



**NEIGHBORHOOD  
ASSOCIATION**

MACADAM RIDGE HEARING OFFICER APPEAL

2.7.18

# CITY COUNCIL STATEMENT

JAN FRIEDMAN

# DUE PROCESS

- ❖ 10/30 SBNA not offered adequate time to receive, respond and review 200 pages of new documents Mr. Koback submitted at the end of their application window
- ❖ Citizen oral and written testimony, 82 in total, not considered, weighted or analyzed in the Hearings Officer decision
- ❖ 100 page Hearings Officer decision did not include neighbor, citizen or expert testimony secured by SBNA in analytical decision making
- ❖ Hearings Officer decision includes "conditions" that prevent citizen input in the process



DAVE POULSON

# INTIMIDATION

- ❖ PACE Engineers were secured by SBNA to provide expert review and testimony
- ❖ 10/12 PACE presented initial findings at SBNA monthly meeting with Stephen Griffith in attendance
- ❖ 10/13 Stephen Griffith sends PACE cease and desist email
- ❖ 10/27 SBNA notified by PACE they could no longer represent us as the risk of litigation was too high

**From:** Steve Griffith [<mailto:swgrif@hotmail.com>]

**Sent:** Friday, October 13, 2017 6:20 AM

**To:** Brian Lee <[brianl@paceengrs.com](mailto:brianl@paceengrs.com)>; Alessandra Capretti <[alessandrac@paceengrs.com](mailto:alessandrac@paceengrs.com)>

**Subject:** Macadam Ridge presentation at SBNA

Brian Lee

Alessandra Capretti

Pace Engineers

5000 Meadows Road, Suite 345  
Lake Oswego, OR 97035

My family owns the property in Southwest Portland that is being developed for the Macadam Ridge housing development. My grandfather acquired the property some 70 years ago. He bought the property in hopes of building homes for returning World War II veterans. Willard Griffith developed the Ruby Terrace Neighborhood in 1947. My brothers and I are now attempting to follow in his footsteps and develop an adjoining property in order to build homes for Portland families.

I attended the SBNA Meeting last night at Capitol Hill School. During that meeting you both heavily criticized the Macadam Ridge development. I am very troubled by your statements. My development partners and I have invested over \$500,000 over a period of four years to obtain entitlements on the property. We have been damaged by your actions.

1. You illegally obtained information by trespassing on our property. Our property is posted with NO TRESPASSING signs. The City of Portland staff report included maps with property lines. There is no excuse for you not seeking permission to enter the property.

2. You slandered the engineers and consultants that we hired for the Macadam Ridge development.

3. You made multiple inaccurate statements in your presentation.

I request that you cease and desist in your efforts to misrepresent our development.

Sincerely,

Stephen Griffith

To: Robert Lennox

FW: Macadam Ridge presentation at SBNA

Dear Rob,

The letter from Steve Griffith poses a serious impediment to our ability to continue the services for which SBNA has contracted with us. Without providing any further elaboration, we disagree with all claims made by Mr. Griffiths.

Per our scope of services, PACE Engineers was retained to review publicly available documentation submitted for Macadam Ridge and offer our opinions regarding whether it was consistent with the development code. Moreover, we understood that through the course of the Macadam Ridge Entitlement process, SBNA was seeking professional services that could review and respond to the “engineers and consultants” that the developer has retained. It is common and reasonable for SBNA to retain these professional services to provide knowledgeable and qualified responses as would be appropriate for any type II or Type III land use process.

When PACE agreed to provide these services, it was with the understanding that we could develop an open and productive dialog with the City of Portland and with the developer in the interest of gaining an understanding of all perspectives and representing the interests of SBNA. Public comments provided by SBNA members and others, including a peer to peer exchange among professionals, should not only be freely encouraged but strongly desired by all interested parties as an important aspect of facilitating a comprehensive entitlement process.

Our services were not envisioned or estimated to be provided within the context of potential civil litigation. Mr. Griffith’s email to us, and the legal terms he has incorporated in it, clearly indicates his intent to have all our statements and provided services scrutinized by his attorneys with the intent of identifying potential civil litigation opportunities. In consideration of the fact that Mr. Griffith has invested \$500,000 to become familiar with the development issues associated with this property, while PACE’s review has just begun, it would be imprudent of us to continue to deliver our services without introducing our own legal counsel to provide an equivalent legal review and represent PACE Engineers in public.

Furthermore, the budgetary fees we established in our original proposal did not incorporate this legal review and representation nor is it commensurate with our originally perceived services provisions and/or liabilities. Mr Griffith’s letter has in effect poisoned the well that the public and the development community normally depends upon in good faith to arrive at a thorough understanding of a proposed land use action. For this reason we are terminating the services we would have otherwise provided you. I regret that this action needs to be taken, but Mr. Griffiths letter does not provide us with any reasonable alternative.

If you wish to further discuss the above action we are taking, please feel free to contact me directly.

Sincerely,  
PACE Engineers Inc.

David Poulson PE  
Oregon Branch Manager



David C. Poulson, PE | Branch Manager  
5000 Meadows Rd | Suite 345 | Lake Oswego, OR 97035  
p. 503.597.3222 | f. 503.597.7655  
[www.paceengrs.com](http://www.paceengrs.com)

KRISTA PETERSON

# SAFETY

- ❖ Widely acknowledged & accepted Taylors Ferry Road is **UNSAFE**
- ❖ Applicant's Traffic Impact Study has **FLAWED** reasoning
- ❖ No viable **SAFE** connection to transit
- ❖ **NEGATIVE** impact on adjacent neighborhoods
- ❖ Crosswalk on Taylors Ferry is absolutely necessary

CAROL LIDBERG

# SAFETY

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LORRAINE ZUMWALT

# Portland teen struck by two cars remains in critical condition


by Hillary Lake, KATU News | Thursday, February 18th 2016



0218 crash 3.png



VIEW PHOTO GALLERY

 3 photos

AA

PORTLAND, Ore. — A 15-year-old [Portland boy who was struck by two cars Wednesday](#) evening remains hospitalized in critical condition.

Police have identified the boy as Timothy Baranow. The cross country section of the [Wilson High School Athletics](#) website directs users to a [second website where Baranow is identified](#) as a member of the cross country team.

Police said Baranow was running northbound across Taylors Ferry Road near the Riverview Cemetery to his home when a woman driving a Toyota 4Runner westbound struck him. The accident happened on a stretch of the road between Macadam Avenue and Boones Ferry Road just before 6 p.m.

Baranow was struck a second time by a woman driving a Toyota Rav4 driving the opposite direction. Both drivers remained on scene; police say neither was impaired by alcohol or drugs.

There's no shoulder of the road or sidewalks on this stretch of road.

"It was raining substantially," said Portland Police Lt. Ryan Lee. "While there are streetlights out here, this is sort of a relatively more rural area of the city. Visibility may have been a factor."

Several neighbors who live near the crash site told KATU News they have been worried about safety on Taylors Ferry Road for years.

"Speed is a big problem...I've seen bikers come up and down the hill, I'm a biker myself. And I have seen people with no shoulder going up and down the road. That concerns me," Amy Kennedy said.

"Our fence has been run in to five times since 1999...To walk across is something you don't want to do," Vicki Gorud explained.

PBOT Spokesman Dylan Rivera tells KATU News there have been 28 crashes on Taylors Ferry Road between McAdam Avenue and Boones Ferry Road since 2010. He said none of the accidents were fatal, and none had serious injuries. The road is not one of the city's High Crash Corridors.

Rivera said the severity of this crash is prompting PBOT to consult with police about possibly making safety improvements to the road.

"Thank God. Good. I think it's long overdue and it's a shame that it took that for them to take a look at safety," Kennedy said.

Crews from the Burlingame Fire station were the first on scene. Portland Fire Spokesman Rich Tyler said accidents like this always hit crews hard, especially since a teenager is involved. He also had a reminder for all pedestrians using any street without a sidewalk.

"When you are looking for a place to walk, obviously your first choice is going to be a sidewalk. Sometimes there's no option in the streets around Portland to walk, and if you're going to do that, especially be aware of your surroundings and walk on the side of the road where you're facing traffic so you can see the traffic coming at you," Tyler said.

SCOTT RICHMAN

# SAFETY

- ❖ City's Title Code 33.641.020 - Transportation Impacts Approval Criterion
- ❖ Current deficiencies on Taylors Ferry Road cannot safely accommodate additional traffic with no safe connections to transit (route 43 stops on TFR)

SHANNON HILLER-WEBB

# SW HILLS SIGNIFICANT FUNCTIONAL VALUES

- ❖ 130 plant species that include Douglas Firs, Western Red Cedars, Pacific Dogwoods
- ❖ Protected Stephens Creek and Ruby Creek critical to endangered Chinook Salmon and Steelhead Trout migration, with \$1 million investment from City of PDX
- ❖ 31 mammals and 74 nesting bird varieties – Flying Squirrel, Pileated Woodpecker, Elk, Black-Tailed Deer, Mountain Beaver, Sharp-Shinned Hawk, Bald Eagle
- ❖ 478 native trees 6-54 inches in diameter slated for clear cut
- ❖ 54-inch diameter Douglas Fir Tree, 200 – 300 years old

DAVID HENINGTON

# ENVIRONMENT

- ❖ 33.430.250.A, 33.430.250.A.1.a and 33.430.250.A.1.c
- ❖ Environmental Conservation Zone is applied uniformly throughout the parcel and makes no distinction to value any one part over another
- ❖ Stephens and Ruby Creeks critical to endangered Chinook Salmon and Steelhead Trout migration
- ❖ Westside Wildlife Corridor contiguous habitat corridor from Forest Park to Lake Oswego will be compromised





**Macadam Ridge**

**Figure 7 - Habitat Connectivity**

Habitat Connectivity (Figure 7) shows the potential aquatic, terrestrial, and avian connectivity that link to RVNA. The figure shows natural area and park patches set within the urban environment southwest Portland. The tree canopy at RVNA provides an important link in Portland's urban wildlife connectivity. To provide context for barriers to wildlife passage, elements of the built environment are shown, including arterial roads, streets, and buildings. Wildlife barriers near RVNA include Highway 43, Interstate 5, and nearby arterial roads. Connectivity arrows indicate potential migration pathways from RVNA to Willamette Park and the Willamette River and to Oaks Bottom Wildlife Refuge. These connections serve as important habitats for migrating aquatic and avian species. Additionally, a connectivity arrow indicates an important area for potential terrestrial migration connections between RVNA and Tryon Creek State Natural Area, approximately one mile southwest of RVNA.

The figure depicts two Terrestrial Connectivity Areas in RVNA. The first terrestrial connectivity area highlights the west edge of RVNA as an important area to protect habitat that could foster wildlife connectivity southwest to Tryon Creek State Natural Area. The second terrestrial connectivity area, along an eastern segment of RVNA's south edge also provides an opportunity for wildlife to connect to natural areas east of Lewis & Clark's college campus. RVNA contains a dense tree canopy that provides an important link for migrating avian wildlife to nearby parcels. The terrestrial connectivity areas were determined from locations that provide connections to adjacent natural area parcels.

Along the east edge of RVNA, the Aquatic / Terrestrial Connectivity Area highlights potential connectivity upgrade areas under Highway 43. Highway 43 is a major barrier for wildlife to move east to Powers Marine Park (approximately 150 feet from the RVNA boundary), and the Willamette River. Culvert replacements and upgrades can provide the opportunity to increase habitat connectivity for fish, mammals, reptiles, and amphibians to connect from RVNA to Powers Marine Park, the Willamette River, and other bodies of water. The connectivity area was determined from areas surrounding culverts under Highway 43 leading to Powers Marine Park.



ROBERT LENNOX

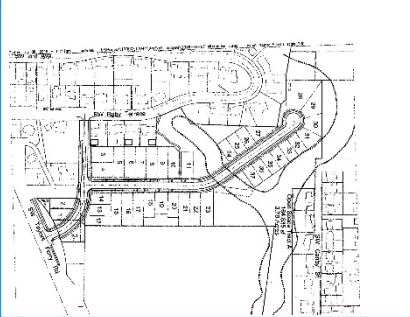
# SUB-DIVISION ALTERNATIVES

- ❖ 33.430.101
- ❖ 4 plans presented for review, 12 plans submitted, HO determined 5 were usable
- ❖ 10 of 12 alternatives offer no innovation
- ❖ 0 plans presented analysis

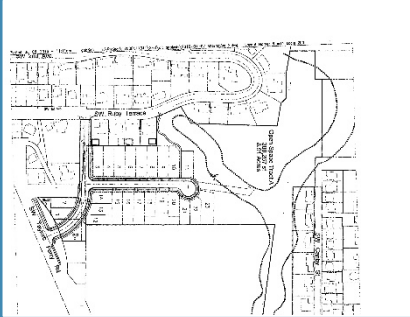




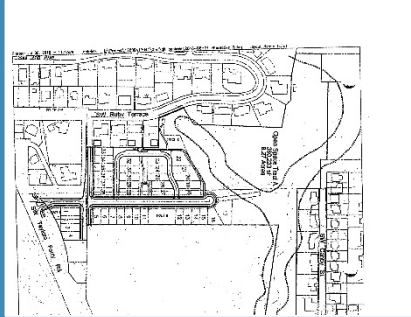
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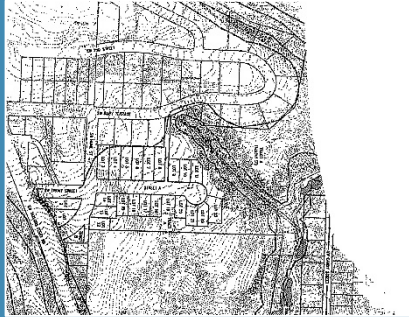
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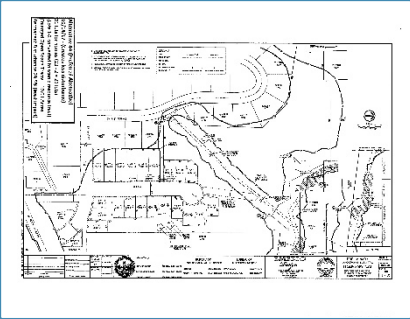
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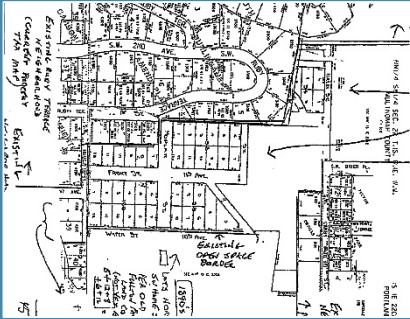
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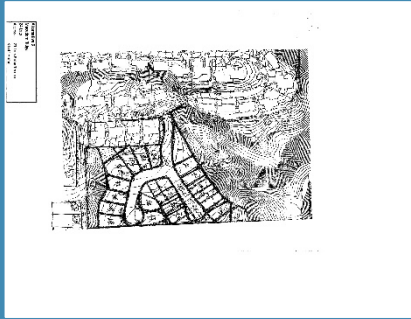
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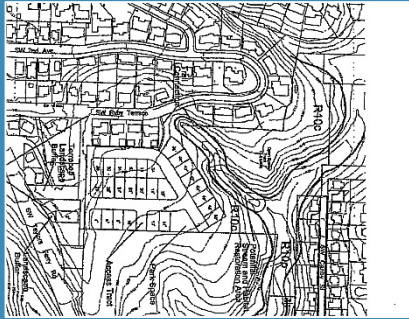
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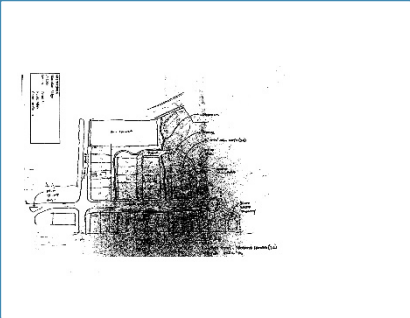
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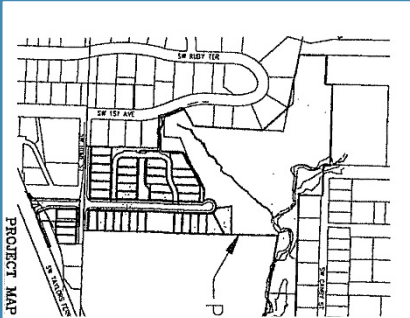
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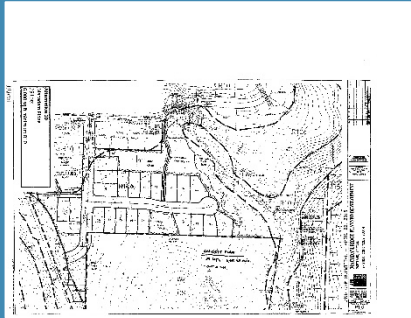
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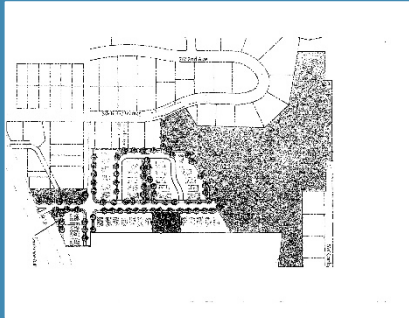
Alternative 08



Alternative 09



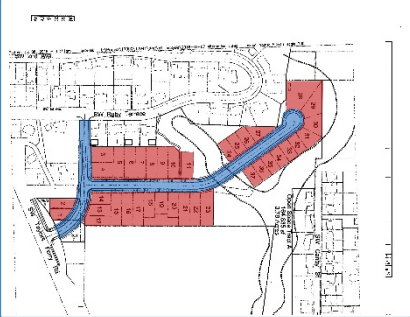
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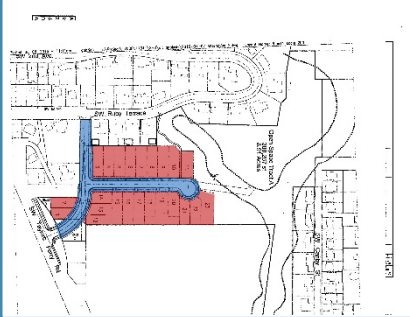
Alternative 11



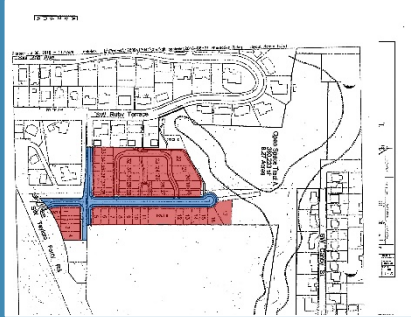
# SUB-DIVISION ALTERNATIVES HIGHLIGHTING LOTS IN RED, STREETS IN BLUE



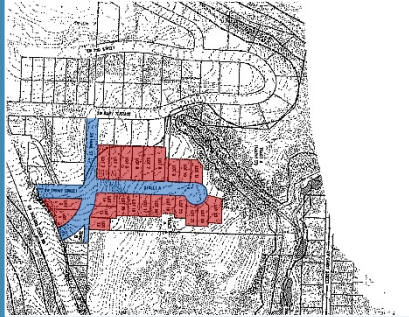
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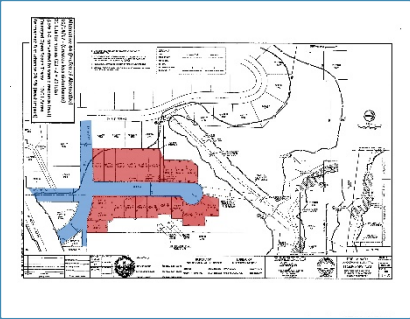
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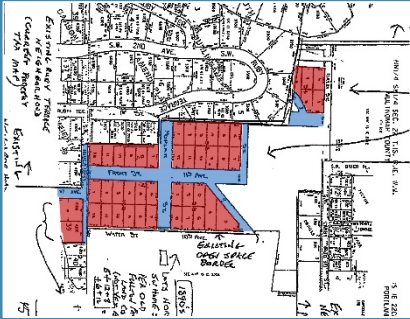
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Alternative 04



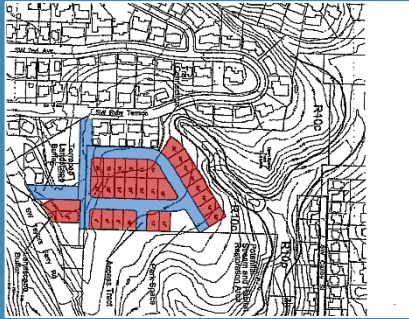
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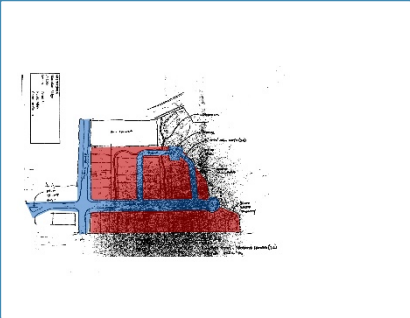
Alternative 05



Alternative 06



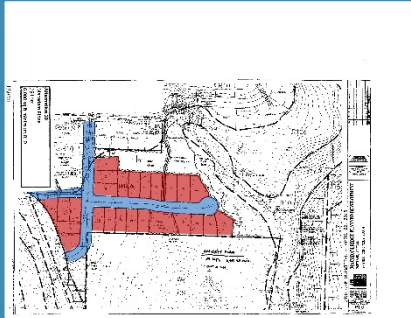
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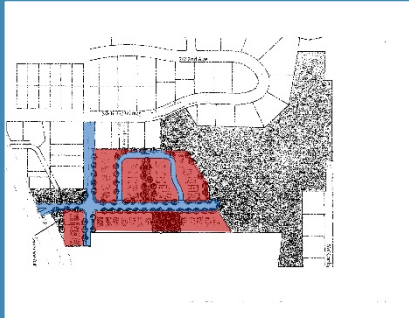
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Alternative 09



Alternative 10

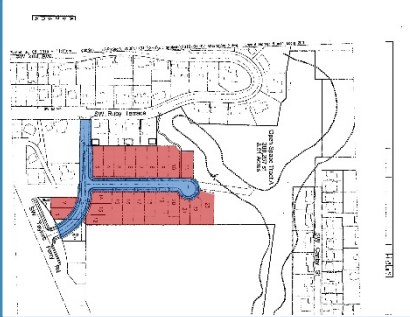


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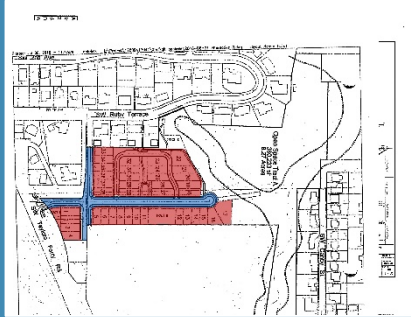
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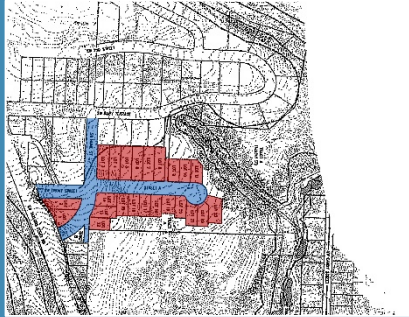
Alternative 01



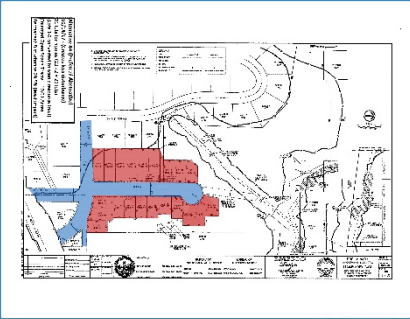
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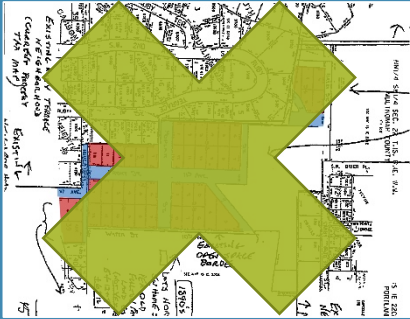
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Alternative 04



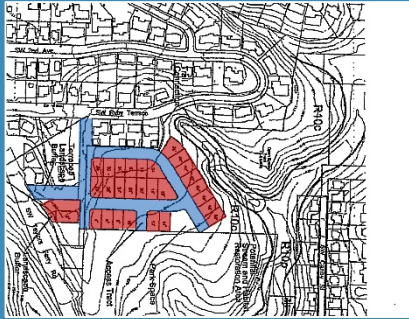
Alternative 04a - PREFERRED



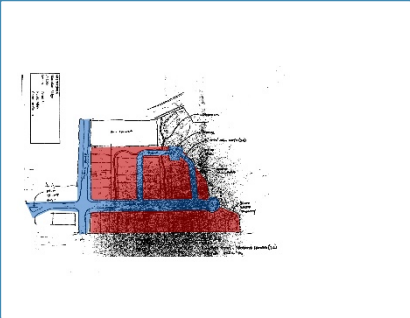
Alternative 05 - REJECTED



Alternative 06 - REJECTED



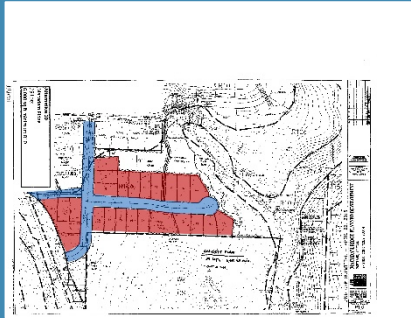
Alternative 07 - REJECTED



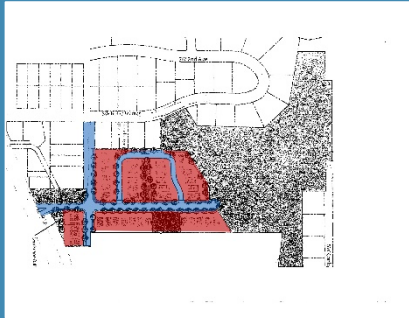
Alternative 08 - REJECTED



Alternative 09 - REJECTED



Alternative 10 - REJECTED



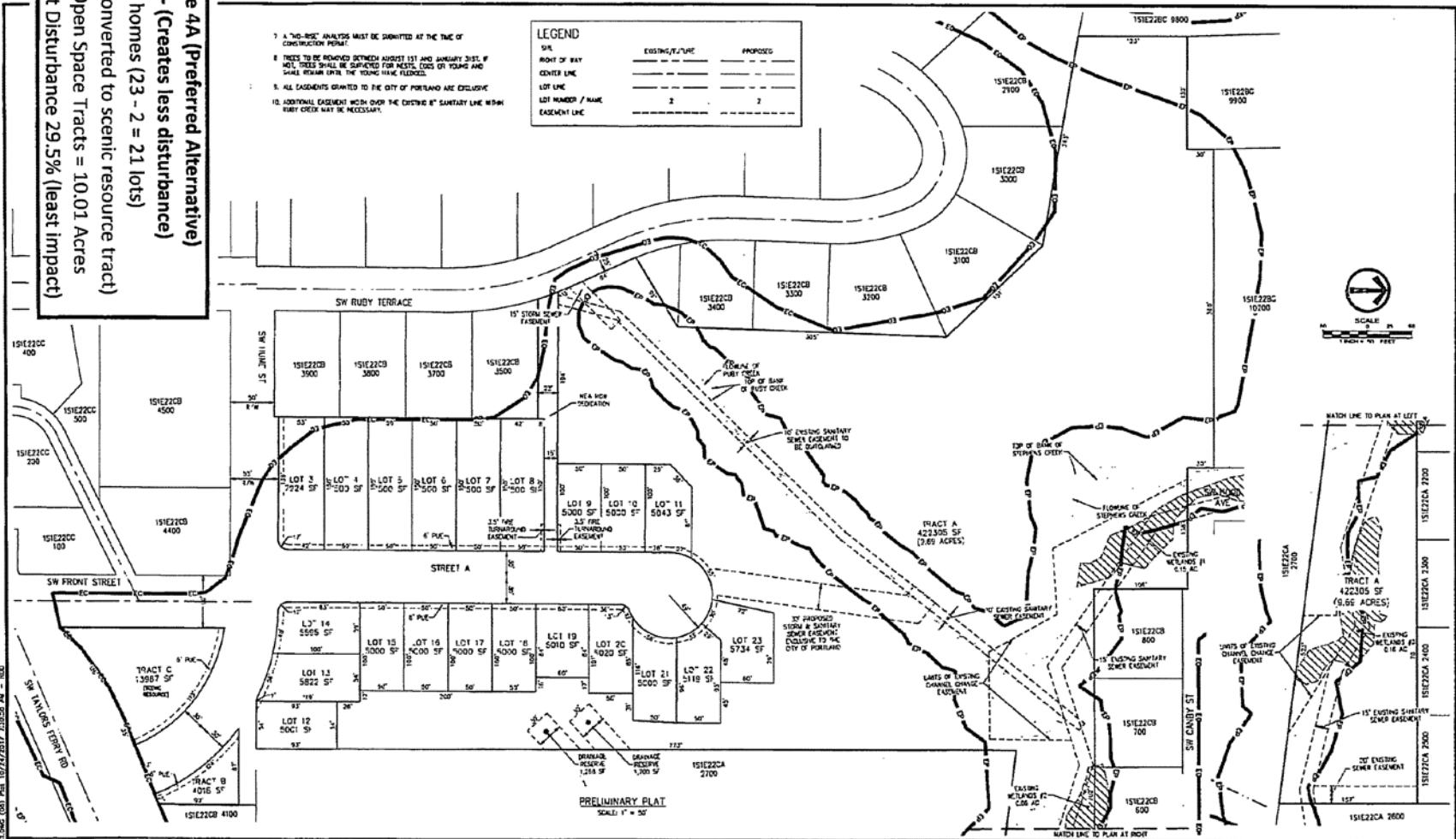
Alternative 11 - REJECTED



**Alternative 4A (Preferred Alternative)**  
**10/14/17 - (Creates less disturbance)**  
 21 lots for homes (23 - 2 = 21 lots)  
 (Lots 1-2 converted to scenic resource tract)  
 Enlarged Open Space Tracts = 10.01 Acres  
 Permanent Disturbance 29.5% (least impact)

1. A "NO-BID" ANALYSIS MUST BE SUBMITTED AT THE TIME OF CONSTRUCTION PERMIT.
2. TREES TO BE REMOVED BETWEEN AUGUST 1ST AND JANUARY 31ST. IF NEW TREES SHALL BE PLANTED FOR NEEDS, COES OR YOUNG AND SHALL REMAIN UNTIL THE YOUNG HAVE FLEECED.
3. ALL EASEMENTS GRANTED TO THE CITY OF PORTLAND ARE EXCLUSIVE.
4. ADDITIONAL EASEMENTS WITHIN OR OVER THE EXISTING 8" SANITARY LINE WITHIN RUBY CREEK MAY BE NECESSARY.

LEGEND	
EXISTING/TYPE	PROPOSED
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CONTROLLED BY: [ ] PROJECT COMPLETED: [ ] MAP CORRECTED BY: [ ] CHECKED BY: [ ]		PERMITS BY: [ ] DATE APPROVED: [ ] DP & EDC: [ ] PREPARED BY: [ ] AS & EDC: [ ]		APPROVALS: RES. CHIEF/ENGINEER: [ ] DIST. PRINCIPLE ENGINEER: [ ] PREP. CHIEF ENGINEER: [ ]		BUREAU OF ENVIRONMENTAL SERVICES NICK FISH, COMMISSIONER WILLIAM F. RYAN, P.E., CHIEF ENGINEER		BUREAU OF TRANSPORTATION STEVE NOWICK, COMMISSIONER STEVE TOWNSEND, P.E., CITY ENGINEER		<b>EMERIO Design</b> 6415 SW FILLMORE PLACE, SUITE 140 PORTLAND, OREGON 97205 TEL: 503.748.4474 FAX: 503.748.4474		REGISTERED PROFESSIONAL ENGINEER DANIEL E. STUBBS LICENSE NO. 1215		PRELIMINARY LAND DIVISION SUBMITTAL <b>PRELIMINARY PLAT</b> MACADAM RIDGE SUBDIVISION SW HOME ST., SW RUBY TERRACE & SW TAYLORS FERRY RD		SHEET NO. [ ] TOTAL SHEETS [ ] PROJECT NO. [ ] DATE [ ] P. 0/0 6 of 25
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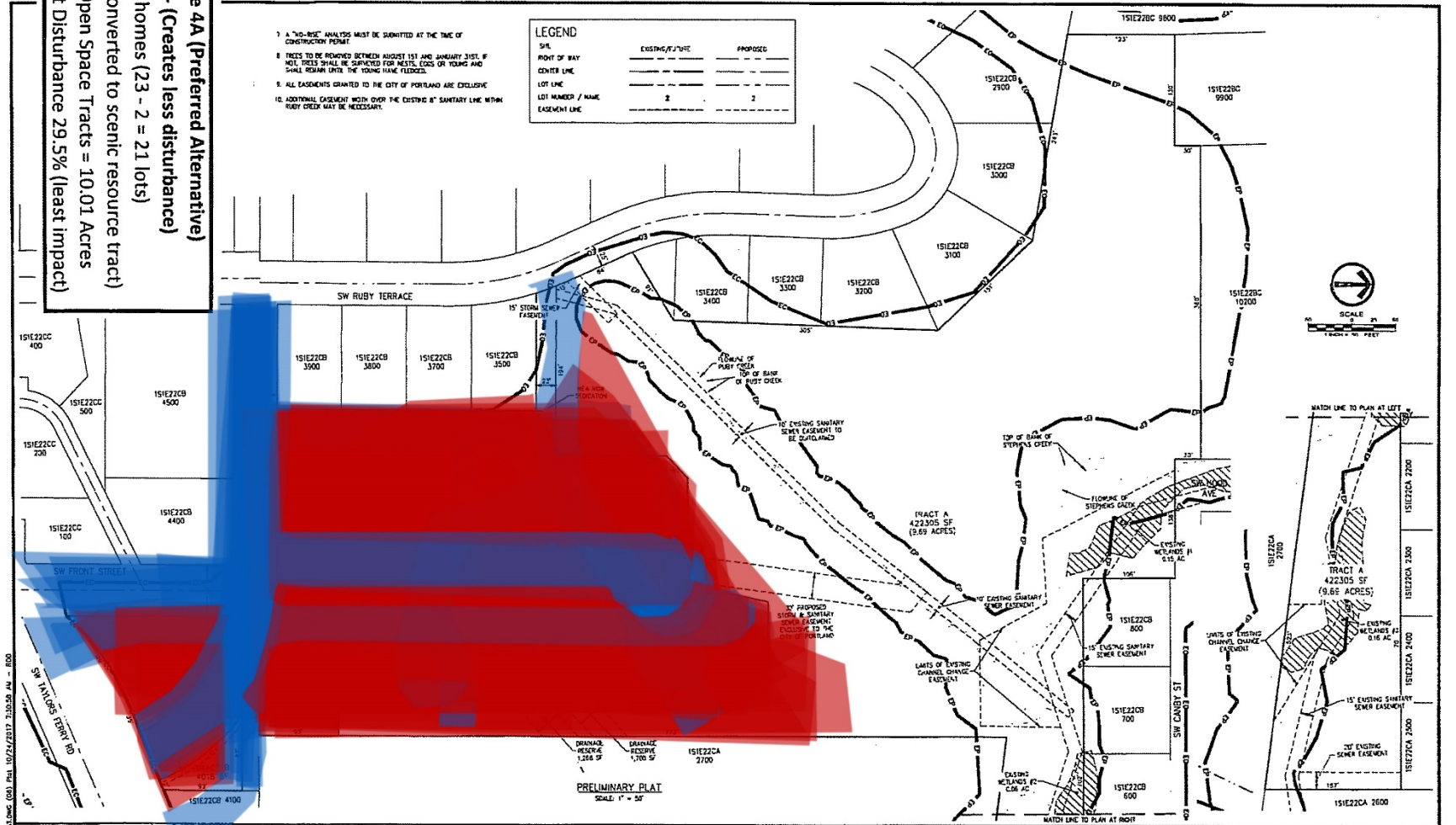
2020 - BY REGISTERED PROFESSIONAL ENGINEER DANIEL E. STUBBS, LICENSE NO. 1215



**Alternative 4A (Preferred Alternative)**  
**10/14/17 - (Creates less disturbance)**  
 21 lots for homes (23 - 2 = 21 lots)  
 (Lots 1-2 converted to scenic resource tract)  
 Enlarged Open Space Tracts = 10.01 Acres  
 Permanent Disturbance 29.5% (least impact)

- 1. A "NO-RISE" ANALYSIS MUST BE SUBMITTED AT THE TIME OF CONSTRUCTION PERMIT.
- 2. TREES TO BE REMOVED BETWEEN AUGUST 1ST AND JANUARY 31ST. IF WELL TREES SHALL BE SURVIVED FOR NESTS, EGGS OR YOUNG AND SHALL REMAIN UNTIL THE YOUNG HAVE FLEGGED.
- 3. ALL EASEMENTS GRANTED TO THE CITY OF PORTLAND ARE EXCLUSIVE.
- 10. ADDITIONAL EASEMENT WIDTH OVER THE EXISTING 8' SANITARY LINE WITHIN RUBY CREEK MAY BE NECESSARY.

LEGEND		
S/L	EXISTING/PL/TYPE	PROPOSED
RIGHT OF WAY	---	---
CENTER LINE	---	---
LOT LINE	---	---
LOT NUMBER / NAME	2	2
EASEMENT LINE	---	---



FILED: 05-10-2017 10:52:52 AM 151E22CB 400-151E22CA 2600

NO.	DATE	DESCRIPTION	APPROVED BY



APPROVALS.	
DESIGNED BY MICHAEL J. FISHER P.E. 136307	REC. PROF. ENGR 136307E
CHECKED BY WILLIAM F. RYAN, P.E.	REC. PROF. ENGR 136307E
DRAWN BY MICHAEL J. FISHER	REC. PROF. ENGR 136307E

**BUREAU OF ENVIRONMENTAL SERVICES**  
 NICK FISHER, COMMISSIONER  
 WILLIAM F. RYAN, P.E., CHIEF ENGINEER

**BUREAU OF TRANSPORTATION**  
 STEVE NOWICK, COMMISSIONER  
 STEVE TOWNSEND, P.E., CITY ENGINEER

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 BEAVERTON, OREGON 97008  
 TEL: (503) 718-8870  
 FAX: (503) 439-9944  
 WWW.EMERIODSIGN.COM



**PRELIMINARY LAND DIVISION SUBMITTAL**  
**PRELIMINARY PLAT**  
 MACADAM RIDGE SUBDIVISION  
 SW HUME ST, SW RUBY TERRACE  
 & SW TAYLORS FERRY RD

PLAT NO. 1780025
PROJECT NO. P 10
SHEET NO. 6 of 25

JOHN HOLDERNESS

# STEPHENS CREEK + 54" DOUGLAS FIR

- ❖ 33.430.250 and 33.630
- ❖ Stephens Creek is one of the few remaining open stream channels in Portland
- ❖ Stephens Creek and the Willamette River provides critical off-channel rearing and refuge habitat for native Endangered Species Act-listed Chinook & Coho Salmon and Steelhead Trout
- ❖ 54-inch diameter Douglas Fir tree - over 200 years old
- ❖ ***“trees that are healthy, native and non-nuisance species, 20” or more in diameter in tree groves are the highest priority for preservation”***

MICHELLE LENNOX

# FUNCTIONAL RESOURCES

“The balanced relationship between the area’s geologic formations, soils and groundwater features is protected by the extensive canopy cover and root system of the forest which shelters and stabilizes the hillside slopes. Activities which disturb this fragile relationship can substantially degrade resource values by causing landslides, flooding, erosion and sedimentation.” ”...by stabilizing the soil and reducing runoff and erosion, the forest protects the community from landslides...resources should be understood as interconnected strands of a complex ecological web.”

Southwest Hills Resource Preservation Plan, Chapter 7



## DEEP ROOT SYSTEMS GIVE STRENGTH TO SLOPES

### PLANT ROOTS ARE VITAL

Live tree roots strengthen slopes. After a tree is cut down, it takes between 5 and 8 years for the roots below to lose their strength.



**THE PRESENCE OF A PREVIOUS  
LANDSLIDE IS ONE OF THE BIGGEST  
AND MOST OBVIOUS RISK FACTORS**

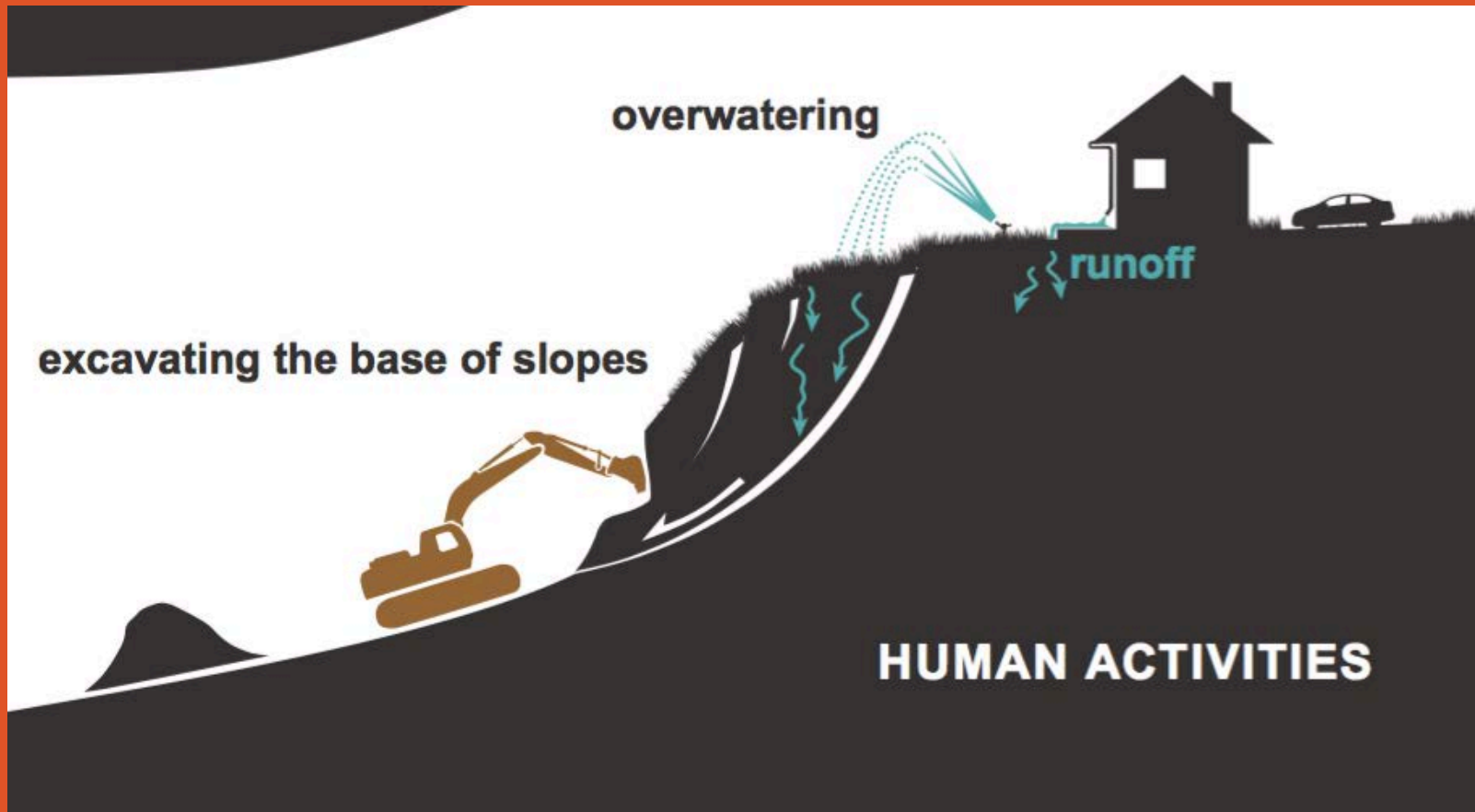
CAROL HAZZARD



# LANDSLIDE

- ❖ 5 of the 7 points to **avoid** reactivating a landslide will occur with the development plan outlined by Riverview Abbey
- ❖ Upland forest that stabilizes the ground overlying the landslide will be clear cut, and will be replaced with impervious surfaces that will concentrate water on the slope
- ❖ Land will be graded and cut from the bottom
- ❖ 20,000 cubic yards of infill will be added as a load to the slope
- ❖ Tons of building material will add to the load and will create impervious surfaces which will concentrate water on the slope
- ❖ Since there is no mitigation for uphill ground water, water will be concentrated even more on the slope

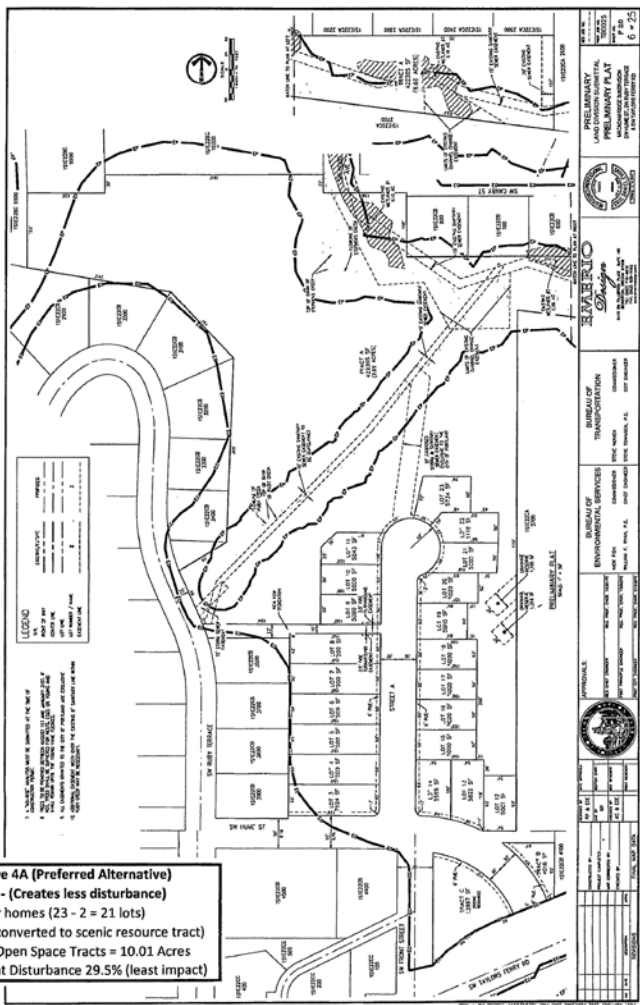
- Do not add water to steep slopes
- Avoid placing fill soil on or near steep slopes
- Avoid placing yard waste or debris on steep slopes
- Avoid excavating on or at the base of steep slopes



ROGER ZUMWALT

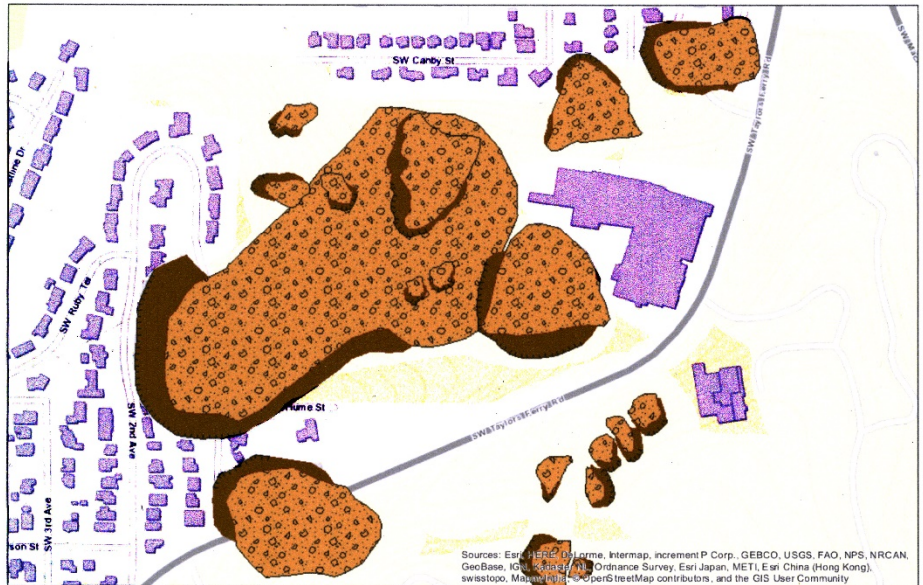
# LANDSLIDE

- ❖ Riverview Abbey (large purple building) is safely outside the landslide
- ❖ Riverview Abbey is prepared to place 17 current and 21 future families in peril on the landslide
- ❖ **This report proves that there has been relatively recent landslide activity with no man-made disturbing influences**
- ❖ 40 known recent slides prove this ancient landslide has reactivated
- ❖ The presence of a landslide is the biggest risk for future landslides.



**Alternative 4A (Preferred Alternative)  
10/14/17 - (Creates less disturbance)**  
21 lots for homes (23 - 2 = 21 lots)  
(Lots 1-2 converted to scenic resource tract)  
Enlarged Open Space Tracts = 10.01 Acres  
Permanent Disturbance 29.5% (least impact)

Map: Existing Landslide: reference Macadam Ridge Type III Land Division



October 10, 2017

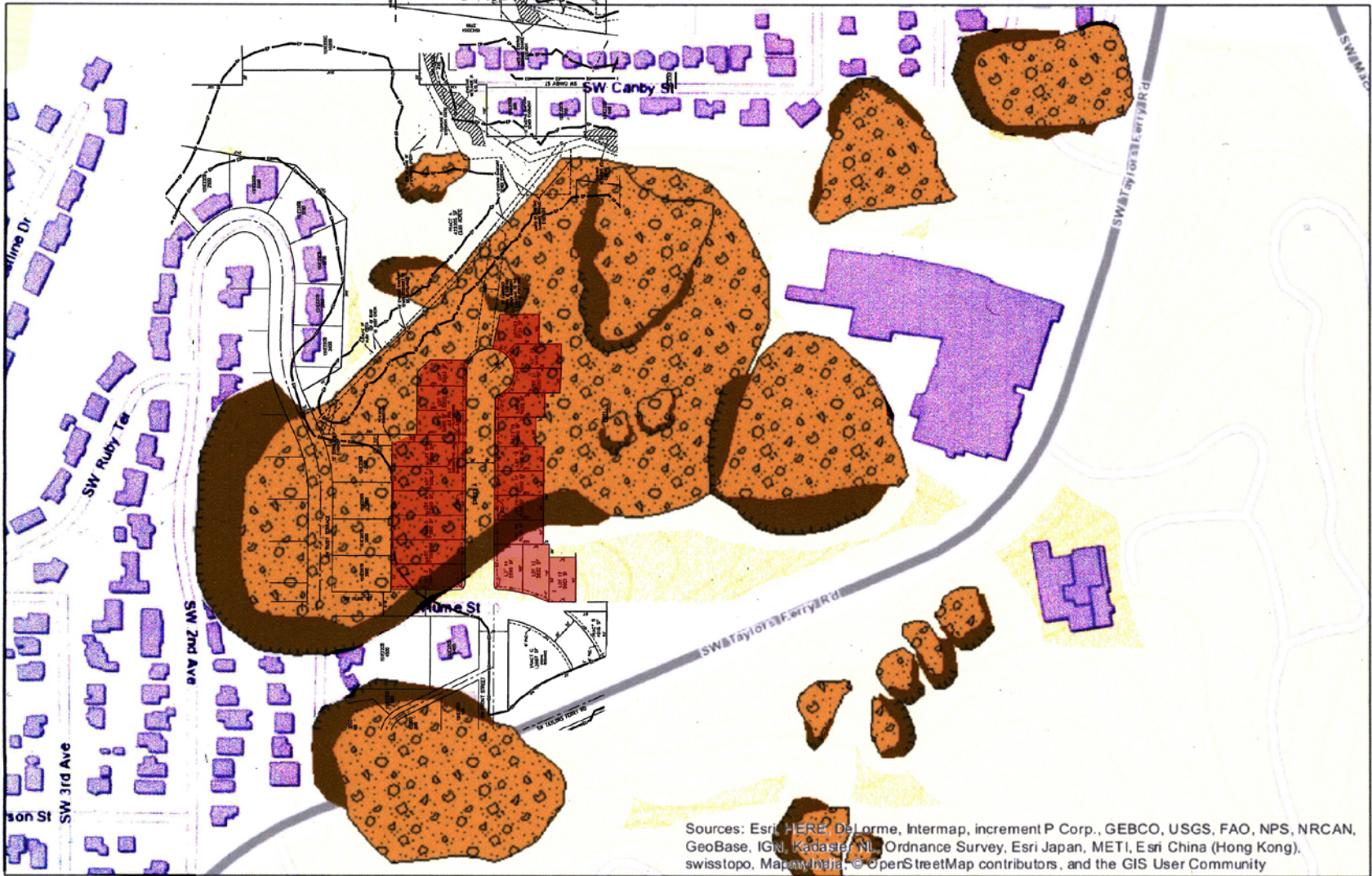
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**IMPORTANT NOTICE:**  
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.





# Map: Existing Landslide: reference Macadam Ridge Type III Land Division

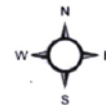
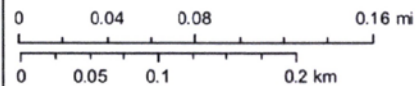


October 10, 2017

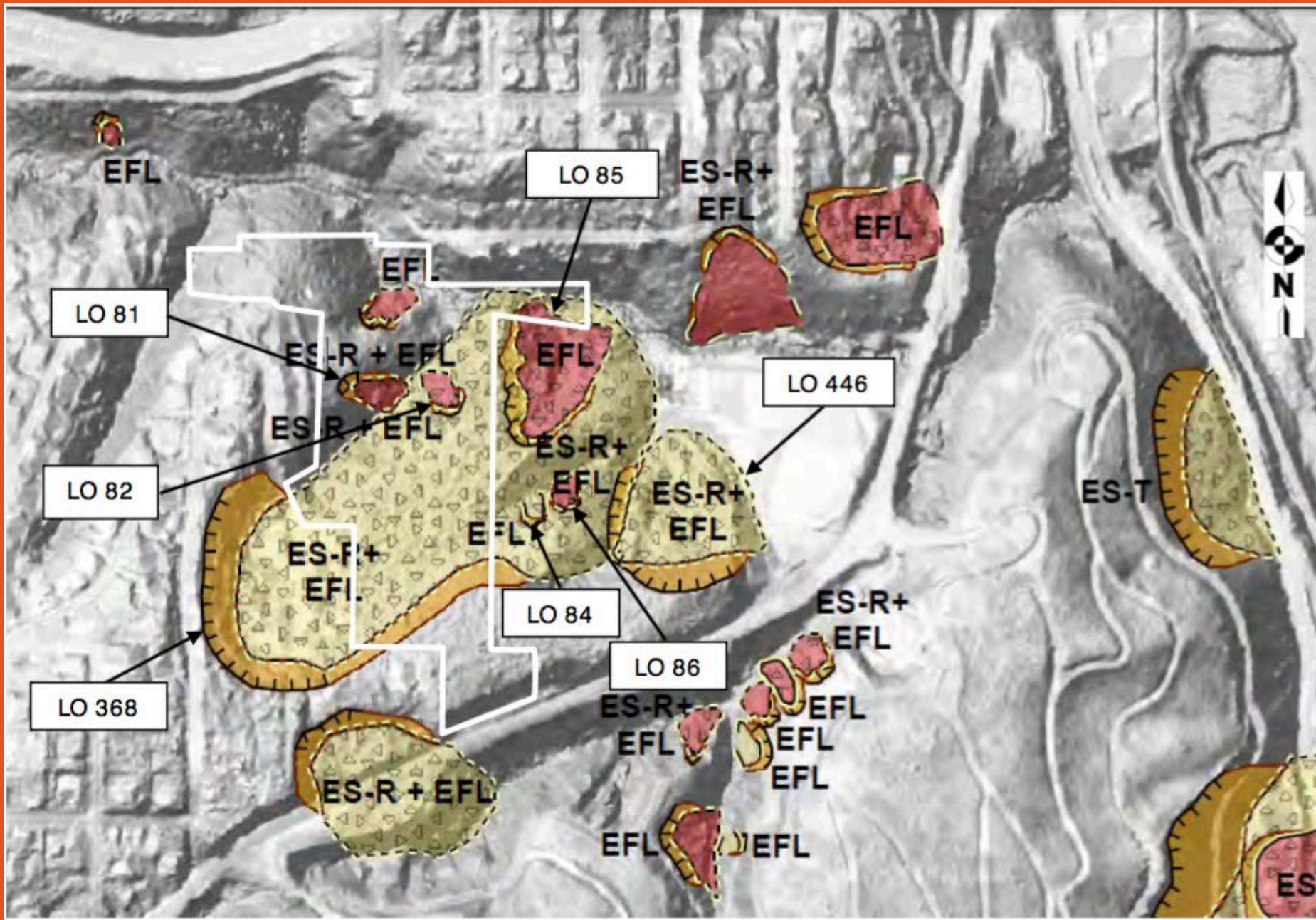
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LINDA MEIER



# LANDSLIDE

- ❖ 33.632.100 - locate lots...on parts of the site that are suitable for development in a manner that **reasonably limits the risk** of a landslide affecting the site and adjacent sites
- ❖ Sub-division lies completely within a known ancient landslide
- ❖ Applicants geotech firm asserted landslide was “low [risk], **assuming our design and construction recommendations are followed** “
- ❖ Design recommendations were removed without further mitigation in July 2017
- ❖ Therefore have not proven low risk to build on landslide

## LIMITATIONS

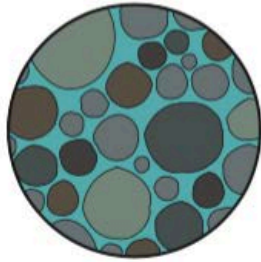
This report was prepared for the exclusive use of Riverview Abbey Mausoleum Company and members of the design team for this specific project. The scope is limited to the specific project and location described herein, and our description of the project represents our understanding of the significant aspects of the project relevant to the referenced design and construction of foundations, roadway cuts and fills, and utilities. In the event that any changes in the location of these elements as outlined in this report are planned, we should review the changes and modify or reaffirm the conclusions and recommendations of this report in writing.

As discussed in this report, portions of the site have been modified by ancient landslide activity. In our opinion, construction of the recommended drainage improvements associated with the project will serve to improve the overall slope stability of the site. However, it must be acknowledged that there is some inherent risk associated with development in areas modified by ancient landslide activity. As discussed in our meetings with the project team, it is our opinion that the risk of future slope instability in the proposed development areas that have been modified by ancient landslide activity is low, assuming our design and construction recommendations are followed.

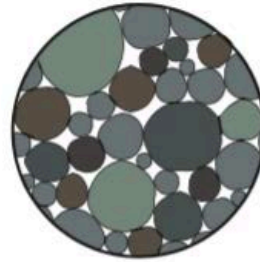
SETH DRYDEN

# LANDSLIDE

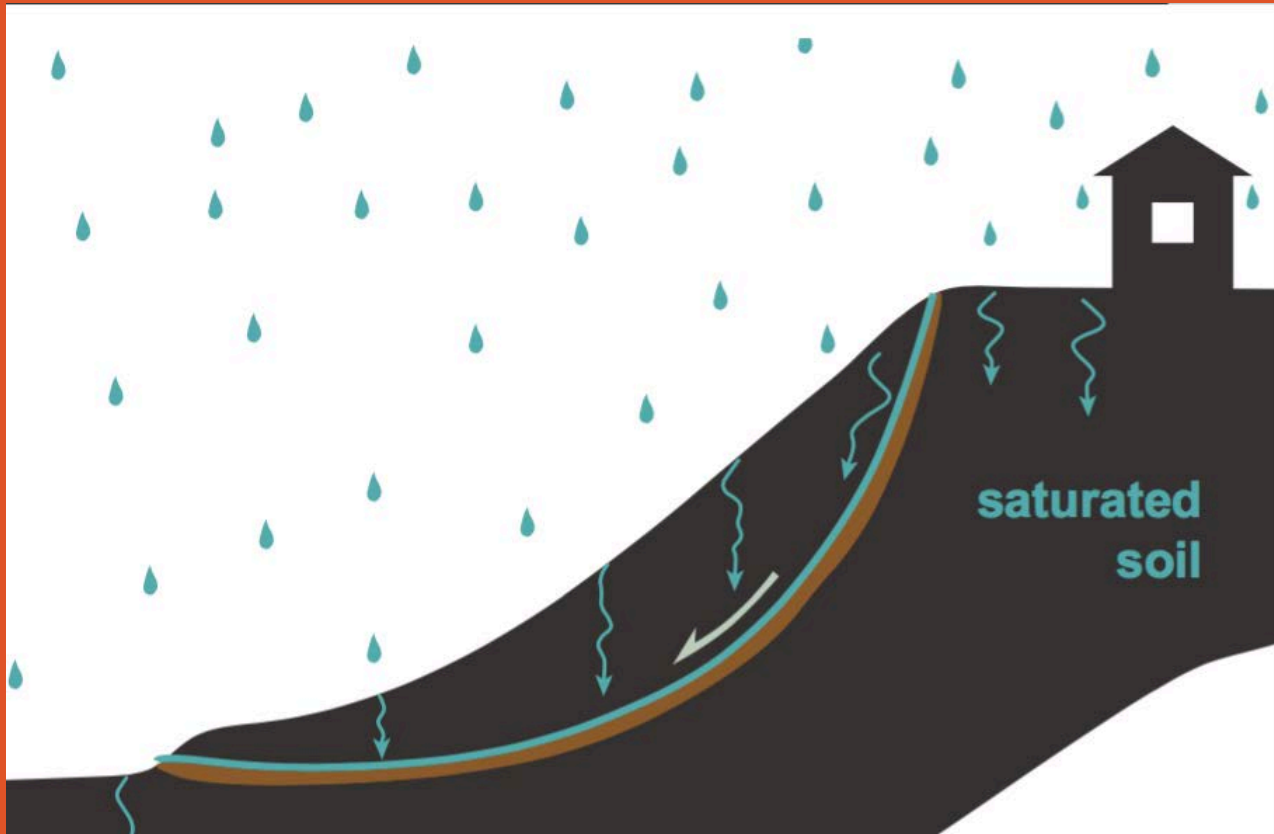
- ❖ 33.430.240.B. and 33.632.100
- ❖ “watershed is prone to slope failures and if the soils become saturated, they are very likely to fail.” – Ryan Cole Masters Thesis – Stephens Creek Watershed
- ❖ all mitigation for subsurface ground water has been withdrawn
- ❖ SWHRPP - Portland Hills silt has important implications for land use and development. This silt becomes very unstable when wet, and the potential for slope failure is particularly high after winter rains have saturated the soil
- ❖ **76% of the landslides could have been reduced or prevented if humans had controlled the water**



**Wet soil**  
grains pushed apart  
reducing soil strength



**Dry soil**  
grains touch,  
increasing soil  
strength



JIM HUSSEY

# LANDSLIDE

- ❖ 33.430.250.A.1, 33.430.240.B.3 and 33.632.100
- ❖ Water is one of the greatest risks to reactivating a landslide
- ❖ Residents serious concerns for existing water problems
- ❖ Geotechnical Evaluation shows two areas with a very high water table
- ❖ Ground gets saturated quickly and stays saturated in this valuable Upland resource tract







LEE CANNON

# LANDSLIDE INSURANCE

- ❖ Homeowner must provide a specific GeoTech report for their property to obtain a quote at their own expense, often \$500-2,000 with no guarantee of policy issuance
- ❖ Standard Homeowners policy do not offer Landslide Insurance, FEMA does not offer it; DIC a only path however;
- ❖ You are not eligible if they consider your home in a “high risk” area. This area is considered “severe hazard” and removing trees elevates that risk
- ❖ \$300,000 home may pay an additional \$1100/year for coverage with a high deductible only covering the home and not the property or driveway or the cost to stabilize the land once rebuilt to prevent it from happening again
- ❖ City of PDX and taxpayers have greatest risk for lawsuit

# SCOTT BURNS BIO

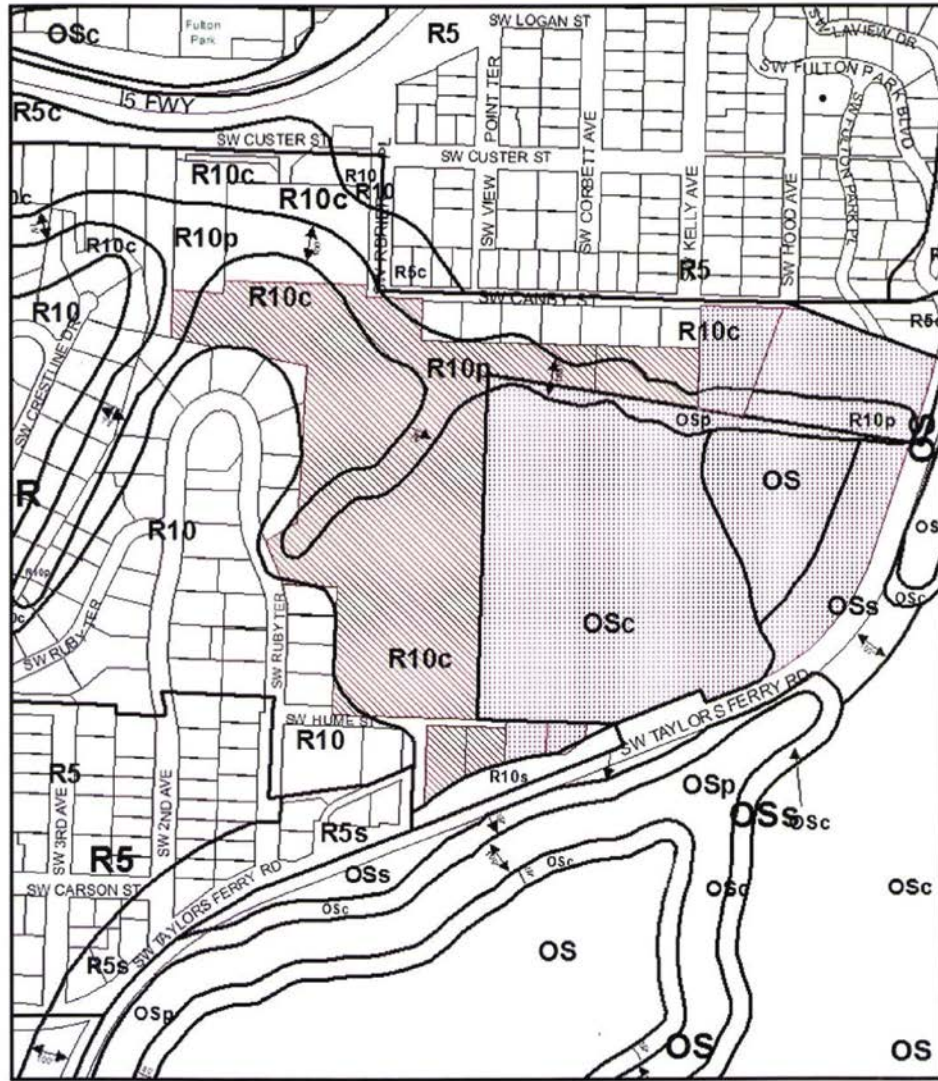
- ❖ Professor Emeritus at PSU
- ❖ Former PHD Chair of Geology
- ❖ 47 years in Geology, 35 years Landslide Specialist
- ❖ President of The International Association of Engineering Geologists
- ❖ Foremost landslide expert **nationally**, often appearing as an expert witness in landslide lawsuits

SCOTT BURNS

MIKE ANDREWS

# ZONING

- ❖ Proposed development is pursuing 14 lots below the R10 standard
- ❖ Greater the housing density, the greater the subsequent impacts to the environment, including trees and the existing land slide area
- ❖ This area is zoned R10c, not R5 or R7, and is entirely within a conservation overlay!
- ❖ Reduced side yard setback from 10' down to 5' does not promote an increases in fire safety

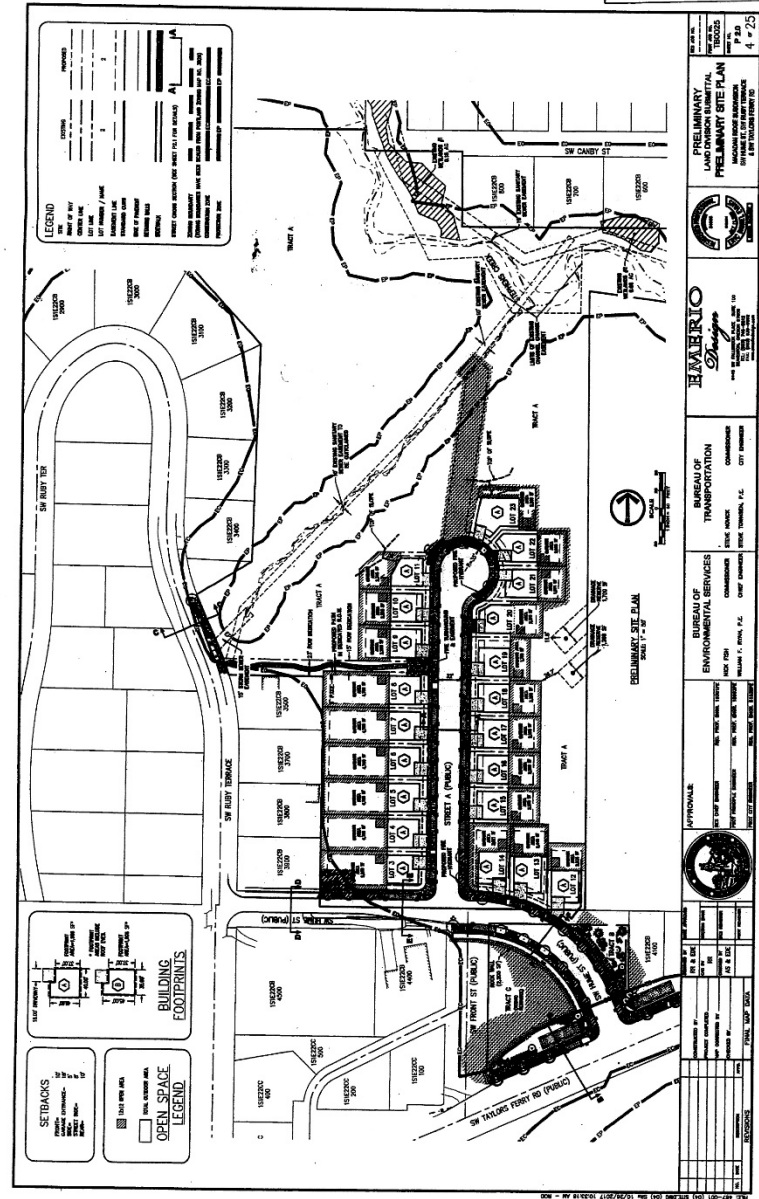


# ZONING



- Site
- Also Owned Parcels
- Historic Landmark

File No.	LU 16-213734 LDS ENM EV
1/4 Section	3829
Scale	1 inch = 300 feet
State Id	1S1E22CB 1300
Exhibit	B (Feb 01, 2017)



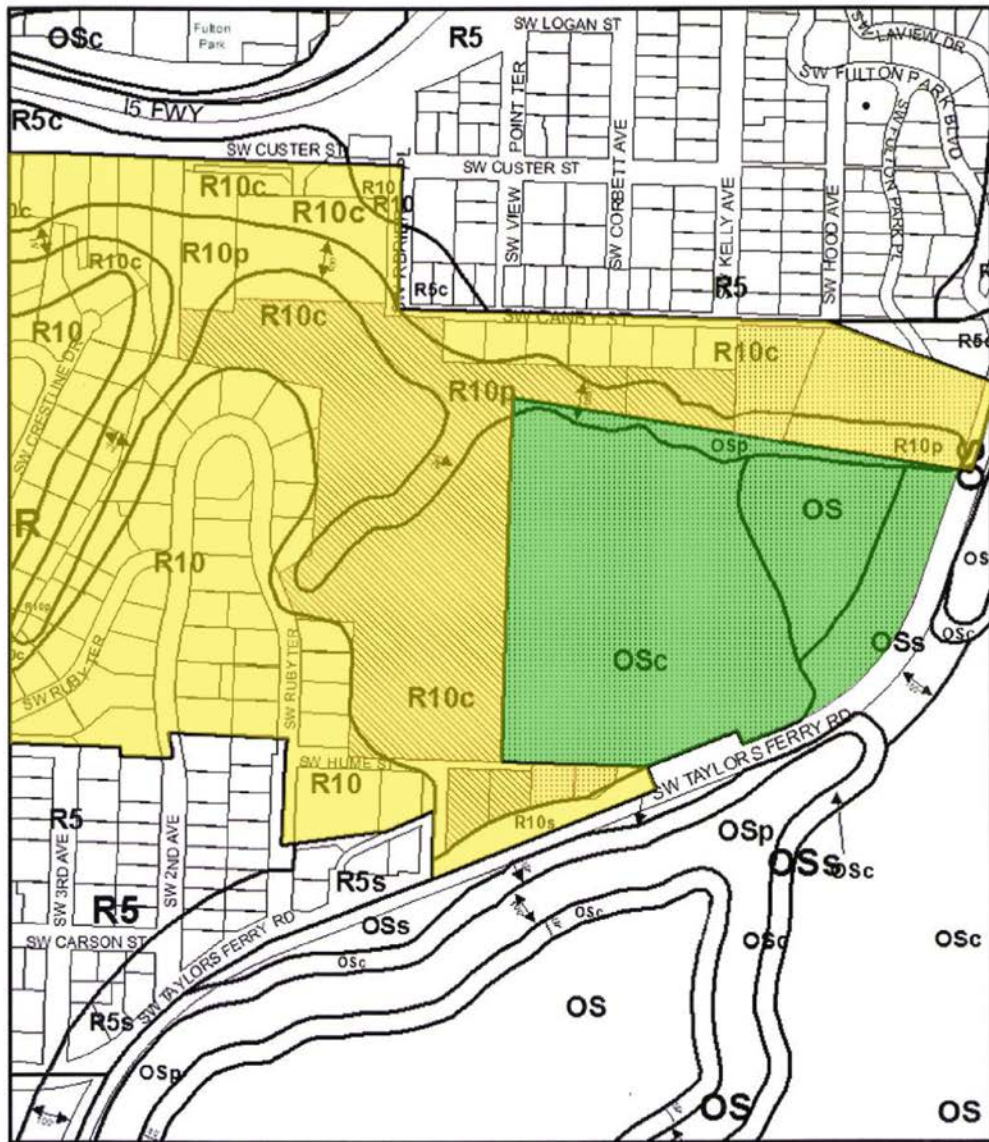
CITY OF PORTLAND  
 HEARINGS OFFICE  
 Edition: 11-10-17(Q)  
 Date: # 4/19/22  
 Bureau Code #: 16-213734 LDS

APPROVAL	DATE	FOR	BY
PRELIMINARY LAND DIVISION PERMIT TO CONSIDER PRELIMINARY SITE PLAN			

APPROVAL 	APPROVAL 	APPROVAL 	APPROVAL 	APPROVAL 	APPROVAL 
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BUREAU OF ENVIRONMENTAL SERVICES ENVIRONMENTAL SERVICES PROJECT MANAGER: JOHN THORNTON, P.E. CITY ENGINEER: [Signature]	BUREAU OF TRANSPORTATION TRANSPORTATION PROJECT MANAGER: [Signature] CITY ENGINEER: [Signature]	PRELIMINARY SITE PLAN PROJECT MANAGER: [Signature] CITY ENGINEER: [Signature]
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## ZONING



-  Site
-  Also Owned Parcels
-  Historic Landmark

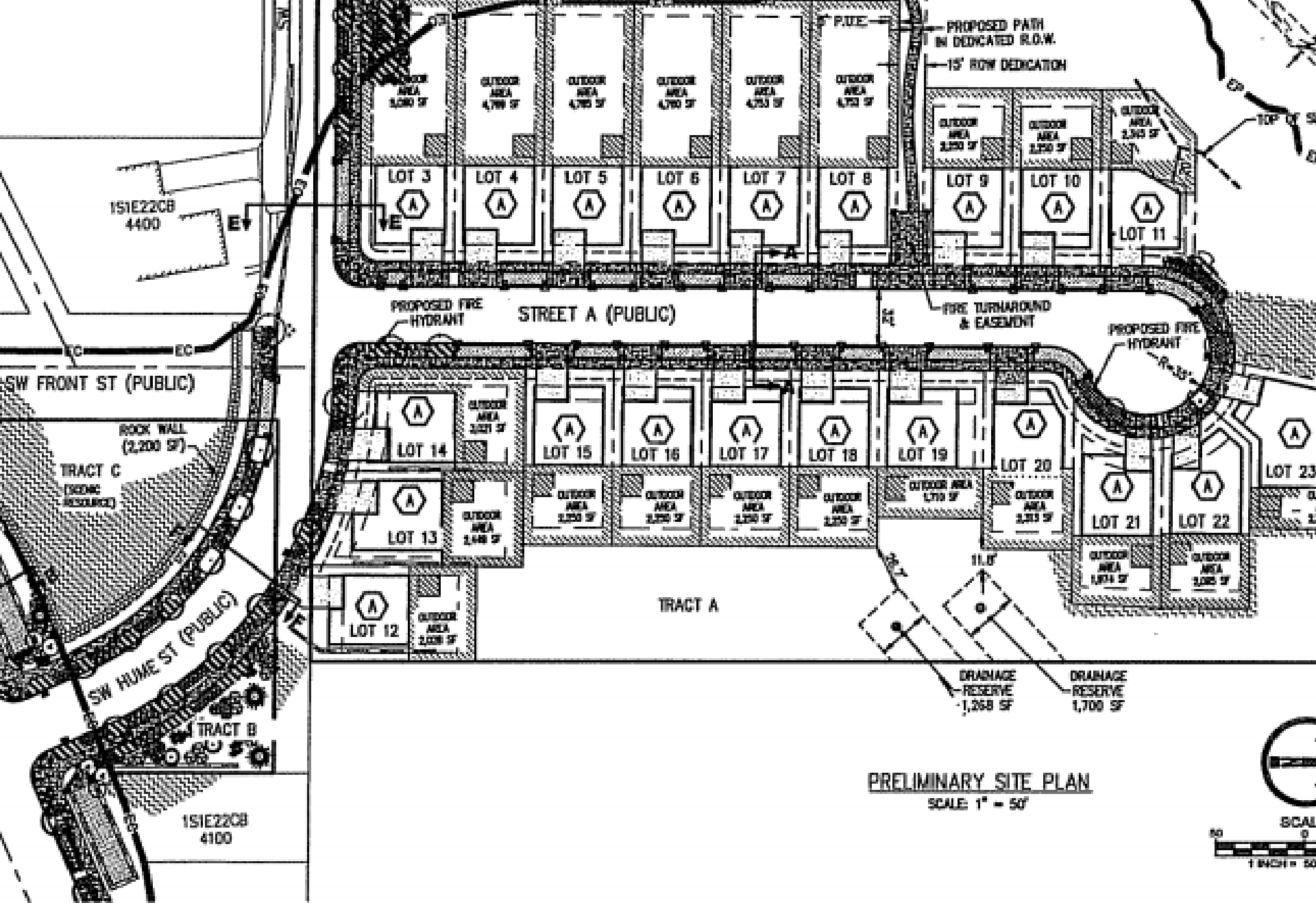
File No. LU 16-213734 LDS ENM EV  
 1/4 Section 3829  
 Scale 1 inch = 300 feet  
 State Id 1S1E22CB 1300  
 Exhibit B (Feb 01, 2017)



ELIANA ANDREWS

# TREE CODES

- ❖ Storm water planter boxes, in lieu of planting area and street trees
- ❖ Site plan 4a, does not provide adequate quantities of street trees on 'Public Street A', per the Street Tree Standards
- ❖ Should be an additional 36 street trees
- ❖ Adequate planting space is not available to allow the home owners to plant significant trees on their property



DESIGNED BY RR & EDE	DATE APPROVED		APPROVALS:  _____ _____	BUREAU OF ENVIRONMENTAL SERVICES	E TRAC
CHECKED BY RR	SECTION ENGINEER				

ROBIN HARMAN

# SUMMARY

## 10 Accepted Principles that define Smart Growth

- ❖ Mix land uses
- ❖ Take advantage of compact building design
- ❖ Create a range of housing opportunities and choices
- ❖ Create walkable neighborhoods
- ❖ Foster distinctive, attractive communities with a strong sense of place
- ❖ Preserve open space, farmland, natural beauty, and critical environmental areas
- ❖ Strengthen and direct development towards existing communities
- ❖ Provide a variety of transportation choices
- ❖ Make development decisions predictable, fair, and cost effective
- ❖ Encourage community and stakeholder collaboration in development decisions