS

KEY	
Letter	Planning District
A	43-202.02-0
B	43-202.03-0
C	43-206-0
D	43-208-0
E	69-11.10-105
F	69-11.20-105
G	69-15-105
H	69-213.10-105
I	69-213.20-105
J	70-15-14
K	70-204.10-0
L	70-204.20-0
M	70-204.30-0
N	70-207-0
O	70-208-0
P	70-209-0
Q	70-210.10-0
R	70-210.20-0
S	70-210.30-0
T	70-210.40-105
U	70-211-0
V	70-212.10-105
W	70-212.20-105
X	70-212.30-105
Y	70-213.40-105
Z	70-213.10-105
AA	70-213.20-105
BB	70-213.30-105
CC	101-210.60-107
DD	315.03-210.50-107



1 mile



R10 ZONING IN THE CEDAR MILL CREEK DRAINAGE

We should proceed based on the conclusion that it does not matter whether there is a legal conditional use permit for Forest Park Estates or not.

The issue is not a conditional use permit on any given parcel, but Comprehensive Plan Designations and Zoning for the entire area.

There have been four instances where these issues have been considered, and in all four cases findings have supported R10 density in the Cedar Mill Creek Drainage.

Forest Park Estates Rezoning 1975

The Council found:

1. Any adverse impacts from R10 development are outweighed by the benefits of the new development.
2. There is a need for medium priced housing in Portland and that consumers will pay more for an R20 home than an R10 home.
3. R10 density will allow for a broader range of housing types and costs than will R20 density.
4. Hillside land should be used for residential purposes, preserving flat land for agriculture.
5. The increase in density from R20 to R10 will not significantly alter the need for transportation improvements or the character of the solution necessary.
6. Future transportation problems can be alleviated by providing mass transit to the area and R10 density is sufficient to make transit service feasible.
7. Development at R10 will make it more feasible to provide sewers to other portions of the drainage basin and alleviate existing pollution problems.

SunVista Rezoning 1979, 1980

The Council found:

1. R10 zoning is appropriate for this site.
2. FF or R20 on this site would not accurately reflect the existing land uses and platted densities (Panavista and Skyline Heights subdivisions adjacent to the area are platted at R10).
3. R10 zoning on this site is in accordance with generally accepted land use planning standards in that it reflects the use to which the property has previously been put.

Comprehensive Plan Adoption 1981

The Comprehensive Planning process resulted in R10 plan designations and zoning for the Forest Park Estates, SunVista and Panavista properties.

Northwest Hills Study

The Planning Commission and Staff have found:

1. The Cedar Mill Creek Drainage provides a unique opportunity to develop a new well planned neighborhood. The land parcels are of sufficient size to allow planned unit developments at sufficient density to keep housing costs down and improve transit effectiveness, while locating roads and houses in a manner that is sensitive to the natural environment.
2. This is an area that can be efficiently provided with necessary public facilities and services, and more efficiently served at R10 density than at R20 density.

Sewers

- a) The Cedar Mill Trunk Sewer which can serve all of the basin has been constructed at a cost of \$1 million. Seventy-five percent of this cost has been paid by the owners of the Forest Park Estates and SunVista properties. These investments were made based on the R10 zoning of the properties.
- b) The Cedar Mill Trunk not only is in place and ready to serve the drainage, but extension of it is necessary to remove from operation the Panavista package treatment plant which has been declared to be grossly inadequate by the State Department of Environmental Quality.

Water Service

- a) R10 development of this area can easily be supported by water system improvements planned by the City and will in fact make those improvements easier and more economical to provide.
- b) There is a need to tie in the City water main in Skyline Blvd. north of Saltzman Road with the Sylvan Water District lines south of Reed Drive. A new pump station and force main is necessary to improve water supply along Skyline Blvd. These facilities will be more economical to provide to R10 development than to R20 development because more customers will be available to amortize the cost.

Transportation

- a) The impact of new development on the transportation system will be less burdensome if it is concentrated in locations adjacent to the principal transportation routes through the study area than if it is dispersed at low density throughout the area.
- (b) If transit service is ever to be feasible to the area, development must occur in concentrations of at least R10 density.

Fire Protection

- a) A new fire station will be needed in this vicinity in order to maintain acceptable response times whether the area develops at R20 or R10 density.
- b) R10 density will result in more efficient fire protection by providing more residents and property tax revenues to amortize the large City investment in capital and operating expenses; i.e. more people can be protected at the same cost.

JT:mh
11-21-85
098

Nov 21 12 01 PM '85

BALL, JANIK & NOVACK

ATTORNEYS AT LAW

ONE MAIN PLACE

101 S.W. MAIN STREET, SUITE 1100
PORTLAND, OREGON 97204-3274

TELEPHONE (503) 228-2525

TELECOPY (503) 295-1058

TELEX 910-380-5470

NEWELL LANSING, AUDITOR
CITY OF PORTLAND, ORE.

BY _____

ROBERT S. BALL
STEPHEN T. JANIK
KENNETH M. NOVACK
JACK L. ORCHARD
SUSAN M. QUICK
WILLIAM H. PERKINS
CHRISTOPHER W. ANGIUS
VICKI G. BAYLESS
BARBARA W. RADLER
MICHAEL C. WALCH
DAVID A. URMAN
SUSAN N. HOWARD

OF COUNSEL
JACOB TANZER

November 21, 1985

Members of the Portland City Council
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Re: Validity of Forest Park Estate's
Conditional Use Permit

Dear Commissioners:

This letter responds to Mr. Paul Meyer's letter dated November 18, 1985 regarding the conditional use permit held by Forest Park Estate. I provide the following facts for your review. The issue of rezoning the Forest Park Estate's site from R-20 to R-10 was resolved by the Portland City Council after five public hearings on September 11, 1975 and upheld by the Oregon Supreme Court in 1980 in the case of Neuberger v. City of Portland, 285 Or 585, 607 P2d 722 (1980). LCDC acknowledged the City of Portland's comprehensive plan in May, 1981, finding that the R-10 density of the site is consistent with the statewide planning goals.

In a separate proceeding on August 11, 1982, the City Council approved Forest Park Estate's application for conditional use permit for a PUD and subdivision of Phase I of the project. That approval was upheld by the Oregon Supreme Court in Meyer v. City of Portland, 296 Or 84, 682 P2d 267 (1984).


By letter dated July 11, 1985, the Bureau of Planning informed Forest Park Estate that the three-year period within which to file a final plat for its PUD did not begin to run until the date of the final approval given by the Oregon Supreme Court on April 24, 1984, giving Forest Park Estate until 1987 to submit its final plan. The City Attorney's office verified that time frame by memorandum dated September 25, 1985. However, the City Attorney's Office is now elaborating on its September 1985 memorandum opinion.

Members of the Portland City Council
November 21, 1985
Page Two

From these facts, two things are readily apparent. First, the reasonableness of R-10 zoning for the Forest Park Estate site is a separate issue from the validity of the conditional use permit. Whether or not the conditional use permit is valid (and I am certain that it is), the R-10 zoning of the site was approved by the City in 1975 and acknowledged by LCDC as an appropriate density to provide a variety of housing types within the urban growth boundary and in close proximity to downtown Portland. Therefore, the City should proceed today with its decision for planning and zoning consistent with the Northwest Hills Land Use Study, regardless of the City Attorney's legal analysis of the conditional use permit.

Secondly, Forest Park Estate and the City of Portland have withstood over a decade of legal entanglement with Mr. Meyer. His tactics have delayed these proceedings long enough. The R-10 density of the site has consistently been found by the City, LCDC and the appellate courts of this state to be a reasonable planning and zoning designation. I urge you to vote in favor of the Northwest Hills Land Use Study, supported by your Planning Commission and the City's Bureau of Planning.

Very truly yours,


Susan M. Quick

SMQ/jrw

cc: Mr. Paul R. Meyer
Mr. Larry Porter
Mr. Jeffrey L. Rogers
Mr. James Throckmorton

Appendix U

BUREAU OF PLANNING
POTENTIAL AMENDMENTS
NORTHWEST HILLS STUDY ORDINANCE

The following amendments could be adopted without violating the basic principles of the Planning Commission's Recommendation as outlined in Recommendations one through seven.

NUMBER	NAME	AMENDMENT	STAFF SUPPORT?
1	Angel	Remove nr Overlay inside the UGB	Yes
2	Hoffman	Retain R10 zoning east of Hilltop Drive where gravity sewers are possible	Yes
3	Nash	Remove "minor" from Recommendation #1	Yes
4	Nash	Replace "rural level" in Recommendation #2	Yes
5	Hill/Hamilton	Retain R10 zoning on their property	Yes
6	Ramsey	Designate the northern tip of lot at Skyline/Cornell C2	---
7	Suriano/Williams	Retain current R10 zoning on their property	---

Amendment #1

1. This amendment clarifies and institutionalizes existing City policy, i.e. that the nr Natural Resources Overlay is intended to be used only on land outside the Urban Growth Boundary.
2. The amendment would add to the Ordinance a second section as follows:

Section 2. The Council finds:

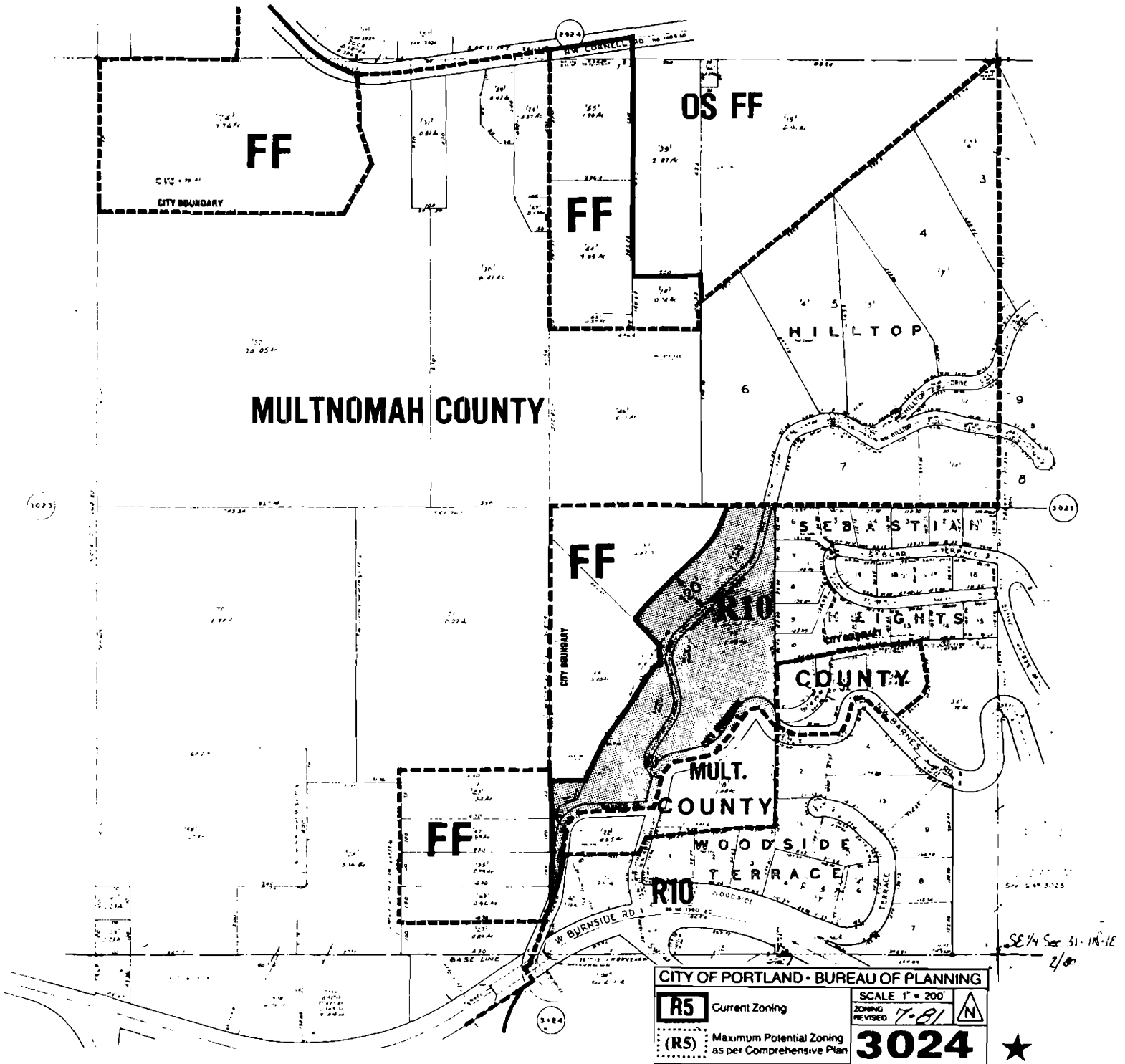
1. The purpose of the nr Natural Resources overlay zone is to preserve a nonurban character in areas of the City that are outside the Metropolitan Service District's adopted Urban Growth Boundary.
2. The requirements of the nr Natural Resources overlay zone are incompatible with lands inside the Urban Growth Boundary and designated for urban development in the Metro Regional Plan.

NOW THEREFORE, the Council directs:

- a. The nr Natural Resources overlay zone shall be removed from any land included within the Urban Growth Boundary through an amendment to the Boundary granted by the Metropolitan Service District.

Amendment #2

1. Property owned by Eric Hoffman would be downzoned from R10 to FF and R20 under the Planning Commission Recommendation. His representative has asked that the portion of his property that can be provided with gravity-flow sewers retain R10 zoning. Staff agrees.
2. The amendment would:
 - a) replace map 3024 in the Recommendation with the attached map 3024;
and
 - b) modify maps 4 and 5 consistent with the attached map 3024.



ZONING AND COMPREHENSIVE PLAN

Amendment #3

1. Frank Nash owns property outside the Urban Growth Boundary and is seeking to amend the boundary to include the property. He asks that the word "minor" be deleted from Recommendation #1 since it has no precise definition. Staff agrees.
2. The amendment would delete the word "minor" from Recommendation #1.

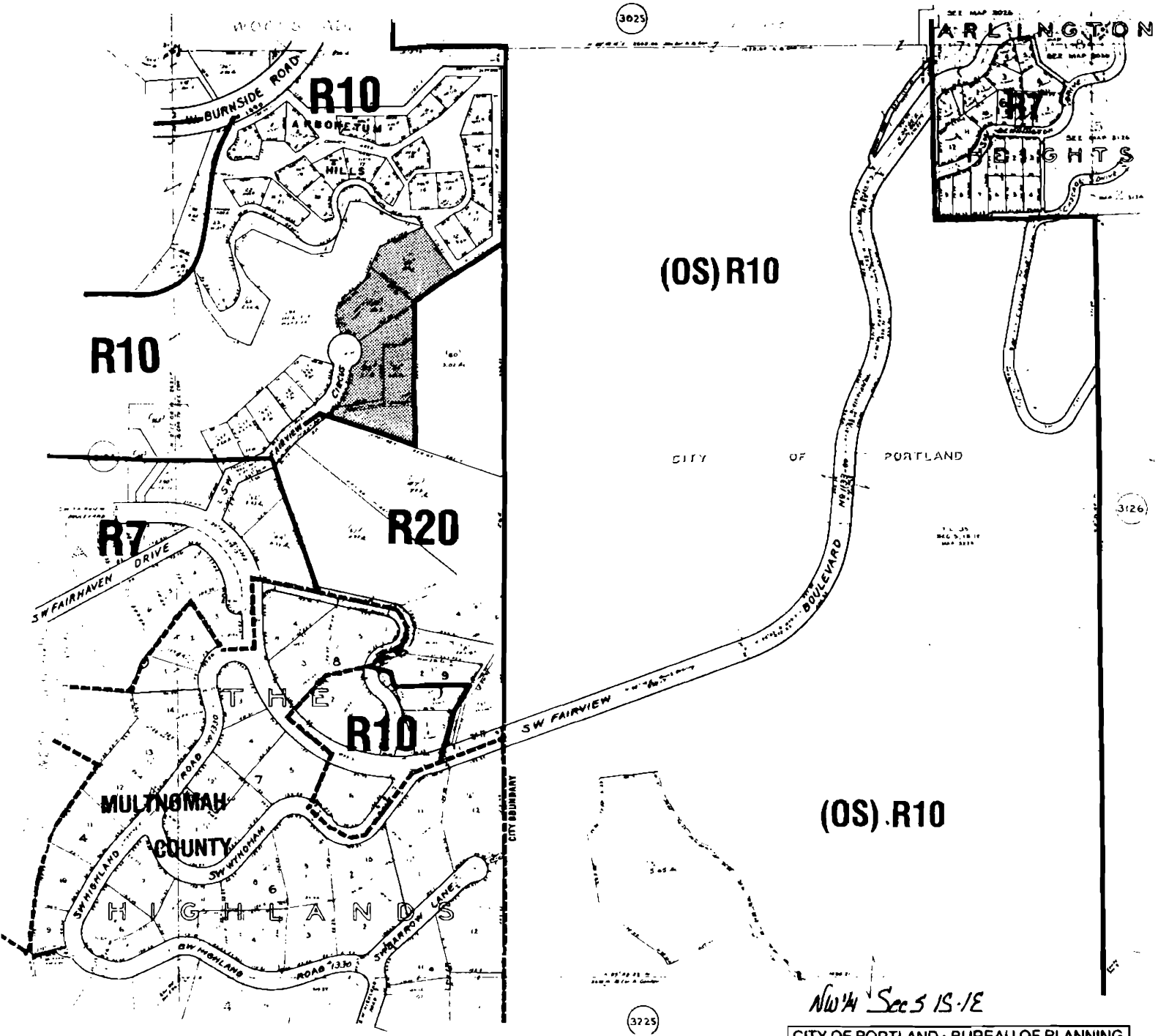
Amendment #4

1. Frank Nash asks that the phrase "rural levels" in Recommendation #2 be replaced with more precise language to avoid future confusion as to what zoning classifications would be allowed in these areas. Staff agrees.
2. The amendment would replace the first sentence in Recommendation #2 with the following:

"In areas north of Skyline Memorial Gardens, residential zoning shall be limited to FF Farm and Forest or more restrictive zones."

Amendment #5

1. John Hill and Ms. Hamilton own 24,800 square feet and 35,300 square feet lots respectively along SW Fairview Circus. The Planning Commission Recommendation would downzone their property from R10 to R20. Both of these individuals have said that they had plans to divide their property that would be prevented by R20 zoning. The R20 zoning in this area was primarily intended to protect the Hoyt Arboretum from dense residential development. Since these properties are at the top of the hill and on an existing street, they could be divided without undue impact on the Arboretum. R10 zoning is therefore acceptable.
2. The amendment would:
 - a) replace map 3125 in the Recommendation with the attached map 3125;
 - b) amend map 5 consistent with the attached map 3125.



ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING

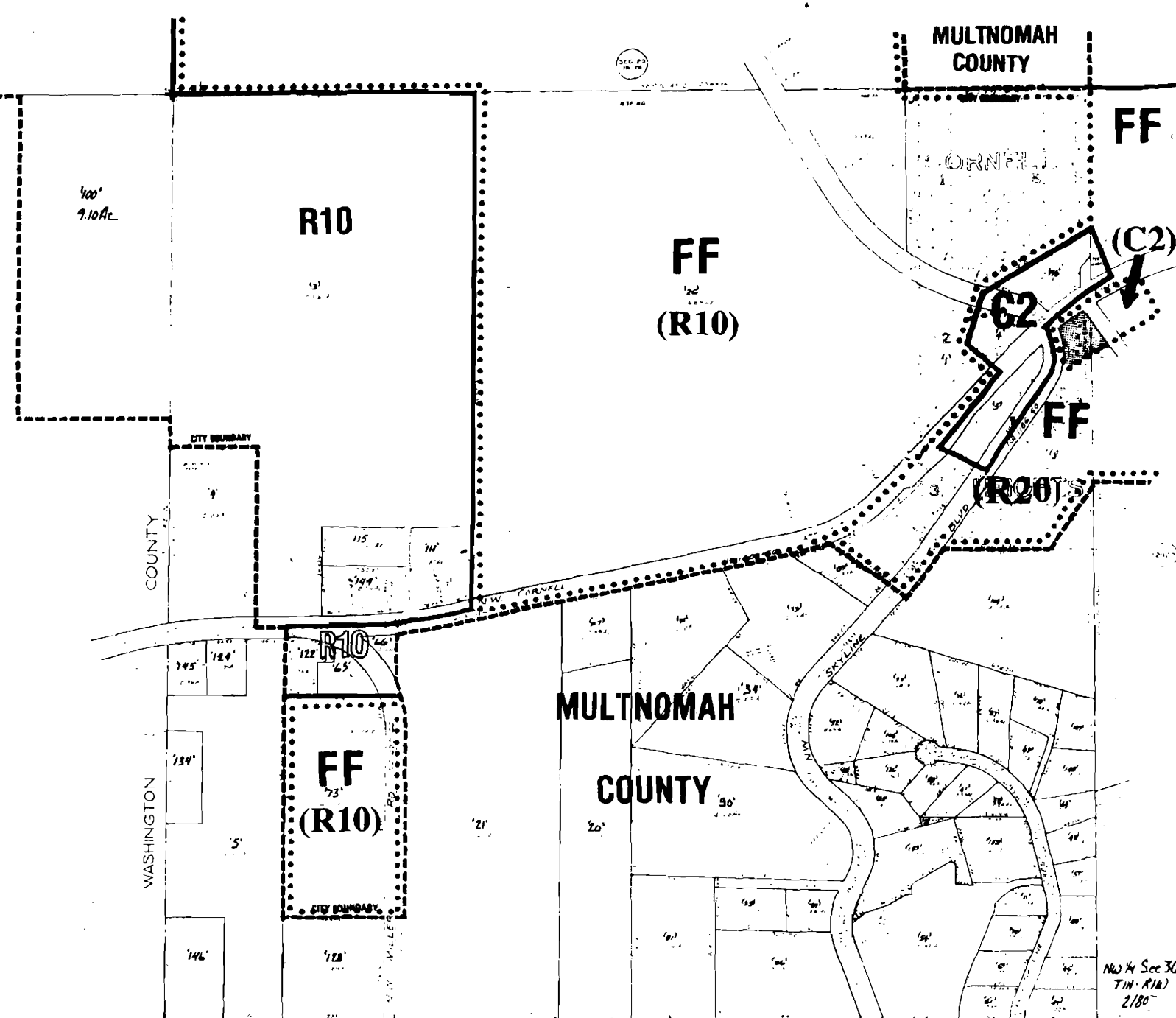
R5 Current Zoning	SCALE 1" = 200'	N
	ZONING REVISED 11-81	
(R5) Maximum Potential Zoning as per Comprehensive Plan	3125	

Amendment #6

1. Margaretta Ramsey owns Tax Lot 3 on the south corner of the intersection of Cornell Road and Skyline Boulevard. She also jointly owns Tax Lot 159 north of the intersection (the abandoned gas station) and recently sold Tax Lot 1 east of the intersection of Cornell and Greenleaf (the landfill site). The Planning Commission Recommendation would apply C2 zoning to Tax Lot 159 and a C2 plan designation to the filled corner of Tax Lot 1. Mrs. Ramsey asks that a C2 land use designation also be applied to the north end of Tax Lot 3. Staff feels that there are questions about the appropriateness of this amendment because the north end of Tax Lot 3 is part of a three-acre residential parcel to the south that is steeply sloped and vegetated. Also, the need for commercial activity in this area can probably be met by the other sites already designated C2, and the commercial use of this site in addition to commercial use on the other sites already designated C2 could possibly lead to excessive traffic congestion at this intersection.

2. The amendment would:
 - a) replace map 2921 in the Recommendation with the attached maps 2921 and 2922; and

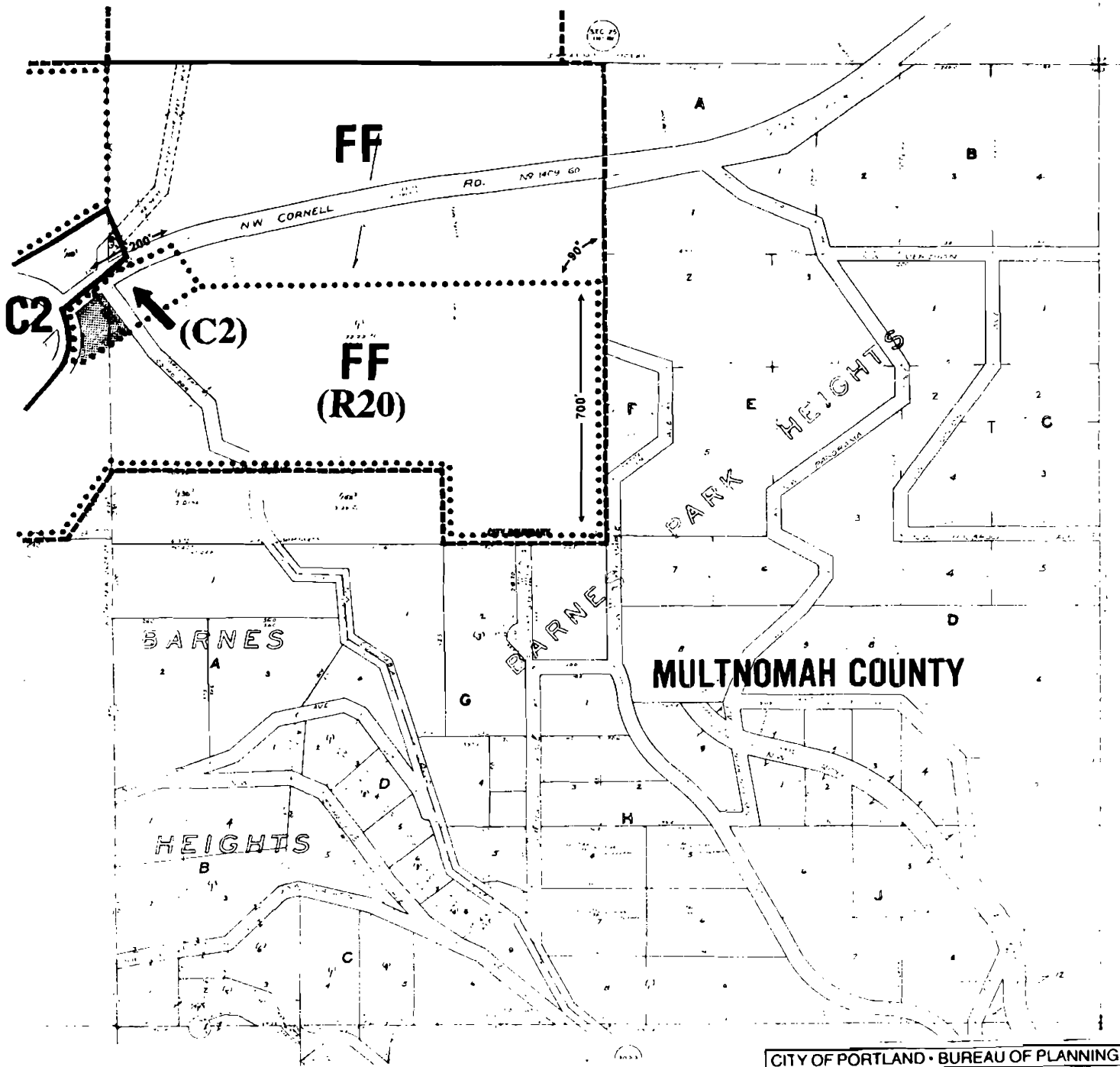
 - b) amend maps 3 and 4 in the Recommendation consistent with the attached maps 2921 and 2922.




ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND - BUREAU OF PLANNING	
R5 Current Zoning	SCALE 1" = 200'
(R5) Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 8-83
	2921 ★

NW 1/4 Sec 36
T1N R1W
2180'



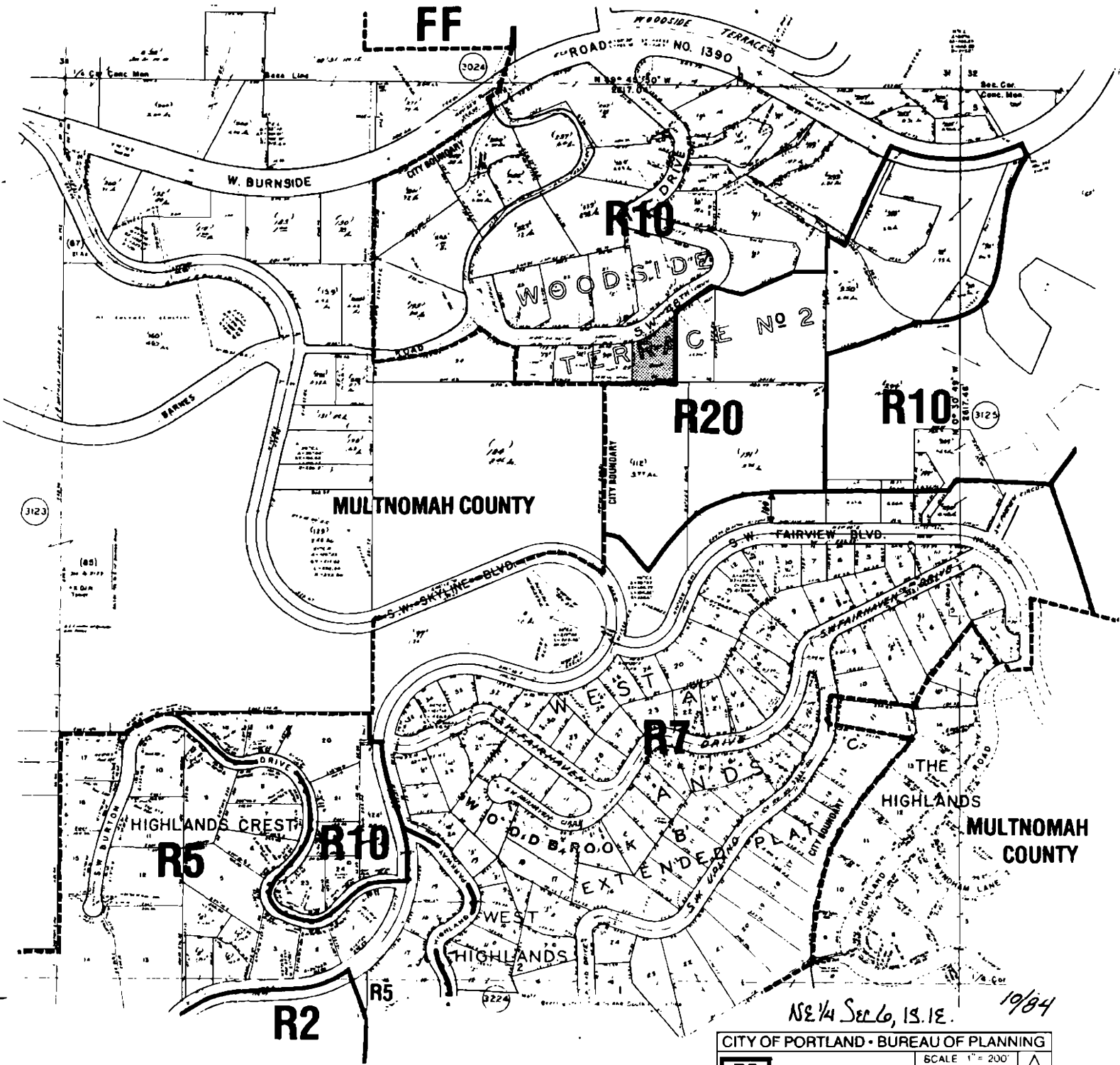
ZONING AND COMPREHENSIVE PLAN

CITY OF PORTLAND • BUREAU OF PLANNING		SCALE 1" = 200'	
R5 Current Zoning	ZONING REVISED 6-82	2922	
(R5) Maximum Potential Zoning as per Comprehensive Plan			

Amendment #7

1. Peter and Helen Suriano-Williams own Tax Lot 11 (vacant) in Woodside Terrace No 2 south of SW 48th Drive. The Recommendation would downzone them from R10 to R20. They request maintaining the R10 zoning, supposedly for purposes of partitionaing their lot. In order to divide the lot under R10 zoning, however, they would have to acquire variances for both lot size and lot width. In other words, according to the standards of the Code they have only one building site under either R10 or R20 zoning.
2. The amendment would retain R10 zoning and Comprehensive Plan designations on Tax Lot 11 of Lot 25 Woodside Terrace and Plat 2; as shown on attached map 3124.

JT:mh
11-6-85
098



ZONING AND COMPREHENSIVE PLAN

NE 1/4 Sec 6, 13, 1E. 10/84

CITY OF PORTLAND • BUREAU OF PLANNING		SCALE 1" = 200'	N
R5	Current Zoning	ZONING REVISION 9-84	
(R5)	Maximum Potential Zoning as per Comprehensive Plan	3124	★

ORDINANCE No. 158017

An Ordinance adopting land use and administrative recommendations to guide development of the Northwest Hills Area, establishing City Comprehensive Plan Map designations and zoning for annexed property within the Study Area and amending the Comprehensive Plan Map designations and zoning for certain property within the Study Area.

The City of Portland ordains:

Section 1. The Council finds:

1. As an element of the 1983-84 and 1984-85 City Budgets, the City Council directed that the Bureau of Planning, in cooperation with the Bureau of Transportation Planning and Development, undertake a land use study of the Northwest Hills. A principal purpose of the study was to determine appropriate land use densities and patterns in the Northwest Hills Study Area in light of the City's and other public agencies' abilities to provide adequate urban services to support land development.
2. There is insufficient demand for urban land in the vicinity of the Northwest Hills to justify significant expansion of the Urban Growth Boundary within the Study Area.
3. The portion of the Study Area that is outside the Urban Growth Boundary would be difficult and expensive to provide with urban services, at least for the foreseeable future.
4. Sanitary sewer service will not be available to the portions of the Study Area north of Skyline Memorial Gardens within the foreseeable future. Fire response times are likely to remain relatively slow to these areas.
5. Traffic congestion is likely to increase in the Northwest Hills due to both committed development and a growth in commuter traffic. However, even a severe restriction of further development within the Study Area would only marginally reduce future transportation congestion problems on the east-west transportation routes through the Study Area.
6. A precedent for the development of the Cedar Mill Creek drainage basin as a low density single-family and planned unit development neighborhood has been established by the existing Panavista Park and Skyline Heights subdivisions, and through City Council approval of the Forest Park Estates Planned Unit Development.
7. Public and private investments have been made, and will be made, in public facilities and services to serve the Cedar Mill Creek drainage basin that could support further development of the basin at relatively low marginal costs.
8. The Balch Creek Drainage basin is an environmentally sensitive area with outstanding visual appeal, substantial wildlife habitat and the only significant year-round stream located in the Northwest Hills.

9. Sanitary sewer service will not be available within the Balch Creek Basin within the foreseeable future.
10. No water mains currently serve the Balch Creek Basin.
11. Urban level development of the Balch Creek Basin would have extremely detrimental effects on the City's ability to manage stormwater drainage in and from the basin. It would also have significant negative impacts on the water quality of Balch Creek, wildlife in and along the creek, and the recreational enjoyment of Macleay Park.
12. The Comprehensive Plan calls for residential densities to be increased around significant concentrations of employment opportunity, commercial activity, transit corridors, and regional transit facilities and stations.
13. The Arterial Streets Classification Policy designates Burnside Road as a Major City Transit Street and the Sunset Highway as a Regional Transitway.
14. The Regional Transportation Plan includes several alternatives for expanded transit service in the Westside Corridor. The Preferred Alternative, adopted by affected local and regional jurisdictions, is a light rail transit system aligned with the Sunset Highway.
15. A transit station and/or regional park-and-ride lots will be constructed near the Sylvan interchange as part of the Sunset LRT or other transit improvement projects.
16. Tri-Met proposes to develop a transitway along the Sunset Highway and construct a transit station and park-and-ride lots near the intersection of Skyline Boulevard and the Sunset Highway.
17. The Comprehensive Plan promotes infill development of partially developed areas and where public facilities and services are available.
18. Sites that have severe slope-hazard conditions or unique natural conditions should be developed at lower densities than sites without such conditions.
19. Several sites within the Study Area have historically been used for local commercial land uses. Other sites, because of alterations to the land and their location, have been committed to non-residential use. A number of these sites are at natural locations for local commercial services.
20. There are certain portions of the Study Area that are suitable for urban development, where the public facilities and services necessary to adequately support that development will be temporarily unavailable for some unknown period of time. Such areas should be restricted to rural-level development until it can be demonstrated that the appropriate facilities and services are at hand.
21. The Northwest Hills Study Area will continue to suffer transportation-related problems until a regional solution to the capacity needs of the Sunset Corridor is found and implemented.

22. Future urban development in the Study Area will have transportation impacts that may require mitigation unless significant public transportation improvements are implemented.
23. The nature of the transportation situation in the Northwest Hills warrants the development and application of an "impact fee" system or other measures whereby funds collected from new development would be dedicated to transportation improvements that benefit the development.
24. Urban development in the Northwest Hills where public transit services are clearly inadequate should, if practical, contribute toward the support of a private transit system to serve residents of the development.
25. On May 28, 1985, the Planning Commission held a public hearing on the Northwest Hills Study. On June 11, 1985, the Planning Commission recommended that land use and administrative recommendations and Comprehensive Plan Map designations and zoning be adopted.
26. The recommendations of the Planning Commission on the Northwest Hills Study are in conformance with Portland's Comprehensive Plan and with the Statewide Planning Goals. The land use and administrative recommendations and the recommended Comprehensive Plan Map designations and zoning were submitted to the Department of Land Conservation and Development for review as required by OAR 660, Division 18, Postacknowledgement Procedures. No objection was received from the Department of Land Conservation and Development.
27. It is in the public interest that the recommendations of the Northwest Hills Study be adopted to guide future development of the area.

NOW, THEREFORE, the Council directs:

- a. The following land use and administrative recommendations are hereby adopted to direct all future land use decisions within the Northwest Hills Study Area, as shown on the attached Exhibit A.
 1. Maintain the present regional Urban Growth Boundary within the Northwest Hills Study Area except where boundary adjustments will result in a more efficient land use pattern or urban service efficiencies.
 2. In areas north of Skyline Memorial Gardens, residential zoning shall be limited to FF Farm and Forest or more restrictive zones. No properties in this area zoned R10 as of June 11, 1985, shall be downzoned as a result of this recommendation.
 3. Expand low-density single-family land use designations east and southeast of the Forest Park Estates Planned Unit Development to allow maximum use of public and private investments in public facilities and services.
 4. Restrict development of the environmentally sensitive Balch Creek drainage by maintaining the current Urban Growth Boundary and designating other areas for rural level use.

5. Increase residential densities adjacent to significant concentrations of commercial activity and future transit stations.
6. In areas suitable for urban development, but where landslide hazards are predominant or natural conditions are unique and sensitive, restrict potential development densities to below what would otherwise be warranted.
7. Recognize existing local service commercial land uses, and sites committed to such uses, by applying appropriate commercial land use designations.
8. Require the following conditions of all future subdivisions, planned unit developments and quasi-judicial upzonings within the Northwest Hills Study Area, in addition to those conditions found in Comprehensive Plan Policy 10.8, subsection C:
 - a) submission of a PUD or subdivision plan by the applicant;
 - b) availability of public sewer and water service;
 - c) if existing public transportation is not deemed adequate, participation in and/or subsidy of a private transportation service; and
 - d) participation in an "impact fee" system, should such a system be adopted by the City Council, and/or measures to otherwise mitigate any adverse impact of automobile traffic generated by the proposed development.

For parcels of between five and twenty acres, and for all upzonings to a commercial zone, the above conditions plus a transportation analysis including documentation of the following will be required:

- e) the potential daily and peak hour traffic volumes generated by the site;
- f) distribution on the street system of the traffic generated by the site;
- g) the extent to which ridesharing and transit incentive programs might reduce the vehicle trips generated by the site; and
- h) current traffic volumes on the principal roadways relative to the site.

For parcels of twenty acres or more, the above conditions will be required, plus the transportation analysis must be expanded to document:

- i) projected traffic volumes on the principal roadways relative to the site should the proposed development and other approved, but undeveloped proposals, be fully developed.

Entire lots, regardless of size, must be upzoned at once; except where the Comprehensive Plan Map applies more than one designation on a single lot. The upzoning may not be approved unless the accompanying PUD or subdivision is also approved.

ORDINANCE No.

9. Comprehensive Plan Maps 1 through 5 (attached as Exhibit B) shall be used as a guide for future annexation rezoning cases within the study area.
- b. Comprehensive Plan Map designations and zoning are hereby adopted for annexed property within the Northwest Hills Area and amended for certain property within the Northwest Hills Area as shown on the maps attached as Exhibit C and incorporated by this reference.

Section 2. The Council finds:

1. The purpose of the nr Natural Resources overlay zone is to preserve a non-urban character in areas of the City that are outside the Metropolitan Service District's adopted Urban Growth Boundary.
2. The requirements of the nr Natural Resources overlay zone are incompatible with lands inside the Urban Growth Boundary and designated for urban development in the Metro Regional Plan.

NOW THEREFORE, the Council directs:

- a. The nr Natural Resources overlay zone shall be removed from any land included within the Urban Growth Boundary through an amendment to the Boundary granted by the Metropolitan Service District.

Passed by the Council, **NOV 27 1985**

Commissioner Margaret D. Strachan
 September 9, 1985
 James Throckmorton:ls:mh
 51249003

Jewel Lansing
 Auditor of the City of Portland

By



Deputy

218

RESOLUTION No. 33989

A Resolution encouraging the Oregon Department of Transportation to study establishment of a more direct westbound access route to the Sunset Highway from Washington Park and directing that Washington Park access be examined in the City's Public Facilities Master Plan.

WHEREAS, the City Council has directed that land use and transportation issues be studied in the Northwest Hills area; and

WHEREAS, the City of Portland Bureau of Planning, in cooperation with the Office of Transportation and other City bureaus, has completed the Northwest Hills Study; and

WHEREAS, the Portland City Planning Commission has adopted a report and recommendation to the City Council regarding the Northwest Hills Study; and

WHEREAS, the Planning Commission and the City Council find that there is a need for direct westbound access to the Sunset Highway from the south entrance road to Washington Park.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PORTLAND, that the Oregon Department of Transportation be encouraged to study the feasibility of a more direct westbound access route to the Sunset Highway from Washington Park and assign a high priority to funding for construction of such an access route.

BE IT FURTHER RESOLVED, that access to and from Washington Park be examined in detail as part of the development of the City's Public Facilities Master Plan.

Adopted by the Council. **NOV 27 1985**

Commissioner Margaret D. Strachan
September 11, 1985
James Throckmorton:mh
51249003

JEWEL LANSING
Auditor of the City of Portland

219 By

Edna Cervara

Deputy