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AGENDA #174

PORTLAND CITY PLANNING COMMISSION MEETING
February 13, 1958
3:45 p.m.

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2.	Election of Officers	
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6.	Land for Schools (On the Agenda in case the Schools and Parks Committee wishes to report or submit this unit of the Comprehensive Development Plan for consideration of the entire Planning Commission)	
7.	Capital Improvement Program (For discussion of when and what to present to the Council)	
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MINUTES OF MEETING
Portland City Planning Commission
December 18, 1957
3:00 p.m.

The Portland City Planning Commission held a meeting on Wednesday, December 18, 1957 in the conference room at 526 SW Mill Street.

Those present were: President Sroufe, members Windnagle, Thompson, Robertson, Keller, Stanton, Prichard, Planning Director Keefe, Assistant Director Nims, Zoning Supervisor McAbee, Assistant Director of Urban Renewal Kenward, City Planner III Keith, City Planner II Clark, City Planner I Snyder, Building Inspections Director Benard, Oregonian reporter George Spagna, Journal reporter Don Sterling and reporter Hazle.

* * * * *

Approval of the Minutes of Meetings:

a. Planning Commission.....Nov. 7, 1957.....approved

b. Zoning Committee.....Oct.31, 1957.....approved
c. Zoning Committee.....Nov.27, 1957.....approved

d. Streets Committee.....Oct.31, 1957.....approved

* * * * *

Portland State College

Mr. Keefe said that representatives of Portland State College wished to get the approval of the Planning Commission on the new overhead walkway proposed to be built between the new library building (now being constructed on the north side of SW Montgomery Street) and the proposed Student Union building (to be constructed on the south side of SW Montgomery Street.

Mr. Wallman, architect for the College, said the model he had is the plan of the College as presented two and one-half years ago. The plan is for the three blocks encompassing the College.

The work is being done piecemeal, but even so it is being carried out according to the plans presented. He said, in the last application for Council approval, the Student Union Building and the Library were approved; but the question of the overhead walkway was referred to the Planning Commission for approval. He said some type of bridge is essential, and the size and use are the points in question. He said the narrow bridge is not the solution, but a wide bridge used for pedestrian crossing and also office space is the answer. He said a two-story bridge, 50 feet wide, with office space is requested by the College.

Mr. Stanton said there has to be a clearance and provision made for light and air to avoid a tunnel effect.

Mr. Norris said the bridge is to extend between the third and fourth floor levels.

The closing of SW Montgomery Street was discussed and the whole Commission generally was against the closing of any streets crossing the Park Blocks.

Mr. Norris said that the potential of the College is 8000 day-students and rather than have them circulate in the streets the overhead bridges were the solution. He said they had discussed escalators for the 8-story buildings but right now they are financially unable to provide them.

The question was raised about housing out-of-town students who attend the College, and Mr. Norris said the College is working on that problem.

Mr. Sroufe said the school, in that location in his opinion, was a big mistake in the first place, but since it is there all parties concerned should get together and come to some solution on the problems it presents.

A discussion ensued about the bridge width and the use of part of it for offices, and the general concensus of opinion was that a narrow bridge, confined to a walkway only, starting from the third floor up was the solution.

ACTION: Mr. Stanton made a motion that the Planning Commission approve a bridge limited to three stories in height, from the third floor up, and with a width of not more than 20 feet. An amendment was made to the motion that the bridge exterior be harmonious with the exterior of the two buildings which it connects.

Mr. Thompson seconded the motion and the vote was unanimously in favor of the motion.

* * * * *

Pre-mapping the "P" Zone in the Moreland District

Mr. Keefe said there has been pressure from the business men in the Moreland district to pre-map the superimposed "P" zone for that district. We received a letter from the Mayor asking why this had not been done. In our previous consideration of that district, on September 25, 1956, we suggested that the business men buy or option the property proposed for parking and then we would zone it accordingly. As far as we know no acquisitions or options have been made.

ACTION: Mr. Sroufe empowered the Zoning Committee to write an answer to the Mayor's letter. Mr. Keller suggested the wording be to the effect that if we pre-map the area it may have the effect of prematurely devaluating the residential property that is scheduled ultimately for parking purposes.

* * * * *

Request for Vanport Study

Mr. Keefe said that we have been requested by the Council to make a study of the Vanport area to determine its best use. The Air Force has not indicated that Vanport is urgently needed for rocket storage. The County Planning Commission is opposed to re-zoning the farm at NE 158th Ave. and Marine Drive for ammunition storage. This study should be a part of the industrial land use study and would be a part of the Metropolitan Plan project. We have such a heavy work load now that we cannot make the study and do it justice.

Mr. Sroufe said the study was the responsibility of the Planning Commission and we should answer the letter from Mr. Ahern to the effect that we cannot make the study at this time but we will get to it as soon as we can.

ACTION: Mr. Keller made a motion to that effect and the vote was unanimous.

* * * * *

Comprehensive Plan Map

Mr. Keefe pointed out the new map to the Commission members and explained it would ultimately be the map for the Comprehensive Development Plan. He said it is a living map and can be revised easily since all proposals are shown by tape or zip-a-tone. There are three types of recommendations shown on the map:

1. Existing or officially adopted schemes
2. Proposals recommended by the Planning Commission
3. Tentative proposals by the staff

This map will be used for public meetings. We will use it for our oral presentation report to the School Board on the plan for buying school sites. The capital improvement projects for the city will be located on the map for a check against our Comprehensive Development Plan. We will put all of our proposals, suggestions and recommendations on this map.

* * * * *

Multnomah Boulevard Zoning

Mr. Keefe said Multnomah Boulevard will connect to the Baldock Freeway and extend as an expressway out to Washington County. It is a low-level, easy-grade route for traffic. We should maintain it as a limited access expressway. He said we have had repeated requests from property owners to put Multnomah Boulevard in commercial zoning. He asked the Commission's approval to make a study immediately to determine the best approach to converting Multnomah Boulevard to a limited-access expressway.

ACTION: Mr. Sroufe advised the Zoning Committee and Streets Committee to work on the study of Multnomah Boulevard together.

* * * * *

Land For Schools

Mr. Keefe said that the School Report is partially completed and he thought we should turn that part over to the Schools Committee. The School Board asked for the report by January.

ACTION: Mr. Sroufe asked that the report be turned over to the Schools Committee so they could make their study of it.

* * * * *

Annexation of Kendall Water Company Area

Mr. Keefe said this report had to be submitted to City Council before the Planning Commission had approved it because of insufficient time before the scheduled date for the public hearing. It will come up for vote in the May election.

ACTION: Mr. Windnagle made a motion that the annexation report be approved and Mr. Robertson seconded the motion. The vote was unanimous.

* * * * *

Meeting adjourned.

* * * * *

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:rh

MINUTES OF MEETING
Zoning Committee
December 26, 1957

The Zoning Committee of the City Planning Commission held a meeting on Thursday, December 26, 1957 at 2:00 p.m. at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Robertson and Prichard, Zoning Supervisor McAbee and reporter Hazle.

Also present were: Mr. Montgomery (P.C. File #3275) and Mr. Newberry, architect, (P.C. File #3271).

* * * * *

P.C. File #3275 was a request for Council approval by the Arleta Nursing Home for the construction of a large nursing home and with continued use of an existing residence for 5 bed patients on the property located at the southwest corner of SE 67th Avenue and SE Raymond Street.

Mr. Montgomery, the petitioner, was present. He presented his case requesting a lessening of both the setback and area requirement.

The applicant's property measures approximately 82' x 156' in area. A large two-story residence occupies the easterly portion of the site and is now being used for a residence and care of five old people. The proposed addition would be constructed to the west of the residence and would be one-story in height. The applicant proposes to set it back 3' from SE Raymond Street and 10' from the west and south property lines. It would accommodate convalescent patients as well as old people. An area approximately 71' x 35' on the southeast portion of the tract would be improved for off-street parking.

This property is located southwest of SE Foster Road in an older district predominantly improved with older but well-maintained, one and two-story, single-family residences. The Arleta Grade School is located in the block adjoining to the west, south of SE Raymond Street. The nearest commercial uses will be found along SE Foster Road approximately 500' to the north.

Standards for this type of faciltiy as expressed in the new zoning ordinance call for a minimum site area of 1,000 sq. ft. of ground area per bed. Discussion of the addition with the applicant disclosed a desire for at least 20 beds in the new addition with five in the old. This would require a site of 25,000 sq. ft. in area. The applicant's property contains only 13,000 sq. ft. Off-street parking would be required at a ratio of one off-street parking space for each five beds or a minimum of five cars for this request. In addition, one off-street loading berth would be required. The plot plan would indicate that the parking requirement could be met although it would have rather tight maneuvering. A front yard or street setback would be required of 25' whereas the addition is proposed to be setback only 3' from SE Raymond Street. The 10' side yard setbacks indicated falls shy by 5' of the setbacks recommended in the new zoning ordinance.

ACTION: It was the unanimous action of the Committee to recommend approval subject to the owner either limiting the total number of patients on the site to not more than 13 or acquiring more property and maintaining a ratio of 1,000 sq. ft. of ground area per bed in the existing building and proposed addition and subject to the following conditions:

1. One off-street parking space of 250 sq. ft. shall be provided for every 5 beds hereafter maintained in the nursing home.

2. Such off-street parking space shall be paved with a dust-proof material.

3. No motor vehicle on a storage parking lot shall be parked closer than 5' to the street property line and the 5' strip along the street property line shall be planted with shrubs, flowers or grass except for necessary driveways.

4. No wall of any structure hereafter erected on the property shall be constructed closer than 15' to SE Raymond Street nor closer than 15' to any interior property line.

5. There shall be a screen immediately provided and thereafter maintained separating the parking area

from adjoining residential property. This screen shall be a masonry wall, a lattice fence with openings not less than 30% nor more than 50%, a woven wire fence with evergreen vines or an evergreen hedge. Such wall, fence or hedge shall be at least 5' but not more than 6' high.

* * * * *

P.C. File #3276 was the request for Council approval by the Physicians and Surgeons Hospital for the construction of a 20' x 30' storage building and off-street parking area located between NW Marshall and NW Lovejoy Streets and between NW 19th and NW 20th Avenues.

The existing hospital is located immediately east of the proposed addition and off-street parking area in Block 268. It is a three-story structure. A 50' parking area now exists in front of the hospital, along the west side of NW 19th Avenue. The proposed parking area now under consideration, west of the hospital, has, in fact, already been improved for off-street parking. A 100' x 100' area at the northeast corner of NW 20th Avenue and NW Marshall Street has also been improved for off-street parking for the hospital.

The 20' x 30' addition will be constructed on an old house foundation, and will be one-story in height.

The remaining portion of the block on which the hospital is located is occupied by a one-story office building at the north east corner of NW 20th Avenue and NW Lovejoy Street; a four-story brick apartment house on the southeast corner of NW 20th and Marshall Street and a three-story apartment house on the south side of NW Marshall Street, approximately 150' east of NW 20th Avenue. The surrounding area is predominantly improved with larger substantial apartment structures intermingled with public and semi-public uses such as churches, old-people's homes, clinics, etc.

ACTION: It was unanimously voted to recommend approval as submitted.

* * * * *

P.C. File #3277 was the request for Council approval by the Church of Jesus Christ of Latter Day Saints for the construction of a two-story addition as an educational unit for the church located between SE 29th and SE 30th Avenues and between SE Stephens Court and SE Harrison Street.

The church site is composed of all of Block 1, surrounded by SE 29th and SE 30th Avenues and by SE Harrison Street on the south and vacated SE Stephens Court on the north. The church is a two-story structure with the addition also being two-story in height and approximately 40' high. The addition would be constructed to the northwest portion of the church located in the center of the block and would come within approximately 12' of the drive coming off of SE 29th Avenue giving access to the parking area which is located on the north side of vacated SE Stephens Court. The addition is to provide an educational unit for the church. The paved parking area, north of the church, can accommodate approximately 100 cars.

The church site is located in a very fine, single-family district composed predominantly of fairly recently constructed, well-maintained single-family homes. A church is also located on the southwest corner of SE 28th Avenue and SE Harrison Street.

ACTION: The Committee unanimously voted to recommend approval as submitted.

* * * * *

P.C. File #3278 was the request for Council approval by the Rose City Park Methodist Church for the use of property for off-street parking with the parking area located on the southwest corner of NE Alameda and NE 58th Avenue.

The Rose City Park Methodist Church is located between NE 58th and NE 59th Avenues on the south side of NE Alameda. This application is for the use of the property on the southwest corner of NE Alameda and NE 58th Avenue for an off-street parking area. It consists of two 50 x 100' lots now lying vacant and at approximate existing street grade. An 8' high board fence runs along the west boundary of the proposed parking area with a 5' hedge running along the south boundary. The church also owns the lot abutting the proposed parking area to the south.

Commercial uses exist all along NE Sandy Boulevard in this area. Southeast of Sandy Boulevard there will be found a district almost solidly improved with single-family residences.

ACTION: The Committee unanimously voted to recommend approval subject to the following condition:

1. All off-street parking areas shall be paved with a dust-proof material.

2. Screening. * * * * *

Petition #3279 was the petition of Norris, Beggs and Simpson to change from Zone II to Zone III the property located 100' south of SE Gladstone Street on the west side of SE 82nd Avenue.

Mr. McAbee explained that the petitioner has no specific use in mind but the change of zone would permit him to put any of the numerous uses permitted in Zone III on the property.

A general discussion ensued and the Committee was of the opinion that a letter should be written to the petitioner stating that it is the policy of the Planning Commission to require a specific use and a plot plan showing the proposal for the use of the property. The Committee is hesitant to grant the Zone III for any use that might be detrimental to the surrounding residential property. However, as a portion of the zone change area is proposed M3 in the new zoning ordinance, the petitioner should be advised of the uses permitted therein, and that the Committee would give serious consideration to any one of these uses if specifically requested. The general depth for M3 zoning along 82nd Avenue is for 100'. The letter should state that any uses permitted in the new ordinance under M3 would be confined to Lots 24, 25 and 26.

ACTION: It was unanimously voted to instruct the staff to write a letter to Norris, Beggs and Simpson stating the Committee will reconsider the petition when a specific use is shown for the zone change area together with a to-scale plot plan showing the proposed use of the property. The zone change area shall be confined to Lots 24, 25 and 26 in accordance with the proposed M3 mapping, and the uses permitted in the Zone III area shall be chosen from those listed in the M3 zone.

* * * * *

P.C. File #3280 was the request for Council approval by the Saint Johns Wesleyan Methodist Church for the construction of a new church and educational unit on property located approximately 180' north of N. Central Avenue on the east side of N. St. Louis Avenue.

The applicant proposes to construct a church on this odd-sized tract which has 102' frontage along St. Louis Avenue and is 286.77' deep. It now lies vacant, is level, and at approximate street grade. The church structure would be located approximately 15' back from N. St. Louis Avenue; 20' from the north property line; and 42' from the south property line, with off-street parking running along the south property line to within approximately 56' of the east property line. An educational building would be located immediately east of the proposed church, midway on the tract and set back approximately 20' from the north property line.

The main sanctuary would have a seating capacity of approximately 250 persons. Off-street parking, capable of handling at least 31 cars, is indicated on the plan. This would more than meet the parking requirement of one space per 12 seats in the main auditorium. An entrance to the parking area would be off of St. Louis Avenue with an exit from the parking lot to New York Avenue abutting the church property to the north.

The property abutting the church to the south is improved with older single-family residences. Abutting the church property to the north on St. Louis Avenue is a single-family residence with the remaining portion of this block vacant except for a church located on the southwest corner of N. New York Avenue and N. Smith Street, and two residences on either side of the church. A small grocery store is located on the southeast corner of this intersection with three single-family residences to the south of the store. The remaining portion of the property on the east side of New York Avenue is vacant.

This church application more than meets all of our recommended standards as to area, setbacks, and parking. The only question is one of whether New York Avenue should extend through to N. Central Avenue or whether it should dead-end as it now is. Study by the staff does not show that it is essential that New York Avenue be extended through to N. Central Avenue. However, it was felt a turn-around should be provided, either on the

church property or on the property abutting the church to the north, for this street. The staff advised the Committee that the church has been contacted regarding this problem and has been asked to come up with a definite proposal for a turn-around.

ACTION: The Committee unanimously voted to hold this application in a pending status until we receive an answer from Ira C. Gross concerning the proposed turn-around.

* * * * *

P.C. File #3264 was the request for the Church of God in Christ for Council approval to use an existing structure for a church on the southwest corner of NE 10th Avenue and NE Beech Street.

ACTION: The Committee unanimously voted to hold to the policy of 15,000 sq. ft. for any church and to hold to all basic requirements of off-street parking.

* * * * *

P.C. File #3271 was the request of Emanuel Hospital to construct three new wings to the nurses home. This had been previously approved in the Zoning Committee meeting on November 27, 1957.

Mr. Newberry, architect, was present and requested that the 15' setback from N. Vancouver Avenue be lessened to 10'.

ACTION: The Committee unanimously voted to change the 15' setback from N. Vancouver Avenue to a 10' setback.

* * * * *

Request of property owners adjacent to property located on the southeast corner of NE Halsey Street and NE 59th Avenue that the residential zoning of that property be carried over into the new zoning ordinance. Mr. McAbee explained the office had received calls from property owners in the vicinity of NE 59th Avenue and NE Halsey Street expressing concern over a major oil company which was taking up options on the property for commercial development. Subsequently, a petition was received signed by 15 property owners requesting that the zoning in the proposed new zoning ordinance of that property be retained in a residential classification.

Mr. McAbee said the staff has been working on the maps for the new zoning ordinance and making minor boundary changes where it was deemed necessary. Mr. Prichard said the staff was authorized by the Citizens Committee to go over the maps and make any moderate adjustments which would result in better zoning for the city.

ACTION: It was unanimously voted to leave the property at NE 59th Avenue and NE Halsey Street in a residential zone in the new zoning ordinance.

* * * * *

Mr. Windnagle said that at the Planning Commission meeting of December 18, 1957, the Zoning Committee was delegated to answer the Mayor's letter concerning pre-mapping the "P" zone for the Moreland district.

The letter, written by Mr. McAbee and corrected by Mr. Windnagle was read by the Committee.

ACTION: The Committee unanimously voted to send the following letter to Commissioner Bowes:

Dear Commissioner Bowes:

The City Planning Commission, on December 18, 1957, considered Mayor Schrunk's letter addressed to you regarding the pre-mapping of the "P" zones for certain off-street parking areas in the Moreland Shopping Center.

The Commission recalled that this question of pre-mapping the "P" zone for the Moreland district had previously been considered at a meeting of the Zoning Committee on August 24, 1956 and subsequently by the Planning Commission on September 25, 1956, in which representatives of the Moreland Business District were present to present their case. At that meeting, the Planning Commission, after taking careful cognizance of the arguments presented by the business men, determined that it would be unwise to pre-map the proposed parking areas. The reason, as expressed at that time, was based upon the fact that if the parking areas were pre-mapped, it no doubt would have the effect of prematurely reducing the value of the residential property which would ultimately be scheduled for parking purposes. Unless all of the proposed parking areas were developed at the same time, which is highly unlikely, it would result in individual properties

being improved for off-street parking with the probability that single-family residences would be caught in between off-street parking lots.

An illustration of this exact situation, where parking lots were proposed one on each side of a residence, was recently before Council. This was the request of Concordia College. The Council felt such a parking location was highly undesirable, and required that the parking be re-located so that it would not result in a parking lot surrounding a residential property.

The Planning Commission believes that before the "P" zoning is actually mapped, the business men should first acquire or option specific properties which they propose to develop for off-street parking. At that time, the Planning Commission would very readily recommend granting the "P" zone to those specific properties if the proposed parking areas were within the areas recommended for "P" zoning in the Commission's report "Moreland Shopping Center Study", January, 1956.

In reconsidering this matter, the Planning Commission re-affirmed its previous action opposing the pre-mapping of the suggested parking areas. In doing so, the Commission again recognizes the urgent need for additional parking facilities in this area. They are in hearty agreement with the endeavors of these business men to provide parking faciltiies, and have already pledged the support of the Planning Commission toward the favorable consideration of requests for parking areas when such requests are made for the development of specific contiguous tracts within the agreed upon "P" zone.

Respectfully submitted,

/s/J. H. Sroufe, President
City Planning Commission

Meeting adjourned.

* * * * *

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

RMCA:rh

MINUTES OF MEETING
Zoning Committee
January 16, 1958

The Zoning Committee of the City Planning Commission met Thursday, January 16, 1958 at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Robertson and Prichard, Planning Director Keefe, Zoning Supervisor McAbee, Building Inspections Director Benard and reporter Hazle.

Also present were: Rev. Hardy (P.C. File #3264); and Mr. Hirning (Pet. #3288).

* * * * *

P.C. File #3281 was the request for Council approval for the construction of an old people's home for approximately 188 patients to be constructed on the west side of SE 76th Avenue midway between SE Taylor and SE Main Streets.

The optional purchasers desire to construct an old people's home to accommodate 188 persons on this 215.34' x 277' tract. The property contains approximately 58,604 sq. ft. It rises gently westerly from SE 76th Avenue, and is now occupied by a very old, two-story structure which is to be removed, with the remaining area either vacant or in trees.

The plans submitted shown an "X"-shaped building with the four wings beginning from the center of the property and extending to the four corners. Each wing would be 42.5' wide and extend from the extreme corners for a distance of approximately 221'. The two wings on the easterly portion of the property would be two-story in height with the westerly two wings on the higher portion of the property -- one story in height. Off-street parking would be provided on the SE 76th Avenue frontage as well as in each of the corner areas between the wings. This parking would accommodate 48 cars. In addition to the parking, two service or loading areas would also be provided.

East of SE 76th Avenue will be found an older residential district predominantly improved with single-family residences. Across from the applicant's property between SE Salmon and SE Main Streets and between SE 76th and SE 78th Avenues is a Catholic

Church. West of SE 76th Avenue in this vicinity, for many blocks around, will be found a very fine, single-family district composed predominantly of more recently constructed, well-maintained homes.

As there are no specific regulations in the existing Zoning Code relative to old people's homes, the Planning Commission has, over the past few years,developed a set of standards for this type of use which it recommends be adhered to in making recommendations for approval to City Council. These recommended standards for old people's homes are as follows:

minimum lot area--1000 sq. ft. per bed
maximum height--2½ stories
minimum front yard--25'
minimum side and rear yards--15' for one-story; 20' for two-story
off-street parking--one per 5 beds
off-street loading--1 berth

The applicant's proposal as compared with the above stated standards results in the property falling shy of the minimum lot area requirement by 129,396 sq. ft. resulting in a ratio of 312 sq. ft. of ground area per bed, rather than the 1000 sq. ft. per bed. The only other standard not met by the proposal is the sideyard setback which falls shy by 5'.

The Zoning Committee noted that this property is located in the midst of one of the finest single-family districts in the Southeast section of the city. The Commission could see no justification for recommending that standards previously developed for this type of facility should be lowered in this instance knowing the type of residential area which abuts the property on three sides.

ACTION: After much discussion by the Committee, Mr. Windnagle voted to recommend denial,but stated that the owner should be contacted by the staff and informed that the staff needs further information and that he should submit a revised plan for the home. Upon receipt of the information and revised plan the Committee will again consider the application rather than send it to Council on a denial basis. The vote was unanimous.

* * * * *

Petition #3282 was the petition to change from Zone I to Zone III Special--Clinics and Professional Offices--the property located on the northeast corner of NE 33rd Avenue and NE Knott Street for the construction of a residential-type doctor's building with off-street parking.

The plans submitted show the building to be located on the southerly portion of the property with a 20' setback from NE 33rd Avenue; a 15' setback from NE Knott Street; and with access to the parking on the north portion by way of a 25' access road from NE Knott Street going along the east side of the building. The property now is vacant and naturally wooded with tall fir trees. It is slightly above street grade on the south end and leveling off to street grade at the north.

With the exception of some non-conforming uses near this intersection, this property is located in a very fine well-maintained, single-family district. The exceptions to this single-family district are as follows: at the southwest corner of NE 33rd Avenue and NE Knott Street is a non-conforming drug store and grocery store; a parking lot for 14 cars is located immediately west of the store. A residence to the south of the store, on Lot 3, contains a dentist office and carries a sign on the door. At the southeast corner of NE 33rd Ave. and NE Knott Street is a single-family residence and south of that residence is a home with a sign in the window for a beauty parlor. At the northwest corner of NE 33rd Avenue and NE Knott Street is an older two-story residence. Abutting the zone change area to the east, on the northwest corner of NE 34th Avenue and NE Knott Street, is an off-street parking area to serve the Grant Park Youth Center (converted mansion) abutting to the north, and to serve a church located on the northeast corner of NE 34th Avenue and Knott Street.

The nearest commercial districts are 0.4 of a mile to the south near the Fernwood School, and 0.7 of a mile to the northeast and northwest in the vicinity of Beaumont School and at NE 24th Avenue and NE Fremont Street.

This property was the subject of a zoning controversy which resulted in the Page case before the Oregon Supreme Court in 1956. In that case, a change to Zone III, which had been approved by the Council for a Safeway Store, was declared invalid for the reason that it would result in a spot commercial zoning in a predominantly single-family district, and that the increase in traffic on NE 33rd Avenue was insufficient justification for such zoning.

Subsequently, a request for a clinic on the northwest corner of NE 33rd Ave. and NE Knott Street was denied in 1955, and a revocable permit later in August, 1955 was also denied for a clinic on the same property. These and other similar requests for clinics throughout the city continued to come before the Planning Commission and the City Council requesting that they be located near or in residential districts until the Commission and the Council held a joint meeting to discuss this problem. It resulted in Council passing an ordinance in October 1956 establishing a zone classification only for clinics and professional offices in order that residential neighborhoods might have the benefit of medical assistance and permit certain other professional offices without letting down the bar to other more damaging commercial retail businesses. Since that time, a number of Zone III Special--Clinics and Professional Offices--have been permitted in what otherwise would be determined a residential district.

It is for this reason that the staff now feels that a clinic could be located on this property without jeopardizing the adjoining residential district and without the possibility of other more commercial-type enterprises coming in. This new zone classification has very high standards, placing limitations upon the uses permitted. All buildings are restricted to one-story in height and require residential setbacks. The number of professional people using the clinic shall not exceed five.. No merchandise may be displayed, handled or sold on the premises. Signs are prohibited except for a 6" x 8" sign placed flat against the building identifying the professional person. Off-street parking is required at a one to one ratio with screening and dust-proofing required. These are not conditions but an actual part of the zone classification which must be complied with in order to obtain a building permit. No occupancies other than doctors, attorneys, accountants, architects and similar professional people are permitted under these restrictions.

ACTION: After much discussion, the Committee considered the plot plan submitted and concluded that the building proposed was on too large a scale to comply with the Zone III Special--Clinics and Professional Offices. It was referred to the staff for re-study and for a recommendation which would result in the proposal being in conformance with the standards as set forth in the zone being petitioned for.

Petition #3283 was the request by Safeway Stores Inc. to change from Zone II to Zone III the property located approximately 120' south of NE Sandy Boulevard on the west side of NE 71st Avenue for the construction of a new Safeway Store.

An older Safeway Store is now located on the northwesterly portion of this property. It is intended to remodel the existing building integrating it with the proposed new store building. Off-street parking would be provided sufficient to accommodate 94 cars which would result in a three to one ratio of parking for the gross floor area. The parking would be located on all three sides of the building.

NE Sandy Boulevard in this vicinity is almost solidly improved with commercial uses. NE 71st Avenue, south of Sandy, is vacant on the west and occupied by homes on the east, one of which has been converted to a bicycle shop.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. Screening shall be provided along the south boundary of the zone change area and along the east boundary of Lots 10 and 13 except for necessary points of ingress and egress to the parking area.
2. Off-street parking shall be provided at a ratio of one space per 500 sq. ft. of gross floor area.
3. Off-street parking spaces shall be paved with a dust-proof material.

* * * * *

Petition #3284 was the request to change from Zone I to Zone III Special--Clinics and Professional Offices--the property located on the west side of SW 30th Avenue between SW Freeman Street and SW Dolph Court to construct a doctor's clinic.

The applicant proposes to construct a one-story clinic in conformance with the standards expressed under Zone III Special--Clinics and Professional Offices. The property measures 150' x 260'. It originally had a high bank along SW 30th Avenue which has since been cut down to approximately 10' above SW 30th Avenue. This cut, when completed, will change the grade of the property approximately 25' to 35' bringing it down to approximately abutting street grades. This will result in a

very high bank along the west boundary of the zone change area. The property abutting to the west is a cultivated area behind which is located a residence.

Two major points were a determining factor in the Zoning Committee's consideration of this petition. First, it was observed that this property north of SW Dolph Court and west of SW 30th Avenue is 20' to 35' higher than SW Dolph Court and SW 30th Avenue adjoining the property to the south and east. It physically is more an integral part of the well-maintained, single-family district lying north of SW Dolph Court rather than the ommercial development lying 200' south of the petitioner's property near the intersection of SW 30th Avenue and SW Barbur Boulevard. A particular point was made of the fact that the recent zone change granted the Piluso property was on property located at the bottom of a ravine and abutting existing commercial zoning to the south. It was therefore logical to recommend business zoning for that property as a proper expansion of the existing business development. The property now under consideration is neither contiguous to existing business development nor is its character of a commercial nature. Rather it consists of higher ground, view property, and located within an already developed single-family area.

The second major consideration was the conflict shown between the plot plan submitted and the original intent of the Zone III Special--Clinics and Professional Offices classification. That zoning classification was intended to permit small doctor's and professional offices in or near residential areas where regular business zones would not ordinarily be permitted. The petitioner's request is on a piece of property measuring 150' x 260' in area with a building measuring approximately 24' x 164' in area. It is the Zoning Committee's position that a facility of this size goes far beyond that originally contemplated in this Zone III Special classification. It was not intended that properties be granted this classification indescriminately, but rather that where circumstances warranted such as along major thoroughfares, adjoining a high density area or a commercial zone, abutting or across the street from certain Council approval uses such as hospitals,etc., Zone III Special could be granted on a small scale without having too much of an adverse impact upon adjoining residential properties.

ACTION: The Committee unanimously voted to recommend denial of the petition on the grounds that such a large enterprise is not our interpretation of what should be allowed in Zone III Special--Clinics and Professional Offices.

* * * * *

Petition #3285 was the petition of Fred Meyer to change from Zone I to Zone II the property located on the north side of SW Bertha Boulevard between SW 10th Avenue and SW 13th Avenue to construct five, multiple-family buildings with a total of 35 living units.

The use of the zone change area for multiple housing at a 2500 sq. ft. density appears very reasonable. It is below the level of the single-family district to the north and would face the commercial area to the south. The transition zone between single-family residences and commercial uses would be ably achieved through this zone change request.

The problems are ones of setbacks, traffic and access rather than land use. Because SW Bertha Boulevard is a very heavily traveled road, and since the western portion of the zone change area is on a sharp curve, it is essential that the points of access to the parking areas be very carefully located so as not to create a hazardous traffic situation. The westerly portion of the zone change area would be improved with a two-story building constructed within 10' of SW Bertha Boulevard and approximately 65' from SW 13th Drive. Apart from the fact that all structures should meet a minimum 15' setback from SW Bertha Boulevard, particular attention should be paid to the setback from SW Bertha Boulevard of any structures located on the westerly lot of the zone change area since vehicular visibility is critical at this point for cars going easterly along SW Bertha Boulevard.

ACTION: The Committee voted unanimously to recommend approval of the petition subject to the following conditions:

1. One off-street parking space per living unit.

2. Dust-proof all off-street parking spaces.

3. No access shall be permitted from the zone change area to SW 13th Drive.

4. A minimum ratio of 2500 sq. ft. of ground area per living unit shall be maintained.

5. No building more than two-stories in height.

6. Prior to the issuance of any building permit, all points of vehicular ingress and egress to the zone change area shall be specifically shown on building plans and must be approved by the City Traffic Engineer.

7. No wall closer than 15' to any adjoining street property line; nor closer than 6' to any side or rear property lines. Additional setbacks may be required upon the recommendation of the City Traffic Engineer for buildings to be located on Lots 17 and 18 if it is found necessary in order to maintain adequate vehicular visibility for south and east-bound traffic on SW Bertha Boulevard and SW 13th Drive.

* * * * *

Petition #3286 was the request to change from Zone II to Zone III, the property located between NE Halsey Street and NE Clackamas Street on the west side of NE 81st Avenue for the construction of a retail sporting goods store.

The applicant's property measures approximately 100' x 200' in area and now lies vacant. It is level and at approximate street grade. The owner intends to construct a 60 x 100' building on the north portion of the zone change area. The south 100' would be used for off-street parking.

To the south and southwest of the applicant's property is a single-family district. To the west and north along NE Halsey Street are commercial uses of a heavier character such as a manufacturing plant, prefabricated greenhouses, a concrete burial vault plant and contractor's storage and equipment parts warehouse. Immediately north of the zone change area on the north side of NE Halsey Street is the overhead ramp leading off of NE Halsey Street going over the freeway and over NE 82nd Avenue.

ACTION: The Committee voted unanimously to recommend approval of the petition subject to the following conditions:

1. One off-street parking space of 250 sq. ft. for every 500 sq. ft. of gross floor area in future buildings.

2. Dust-proof the parking.

3. Screen along the south 100' of the west boundary and along the south boundary of the zone change area.

* * * * *

P.C. File #3287 was the application for Council approval of the Glencoe Baptist Church for the use of an existing building at 4425 SE Main Street for a Sunday School located on the northwest corner of SE Main Street and SE 45th Avenue. It is an older, two-story, frame building in apparently good condition.

ACTION: The Committee unanimously voted to recommend approval of the application as submitted.

* * * * *

P.C. File #3288 was a request of Emil Hirning to amend Ordinance #91904 so that 18 multiple-dwelling units could be constructed instead of the 12 units as stipulated in the original ordinance. Northeast corner of SW Idaho St. and SW 21st Ave.

In 1950, this property was granted a Zone II with the condition that not more than one duplex be constructed on each of the 6 lots herein described. The applicant requests that the condition now be amended to construct 3 apartment structures, two-stories high, to contain 18 units. All other conditions of the ordinance regarding the parking and setbacks would be complied with.

Under the new ordinance this property is proposed for A2.5 zoning. Although the immediate surrounding property is improved with older houses, in general this portion of the Southwest district is predominantly improved with well-maintained, single-family homes on more than average-sized lots, with almost no multi-family units to be found. The applicant's property contains

approximately 30,000 sq. ft. which, if developed, would result in a density of 1,666 sq. ft. of ground area per unit or in other words would be shy of the recommended A2.5 density by 15,000 sq. ft.

ACTION: After much discussion concerning the density and the surrounding residential area, the Committee unanimously voted to recommend denial of the change in the ordinance.

Mr. Windnagle suggested to Mr. McAbee that in writing to Mr. Hirning on this matter, it be pointed out that this is a residential district and although this property had been given special consideration and down-graded to Zone II at a 2500 sq. ft. density, the Committee feels a request for further down-grading is not in order.

* * * * *

P.C. File #3264 is the application of the Church of God in Christ by Rev. Hardy to use an existing store building for a church located on the southwest corner of NE 10th Avenue and NE Beech Street.

This was the third hearing on this application. Rev. Hardy was present to present his case.

ACTION: After much discussion, the Committee unanimously voted to recommend denial of the application on the grounds that the site did not come up to specifications for new churches, and that the church only has an option to buy the property and building and has not yet purchased it.

* * * * *

P.C. File #3275 is the application for Council approval for the construction of a large nursing home and with continued use of an existing residence for five bed patients on property located on the southwest corner of SE 67th Avenue and SE Raymond Street.

This is the second time this application has been considered. Mr. Montgomery wrote a letter to the Planning Commission disagreeing to the conditions that had been approved by the Committee.

ACTION: A discussion ensued and the Committee unanimously voted to recommend denial of the application on the basis that it does not meet the site area requirement.

* * * * *

Billboards and New Zoning Code

Mr. Keefe said that Foster and Kleiser have objected to the provisions of the billboards in the new zoning ordinance. They previously charged discrimination, so the ordinance does not now make a distinction between billboards or any non-conforming use assessed for less than $600. He said his suggestion is that the ordinance as now written not be changed, with the possible exception of Section 6-3909.

There are three parts of the code affecting billboards. The "S" zone which permits non-conforming billboards to remain indefinitely; the non-conforming use of land provisions (Section 6-3907) permitting such uses to remain 5 years; and Section 6-3909. There is a conflict here. If it is the Committee's wish that billboards can continue for another 5 years in a residential zone and that inscriptions can be changed, the new zoning code should be revised.

ACTION: The Committee unanimously voted that the conflict between Sections 6-3907, 6-3909, and the "S" zone applied to R and A zones shall be resolved in the new zoning ordinance.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

RMCA:rh

MINUTES OF MEETING
Streets Committee
December 18, 1957
4:30 p.m.

The Streets Committee of the City Planning Commission met Wednesday, December 18, 1957, at 4:30 p.m. in the conference room of the Planning Commission at 526 SW Mill Street.

Those present were: Chairman Thompson, member Stanton, Right-of-Way Engineer Carl Short, Planning Director Keefe, Assistant Director Nims, City Planner I Becker, and reporter Kaplan.

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V22-57 -- Reconsideration of proposed vacation of a 14.40' x 96' portion of SE Taggart Street between SE 6th Avenue and SE 7th Avenue. Petitioner: Dairy Co-operative.

Staff Report: On October 31, 1957, the proposed vacation of SE Taggart Street was considered by the Streets Committee. The Committee felt that if the Dairy Co-operative needed this portion of SE Taggart Street for loading dock and for parking purposes, they could ask for a revocable permit to improve the right-of-way, but that the City should retain the right-of-way for maintenance of the 10-foot sewer main located along SE Taggart Street. Therefore, the Committee did not recommend approval of the vacation.

Since the Streets Committee meeting in October, the Dairy Co-operative proposed, during a meeting held November 27, 1957 with the City Engineer's office, Sewer Department, and Planning Commission, that in exchange for the vacation of this portion of SE Taggart Street, they will dedicate a 7.5-foot strip on the north side of SE Taggart Street between SE 7th and SE 8th Avenues. They will also, at their own expense, strengthen the 10-foot sewer in this area, subject to approval of the City Engineer, and the proper utility easement will be retained. The manhole which is located in the proposed vacated area will be capped and covered.

Staff Recommendation: That the vacation of SE Taggart Street be approved on condition that an easement of sufficient width to maintain the existing 10-foot sewer main be provided.

Discussion: Mr. Keefe spoke of the November 27, 1957 meeting in which Mr. Ted Suderburg of the Bureau of Maintenance expressed approval of this vacation provided the Dairy Co-operative would sign an agreement to the effect that, if the sewer failed, the Dairy Co-operative would not hold the City responsible for any damages to their property.

Action Taken: It was moved to recommend that the vacation be accepted with the following conditions:

1. That an easement of sufficient width to maintain the existing 10-foot sewer main be provided.

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Discussion: Mr. Keefe spoke of the November 27, 1957 meeting in which Mr. Ted Suderburg of the Bureau of Maintenance expressed approval of this vacation provided the Dairy Co-operative would sign an agreement to the effect that, if the sewer failed, the Dairy Co-operative would not hold the City responsible for any damages to their property.

Action Taken: It was moved to recommend that the vacation be accepted with the following conditions:

1. That an easement of sufficient width to maintain the existing 10-foot sewer main be provided.

2. That an agreement be entered into between the Dairy Co-operative and the City of Portland, releasing the City from any obligation in the event of a failure in the sewer main.

Motion was seconded and passed.

*****

V28-57 -- Vacation of portions of SW Custer Street and SW Canby Street between SW Custer Drive and SW 17th Drive. Petitioner: Sixth Avenue Corporation (Fred Meyer).

Staff Report: Over the past several years, the Sixth Avenue Corporation has cut and filled in the area generally bounded by SW Bertha Boulevard, SW Miles Street, SW 17th Drive, and SW Barbur Boulevard. Approximately 15,000 yards of material were removed without compensation to the City from the SW Custer and SW Canby rights-of-way and used for fill in the ravine area on the south side of Bertha Boulevard on Sixth Avenue Corporation's property. Relocated SW Custer Street (Custer Drive) was accepted by Ordinance No. 105603 dated March 20, 1957. The Planning Commission action at that time was to recommend that the dedication of SW Custer Drive not be accepted because it was in conflict with the proposed Bertha-Sellwood connection.

The street area to be vacated contains approximately 22,000 square feet. An equal area could be dedicated and reserved as a part of the proposed Bertha-Sellwood connection.

Staff Recommendation: That the vacation of portions of SW Custer and SW Canby Streets be approved on condition that an equal area be dedicated for a portion of the right-of-way of the proposed Bertha-Sellwood Freeway connection.

Discussion: Mr. Keefe said that for the use of the 15,000 yards of fill material, he felt the City should have additional compensation, rather than the proposed dedication of equal area for the streets to be vacated. It was brought out that the Fred Meyer Corporation may feel that they have already given the compensating land area in Custer Drive. Mr. Thompson said that there was no use in the City maintaining Custer Street and Canby Street, and felt the vacation should be approved.

Action Taken: It was moved and seconded to recommend that the vacation be accepted, but that the Fred Meyer Corporation be required to dedicate equal area for these vacations or to compensate the City in cash for approximately 15,000 cubic yards of publicly-owned material used for fill on Fred Meyer's property. Mr. Keefe was asked to write a letter to the City Engineer, bringing to his attention and that of the Council, the matter of this additional compensation due the City.

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2. That an agreement be entered into between the Dairy Co-operative and the City of Portland, releasing the City from any obligation in the event of a failure in the sewer main.

Motion was seconded and passed.

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V28-57 -- Vacation of portions of SW Custer Street and SW Canby Street between SW Custer Drive and SW 17th Drive. Petitioner: Sixth Avenue Corporation (Fred Meyer).

Staff Report: Over the past several years, the Sixth Avenue Corporation has cut and filled in the area generally bounded by SW Bertha Boulevard, SW Miles Street, SW 17th Drive, and SW Barbur Boulevard. Approximately 15,000 yards of material were removed without compensation to the City from the SW Custer and SW Canby rights-of-way and used for fill in the ravine area on the south side of Bertha Boulevard on Sixth Avenue Corporation's property. Relocated SW Custer Street (Custer Drive) was accepted by Ordinance No. 105603 dated March 20, 1957. The Planning Commission action at that time was to recommend that the dedication of SW Custer Drive not be accepted because it was in conflict with the proposed Bertha-Sellwood connection.

The street area to be vacated contains approximately 22,000 square feet. An equal area could be dedicated and reserved as a part of the proposed Bertha-Sellwood connection.

Staff Recommendation: That the vacation of portions of SW Custer and SW Canby Streets be approved on condition that an equal area be dedicated for a portion of the right-of-way of the proposed Bertha-Sellwood Freeway connection.

Discussion: Mr. Keefe said that for the use of the 15,000 yards of fill material, he felt the City should have additional compensation, rather than the proposed dedication of equal area for the streets to be vacated. It was brought out that the Fred Meyer Corporation may feel that they have already given the compensating land area in Custer Drive. Mr. Thompson said that there was no use in the City maintaining Custer Street and Canby Street, and felt the vacation should be approved.

Action Taken: It was moved and seconded to recommend that the vacation be accepted, but that the Fred Meyer Corporation be required to dedicate equal area for these vacations or to compensate the City in cash for approximately 15,000 cubic yards of publicly-owned material used for fill on Fred Meyer's property. Mr. Keefe was asked to write a letter to the City Engineer, bringing to his attention and that of the Council, the matter of this additional compensation due the City.

*****

V12-57 and D12-57 -- SW 10th Avenue and Caldew. Petitioner: Sixth Avenue Corporation.

Discussion: Chairman Thompson brought up the matter of a proposed dedication of a 20-foot strip to serve three lots located at SW 10th and Caldew, which the Streets Committee previously recommended for approval on condition that a turn-around with a 40-foot radius be provided. He said that the City Engineer's office did not agree that a turn-around at the intersection of 10th and Caldew was necessary. The need for a turn-around was discussed. The Committee still felt that a turn-around should be provided as Caldew Street will be over 500 feet long and dead-ended. It was mentioned that 10th Avenue is only 25 feet wide, and only half of it is presently dedicated.

*****

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

DCB:lmk

MINUTES OF MEETING
Streets Committee
January 21, 1958
4:00 p.m.

The Streets Committee of the City Planning Commission met Tuesday, January 21, 1958, at 4:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Chairman Thompson, member Stanton, member Donaugh, Planning Commission President Sroufe, Right-of-Way Engineer Welch, City Engineer Burt, Planning Director Keefe, Assistant Director Nims, City Planner I Becker, and reporter Kaplan.

*****

26-57 -- Subdivision. Location: SW Dosch Road, just south of Hamilton Street. Sponsor: R.W. Mulhausen. No. of Lots: 4.

Staff Report: The cul-de-sac is similar to one approved for a subdivision on 37th Avenue in Reed College Heights. The cul-de-sac is 30 feet in width with a 50' x 50' back-around. The owner has not objected to these requirements nor to the 15-foot dedication on Dosch Road.

Staff Recommendation: That the subdivision be approved as submitted with a 30-foot street, a 50' x 50' back-around, and a 15-foot dedication to Dosch Road.

Action Taken: Mr. Stanton moved that the subdivision be approved as submitted with a 30-foot street, a 50' x 50' back-around, and a 15-foot dedication to Dosch Road. Motion was seconded and passed.

*****

V27-57 -- Vacation and Dedication. Location: SW Cable Street. Petitioner: Mrs. Duffy.

Staff Report: Mrs. Duffy has petitioned to vacate the southerly portion of Cable Street beginning at a point approximately 120 feet south of the south line of Lot 8, Block 4 of Market Street Addition. In return for the vacation, an equal area, lying between SW Cable Street and SW Montgomery Drive to the east, is proposed for dedication. SW 18th Avenue is situated in the bottom of a ravine. SW Cable Street to the west is higher in elevation and has an improved 20-foot right-of-way, serving twelve dwelling units. The proposed portion to be dedicated, which abuts SW Cable Street, is proposed for a turn-around. Another turn-around could be constructed on the newly dedicated property at the south end of SW 18th Avenue. The 10-foot strip connecting the two turn-arounds is too steep for a street, but is needed for a gas line. The area in the ravine is Zone II, and it is understood that the petitioner desires to construct a new duplex.

Staff Recommendation: That the vacation be approved as submitted with the compensating dedication.

Discussion: Mr. Nims said that the inside of the sharp curve in Montgomery Drive has been filled. He further explained that most of SW Cable Street proposed for vacation is down under a very deep fill. The proposal is to provide enough room for a turn-around and also room for extension of SW 18th where a new catch basin has been put in recently, making more property accessible.

Mr. Stanton questioned whose jurisdiction it was to control the cutting and filling and whether there were any regulations concerning grading on private property. He said that the architects have been concerned also for some time about overloading of natural grade, and that the City should have some qualified advice on this. Mr. Thompson said that the City Attorney's office was working on this problem at one time, and that Mr. Benard's office was probably the place that would administer this set of regulations. Mr. Burt said that in Los Angeles, soil tests are made, and a general grading test is held. He said that this problem is being worked on here at this time.

Action Taken: Mr. Donaugh moved that the vacation of Cable Street be approved with the compensating dedication. Motion was seconded and passed.

*****

V28-57 -- Reconsideration of Vacation. Portions of SW Custer Street and SW Canby Street between SW Custer Drive and SW 17th Drive. Petitioner: Sixth Avenue Corporation.

Staff Report: Over the past several years, the Sixth Avenue Corporation has cut and filled in the area generally bounded by SW Bertha Boulevard, SW Miles Street, SW 17th Drive, and SW Barbur Boulevard, removing approximately 15,000 yards of material from the SW Custer and SW Canby rights-of-way and using it for fill in the ravine area on the south side of Bertha Boulevard on Sixth Avenue Corporation's property. Relocated SW Custer Street (Custer Drive) was accepted by Ordinance No. 105603 dated March 20, 1957. The Planning Commission action at that time was to recommend that the dedication of SW Custer Drive not be accepted because it was in conflict with the proposed Bertha-Sellwood connection.

Previous Action: At the Streets Committee meeting on December 18, 1957, the Committee voted to recommend that the vacation be accepted, but that the Fred Meyer Corporation be required to dedicate equal area for these vacations or to compensate the City in cash for approximately 15,000 cubic yards of publicly-owned material used for fill on Fred Meyer's property. Mr. Keefe was asked to write a letter to the City Engineer, bringing to his attention and that of the Council, the matter of this additional compensation due the City.

Discussion: Chairman Thompson brought out the fact that since the last meeting was held, it was learned that Fred Meyer had originally been granted permission by the City Engineer to grade this area. He said, however, that he didn't recall any official permission for this action.

He further explained that our policy is usually to get equal dedicated area. Mr. Stanton said that if the previous City Engineer had given his permission for this, that we now have no recourse to go back and ask for additional compensation. Mr. Sroufe agreed with this.

Mr. Nims said that he recalled the City Engineer saying at one time that the grade was established only at the intersections on 13th Avenue and 17th Drive. Mr. Keefe asked if the 17th Drive and Custer intersection ever had an established grade. Mr. Welch said he didn't think so. Mr. Thompson said that he felt we should ask Fred Meyer to dedicate the area that would be most advantageous in regard to the Bertha-Sellwood connection. Mr. Welch said that the State Highway Commission has stated that they have no immediate plans for making this connection, but it was brought out that, in the judgment of the Planning Commission, this is a needed future connection. Mr. Keefe showed a map of this area, which was prepared by the Planning Commission staff, indicating all vacations and dedications, either proposed or anticipated, along with requested zoning in this area. It was suggested by Mr. Sroufe, and mutually agreed on by Committee members, that since everything pertaining to Fred Meyer had to be handled piece-meal, that perhaps a meeting could be arranged with Hal White to work something out. Mr. Sroufe suggested that the City Engineer, Mr. White, and himself could get together and discuss the streets in question for some preliminary agreement before any further action is taken by the Committee.

In regard to the proposed vacations, Chairman Thompson said that the streets being considered are now too steep, from the practical standpoint, to ever be platted, and felt the vacations should be accepted.

It was generally felt by the Committee that some dedication in regard to the Bertha-Sellwood connection should be made, if possible.

Action Taken: Mr. Donaugh moved that we postpone this matter pending further discussions between the President of the Commission, the City Engineer, and the Sixth Avenue Corporation for a preliminary agreement between all concerned before taking action on this. Motion was seconded and passed.

*****

V29-57 -- Vacation. Location: SE 15th Avenue between SE Gideon Street and the Southern Pacific Company right-of-way. Petitioner: North Pacific Lumber Company.

Staff Report: SE 15th Avenue is not through connected. There is a 4-foot difference in elevation on the south line of the railroad right-of-way between the railroad tracks and 15th Avenue. SE 13th Avenue and SE Brooklyn Street connect through the railroad right-of-way.

The North Pacific Lumber Company now occupies large structures on either side of the proposed street vacation. This portion of SE 15th Avenue is now used for employee parking and transportation of materials between buildings.

The Company has indicated that they plan to cover the area between the structures because of water damage in transferring materials.

Staff Recommendation: That the vacation of SE 15th Avenue be approved as petitioned.

Discussion: No objection by the Committee was expressed to this vacation.

Action Taken: It was moved to recommend that the vacation of SE 15th Avenue be approved as petitioned. Motion was seconded and passed.

*****

30-57 -- Approaches to Hawthorne Bridge. Ordinance giving consent of City Council.

Staff Report: City Ordinance No. 107007 gives consent of the City to use City streets for Hawthorne Bridge approaches. The landscape plan looks good. No off-street parking is planned.

Discussion: Mr. Nims said that this is in relation to a City ordinance which has been passed giving consent of the City to use streets in the vicinity of the new Hawthorne Bridge approaches where clearing is now going on. He said this matter was being submitted for the Committee's information only, and no action is needed. Mr. Nims said that the City Park Bureau had apparently helped with their landscape scheme, and that no parking areas were planned.

Mr. Keefe suggested that perhaps a communication would be in order, stating that should their plans be changed to include parking, that fringe landscaping ought to be provided around the parking. Mr. Stanton said that we should not put this in the negative, and compliment them instead on how much more valuable to the City the landscaping would be than simply paving the area for parking. Mr. Thompson asked if we had been asked for official comment, and questioned whether we should say anything at all.

Action Taken: Mr. Stanton suggested that we send a letter complimenting the County Roadmaster on the solution, stating that it would be an asset to the City of Portland. The Committee was in agreement on this.

*****

VI-58 -- Vacation. Location: N. Newark Street, just west of Clarendon Avenue. Petitioner: City Park Bureau.

Staff Report: This vacation follows a recommendation to be included in the Planning Commission report to the Portland School District that they purchase an area just east of Playground No. 92 for the construction of a primary school. If this is done, both Newark Street and Clarendon Avenue in this vicinity between the school and park should be vacated.

Staff Recommendation: That the vacation be approved as petitioned.

Action Taken: Mr. Donaugh moved to recommend that the vacation be accepted. Motion was seconded and passed.

*****

V2-58 -- Vacation. Location: NE Beech Street, just west of NE 90th Avenue. Petitioner: Mildred R. Marshall.

Staff Report: This street is not improved. It has been fenced and is now apparently used by residents of Lot 1, Block 5, Academy Heights, for some sort of animal corral. There is no apparent public use to which this right-of-way could be put. Beech Street, just east of this, is but 25 feet in width, and an additional 25-foot dedication by the Sanctuary of Our Sorrowful Mother at some future time would be very desirable. If the vacated street entitles the City to a fee, perhaps this could be used to purchase a 25-foot strip from the Sanctuary.

Staff Recommendation: That the vacation of NE Beech Street be approved as petitioned.

Discussion: Mr. Nims stated that the staff suggests that some thought be given to use any money the City Engineer's office might get from this vacation to purchase enough land to make Beech Street a 50-foot street between SE 90th and SE 91st. It is now just a muddy lane. Mr. Welch said that the compensation from a vacation is called "assessment of special benefits" and amounts to the price of the land.

Action Taken: It was moved to recommend that the vacation be approved, and that it be suggested that the money received from this vacation be used to purchase enough area to make Beech Street a 50-foot street between SE 90th and SE 91st Avenues. Motion was seconded and passed.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

CRN:lmk

MINUTES OF MEETING
Schools and Parks Committee
January 21, 1958
4:30 p.m.

The Schools and Parks Committee of the Portland City Planning Commission met Tuesday, January 21, 1958, in the conference room of the Commission at 526 SW Mill Street.

Those present were members Stanton and Donaugh, Planning Director Keefe, Assistant Director Nims, and reporter Kaplan.

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Hollyrood Court School

The meeting was held to consider a proposed school on Hollyrood Court, just north of Grant High School.

It was the consensus of the Committee that more property than what the School District is proposing to buy should be acquired. This additional property would be on the north side of Hollyrood Court.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:lmk

URBAN RENEWAL AND PROPOSED DEVELOPMENT COMMISSION

As of February 16, the contract between the Housing Authority and the City terminates. Our Urban Renewal staff will then be transferred to the Housing Authority's payroll. This scheme of operation is to be temporary.

The Council, on February 5, resolved to place before the voters at the May election a charter amendment to create the Portland Development Commission. This commission would serve as the urban renewal agency and, in addition, would have the authority to acquire land for development and disposal for industrial use. The Commission is to be composed of five members to be appointed by the Mayor for three-year terms. Financing is to be a tax levy which can be either a two-third mill for five successive years or a maximum of $2,000,000 raised over a 10-year period.

This commission will be autonomous like the E-R Commission. In the original draft, which did not come to our attention until January 27, no referral of the Development Commission's proposals for review and recommendation by the Planning Commission was included. The City Attorney's office resisted any suggestion, but the draft as it now stands includes this wording: "The Portland Development Commission.... .....may acquire.....property.....as the Commission and the Council may find appropriate or convenient in accordance with comprehensive zoning and development plans, if such plans are available, to carry out the purposes of.....this charter....."

No mention is made of the Planning Commission. Is this satisfactory to the Planning Commission?

NEW ZONING CODE

All drafting of detailed maps for filing with the City Auditor and for printing in the Daily Journal of Commerce are expected to be completed by the end of this month. It is now timely to remind the Council of a suggestion made in our letter of transmittal. "The Planning Commission suggests that it might be beneficial prior to holding of public hearings on the new code for informal meetings to be held by the Council jointly with the Planning Commission and the Citizens Advisory Committee. The purpose of the meetings would be to summarize the principal features of the proposed new Planning and Zoning Code."

INFORMATION ONLY

On December 20, 1957, the E-R Commission reimbursed the City $12,382 for the Planning Commission's work. This sum should be sufficient to finance our cash share of the metropolitan planning project for two years.

Another item of interest is that the School Board is acquiring additional property for off-street parking at Washington H.S. This is illustrative that when the Planning Commission stands firm, its recommendations are more than often carried out.

MINUTES OF MEETING
Urban Renewal Committee
January 2, 1958
12:00 Noon

The Urban Renewal Committee of the City Planning Commission met Thursday, January 2, 1958, at 12:00 noon at the Arlington Club.

Those present were: Chairman Ira C. Keller, member H. Loren Thompson, member Watson D. Robertson, Planning Director Lloyd T. Keefe, and Assistant Urban Renewal Director John Kenward.

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Committee Resolutions

1. Be it resolved that the Urban Renewal Committee of the City Planning Commission recommends that a separate agency or commission (under direction of the Council) be established to plan and execute urban renewal projects for the City of Portland.

2. Be it further resolved that all urban renewal land use plans prepared by the Urban Renewal Agency of Portland shall be subject to the review and recommendation of the City Planning Commission and final approval of the City Council in accordance with the State law.

Discussion

It was the feeling of the Urban Renewal Committee of the City Planning Commission that the responsibility for administering the urban renewal program of Portland should be placed in a separate commission, agency, or bureau with sufficient authority to achieve the most efficient results in regard to project planning and execution. The Committee did not feel it should make a recommendation as to the details of the organization for Urban Renewal. However, the Committee members did agree that whatever the unit of government assigned the responsibility of administering the urban renewal program, it must be in a position to obtain the maximum co-ordination and correlation from all other units of government having a responsibility for planning and effectuating an urban renewal program.

In considering the relationship of the City Planning Commission to the urban renewal program, the Committee felt very strongly that all land use plans should be subject to the careful review and recommendation of the City Planning Commission prior to submittal to City Council for approval.

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John B. Kenward

John B. Kenward
Urban Renewal Assistant Director

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AGENDA 175

PORTLAND CITY PLANNING COMMISSION MEETING
March 27, 1958
3:00 p.m.

Page

1. Approval of Minutes and Reports of Committees:

a. Planning Commission.....February 13, 1958..... 1
b. Planning Commission.....March 6, 1958..... 6

c. Zoning Committee.....February 13, 1958..... 10
d. Zoning Committee.....February 19, 1958..... 17
e. Zoning Committee.....February 25, 1958..... 23
f. Zoning Committee.....March 12, 1958..... 27

g. Streets Committee.....February 13, 1958..... 37
h. Streets Committee.....March 6, 1958..... 40

i. Schools & Parks Committee....February 6, 1958..... 45
j. Schools & Parks Committee....March 6, 1958..... 49

k. Capital Improvement Com.....January 31, 1958..... 55

2. E-R Center
(The E-R Commission has requested a statement from the Planning Commission, to be used prior to the May election, proving the case for Broadway-Steel over Delta Park. In preparation for the discussion on this matter, it is suggested that each member review our comprehensive E-R report of July, 1955 and our letter to the E-R Commission of March 19, 1957 recommending the Broadway-Steel site.)

3. Report: Portland's Economic Prospects 58

4. Revisions to C2 Zones
(All maps are completed for the new Zoning Code. The Zoning Committee has, however, raised the issue of non-conforming manufacturing and wholesale uses in C2 zones. Uses permitted in C2 are essentially the same proposed in the original Mills draft. A change in this use list to permit manufacturing and wholesaling in C2 is a policy decision which probably should have the attention of the whole Planning Commission. The staff expects to have some recommendations for consideration at this meeting.)

MINUTES OF MEETING
PORTLAND CITY PLANNING COMMISSION
February 13, 1958
3:45 p.m.

The Portland City Planning Commission held a meeting on February 13, 1958 at 3:45 p.m. in the conference room at 526 SW Mill Street.

Those present were: President Sroufe, members Windnagle, McKinley, Robertson, Thompson, Stanton, Prichard, Planning Director Keefe, Zoning Supervisor McAbee, Assistant Director Nims, Assistant Urban Renewal Director Kenward, Building Inspections Director Benard, City Planner III Keith, City Planner II Clark, City Planner II O'Hiser, City Planner I Frost, City Planner I Snyder, Oregonian reporter Bob Sever, Journal reporter Jack Ostergren and reporter Hazle.

* * * * *

APPROVAL OF MINUTES OF MEETING

a. Planning Commission.....Dec. 18, 1958.....approved

b. Zoning Committee.....Dec. 26, 1958.....approved
c. Zoning Committee.....Jan. 16, 1958.....approved

d. Streets Committee.....Dec. 18, 1958.....approved
e. Streets Committee.....Jan. 21, 1958.....approved

Mr. Stanton said that on Page 32, January 21, 1958 meeting of the Streets Committee, the action should read: "That we write a letter to the County Roadmaster complimenting him on the treatment of the open areas".

f. Schools and Parks Committee.Jan. 21, 1958...approved

Mr. Stanton said that the Schools and Parks Committee had approved purchase of property adjacent to Grant Park for a primary school. The School Board was in agreement and is now

purchasing this site known as Hollyrood.

g. Urban Renewal Committee.....Jan. 2, 1958....approval of minutes only

* * ** *

ELECTION OF OFFICERS

Mr. Stanton made a motion that the same officers, Mr. Sroufe as President and Mr. Windnagle as Vice-president, be re-elected for another year in view of the fine work that they were doing.

The motion was seconded and the vote was unanimous.

* * * * *

PURCHASE OF AN ELECTRIC PUNCH

Mr. Keefe told the Commission that we are turning out reports quite frequently and much staff time is required to punch, assemble and bind. He said the necessity of publishing reports is not always understood at City Hall.

Mr. McAbee reported on the savings in time and money that could be made with an electric paper punch. He stated that a girl could operate the electric punch thus relieving a higher salaried man for more important work. In 1955 and 1956 we published reports totalling 150,000 pages--it took approximately 65 hours to do the punching. In the next two or three months we are going to publish reports which will total more than all the other reports which we have done so far. With the electric punch we will achieve a savings of more than $200. The old punch needs new dies which will cost approximately $45.

Mr. McAbee said the staff recommends that an electric punch be purchased and that it would pay for itself in a year to a year and a half.

ACTION: Mr. Thompson made a motion that we ask the City Council and Commissioner Bowes to purchase an electric punch for the Planning Commission. Mr. Sroufe said the letter to Commissioner Bowes should be signed by him. The motion was unanimous.

* * * * *

URBAN RENEWAL AND PROPOSED DEVELOPMENT COMMISSION

Mr. Sroufe said he had received a call from Commissioner Bowes and Mayor Schrunk on appointing a committee to handle Urban Renewal. He told them he had Ira C. Keller in mind for Chairman and they were quite pleased.

Mr. Thompson said he thought the Commission should look at the Urban Renewal Committee's resolutions and compare the amendment creating a Development Commission with the proposed charter.

Mr. Sroufe said that two things were wrong with the first draft. He appointed Mr. McKinley and Mr. Thompson to work with Mr. Keefe on changes in the proposed charter amendment that would be satisfactory to the Commission, and the Commission will be polled on this.

Subsequently, the Planning Commission sent the following letter to Commissioner Bowes:

Commissioner William A. Bowes
Department of Public Works
414 City Hall
Portland, Oregon

Dear Commissioner Bowes:

At its meeting February 13, the Planning Commission discussed the wording at the beginning of the second paragraph of Section 15-103 of the proposed charter amendment to create a Portland Development Commission. It is the unanimous opinion of the Planning Commission that industrial development projects should be referred, as a matter of good procedure in the public interest, to the Planning Commission for review and report prior to final action by the Development Commission.

Although the second paragraph does mention that the Development Commission's projects must be in accordance with comprehensive zoning and development plans, it does not communicate to the Development Commission where such plans can be found and who is responsible for them. Accordingly the Planning Commission would appreciate your suggesting to the Council that before this charter amendment is placed on the ballot that eleven words be inserted in the first part of the second paragraph of Section 15-103 as follows:

"The Portland Development Commission.....may acquire..... property.....as the Commission and the Council may find appropriate or convenient in accordance with comprehensive zoning and development plans, and upon review and recommendation of the Portland City Planning Commission, and in compliance with zoning laws....."

The underlined words would replace "if such plans are available".

Referral to the Planning Commission is required by state statute for urban renewal projects and public works projects initiated by all city bureaus. This change in wording would bring industrial development projects proposed by the Development Commission into the same category.

Respectfully submitted,

J. H. Sroufe, President
City Planning Commission

* * * * *

NEW ZONING ORDINANCE

Mr. Keefe said the 600 scale maps and the text is nearing completion and should be ready by March 1st. He said he thought members of the Planning Commission and the Citizens Committee should meet with the Mayor and Commissioner Bowes to help the Council to take definite steps to set up public hearings.

Mr. Sroufe said Mr. Prichard should pick a member of the Citizens Advisory Committee and he would pick a member of the Planning Commission to go to Commissioner Bowes on this matter.

* * * * *

LAND FOR SCHOOLS

Mr. Keefe said that the report has taken two and one-half years and covers the north and southwest section. This report has been submitted to the administrative staff of the School District and it is being presented to the Planning Commission for approval before being submitted to the School Board. The recommendations in the report are far-reaching and as such it should become a unit of the Comprehensive Development Plan. We are asking the

School Board to adopt the proposals in the report as its guiding policies in readying its facilities for larger enrollments. Mr. Keefe summarized the report. The essence of his remarks are contained in the Schools and Parks Committee minutes of February 6, 1958.

The staff was complimented by the Commission on the fine report and Mr. Stanton said the administrative staff of the School District had asked Mr. Keefe to present the report to the School Board.

ACTION: Mr. McKinley made a motion that the Planning Commission approve the Land for Schools report and present it to the School Board. Mr. Stanton seconded the motion which was unanimous.

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CAPITAL IMPROVEMENT PROGRAM

Mr. Sroufe said he wanted to make a report on Capital Improvements himself at a later date.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:rh

MINUTES OF MEETING
Portland City Planning Commission
March 6, 1958
3:30 p.m.

The Portland City Planning Commission met Thursday, March 6, 1958, at 3:30 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Vice-President Windnagle, members McKinley, Robertson, Stanton, and Prichard; City Engineer Burt; Right-of-Way Engineer Welch; Planning Director Keefe; Assistant Director Nims; Zoning Supervisor McAbee; City Planner I Becker, and reporter Kaplan.

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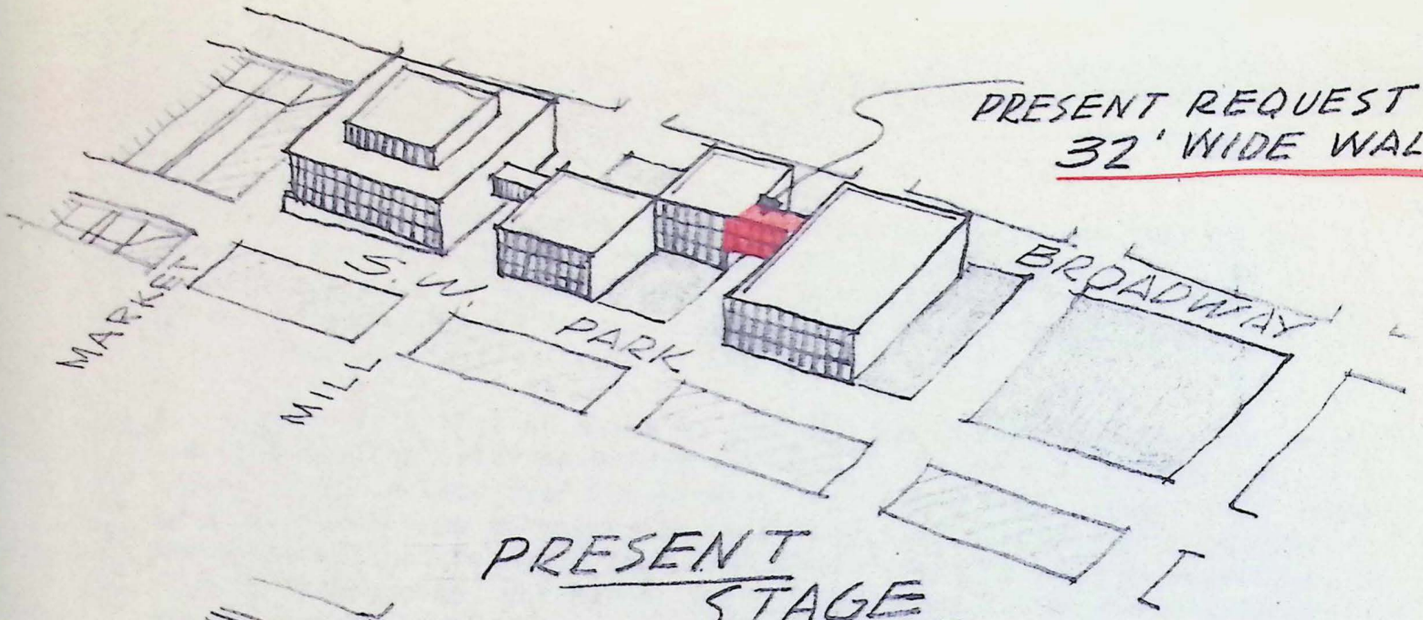
P.C. File #3301 -- Portland State College

Staff Report: Portland State College has requested Council to grant a permit to construct a two-level passageway bridge, 32 feet in width, over SW Montgomery Street. The Planning Commission's last action was to approve a walkway 20 feet in width. The accompanying drawing illustrates the plan for the ultimate stage of development of the College. Tentative development plans for the downtown area have been worked out by the staff during the planning of the Urban Renewal project. These tentative plans are based on further Urban Renewal projects permitting the assembly of land into large parcels, the dedication of new streets as needed, and the vacation of unnecessary streets.

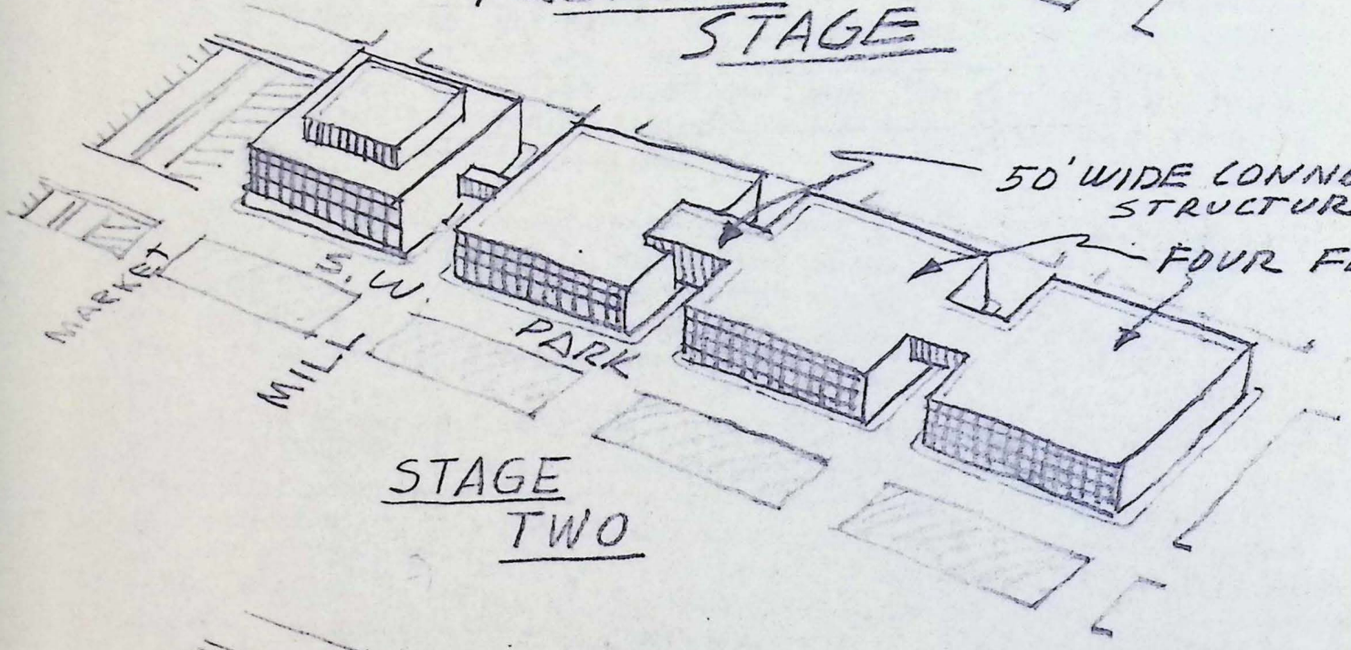
The staff feels that the present 200-foot square blocks are unduly small for certain types of large developments near the center of the city, and that present traffic is diffused out over too many local streets. If the South Auditorium project goes ahead, and if a similar project could be developed for the area between Broadway and 4th Avenue, it would perhaps not be necessary for Mill, Montgomery, or Harrison Streets to be retained. If one or two of these streets were vacated, it would help to discourage traffic not bound for the apartment house district west of the Park Blocks from traveling through this district to reach other destinations. It has been decided that for legal reasons, the College may not use these walkways over streets for other than pedestrian purposes.

Staff Recommendation: Approve 32-foot walkway as requested.

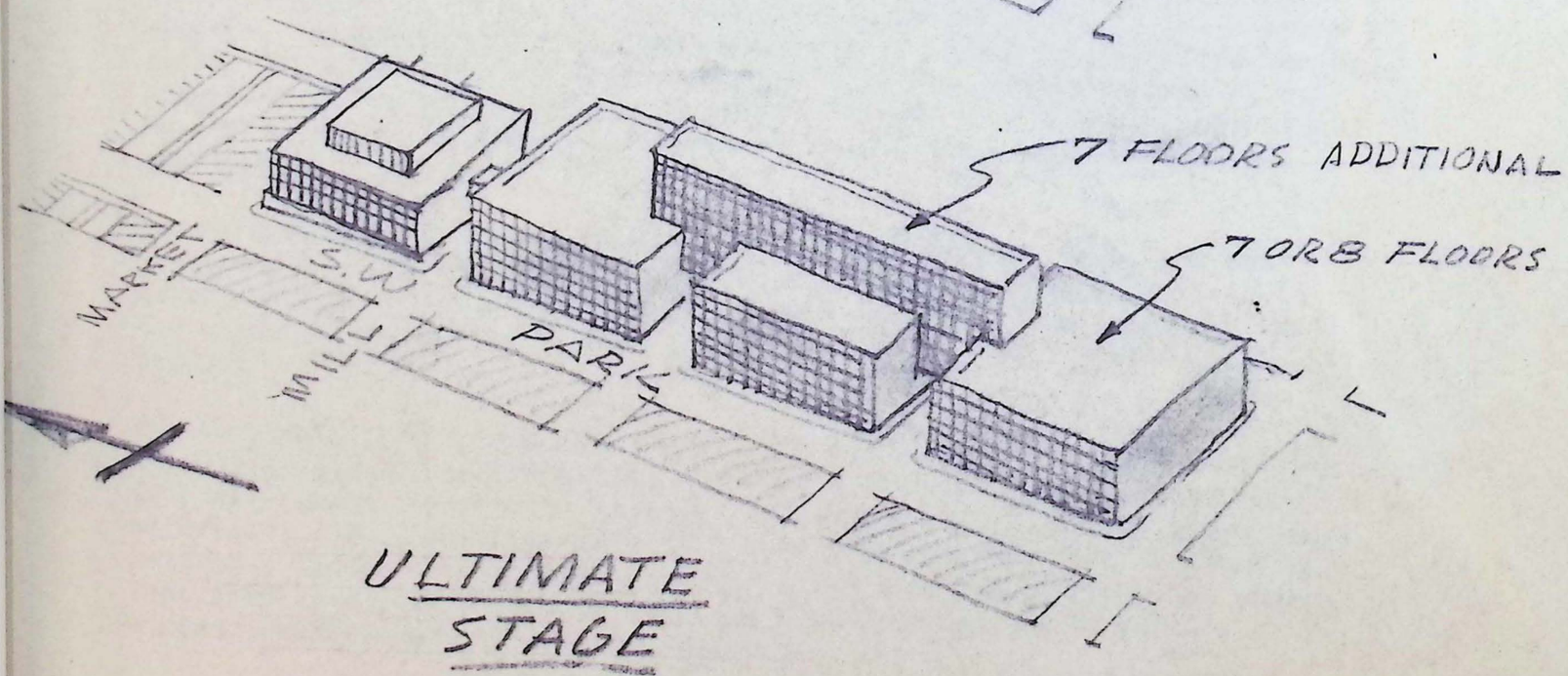
Discussion: Mr. Windnagle, who chaired the meeting, stated that he felt the reason for the meeting was to reconsider the action taken by the Planning Commission at its December 18 meeting in which a walkway of not more than 20 feet in width was approved for Portland State College. Mr. Keefe stated that after the December 18 meeting of the Planning Commission, he met in Commissioner Bowes' office with people from Portland State College, and expressed his opinion that he felt that other City agencies would approve this walkway as presented. He also added that he had the impression that the College planned to go ahead with construction of the 32-foot passageway, and would contest any action to the contrary.



PRESENT STAGE



STAGE TWO



ULTIMATE STAGE

P.C. FILE NO. 3074

PORTLAND STATE COLLEGE DEVELOPMENT STAGES

PORTLAND CITY PLANNING COMMISSION

Mr. Keefe submitted a letter to the Commission which was sent to the Mayor by Portland State College, stating its original request for Council approval of a permit to construct a bridge across SW Montgomery Street between SW Park Avenue and Broadway. This letter, he brought out, is now an official Council document.

Mr. Stanton felt that in spite of the 200-foot square blocks, that whatever the College used the bridge for didn't change the principle of having a wide bridge over the street. Mr. Keefe stated that their long-term development is to extend the width of the bridge. He added that the architect had told him that they didn't plan to use the tower portion for classrooms, but rather for living quarters for those students who will take short courses. Mr. Stanton said that in stages 2 and 3, the bridge would be 50 feet to 60 feet wide. He felt that the Planning Commission should determine its position on this issue as a precedent for future requests of this type.

Motion: Mr. Stanton moved that our motion at the December 18 meeting be sustained, and that this new request be denied. Mr. Robertson seconded the motion, and agreed with Mr. Stanton in that he felt that our action on this matter as a Planning Commission was the important issue in setting up a precedent for the future.

Discussion of Motion: Mr. Keefe cited the existing precedent of the bridge at the University of Oregon Medical School and Hospital. He also noted that the street pattern of the Urban Renewal project suggests the vacation of Mill, Montgomery, and Harrison Streets east of 4th Avenue so that Hall Street would go through, and Urban Renewal's ultimate plan of development in this area requires some vacations in relation to these streets. He asked that the Commission consider these facts before taking action. The question was raised whether this procedure had been tried elsewhere in the state. Mr. Burt said it hasn't been tested in Portland. He stated a case in Chicago in which a freeway goes right through a post office.

Mr. Windnagle felt that in regard to Portland State College, the real issue was their total project. Our decision now will go a long way in establishing our stand on this and similar requests in the future. Will our stand be any different with private agencies than it would with public bodies?

Mr. Burt said that he thought the College had reshaped their thinking on the ultimate plan, and that they were evidently willing to accept the City Attorney's ruling that they can't use the passageway for any classes or offices. Mr. Keefe added to this that they did say that it might be used as a lounge for students. It was noted that the College has stated that they really only need 14 feet for a passageway, while we have already recommended giving them 20 feet.

The question was then raised about the possibility of Portland State College wanting to cross Broadway in the future with another such bridge.

It was stated that the College has made their intention clear that their plans for the future do not include crossing Broadway.

The staff was asked why it is recommending 32 feet at this time. Mr. Keefe said that in his mind, he is not sure that the 50-foot bridge is such a bad thing. He also stated that if we were to grant this request, perhaps they would continue to work for off-street parking in the future. Mr. Stanton felt that the College has been ignoring the parking situation, and that Mr. Keefe was too optomistic about the possibility. Mr. Keefe said that the State Board of Higher Education is renewing their request to the State Legislature for $250,000 for off-street parking.

Mr. McKinley felt that our chief concern should be whether to allow anybody to build over the street for the purpose of occupancy and to also take the matter of street traffic pattern into consideration in regard to light and visibility. He added that if in the future, as a result of developments east of 4th Avenue and a study of traffic requirements in the area, it seems wise to close these streets, he would reconsider the use of these streets by public agencies.

Mr. Keefe stated that, assuming the use of the area west of the Park Blocks will remain residential, it might be a good thing to stop Montgomery Street so that traffic from the hill would go down either Clay or Hall Streets. A discussion followed on how access would be obtained to other parts of the City from this area if Montgomery Street were closed. It was suggested that perhaps the Streets Committee could make a study on the closure of streets in the area of Portland State College. If it is desirable to close these streets, it should be known even before the College starts building their structures.

Mr. McKinley added that we should couple these two questions with some indication that the Planning Commission intends to make a study of the street vacation problem. If the study determined the desirability for street vacation, he said that our decision might be reconsidered at that time.

Action: As a result of the above discussion, Mr. Stanton changed his former motion to state, with the consent of Mr. Robertson who had seconded his original motion, that the action of the December 18 meeting be reaffirmed, and that there should be in the accompanying letter to the Council a statement that in connection with this action, the Planning Commission has decided to have a study made of the possibility of closing and vacating Mill, Harrison, or Montgomery Streets in an endeavor to reach conclusions as to the desirability of closing any or all of these streets as a part of the South Auditorium development. Should it turn out that the Commission decides that such closures should be recommended, the Commission would be prepared to modify its action with regard to the passageway width on the assumption that the street area thus vacated would be transferred to Portland State College as a part of its campus area. Mr. Donaugh felt that it was unfair to the

applicant to hold up our decision on this matter until a study of many months' time perhaps was completed. Motion was seconded and passed. Mr. Donaugh dissented.

*****

1958-59 Budget Request

Mr. Keefe submitted for approval of the Planning Commission some changes in maintenance and personnel in the requested 1958-59 budget. Changes being requested included the elimination of a City Planner II position and creation of a new City Planner III position, substituting a Zoning Assistant for the present Engineering Aide position, the elimination of one Senior Stenographer position, and the upgrading of two Stenographer-Clerk positions to Senior Stenographers. He said that these changes meant a savings of about $2,500. Additional expenses listed, in respect to operation and maintenance, were the new calculator and an expected increase in rent due to the additional space we are now occupying in the building, for a total cost of approximately $2,600.

Action: Mr. Robertson moved for the adoption of the proposed budget request changes. Mr. Stanton seconded the motion which was unanimous.

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Meeting adjourned.

*****

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

RMCA:lmk

MINUTES OF MEETING
Zoning Committee
February 13, 1958
2:00 p.m.

The Zoning Committee of the City Planning Commission held a meeting on Thursday, February 13, 1958 at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Robertson and Prichard; Building Inspections Director Benard, Planning Director Keefe, Zoning Supervisor McAbee and reporter Hazle.

Also present were: Ken Lewis and Arthur Jones (Pet. #3289); Robert and Bill Bitar (Petitions #3290 and #3291); Mr. Himes and Mr. Hampton (Pet. #3294); and Mr. Van Dorn (Pet. #3296).

* * * * *

Petition #3289 was the request to change from Zone I to Zone III the property located on the southwest corner of SE 45th Avenue and SE Stark Street for the construction of a parking lot to serve a grocery store located on the southeast corner.

The contract purchaser wishes to improve this 50 x 100' lot for off-street parking to serve the grocery store located on the southeast corner of SE 45th Avenue and SE Stark Street. The property now constitutes the yard area of a residence abutting to the west. It lies approximately 2 to 3' higher than adjacent existing street grades and is surrounded by a 3' hedge. On both sides of SE Stark Street, west of SE 45th Avenue, are well-maintained, one and two-story, single-family residences. East of SE 45th Avenue on the south side of SE Stark Street is Zone III property which is still predominantly occupied by residences with the exception of the grocery store and a few scattered businesses a number of blocks east of SE 45th Avenue. East of SE 45th Avenue, on the north side of SE Stark Street, is a new church which is now under construction. East of SE 47th Avenue, on the north side of SE Stark Street, are single-family residences. The area south of the zone change area is composed of older, one and two-story, single-family homes.

The Zoning Committee recommends denial of the petition. In taking this action, the Committee is attempting to preserve the integrity and character of the residential properties fronting SE Stark Street west of SE 45th Avenue by preventing further strip commercial development which not only creates a blighting factor upon adjoining residential property but also has found to be an inconvenient form of commercial zoning in terms of the public who will frequent the business establishments.

The Committee would point out the availability of existing Zone III property abutting the grocery store to the east which is now used for single-family homes. Conversion of that property to a business use would not only provide a more convenient off-street parking area but would also prevent further encroachment into the adjoining residential district.

ACTION: The Committee unanimously voted to recommend denial of the petition on the grounds that the parking lot should be adjacent to the grocery store. The Committee noted that there is existing Zone III adjacent to the east which should be utilized for off-street parking rather than creating additional Zone III across the street which might have an adverse impact upon the surrounding neighborhood.

* * * * *

Petition #3290 was the request from the Bitar Brothers to change from Zone II to Zone III the property located on the southeast corner of SE 17th Avenue and SE Tacoma Street for the construction of a new service station.

The zone change area is a vacant piece of property adjoining three, large, very dilapidated structures located on property abutting to the west at the southeast corner of SE 17th Avenue and SE Tacoma Street. These structures would be removed. The surrounding area is composed of commercial structures on SE 17th Avenue with homes to the east on SE Tacoma Street.

ACTION: The Committee unanimously voted to recommend approval subject to the following conditions:

1. Screening along the east boundary of the zone change area.

2. All areas for maneuvering or off-street parking shall be paved with a dust-proof material.

3. Should any business other than a service station be located on the zone change area parking shall be at a ratio of 250 sq. ft. for every 250 sq. ft. of gross floor area in the building.

4. Such off-street parking space shall be paved with a dust-proof material.

* * * * *

Petition #3291 was a request from the Bitar Brothers to change from Zone II to Zone III the property located on the south side of SE Tacoma Street approximately 150' east of SE 17th Avenue for the construction of a TV and radio shop.

The owners propose to construct the TV shop on the south 60' of the area. The north 40' would be improved for off-street parking. Abutting the zone change area to the east are well-maintained, single-family residences. The same type of older but well-maintained homes run along the north side of SE Tacoma Street east of the zone change area. SE 17th Avenue in this vicinity is predominantly occupied by commercial uses. Field inspection of this residential area, lying east of SE 17th Avenue and SE Tacoma Street, revealed a considerable amount of home improvement such as remodeling, repainting, as well as a number of new homes in the area.

ACTION: The Committee unanimously voted to recommend denial of the petition on the basis that this would be the first step towards strip development along SE Tacoma Street and there might be no stopping it once it started.

* * * * *

Petition #3294 was the request to change from Zone I to Zone III Special--Clinics and Professional Offices, the property located on the southeast corner of NE 33rd Avenue and NE Hancock Street for the construction of a dental clinic.

The applicant's property measures approximately 90 x 114' in area. It now lies vacant, is level and at approximate adjoining street grade. The applicant proposes to construct a building measuring approximately 28' x 67' in area to be located on the most southerly portion of the property with approximately the north 50' given over to off-street parking. A 5' setback is proposed from the south and east property lines with a 2' setback shown from NE 33rd Avenue. The structure will be one-story in height.

Although the properties on the east side of NE 33rd Avenue between NE Hancock Street and NE Broadway are occupied by fairly well-maintained, single-family, older homes, the west side of this portion of NE 33rd Avenue is solidly improved with commercial uses. A large supermarket occupies all of the frontage along the west side of NE 33rd Avenue between NE Hancock Street and NE Schuyler Street. A dancing school and service station are located south of NE Schuyler Street on the west side of NE 33rd Avenue. With this type of development south of NE Hancock Street on the west side of NE 33rd Avenue it would not seem reasonable to retain the east side of NE 33rd Avenue in a residential zone. The surrounding residential area is composed predominantly of older but well-maintained, single-family homes. The Fernwood School is located on the northwest corner of NE 33rd Avenue and NE Hancock Street.

ACTION: The Committee unanimously voted to recommend approval with the recommendation that the provision in the Planning and Zoning Code entitled Section 6-610.1--Subsection B--Paragraph 7--be waived to permit the clinic to be located within 2' of the street property line along NE 33rd Avenue. This recommendation is based upon the observation that the Committee looks upon the properties along the east side of NE 33rd Avenue south of NE Hancock Street as potential commercial properties and that it would therefore be unrealistic to require a residential setback on NE 33rd Avenue for a clinic use.

* * * * *

Petition #3295 was the request from the Chinese Village Restaurant to change from Zone II to Zone III the property located approximately 80' east of SE 82nd Avenue on the south side of SE Washington Street for an off-street parking area for the restaurant.

The zone change area lies immediately east of the commercial frontage along SE 82nd Avenue south of SE Washington Street. It is a tract measuring 100' x 150' in area and is now occupied by two, small, old, one-story residences. The applicant intends to remove these residences and improve the area for off-street parking to serve the customers of the restaurant located on the northeast corner of SE 82nd Avenue and SE Washington Street. An older, single-family residence is located on the north side of SE Washington Street across from the zone change area with another older residence east of that one. On the south side of Washington Street, east of the zone change area, is a one-story, older, residence east of which is a more recently constructed residence. Between SE 82nd Avenue and SE 84th Avenue in this vicinity the homes are predominantly older; however, east of SE 84th Avenue is a more recently developed single-family district.

With proper screening and dust-proofing it would seem that the zone change area could be improved for off-street parking without having an adverse impact upon the adjoining residential district.

ACTION: The Committee unanimously voted to recommend approval subject to the following conditions:

1. All off-street parking areas shall be improved with a dust-proof material.

2. Screen along the south and east boundary.

3. A 5' planting strip between the parking lot and the street property line of SW Washington Street.

* * * * *

Petition #3296 was a request to change from Zone II to Zone III the property located approximately 160' north of SE Powell Boulevard on the west side of SE 31st Avenue for the construction of a two-story bowling alley.

The zone change area measures 80 x 230' and is the northerly portion of the total building site running down to SE Powell Boulevard which total site measures approximately 230' x 230'.

Approximately the south 70' of the existing Zone III abutting the zone change area to the south is at approximate street grade with SE Powell Boulevard with the northerly portion of the building site lying 10 to 15' lower than the southerly portion. The applicant intends to construct a two-story bowling alley on the northerly portion with the southerly portion to be improved for off-street parking on the Powell Boulevard level. In addition to that parking area, the entire ground floor of the building will be used for parking. The building will measure approximately 120' x 190' in area.

Across SE 31st Avenue to the east of the zone change area is an athletic field to serve Cleveland High School. The frontage along SE Powell Blvd. is almost solidly used for commercial businesses. Immediately north of the zone change area is a two-story, multiple-family development.

The use of this property for commercial purposes would appear to constitute a logical expansion of the commercial zoning along Powell Blvd. More than enough off-street parking will be provided to meet the standards recommended by the Planning Commission. One concern is the noise factor of the bowling alley as it would effect the multi-family units abutting the zone change area to the north. Modern Accoustical design could prevent noise from emitting from the building.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. The building shall be so designed that noise from the bowling activity will be contained within the building.

2. One off-street parking space of 250 sq. ft. shall be provided for every 500 sq. ft. of gross floor area in buildings hereafter erected on the zone change area.

3. The off-street parking spaces shall be paved with a dust-proof material.

* * * * *

Southern Pacific Railroad

Mr. Miller and another gentleman from the Southern

Pacific Railroad presented the case of the Railroad in requesting re-zoning of the strip of land bounded by SE Reedway to the south; on the east by the west line of the Southern Pacific Railroad main line right-of-way; on the south by the prolongation of the south line of SE Nehalem Street and on the west by the easterly line of SE McLoughlin Blvd. The Railroad asks that the R5 zoning be reconsidered so that some use can be made of the property. The Railroad stated that the property could be zoned for industrial purposes but the Committee thought it has more of an affinity with the Eastmoreland residential district and the park and golf course than with industrial.

ACTION: Mr. Windnagle asked the staff to make a study of the property and to make a recommendation on the proper land use.

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Meeting adjourned.

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Lloyd T. Keefe
Planning Director

RMCA:rh

MINUTES OF MEETING
Zoning Committee
February 19, 1958

The Zoning Committee of the City Planning Commission met on Wednesday, February 19, 1958 at 11:00 a.m. at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Robertson and Prichard, Building Inspections Director Benard, Planning Director Keefe, Zoning Supervisor McAbee and reporter Hazle.

* * * * *

Petition #3258 was a request to change from Zone II to Zone III the property located on the southeast corner of NW 19th Avenue and NW Hoyt Street for the construction of a warehouse for TV parts.

The optional purchaser has his business building located on the property abutting to the south. That building is a one-story concrete structure with brick facing. A 50 x 100' parking lot is located immediately south of the building. He proposes to construct a similar building to the north of the present business. The north half of the zone change area would be used for loading and unloading and off-street parking.

The general surrounding area is composed of older residences, school, churches, apartments, public and semi-public uses and commercial structures. The Committee was of the opinion that the general area north of NW Glisan Street and between NW 17th and NW 19th Avenues would probably be developed as an intensive commercial district. This observation, together with the fact that the petitioner's business is already located on existing Zone III abutting the zone change area to the south resulted in recommending approval of the request.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. Lot 2, Block 174, Couch's Addition shall be retained only for the purpose of off-street parking. The north 30' of Lot 7, Block 174, Couch's Addition shall be immediately improved and thereafter maintained for off-street parking and shall be exclusive of any area used for loading and unloading.

2. All off-street parking areas shall be paved with a dust-proof material.

* * * * *

Petition #3279 was a request of Norris, Beggs and Simpson to change from Zone II to Zone III the property located 100' south of SE Gladstone Street on the west side of SE 82nd Avenue for the construction of a used car lot.

The zone change area measures 100 x 190' in area, is level and vacant. A Texaco Service Station abuts the zone change area to the north on the east portion and single-family residences on the north at the west portion. Across SE Boise Street on the southwest corner of that street and SE 82nd Avenue is a loan agency. Directly across SE 82nd Avenue on the east side, lying between SE Cora Street and approximately SE Center Street, is a large vacant field which is supposed to be developed for a shopping center. A new bank has been located on the northeast corner of SE Cora Street and SE 82nd Avenue.

The area lying west of a point 100' west of SE 82nd Avenue is composed of a well-maintained, single-family district. There are a few older houses, but the predominant type of house is of recent construction.

In order to maintain a consistent type of commercial zone west of SE 82nd Avenue, the Zoning Committee recommends deletion of Lots 22 and 23 from the zone change area which would result in a depth of 115' of commercial zoning west of SE 82nd Avenue. With this provision, it is the Committee's considered opinion that the area petitioned for would constitute a logical expansion of the commercial zoning along SE 82nd Avenue.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. One off-street parking space of 250 per 250.
2. Dust-proof the parking.
3. A 45' setback from the center line of 82nd Avenue.

* * * * *

P.C. File #3280 was a request for Council approval by the St. Johns Wesleyan Methodist Church for the construction of a new church to be located approximately 180' north of N. Central Avenue on the east side of N. St. Louis Avenue.

The applicant proposes to construct a church on the property which has a frontage of 102' along St. Louis Avenue and is 286.77' deep. The main sanctuary would have a seating capacity of approximately 250 persons. Off-street parking, capable of handling at least 31 cars, is indicated on the plan. This would more than meet the parking requirement of one space per 12 seats in the main auditorium.

The only apparent question was one as to whether a turn-around should be provided on the church property at the southerly end of N. New York Avenue. Final action by the Committee was not taken until representatives of the church could inquire with the abutting residents as to their willingness to dedicate a similar amount for a turn-around. Upon finding the abutting property owners unwilling to dedicate their portion for the turn-around at this time, the Committee deleted this aspect from its consideration on the basis that the provisions for a turn-around should consist of a mutual dedication rather than requiring the church to dedicate all of the needed area.

ACTION: The Committee unanimously voted to recommend approval of the application subject to the following conditions:

1. One off-street parking space per 12 seats in the main sanctuary.
2. Dust-proof the parking.

3. A screen shall be provided separating the parking area from adjoining residential property.

The Committee also felt that an accompanying letter be part of the record complimenting the minister on the willingness of the church to co-operate and not putting any legal restrictions on them to furnish a turn-around, but to dedicate a portion of the turn-around and to fulfill the obligation of the dedication if and when the neighbors that will benefit from the turn-around contribute or dedicate their share.

* * * * *

Petition #3282 was a request to change from Zone I to Zone III Special--Clinics and Professional Offices the property located on the northeast corner of NE 33rd Avenue and NE Knott Street for the construction of a doctor's clinic.

This petition was considered at the meeting of January 16, 1958 at which time the Committee considered the plot plan submitted and concluded that the building proposed was too large to comply with the Zone III Special--Clinics and Professional Offices provisions. It was referred back to the staff for further study.

ACTION: After further study, the Committee unanimously voted to recommend approval subject to certain conditions which are in addition to the regulations found in Zone III Special--Clinics and Professional Offices classification. These conditions are as follows:

1. Only offices of dentists, physicians and surgeons, and psychiatrists shall be permitted on the zone change area.

2. Hours of operation shall be limited to eight (8 a.m.) to ten (10 p.m.) except in cases of unusual emergency.

3. The area covered by all buildings including accessory buildings shall not exceed twenty (20) per cent of the lot area.

The Committee also suggested that C5 be revised in the new zoning ordinance in increasing the lot size in C5 Type A to 20,000 sq. ft.

Mr. Keefe said that would be presented to Council for revision at the public hearings on the new zoning ordinance.

* * * * *

Petition #3291 was a request of the Bitar Brothers to change from Zone II to Zone III the property located on the south side of SE Tacoma Street approximately 150' east of SE 17th Avenue for the construction of a radio and TV shop.

This was considered at a meeting February 13, 1958 at which time the Committee recommended denial.

On restudying the petition the Committee discussed the commercial zoning along SE 17th Avenue and then unanimously voted to recommend approval of the petition subject to the following conditions:

1. One off-street parking space for every 700 sq. ft. of gross floor area in buildings constructed on the zone change area.

2. Dust-proof the parking.

3. Screening along the south and east property lines to separate the parking from adjoining residential property.

* ** * *

Review of Map Changes on New Zoning Ordinance

Mr. McAbee presented the major map changes which were made by the staff to the new zoning maps for the Committee's approval. He explained that these changes were based upon a number of factors--a change in land use since 1946; various studies, such as the St. Johns Study and the Port Commission's study of Swan Island; corrections of obvious over-sights or discrepancies in the original mapping, etc.

ACTION:

The Committee, after reviewing the map showing all of these changes, unanimously recommended approval of changes as shown on the map.

In consideration of certain properties which are now used for business and are in Zone III and will become non-conforming under the new ordinance, the Committee instructed the staff to determine how many of these non-conforming situations will result from the new zoning pattern. Upon completing this study, the staff is to present it to the Zoning Committee for consideration and determination as to whether any map changes should be made as a result of the report. Following this meeting, the proposed zoning maps are to be transmitted to City Council.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

RMCA:rh

MINUTES OF MEETING
Zoning Committee
February 25, 1958

The Zoning Committee of the City Planning Commission met on Tuesday, February 25, 1958 at 3:15 p.m. at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Robertson and Prichard, Planning Director Keefe, Zoning Supervisor McAbee and reporter Hazle.

* * * * *

Non-conforming Uses in C2 Areas Proposed in the New Zoning Ordinance

Mr. McAbee said the staff had compiled a list of the properties now in Zone III which would be non-conforming in the new zoning ordinance under C2. They are the properties on which manufacturing or industry are now located under the present Zone III and which are now proposed for C2 classification rather than an M zone.

The list presented showed 316 buildings which are engaged in industrial or manufacturing and which will become non-conforming. The list was compiled from our present land use maps and are as follows:

Non-Conforming Uses in C2 Areas
(New Zoning Ordinance) February 1958

Lombard from Williams to Jersey including the St. Johns Business District.....36

Fessenden from Charleston to Macrum..... 7

Interstate from Columbia to Greeley..... 7

Greeley from Ainsworth to Killingsworth..... 3

Killingsworth from Greeley to Union.....19

Alberta from Union to 31st Avenue.....35

Albina from Shaver to Killingsworth..... 2

Lloyd Business Area..... 2

Broadway from NE 7th Avenue to NE 45th Avenue..... 4

Hollywood District..... 2

Sandy Blvd. from NE 33rd Avenue to NE 82nd Avenue.....16

Fremont Street from NE 42nd Avenue to NE 52nd Avenue...13

NE 82nd Avenue from NE Fremont Street to E. Burnside... 7

NE Glisan Street from NE 28th Avenue to NE 82nd Ave....22

Stark Street from SE 76th Avenue to SE 92nd Avenue.....17

Belmont Street from SE 20th Avenue to SE 49th Avenue... 4

Hawthorne Blvd. from SE 14th Avenue to SE 50th Avenue..32

Division Street from SE 30th Avenue to SE 50th Avenue..31

SE 50th Avenue from Powell Blvd. to Hawthorne Blvd.....15

Powell Blvd.....10

Foster Road from SE 70th Avenue to City limits.....32

Total 316

The Committee thought we should know just what kind of business is going on in the non-conforming buildings, whether the buildings were designed for those specific uses, and the condition of the buildings.

Concern was expressed for the investment payroll of these businesses which may become jeopardized if made non-conforming. It was noted, however, that by making these uses non-conforming, we are not proposing to put them out of business.

The opinion was expressed that there are probably many who want to conform to all rules and regulations and will not like becoming non-conforming. Some of the people have put their life savings into such business ventures which they hope to turn over to their sons. At the time of the investment, the use was conforming under Zone III, but C2 would make them non-conforming. The thought was expressed that a business building built specifically for a certain business whose zone had been changed by the Planning Commission and the Council for that type of business should be spot zoned to make it legal under the new zoning ordinance.

Further discussion on the question revealed a strong reluctance on the part of two of the members to send the new zoning ordinance to Council with all of the non-conforming uses in it.

In support of the mapping as proposed, the staff pointed out the strong legal precedence by the courts against spot zoning as being inequitable by granting a privilege to one property owner not enjoyed by others in the area. It was noted that a zoning pattern is intended to reflect the predominant type of use existing in the area as well as the recommended use for the area. It is virtually impossible to give any area a new zone classification without some uses in the area becoming non-conforming. This is illustrated particularly in the C2 zones which previously were in Zone III and which under Zone III permitted everything from offices to manufacturing plants. There are many areas in Portland now in Zone II which, under the new ordinance, will become A2.5 or duplex density. Many multi-family units will become non-conforming under that A2.5 zone. Yet by far, the predominant use of these areas are single-family and duplex development. It would be highly undesirable to spot zone such an area with A1 in order to make the few large apartments conforming under the new ordinance. The staff could see no difference between this residential "non-conforming" problem and the C2 "non-conforming" problem. The identical principle of zoning by areas applies equally as well to commercial as to residential development.

ACTION: The Committee asked the staff to use three of the streets on the list to use for examples for property now in Zone III and proposed for C2 under the new ordinance, which would become non-conforming. The Committee wanted to know the name of the company; what the building was being used for; what type of building; whether the building has been constructed for the type of use it was being put to and not just a converted building for business use.

At a subsequent meeting of the Zoning Committee on March 6th, the Committee considered the staff report on the list of non-conforming uses previously presented to the Committee. The staff had photographed each non-conforming use on Interstate Avenue, Alberta Street and Division Street. The staff itemized the building as to type of structure; use; condition; etc. After thoroughly evaluating this information, the Committee was still not unanimous as to the action to be taken. That is, whether the non-conforming uses should be spot zoned, whether the street should be down-graded from C2 to an M zone, whether the regulations found in C2 should be made more open, or whether C2 regulations and mapping of C2 should remain as originally proposed.

ACTION: The Committee unanimously voted to refer this to the Planning Commission and possibly the Citizens Advisory Committee for further discussion and final decision.

* * * * *

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director R.R.M.

RMCA:rh

MINUTES OF MEETING
Zoning Committee
March 12, 1958

The Zoning Committee of the City Planning Commission met on Monday, March 12, 1958 at 3:15 p.m. at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Robertson and Prichard, Zoning Supervisor McAbee and reporter Hazle.

* * * * *

P.C. File #3297 was a request for Council approval by the Portland Sanitarium to construct a covered ambulance entrance for the hospital.

The entrance would have vehicular access to SE Belmont Street, and would be located approximately 140' from the intersection of SE 60th Avenue and SE Belmont Street. It would be setback the same distance as the established building line of the wing to which it would be attached.

ACTION: The Committee unanimously voted to recommend approval as submitted.

* * * * *

P.C. File #3298 was a request for Council approval by the Shell Oil Company for an addition to their station located at SW Terwilliger and SW Sam Jackson Road.

The property is located on the southwest corner of SW Sam Jackson Road and within 200' of SW Terwilliger Blvd. The new bay to the service station would measure 18' x 28' in area and would come to within 12' of the west property line. It would be set back more than 40' from SW Sam Jackson Road. There is no residential area in the immediate vicinity for the reason that this portion of SW Terwilliger Blvd. lies below the bluff to the north and below the hill to the south permitting almost no available area for residential construction.

ACTION: The Committee unanimously voted to recommend approval of the application as submitted.

* * * * *

Petition #3300 was a request to change from Zone II to Zone III the property located approximately 100' south of SE Powell Blvd. on the west side of SE 10th Avenue for the construction of a mechanical auto repair garage.

The zone change area measures approximately 30 x 100' and is a portion of the total building site of an existing service station and car repair abutting to the north in existing Zone III. The petitioner intends to retain two of the pumps for service station use but confine most of his activity to automobile repair after construction of the garage.

The frontage along SE Powell Blvd. is improved with commercial structures and the surrounding residential area is composed of older residences with some multi-family residences interspersed.

ACTION: The Committee unanimously voted to recommend approval of the petition with conditions:

1. One off-street parking per every 2 employees.

2. Dust-proof the parking.

* * * * *

P.C. File #3302 was a request for Council approval by the Evangel Baptist Church for construction of an addition to the church located on the west side of NE 29th Avenue between NE Everett Street and NE Flanders Street.

The addition will be constructed on the north half of the church site with the northwesterly portion to be improved for off-street parking. The parking area of 8000 sq. ft. would accommodate 32 cars. As the new addition is to be a sanctuary with a seating capacity of 511 persons, the ratio required of one off-street parking space for each 12 seats equals 42 cars resulting in a shortage of available off-street parking of ten spaces.

The surrounding area is predominantly single-family with commercial zoning along NE 28th Avenue.

The minimum site area of 15,000 sq. ft. is more than met; the maximum site coverage is exceeded by 12 per cent over the recommended standard of 30 per cent; setbacks are sufficient; parking is shy by 10 spaces or 2500 sq. ft.

Although this is a large site, it is the Committee's opinion that it is being over-developed as the lot coverage of existing and proposed buildings amounts to 42 per cent as opposed to the recommended 30 per cent, and by the insufficient area for off-street parking. Considering the fact that the parking standard is a very minimum thing, it would not seem advisable to relax the standards.

ACTION: The Committee unanimously voted to recommend approval subject to the following conditions:

1. One off-street parking space per every 12 seats in the main auditorium.

2. Dust-proof the parking.

3. Screen the parking lot from adjoining residential properties.

4. The area covered by all buildings shall not exceed 30 per cent of the site area.

5. No wall of any structure closer than 15' to any adjoining street property line.

* * * * *

Petition #3304 was a request to change from Zone I to Zone III the northwest corner of E. Burnside Street and NE 47th Avenue to construct a new service station to replace the existing station.

The petitioner intends to replace the old station with a new facility placing the office and lube room farther to the north on the zone change area leaving the southerly portion open for a pump-island.

Except for the new Safeway Store being constructed on the northeast corner of the intersection, the surrounding area is composed of well-maintained, single-family homes.

The only apparent problem found in this petition is one of street dedication. The east 5' of the zone change area should be dedicated for the widening of NE 47th Avenue. The tip of the lot

abutting the zone change area to the south should be cut down to provide a minimum 20' radius curve. Some years ago a deed of this property applied a 20' radius to the corner contingent upon the service station being abandoned. This dedication for a 20' radius should not be made in spite of the fact that the service station is being reconditioned rather than abandoned.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. Should any other use be made of the property, parking should be provided at a ratio of 250 per 250.

2. Dust-proof the parking.

3. Screen along the north and west property line to separate the parking from adjoining residential property.

4. The east 5' of the zone change area shall be dedicated for the widening of NE 47th Avenue.

5. The corner tip of the lot adjoining the zone change area to the south shall be cut down by deeding a sufficient amount of area to the city to provide for a 20' radius corner at the intersection of NE 47th Avenue and E. Burnside Street.

* * * * *

P.C. File #3305 was a request for Council approval for the construction of a convalescent hospital, two-stories in height, 50-bed capacity, to be located on the southwest corner of NW 25th Avenue and NW Lovejoy Street.

Abutting the property to the south is a two-level parking structure with no setbacks from NW 25th Avenue. It is used by the five-story modern apartment structure abutting the applicant's property to the west which also has no setback from adjoining streets. The surrounding area is composed of older, single-family homes, multiple-residences, apartment houses, and public and semi-public uses.

The use as proposed for this property is in keeping with the type of development in the surrounding area and should not adversely affect adjoining properties.

ACTION: The Committee unanimously voted to recommend approval of the application subject to the following conditions:

1. One off-street parking space for every 5 beds in the hospital.
2. Dust-proof the parking.
3. Screen along the parking area on the west to separate the parking lot from adjoining residential property.

* * * * *

P.C. File #3306 was a request by the First Christian Church for Council approval for the use of property for off-street parking located on the southeast corner of SW Clay and Park Avenue. The general area is composed of old residences, business uses, public and semi-public uses, Portland State College and the Park Blocks.

The use as proposed, if properly landscaped, should not have an adverse impact upon the surrounding area or the character of the Park Blocks themselves.

ACTION: The Committee unanimously voted to recommend approval of the application subject to the following conditions:

1. A strip, 5' in width running along the west boundary of Lots 7 and 8, shall be landscaped in grass or other low ground cover with a screen not less than 5' nor more than 6' high located on the eastern extremity of this 5' planting strip. This screen shall be sight-obscuring and shall be composed of a wire-link fence with evergreen vines or some type of natural growth achieving a sight-obscuring and decorative effect.
2. No pedestrian or vehicular access shall be permitted to the parking area from SW Park Avenue.

3. A 5' wide planting strip composed of grass or other low ground cover shall be provided along the north boundary of the parking area except for necessary points of ingress or egress.

4. Dust-proof the parking.

* * * * *

P.C. File #3307 was a request for Council approval by the Sellwood Methodist Church for the construction of a new sanctuary to be located on the southwest corner of SE 15th Avenue and SE Tacoma Street.

The church is now located on a 100 x 100' site. Abutting to the west is Lot 18, another 50 x 100' lot on which was located a parsonage and which will become a portion of the church site. The existing church will be remodeled for an educational unit with the proposed addition extending westerly onto the former parsonage site for the new sanctuary. The addition is proposed to be setback 7½' from SE Tacoma Street, the south property line and the east property line. There would be no area for off-street parking available on this site. The church has made arrangements for using two parking areas capable of accommodating 40 cars which are located on the north and south side of SE Tacoma Street approximately 150' west of the new addition. One is a parking lot serving the grocery store, located approximately 200' east of SE 13th Avenue on the north side of SE Tacoma Street, and the other is an existing lot serving Black's Furniture Store on the southeast corner of SE 13th Avenue and SE Tacoma. The church intends to eventually pick-up the property abutting the existing church to the south to be developed for off-street parking with a capacity of 28 cars.

The surrounding area is composed predominantly with single-family residences to the west and south of the church site. SE Tacoma Street is a very heavily traveled thoroughfare with commercial uses at the intersection of SE 13th and Tacoma Street.

The plans submitted fall shy of meeting the standards consistently recommended by the Planning Commission and applied by the Council in consideration of new churches. The church would have no parking except that which is being furnished by the grocery and furniture stores. The capacity of the new sanctuary of 196 persons would

require that 16 off-street parking spaces be provided. Should the church acquire the property abutting the church site to the south it would more than meet this parking requirement by providing a capacity of 28 off-street parking spaces.

The building as proposed would result in a lot coverage of 69 per cent as opposed to the recommended standard of a maximum site coverage of 30 per cent. The setbacks proposed for the new addition from SE Tacoma Street of 7½' fall shy of the recommended 15' as do the 7½' setbacks from interior property lines which fall shy of the recommended 13' setbacks. If the property to be acquired in the future for off-street parking were acquired now, the church would more than meet the parking requirement and would bring down the lot coverage from 69 per cent to 41 per cent.

ACTION: The Committee unanimously voted to recommend approval of the application subject to the church revising its plans to conform to the standards consistently recommended by the Planning Commission and subject to the following conditions:

1. One off-street parking space shall be provided for every 12 seats in the main auditorium.

2. Dust-proof the parking.

3. A screen shall be provided to separate the parking area from adjoining residential properties.

4. The area covered by all buildings shall not exceed 30 per cent of the site area.

5. A 15' setback from SE Tacoma Street and 13' from interior lot lines shall be maintained.

* ** * *

Petition #3308 was a request to change from Zone II to Zone III the property located on the northeast corner of SE 27th Avenue and SE Ash Street for the construction of a 50 x 100' warehouse building together with accessory off-street parking.

The applicant is now remodeling a business structure located on the two lots abutting the zone change area to the north.

The north half of the zone change area is vacant with an older two-story residence located on the southeast portion of the south half. The applicant intends to construct a 50 x 100' one-story, warehouse building on the north half of the zone change area with the west 50' of the south half to be converted to off-street parking, leaving the residence on the east half of Lot 8. As the zone change area lies approximately 6' above the existing grade of SE 27th Avenue, it would be excavated to the existing street grade leaving the house on a higher prominence on the southeasterly portion.

This property constitutes the only remaining Zone II in Block 4 of Pleasant Home Addition. On the north is a business building; on the southwest corner of SE 28th and SE Ankeny is a tavern; on the northwest corner of SE 28th Avenue and SE Ash is a concern manufacturing aluminum storm windows; three, older, single-family residences are interspersed in this block.

The petitioner's request would appear to constitute a logical expansion of the existing Zone III area. The remaining portion of the block in which the petitioner's property is located is now in Zone III and predominantly occupied by commercial uses. The fact that the proposed warehouse would be located on the north portion of the petitioner's property with parking on the south portion would provide some transition between the commercial uses to the north and the residential area to the south.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. One off-street parking space for every 700 sq. ft. of gross floor area.

2. Dust-proof the parking.

* * * * *

Petition #3309 was a petition to change from Zone I to Zone III the property located between N. Denver Avenue and N. Campbell Avenue south of N. Lombard Street for the construction of a new food market.

The zone change area consists of four, 50 x 100' lots, two of which are vacant and two of which are now occupied by residences. Abutting the zone change area to the north is existing Zone III, a portion of which is occupied by the applicant's present grocery

store which will be removed. The west half of the zone change area, together with the abutting Zone III to the north on the west half of this block, will be converted to off-street parking. The new food market is proposed to be located on the east half of the zone change area.

N. Lombard Street in this vicinity is now in Zone III and predominantly improved with commercial structures. South of N. Lombard Street is a well-maintained, single-family district almost solidly improved with houses.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. One off-street parking space for every 500 sq. ft. of gross floor area.
2. Dust-proof the parking.
3. Screen parking lot from adjoining residential properties.
4. A 5' planting strip along the street property line of N. Campbell Avenue.
5. A 5' setback from N. Campbell Avenue and a 5' setback from the south property line of Lot 4 to be landscaped in low ground cover.

* * * * *

NE 33rd and NE Knott Street

Mr. Horsfeldt and Dr. Grierson discussed with the Committee the possibility of again applying for a zone change to permit the construction of a clinic on the northwest corner of NE 33rd Avenue and NE Knott Street. This discussion was precipitated by the knowledge that the Planning Commission is currently recommending approval of a clinic on the northeast corner of this intersection. Dr. Grierson, two years ago, had been denied a zone change for a clinic at that location. Subsequently, a new zoning classification was adopted specifically designed for the location of clinics in or near residential areas under certain conditions. It is this new classification which Mr. Horsfeldt and Dr. Grierson were inquiring about.

ACTION: After complete discussion of this matter, the Committee instructed the staff to advise Dr. Grierson of the requirements found in Zone III Special--Clinics and Professional Offices, and whatever conditions would have to be added in order to make any proposal for a clinic at that location conform to the standards found in the new zoning ordinance under a C5 classification. It was pointed out that the Committee had recommended approval of a clinic on the northeast corner of this intersection under identical conditions. If Dr. Grierson can conform to said conditions, the Committee would give serious consideration for a request for Zone III Special--Clinics and Professional Offices for the property in question.

* * * * *

Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe RRM
Planning Director

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MINUTES OF MEETING
Streets Committee
February 13, 1958
3:00 p.m.

The Streets Committee of the City Planning Commission met Thursday, February 13, 1958, at 3:00 p.m. in the Planning Director's office of the Commission at 526 SW Mill Street.

Those present were: President Sroufe, Chairman Thompson, member Stanton, Right-of-Way Engineer Welch, City Engineer Burt, Assistant Director Nims, City Planner I Becker, and reporter Kaplan.

*****

D21-57 -- Reconsideration of vacation of N. Dana Avenue at Columbia Park.
Petitioner: Park Bureau.

Discussion: Mr. Nims said that the original consideration was the extension of N. Dana Avenue to Lombard Street, requested by the University Park Baptist Church. The Park Bureau then requested the vacation of N. Dana Avenue between N. Amherst Street and the westerly extension of N. Russett Street. The ownership of Lots 11 to 16, inclusive, however, had not been settled at that time. The Committee therefore, at its October 31, 1957 meeting, postponed its decision concerning the extension or vacation of N. Dana Avenue until further information was available.

Mr. Nims said that the vacation of N. Dana Avenue was to be considered at this time. Mr. Stanton questioned how Lots 11 through 16 would be served. Mr. Nims said that if the church purchased all the lots, they would have access on Lombard Street and also directly on Amherst Street. It was explained that under arrangements worked out between the church, the Park Bureau, and Mr. Ahern, the church would retain the easterly 100 feet of the lots in question, and the Park Bureau would receive the balance, which would give the Park Bureau all of Dana Avenue when it was vacated.

Mr. Thompson suggested that Dana Avenue not be vacated unless the Park Bureau purchases the lots. Mr. Stanton felt that the Planning Commission should have some kind of commitment from the church on what they plan in this area.

Action Taken: The Committee postponed their decision on the vacation of N. Dana Avenue until further information regarding the future ownership of Lots 11 to 16, inclusive, Block 2, Mock Crest, is established.

*****

V28-57 -- Vacation of portions of SW Custer Street and SW Canby Street.
Petitioner: Sixth Avenue Corporation (Fred Meyer).

Discussion: Mr. Sroufe said that he had met with both Mr. White and Mr. Burt, and felt that a better understanding of what should be done

in the future was achieved. He said that it was Fred Meyer's understanding that the dedication of SW Custer Drive and the installation payment of the sewer system was to be a fair exchange for the vacations now requested, and that from what Mr. Bowes said, this was probably an oral agreement between Fred Meyer and Mr. Apperson, the previous City Engineer, who gave him permission to do excavation. Mr. Thompson said that we should consider whether an equal amount of land has been dedicated. Mr. Stanton asked if Fred Meyer has a qualified site planner or engineer. Mr. Nims said that Mr. Marshall has done some of their surveying work in the past.

Mr. Sroufe stated that it would be his suggestion to regard this matter as a line of demarcation, and that any future proposals with Fred Meyer should be discussed beforehand with Mr. White, Mr. Keefe, and Mr. Burt for some preliminary agreement.

Action Taken: Mr. Stanton moved that we approve the vacation of a portion of SW Custer Street and a portion of SW Canby Street, located generally between SW 13th Avenue and SW 17th Drive, under conditions set up by the City Engineer's office. Motion was seconded and passed. Mr. Stanton also felt that we should ask Commissioner Bowes whether the City Engineer has broad enough powers to grant this type of permission in the future without consulting the Planning Commission. He felt this information was necessary just as a matter of principle.

*****

Discussion on size of street and turn-around for small 3-lot and 4-lot subdivisions.

Discussion: Mr. Nims said that the Streets Committee has on two occasions in the past approved a 30-foot street with a 50' x 50' back-around. He said that there are existing situations where a lot could be subdivided into three lots that could be served by a 35-foot street with a back-around of 75 feet in diameter. Both Mr. Thompson and Mr. Stanton stated that small area subdivisions involving three or four lots would have to be accepted in the future.

Mr. Nims said this problem was brought up because he felt there should be some policy to guide the Committee in regard to some of these short stub streets in small subdivisions.

*****

16-57 -- University Homes Replat. Discussion on latest proposal for platting University Homes. Sponsor: Housing Authority of Portland.

Discussion: Mr. Nims said that in a previous action, the Streets Committee approved as part of a preliminary plat the area east of the Army Reserve Training Center site, including Chautauqua Boulevard, and the Army site itself as one package for platting. At this time, they want to plat only the area easterly of realigned Chautauqua Boulevard.

It was brought out that the staff recommendation was for the approval of the preliminary plat with the provision that the rest of Chautauqua Boulevard and Alaska Street be given by deed, and that old Chautauqua Boulevard and Houghton Street be vacated.

Action Taken: It was moved to approve the preliminary plat with the provision that the rest of new Chautauqua Boulevard and Alaska Street be dedicated separately, and that the old Chautauqua Boulevard, south of Alaska Street, and Houghton Street be vacated, but that the dedicated walkway be turned over to the Park Bureau for park purposes. Motion was seconded and passed.

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Meeting adjourned.

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Lloyd T. Keefe
Planning Director

CRN:lmk

MINUTES OF MEETING
Streets Committee
March 6, 1958
5:15 p.m.

The Streets Committee of the City Planning Commission met Thursday, March 6, 1958, at 5:15 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Pro tem Chairman Stanton and member Donaugh, City Engineer Burt, Right-of-Way Engineer Welch, Assistant Director Nims, City Planner I Becker, and reporter Kaplan.

*****

V3-58 -- Vacation of streets, lots and blocks in Columbia Park and Columbia Park Annex. Petitioner: Park Bureau.

Staff Report: The Park Bureau has requested the vacation of all streets and plats within Columbia Park and Columbia Park Annex, now occupied and maintained for park purposes. The area will be listed as a Tax Lot as a matter of convenience and clarification. The vacations in this park are the first of a program to vacate streets and plats in all City parks.

Staff Recommendation: To approve the vacation of all streets and plats within the boundaries of Columbia Park and Columbia Park Annex.

Discussion: Mr. Nims said that the requested vacation is a matter of convenience to the Park Bureau, and that it will be confined within the existing streets.

Action Taken: It was moved to approve the vacation of all streets and plats in Columbia Park and Columbia Park Annex which includes: Block 125, University Park; Block 83, Mock's Addition; Tract "A", Mock Crest; all of Blocks 1 to 13, inclusive, I. Vanduyn Addition to Albina, except that part of Blocks 1, 6, and 7 in N. Chautauqua Boulevard as now laid out 100 feet in width. Motion was seconded and passed.

*****

D21-57 -- Dana Avenue vacation just south of Lombard Street. Reconsideration. Petitioner: University Park Baptist Church and the City Park Bureau.

Staff Report: Since the Streets Committee last considered the vacation of N. Dana Avenue between N. Amherst and N. Russett Streets, additional information has been gathered. The church now owns Lot 17 and the larger lot to the north abutting N. Lombard Street, Block 92, Mock Crest. Lots 11 to 16, inclusive, Block 92, Mock Crest, are under one ownership. The owner wishes to sell all the lots to one party. The University Park Baptist Church and the Park Bureau are interested in the purchase. If the church purchases the property, it may use the long tier of lots

for (1) parking or (2) as a site for relocating a house which exists on the northerly lot. In either case, they would sell a 7-foot strip on the east side of Dana Avenue to the Park Bureau. If the church does not buy, the Park Bureau may purchase Lots 11 through 16 for park purposes for a sum of between $3,500 and $4,500.

By acquiring this 7-foot strip of land, the Park Bureau would then be entitled to all of vacated N. Dana Avenue in the area which is now planted and maintained by the Park Bureau. If the church sold Lots 11 to 16 to the Park Bureau, the Park Bureau might sell the easterly one-half of each lot to the adjoining owners for additional back yards.

Staff Recommendation: That the vacation of N. Dana Avenue from N. Amherst Street to the western extension of Russett Street be approved with the following conditions:

That before this portion of N. Dana Avenue is vacated:

1. The University Park Baptist Church purchase Lots 11 to 16, inclusive and sell the western 7-foot strip on the east side of Dana Avenue to the Park Bureau;

2. Or that the Park Bureau purchase Lots 11 to 16, inclusive for park purposes.

Discussion: Mr. Stanton stated that he felt the logical solution in this vacation was for the Park Bureau and the church each to get half of Dana Avenue, and that he would like to see the Park Bureau buy Lots 11 through 16 for park purposes.

It was brought out that the church is circulating a petition to lift deed restrictions regarding parking restrictions.

Action Taken: Mr. Stanton moved to recommend that the vacation of N. Dana Avenue north of the south line of Lot 17 extended be approved, but that the decision to vacate N. Dana Avenue south of Lot 17 be delayed pending the purchase of Lots 11 through 16 by either the University Park Baptist Church or the Park Bureau. Motion was seconded and passed.

*****

V4-58 -- Vacation of streets, lots and blocks within the boundaries of the Exposition-Recreation Center site. Requested by A. Lamoreaux, Architect.

Staff Report: In connection with the development of the E-R Center, it will be necessary to vacate all streets and plats within the E-R Center development area. Some properties within this area will not be acquired by the E-R Commission at this time. Some of the peripheral streets do not have sufficient right-of-way to handle the one-way traffic and peak-hour load from the E-R Center.

Staff Recommendation: Approve the vacation of all lots, blocks, and streets within the E-R Center site on condition:

1. That sufficient property be dedicated to the west side of Wheeler Avenue and the south side of Weidler Street, including the rounding of the east corner on Block 22, to make an 80-foot right-of-way.

2. That sufficient street right-of-way be retained at the intersection of N. Benton, N. Hassalo, and N. Williams Avenues to facilitate the flow of traffic around this corner and onto the Steel Bridge ramps.

3. That the vacation be made upon condition that the E-R Center project is constructed on the assembled land substantially as presently planned by the E-R Commission.

Discussion: Mr. Nims stated that we have tried to analyze the effect of freeways in regard to these vacations, but said that it seemed that an adequate scheme of access had been worked out. He added that the only problem seen was the fact that Weidler Street and Wheeler Avenue are now only 60 feet in width. The staff is therefore recommending that additional right-of-way be dedicated to the west side of Wheeler Avenue and the south side of Weidler Street to make an 80-foot right-of-way. Mr. Nims also added that the staff has not suggested any widening on Williams Avenue.

Action Taken: Mr. Donaugh moved to recommend that the vacation be approved as per the staff recommendation with conditions as stated. Motion was seconded and passed.

*****

D5-58 -- Vacation and dedication of streets in vicinity of SW Custer Drive extended to SW 17th Drive. Petitioner: Sixth Avenue Corporation (Fred Meyer).

Staff Report: The City has recently obtained street deeds from the Sixth Avenue Corporation (Fred Meyer) and Mr. Lester Teschner for the extension of SW Custer Drive to SW 17th Drive.

Petitions are also being circulated for the vacation of portions of SW Miles Street, SW Caldew Street, and SW 17th Avenue adjoining the proposed extension.

The proposed extension of SW Custer Drive is a logical connection and is partially graded at the present time. Because of the proposed Sellwood Freeway connection, passing through a portion of SW Miles Street, it may be well to exclude the 100-foot section abutting SW Bertha Boulevard from the vacation.

Two plans have been drawn by the staff for a possible resubdivision of the area between SW Miles Street and SW Nevada Court, now owned by Mr. Dowell, Mr. Teschner, and Mr. Gnello. Mr. Teschner has been contacted in regard to the future development of his property.

Staff Recommendation: That the dedication of the extension of SW Custer Drive and the vacation of the adjoining streets be approved, but that the 100 feet abutting Bertha Boulevard be omitted from the vacation of SW Miles Street.

Discussion: It was brought out that none of the streets proposed for vacation are improved. Mr. Nims said that the amount of dedicated area is estimated at approximately 46,000 square feet, while the petitioned vacation area estimates about 43,000 square feet.

Action Taken: Mr. Donaugh moved to recommend that the extension of SW Custer Drive from SW Miles Street to SW 17th Drive be approved, and that those portions of Miles Street, Caldew Street, and 17th Avenue be vacated, but that the 100 feet abutting Bertha Boulevard be omitted from the vacation of SW Miles Street. Motion was seconded and passed.

*****

D7-58 -- Proposed dedication for widening of SE 73rd Avenue just north of Burnside. Petitioner: Mr. Abendroth.

Staff Report: Mr. Abendroth has offered to the City a deed for an additional 20 feet to widen the existing 30-foot right-of-way on SE 73rd Avenue, located generally between E. Burnside Street and SE Thorburn Street. Ten feet is to be dedicated on the east side of SE 73rd Avenue on Tax Lot 29. The remaining 10 feet will be on the west side of 73rd Avenue on Lots 4 to 17, inclusive, Block 2, Lola Park.

Mr. Abendroth plans multi-family units on both Tax Lot 29 and Block 2, Lola Park, in a few years and wishes the Planning Commission to place this property in an apartment zone under the new Zoning Ordinance.

The apartment on Lots 1, 2, and 3, Lola Park, is set back approximately 25 feet from 73rd Avenue. The house on Tax Lot 42 is set back approximately 11 feet, and the house on Tax Lot 43 is approximately 30 feet from 73rd Avenue. The owners of the apartment and Tax Lots 40 and 43 have not indicated they would dedicate an additional 10 feet. The owner of Tax Lot 42 indicated he was not interested in dedicating.

Staff Recommendation: That the 10-foot dedication on both sides of SE 73rd Avenue be accepted from Mr. Abendroth.

Discussion: Mr. Nims said that the owner plans to put in some type of multi-family development in the future. The matter has been brought to the Streets Committee due to the 30-foot right-of-way of SE 73rd Avenue. Mr. Nims said that Mr. Abendroth had previously given a deed for 20 feet on the east side of 73rd Avenue.

Action Taken: Mr. Stanton moved that the staff recommendation for a dedication of 10 feet on each side of SE 73rd Avenue, abutting Tax Lot 29 and Lots 4 to 17, inclusive, Block 2, Lola Park, be accepted. Motion was seconded and passed.

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Meeting adjourned.

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Lloyd T. Keefe
Planning Director

CRN:lmk

MINUTES OF MEETING
Schools and Parks Committee
3:30 p.m.
February 6, 1958

The Schools and Parks Committee of the City Planning Commission met with members of School District No. 1 Thursday, February 6, 1958, at 3:30 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: pro tem Chairman Stanton and member Donaugh; J. W. Edwards, Superintendent of Schools; Dr. Amo De Bernardis, Assistant Superintendent of Schools; W. A. Oliver, Assistant Superintendent of Schools; Charles J. King, Sites Co-ordinator; Superintendent of Parks Buckley; Planning Director Keefe; Assistant Director Nims; City Planner II Frost; City Planner II O'Hiser; City Planner II Clark; and reporter Kaplan.

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Mr. Stanton was Chairman of the Committee meeting inasmuch as Mr. McKinley couldn't attend. Mr. Keefe said that he would try to bring out the highlights of the report Land for Schools at the meeting. Mr. Keefe introduced to the School District administrators those on the Planning Commission staff who were responsible for the work on this report. He named Frank Frost, Gordon Clark, Rodney O'Hiser, Cyrus Nims, and himself.

Mr. Keefe explained to the school administrators some of the terms used in the Land for Schools report. "Saturation", he said, was the period when an area has practically all of the vacant land used up in houses or other development. Another term, "peak enrollment", depicts the 1959-60 school year when, on the basis of children now born, it is expected that school enrollment will be at its peak. "School neighborhood", he went on, is used as the proposed future attendance district -- not as an existing attendance district. "Blight", he further explained, was a term used to indicate not only an area with blighted housing but with a blighted environment as well. He said the term would be used more to describe a neighborhood which is split with traffic flow, mixture of land use, or a deficiency in public facilities.

Mr. Keefe explained to the school administrators each of the maps he presented on the wall. He said that our principal objective is to integrate the schools with potential and needed developments of all sorts. Mr. Keefe termed the Comprehensive Plan Map as a "living" map with assumed proposed and recommended freeways. Mr. Keefe also presented a map which he said was a modification of the State Highway's plan. He said that both maps coincided. He further explained that the Comprehensive Plan Map was not in its finished state. Mr. Keefe said that we have not spoken to the State Highway Department about these modifications. Mr. Edwards of School District No. 1 stated that their attorney is very much against the State Highway Department cutting up the District, and would very definitely go along with the Planning Commission's recommendations.

Even though births and building trends are going downward, Mr. Keefe said that they were not as rapid as in the 1920's. He said that Dr. Doherty estimated that there would be a need for 85 classrooms in the next five years. He mentioned that the Planning Commission estimates that this figure will be over 100. He said that as the District becomes saturated, it will experience a need for 352 classrooms over and beyond the capacity as it exists today. Based on a standard 17-classroom school, the District would need an equivalent of 21 new schools. Mr. Keefe said that the Planning Commission is suggesting that the School Board consider as a basis for the acquisition of school sites this saturation period. Mr. Keefe said that it is a possibility that saturation could be reached by 1980.

Mr. Keefe stated that all proposals in this report were based on standards governing capacity, site size, and location of schools. In relation to the location of a school, he said that ultimately, the attendance district lines should be adjusted to major traffic arterial boundaries. Placing schools and parks adjacent is now the policy of the School District and the Bureau of Parks. If any area of improvement is to be made, perhaps closer co-ordination at the time of designing the school should be achieved so that recreation program needs could be considered. He mentioned that there was a problem outside the City in regard to this as the County has no park program. Mr. Stanton questioned whether the County was conscious of the need for parks next to schools.

The pupil capacity of the school was scaled to the size of the residential group it serves. It was brought out that the desirable number of classrooms per grade suggested is 2; the minimum is 1; the maximum being 3.

Concerning the area of school sites, Mr. Keefe said that we have tried to be realistic about this. He said that the following recommendations are being made:

For a one-story elementary school to be built on largely vacant land - - - - $2\frac{1}{2}$ classrooms per acre

For a two-story elementary school to be built on largely vacant land - - - - $2\frac{1}{2}$ classrooms per acre

For a one-story elementary school to be built on largely developed land- - - $3\frac{1}{2}$ classrooms per acre

For a two-story elementary school to be built on largely developed land- - - 4 classrooms per acre

For primary schools, one-half classroom more per acre is permitted than for elementary schools.

Thus, the $2\frac{1}{2}$ classroom per acre standard is seven acres for an optimum school of 2 classrooms per grade.

Mr. Keefe said that by taking pupil capacity and site area and comparing them with forecasted needs, several schools are "critical". He explained that "critical" schools are those whose sites should either be enlarged or whose buildings shouldn't be added to at all.

In the Southwest Section of the School District, Mr. Keefe said that the Planning Commission has suggested that ten new sites be acquired, eight of which have already been purchased by the School District. He regarded the Sylvania and Stephenson sites as immediate purchases as they are both now largely vacant land. He said that it is recommended that an enlargement be made to the Maplewood School, and he stressed that this also is an urgent need. In relation to the Southwest Section, he said he felt the School District should be commended on preparing for future needs -- having purchased eight sites already.

Mr. Keefe said that until the future of Shattuck, Failing, and Terwilliger Schools is decided, no recommendation will be made as to how the Heights School neighborhood should be served. Mr. Keefe also said that when a boundary change is made for the Green Hills area, then it can be decided whether it will be included in the Sylvan District or whether it will become a part of School District No. 1.

For the North Section of the School District, Mr. Keefe recommended that the following school sites be purchased immediately as outlined in our Land for Schools report: Woods Elementary; Humboldt Elementary; Clarendon Primary; and Syracuse Primary. He stated that it is further recommended that the Kenton School be relocated on a new site.

Those sites recommended for acquisition, but not of an immediate nature, included the Ivanhoe and Morgan sites for a new primary and elementary, respectively, and the need for enlargements to James John and Chief Joseph Schools.

Mr. Keefe said that in the Portsmouth area, there are many scattered vacant lots. Portsmouth School has 18 portables at present, and is on a small site. He said that two immediate purchases might be looked into: one was the purchase of the site next to Playground No. 127, costing $50,000; and the other was the purchase, when opportune, of the property adjacent to Kenton Park.

In the Northeast Section, he said, we have a pattern of existing school locations which are in conflict with major traffic streets. In the area from 33rd to Union, perhaps at some time in the future when school buildings become obsolete, something could be planned in the way of possible new school sites. There is no vacant land in the area at present, and Mr. Keefe said that the area is already saturated. He mentioned that Hollyrood School is up for consideration in this area.

In the Southeast Section, Mr. Keefe saw, as an immediate need for the relief of Vestal School, the purchase of the Kensington site located at 73rd Avenue and Pacific Street. He felt this purchase would also

help the situation at Mt. Tabor. He said this would also open up Glenhaven to assist Lee. He mentioned a proposal for a school site off of the Lents Park area which we are recommending, to be called Saginaw. Dr. De Bernardis said that the Board has authorized them to go ahead with the Saginaw site, but was calling it the Steele site. The Reed site was discussed as relief for the Duniway and Grout Schools from being overloaded in the future. It was discussed that there is a need for a park in this area -- along Steele Street. Mr. King said that a new sewer had been put in around Steele Street, and that a lot of development there is now going on. It was discussed that the Mt. Scott site would relieve the Kelly School, and that this is a site which is largely vacant land. He said there is a spot between Powell and Holgate, which has scattered vacant lots, to be acquired for a site in the future in relation to the retirement of Kellogg School.

In assuming the construction costs of proposed schools, the costs of Hayhurst and Eliot Schools, one and two-story schools, respectively, were used as an example of a standard 17-classroom school. As a general principle, Mr. Keefe said, it would be cheaper to buy more land even in built-up areas and to build one-story rather than two-story buildings.

Mr. Edwards felt the report was a fine one, and stated that Mr. Keefe should present it to the School Board as soon as possible. He added that it was a very thorough study as well. Mr. Keefe said that at our next Planning Commission meeting on February 13, the Commission would be able to approve the report, and it could then be submitted to the School Board members.

As a member of the Schools and Parks Committee, Mr. Donaugh moved that the Committee approve this report, Land for Schools. Mr. Stanton agreed that we should approve this report, but felt that Mr. McKinley should be able to vote on this as well.

*****

Meeting adjourned.

*****

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:lmk

MINUTES OF MEETING
Schools and Parks Committee
March 6, 1958
4:45 p.m.

The Schools and Parks Committee of the City Planning Commission met Thursday, March 6, 1958, at 4:45 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Chairman McKinley, member Stanton, member Donaugh, Planning Director Keefe, Assistant Director Nims, City Planner II Frost, and reporter Kaplan.

*****

P.C. File #3292: Addition to Jim Bridger Primary School.

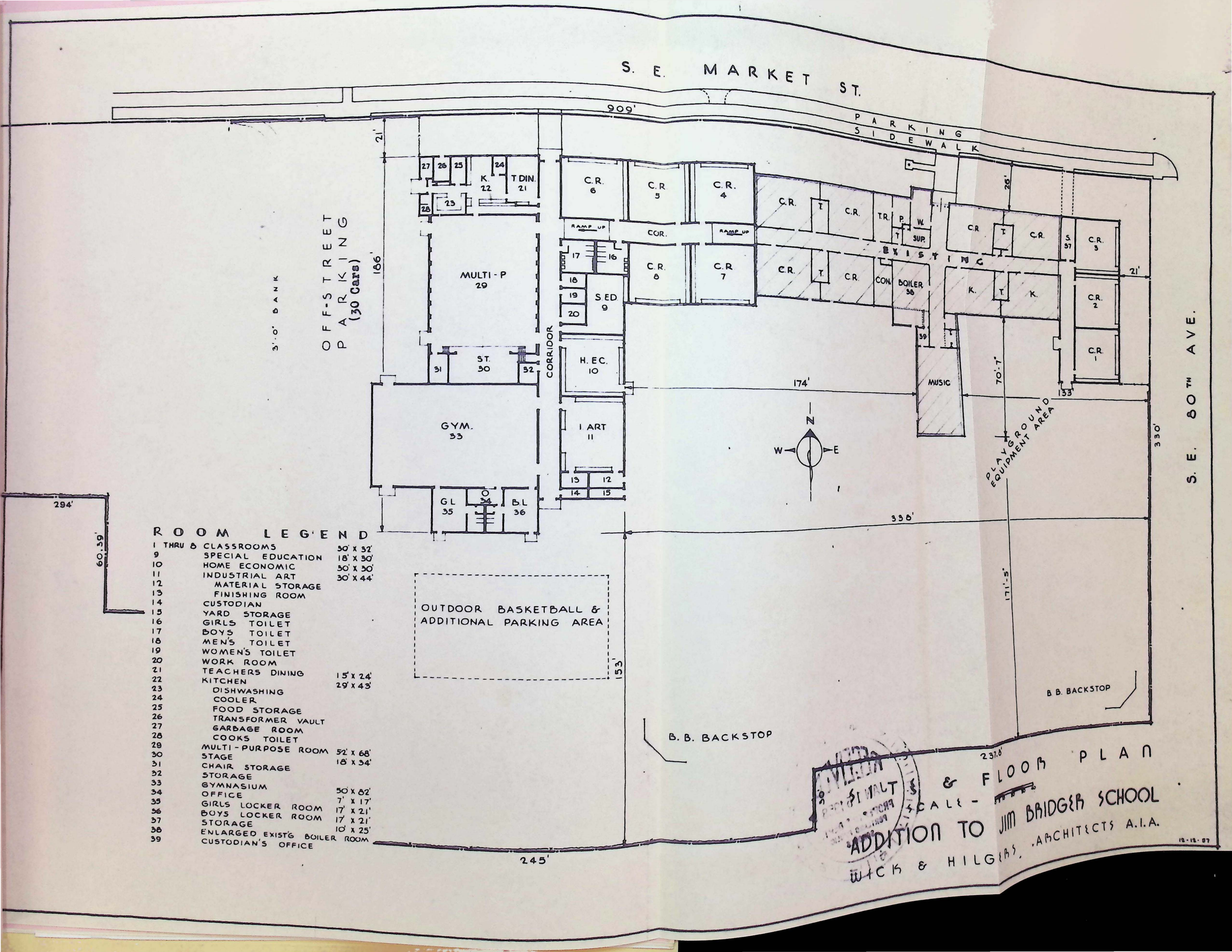
School Board Proposal: To construct an addition with an enlargement of property for Jim Bridger Primary School now established and maintained at 7730 SE Market Street in a Zone II residential district.

Staff Report: This proposed enlargement is for the purpose of expanding the existing primary school to the status of a full elementary school. The addition consists of eight classrooms, home economics room, industrial arts room, gymnasium, multi-purpose room (combined auditorium and cafeteria) plus attendant facilities. The complete elementary school will be a 16-classroom building. The site is 5.65 acres in size; therefore, 2.83 classrooms per acre of site is being planned. This is well within the maximum 3.5 classrooms per acre standard for a one-story elementary school located in built-up surroundings.

According to the proposed Zoning Code, off-street parking must be provided at the rate of one space per 84 square feet of floor area in the main auditorium. The proposed multi-purpose room is to have a floor area of 3,536 square feet, and thus will require 42 off-street parking spaces. At the west end of the building, a parking lot for 30 cars is planned with overflow space for the remaining cars on the paved play area at the south of the building.

The proposed Zoning Code prescribes a front yard of 30 feet. Since Bridger fronts on both Market Street and on 80th Avenue, this 30-foot yard requirement applies to both of these faces of the building. The School District proposes 21-foot yards along both of these fronting streets. These reduced yards are made necessary because of the position of the existing primary building to which the addition must be attached. The present building has a front yard of 26 feet. The 30' x 32' classrooms, now standard with buildings constructed by School District No. 1, will necessarily project beyond this original building line, as shown on the attached site plan.

An elementary school located at this site is one more step toward the realization of a system of planned neighborhoods in Southeast Portland.



ROOM LEGEND

1 THRU 8	CLASSROOMS	30' x 32'
9	SPECIAL EDUCATION	18' x 30'
10	HOME ECONOMIC	30' x 30'
11	INDUSTRIAL ART	30' x 44'
12	MATERIAL STORAGE	
13	FINISHING ROOM	
14	CUSTODIAN	
15	YARD STORAGE	
16	GIRLS TOILET	
17	BOYS TOILET	
18	MEN'S TOILET	
19	WOMEN'S TOILET	
20	WORK ROOM	
21	TEACHERS DINING	15' x 24'
22	KITCHEN	29' x 43'
23	DISHWASHING	
24	COOLER	
25	FOOD STORAGE	
26	TRANSFORMER VAULT	
27	GARBAGE ROOM	
28	COOKS TOILET	
29	MULTI-PURPOSE ROOM	52' x 68'
30	STAGE	18' x 34'
31	CHAIR STORAGE	
32	STORAGE	
33	GYMNASIUM	50' x 82'
34	OFFICE	7' x 17'
35	GIRLS LOCKER ROOM	17' x 21'
36	BOYS LOCKER ROOM	17' x 21'
37	STORAGE	10' x 25'
38	ENLARGED EXIST'G BOILER ROOM	
39	CUSTODIAN'S OFFICE	

The expansion of this school is shown as a recommendation on the Comprehensive Development Plan Map and has in the past been urged by this staff as a solution to overcrowding problems in this sector of the City. The school is ideally situated to serve the entire area between SE Stark and SE Division, from Mt. Tabor Park to 82nd Avenue. Within this neighborhood, there are at present approximately 435 elementary school children. When built up to saturation, some 620 children can be expected. For the present, the proposed size of the enlarged school, 516 pupils capacity, seems well proportioned to its desirable service area.

Staff Recommendation: Approval of the proposed addition to Jim Bridger School on condition:

1. That no wall of the addition be built closer than 21 feet to any street line.

2. That off-street parking be provided at the rate of one space per 84 square feet of floor area in the main auditorium; or where seating is fixed to the floor, one space per 12 seats or 24 feet of bench length in the main auditorium.

3. That such off-street parking be surfaced with a dust-proof material.

Action: The Committee unanimously voted to accept the staff's recommendation for approval of the proposed addition to Jim Bridger School with conditions as stated.

*****

P.C. File #3293: Addition to Lent School.

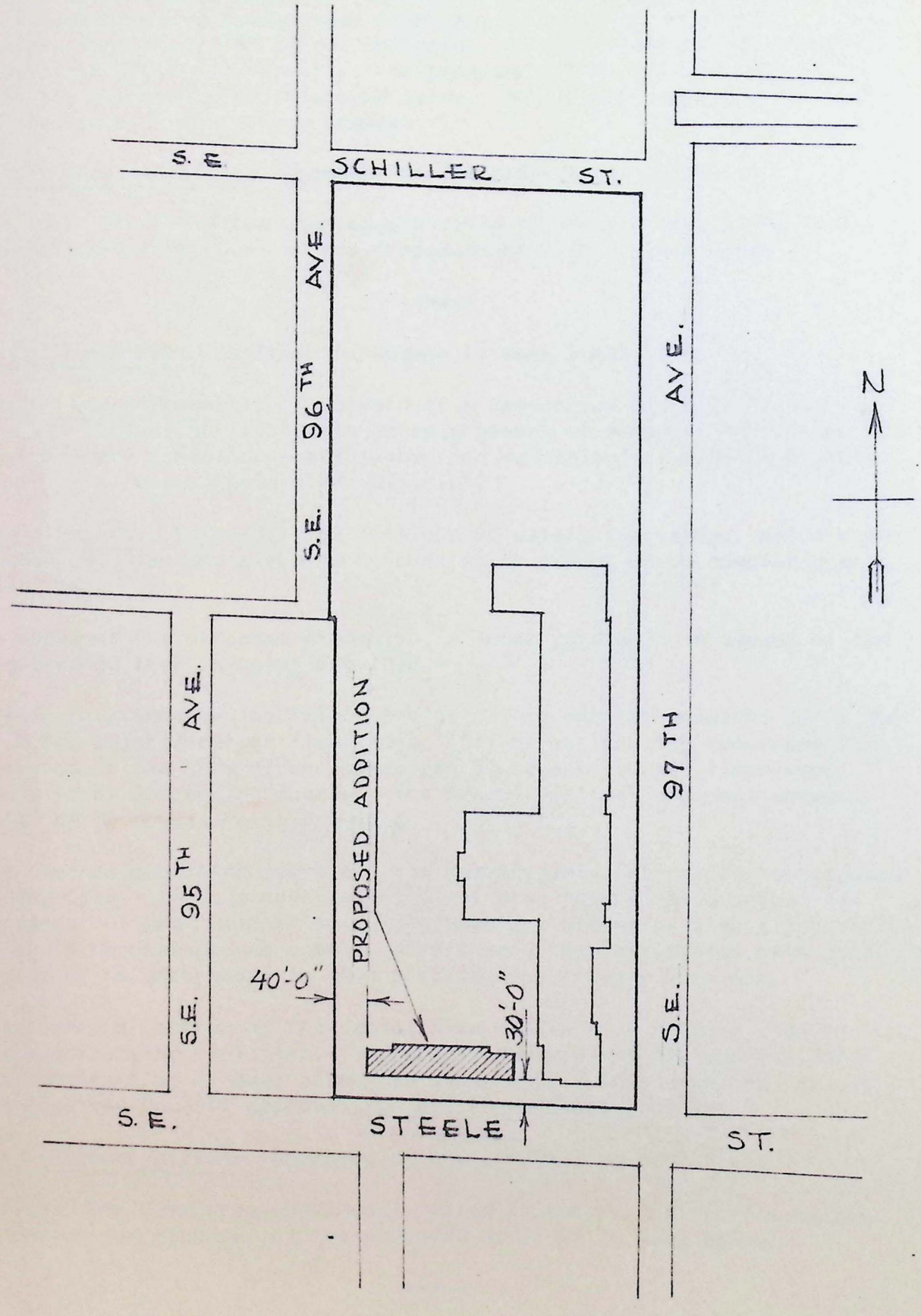
School Board Proposal: To construct an additional classroom building with no enlargement of property for Oliver P. Lent School now established and maintained at 5105 SE 97th Avenue in a Zone II residential district.

Staff Report: This proposed addition consists of a separate five-classroom building to be located along the southern edge of the school grounds.

The plan as submitted meets all the yard requirements set up in the proposed Zoning Code.

The Lent School site is 10.58 acres in size. The present school has 20 classrooms, providing a ratio of 1.9 classrooms per acre. The proposed addition will increase this total to 25 classrooms or 2.36 classrooms per acre of site -- far below the 3.5 classrooms per acre maximum.

P.C. # 3293
FEB. 1958
FNF



OLIVER P. LENT SCHOOL SITE

SCALE 1"=200'

The addition of five classrooms will increase the pupil capacity from the present 636 to 786. The desirable Lent neighborhood, as shown on the Comprehensive Development Plan Map, is expected to contain, at saturation, about 760 school children. At the present time, there are less than 500. Consequently, the proposed school will be well sized for the eventual area it should serve. No further additions to this school should be allowed, however.

Staff Recommendation: Approval of the proposal as submitted.

Action: The Committee unanimously voted to accept the staff's recommendation for approval of the proposed addition to Lent School.

*****

P.C. File #3299: Addition to Joseph L. Meek School.

School Board Proposal: To construct a cafetorium (combined cafeteria and auditorium) addition with an enlargement of properiy for Joseph L. Meek Primary School now established and maintained at 4039 NE Alberta Court in a Zone I residential district.

Staff Report: This addition consists of cafetorium, stage, store rooms, mechanical room and a future kitchen which is not to be completed at this time.

As shown on the attached plot plan, a front yard well in excess of the required 30 feet is being provided.

Within this proposed addition, the actual cafetorium measures 39' x 56' or 2,184 square feet of floor area. Off-street parking requirements, computed at the rate of one space per 84 square feet of floor area, would total 26 parking spaces. The School District proposal shows a total of 32 spaces being provided.

The plan as submitted meets all the requirements set up in the proposed Zoning Code. It is a substantial first step toward the eventual enlargement of Meek Primary to full elementary status -- a development which is recommended as a major step toward the realization of a good system of neighborhoods in this portion of Northeast Portland.

The northern portion of the school site, shown as a hatched area on the accompanying plot plan, is property added since the approval of the construction of Meek School in June, 1953. This area has not until now received Council approval for use as a school grounds.

Staff Recommendation: Approval of the proposal as submitted.

Action: The Committee unanimously voted to accept the staff's recommendation for approval of the proposed addition to Meek School.

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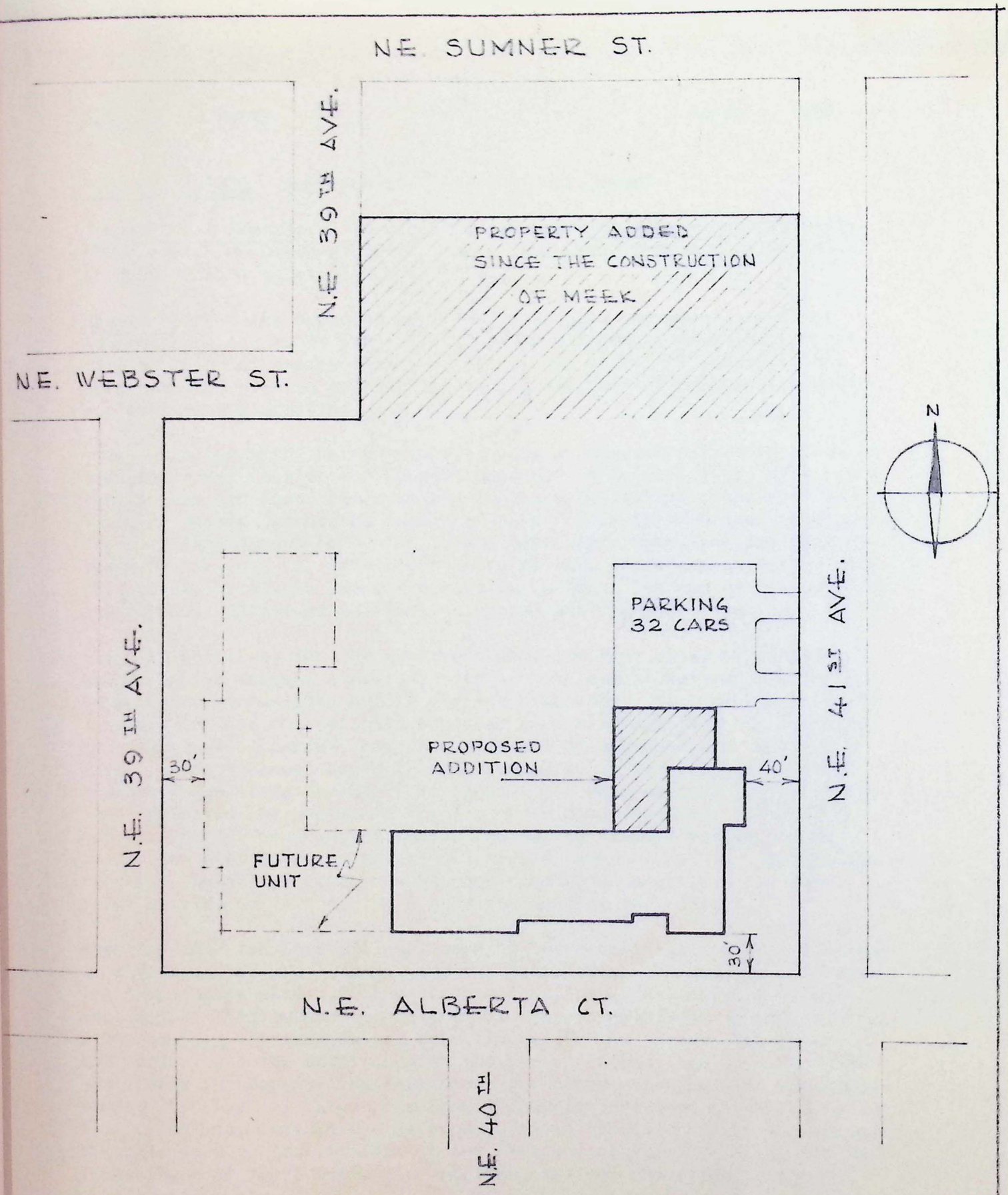

JOSEPH L. MEEK SCHOOL SITE

SCALE - 1" = 100'

P.C. # 3299
MARCH 1958
FNE

P.C. File #3303: Addition to Cleveland High School.

School Board Proposal: To construct an addition with no enlargement of property for Cleveland High School now established and maintained at 3400 SE 26th Avenue in Zones II and III.

Staff Report: The proposed addition is to be a one-story structure housing shop and music facilities. It is planned to abut the present main building at the southeast corner of the site. As shown on the attached plot plan, a parking lot is planned for the area to the north and east of the addition.

In conjunction with the new gymnasium which received a Planning Commission recommendation for Council approval in August, 1957, off-street parking was required, based on the increase in seating capacity provided by the new gymnasium over that existing in the old one. The parking condition agreed to by the School District stated that one parking space be provided for each eight seats of this increased capacity. The rated capacity of the present gymnasium is 988. The new gymnasium will seat 1,800; 102 off-street parking spaces are therefore required.

The plan submitted for the music and shop addition shows 80 parking spaces on the present Cleveland site with an additional parking lot to be provided across 26th Avenue for the remainder. Most of the property for this lot has not yet been acquired and, although shown on the plan as a 200' x 200' parcel, both the size and arrangement are very tentative. Current School Board thinking seems to be to purchase a considerably smaller area than that shown. The area hatched in red on the plan indicates the portion currently under consideration. It will be noted that this arrangement leaves the two northern lots (each with a house) isolated as an island sandwiched between the parking lot and the streets. This must certainly be considered poor practice from the point of view of maintaining a good residential environment.

When the need for an additional parking lot became apparent, discussions were held on the staff level, and the School District was urged to make their purchases either to the north across Franklin Street or to the east across 28th Avenue. In either of these directions, it should have been possible, at some future date, to vacate the intervening street and consolidate the addition with the present site. Land values, however, were the determining factor and purchases were begun in the block across 26th Avenue. Since the School District has been committed to this direction, they should be urged both in the interest of providing an ample parking facility and in the interest of neighboring properties to purchase at least the entire northern half of the block.

In connection with the proposed music and shop addition, the primary concern of the staff is with the amount of lot coverage proposed. At present, 46 per cent of the block containing Cleveland's main buildings is covered by buildings. With the proposed music and shop addition,

S. E. FRANKLIN STREET

S. E. 25TH AVENUE

S. E. 26TH AVENUE

S. E. 28TH AVENUE

S. E. POWELL BLVD.

200'

100'

100'

FLOOD LIGHTS

SUGGESTED PARKING LOT

PARKING
120 CARS
200'
(3)

NOT SCHOOL PROPERTY

CLEVELAND HIGH SCHOOL
EXIST. BUILDING

NEW GYMNASIUM

(1)

REMODELING AREA

PARKING
80 CARS
(3)

THIS AREA NOT TO BE USED FOR PARKING

MUSIC & SHOP BLDG
(2)

60

SCALE

the coverage will be 54 per cent. The proposed Zoning Code will allow a maximum lot coverage in an A2.5 Zone of 35 per cent for multi-storied buildings and 45 per cent for single-story buildings.

Exterior space for circulation and congregation of students, or any type of activity, is practically nonexistent. The only remaining small, concentrated area of open ground is that which is earmarked for parking. There is no other unoccupied open space except for the narrow yard areas between the buildings and the sidewalk.

An additional lowering of standards is found in the proposed yard to be provided along Powell Boulevard. The southwest corner of the music and shop building is planned only eight feet from the street line. This, however, will have little or no adverse effect on neighboring properties or upon pedestrian or automotive circulation. The doorway on the south side of the addition is planned as a fire exit only and not as a main entrance. Powell Boulevard is 80 feet wide and property on the south side may now build to the front lot line, and also when it is classified Zone M3 in the proposed Zoning Code. Ample front yard space is being provided along 28th Avenue.

Staff Recommendation: In view of the parking requirements already imposed by the construction of the new gymnasium and the extreme amount of lot coverage involved, the staff recommends approval of the proposed music and shop addition on provision that:

> All required off-street parking be provided in an area off the present Cleveland High School site. The Cleveland High School site is defined as that area bounded by SE Franklin Street, SE 28th Avenue, SE Powell Boulevard, and SE 26th Avenue.

It is further recommended that a letter of recommendation be initiated by the Schools Committee, urging the School District to purchase at least the entire northern one-half of the block bounded by SE 25th Avenue, SE Franklin Street, SE 26th Avenue, and SE Powell Boulevard.

Discussion: The Committee stated that they were in accordance with the staff's recommendation, but felt that the letter of recommendation to be submitted to the School District should be altered in the following way: after the word "purchase", second page, line 1, add: "if the School Board is determined that this is the block on which the parking area should be obtained; we express the feeling, however, that from the standpoint of safety to students, it would be desirable for the School Board to reconsider its parking acquisition plan and to substitute the block north of Franklin, between 26th and 28th Avenues, or an area in the block east of the Cleveland site across 28th Avenue".

Action: The Committee unanimously voted to accept the staff's recommendation for approval of the addition to Cleveland High School, but wished to amend the letter of recommendation to the School District as stated above.

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Meeting adjourned.

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Lloyd T. Keefe
Planning Director

FNF:lmk

MINUTES OF MEETING
Capital Improvement Program Committee
January 31, 1958
4:00 p.m.

The Capital Improvement Program Committee met Friday, January 31, 1958, at 4:00 p.m. in the conference room of the Planning Commission at 526 SW Mill Street.

Those present were: members Charles McKinley, Glenn Stanton, and H. Loren Thompson; Planning Director Keefe; Assistant Director Nims; City Planner I Snyder; and reporter Kaplan. Mr. Keller was unable to attend.

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Mr. Keefe expressed Mr. Keller's desire that the Planning Commission move with caution, and that we should have a series of conferences with the bureau heads in order to justify their needs.

The meeting opened by Mr. McKinley's motion to elect Mr. Thompson as Chairman of the Capital Improvement Program Committee. Motion was seconded and passed.

Mr. Keefe explained that the request to work on this budget program had been received orally by Commissioner Bowes. We have felt that our main job is to sell the Council on a permanent Capital Improvement Program. Commissioner Bean feels that we can't get this on the May ballot because of insufficient time for study and presentation to the people. The deadline to get anything on the ballot is February 24, but Council would have to have it before them prior to this in order to work up a title and other preliminary matters on it.

Mr. Stanton and Mr. Thompson both felt we could not get this on the May ballot. Mr. Keefe asked what we should tell the Council in regard to getting some of the more urgent proposals, such as fire, sewers, harbor, health, and parks, on the May ballot.

Mr. McKinley mentioned that he felt a need for this, and felt the Planning Commission had a big stake in this program, and that it should be a well-thought out Capital Improvement Program. He questioned, however, whether the Planning Commission was the right body to handle this. In our trying to make any list of priorities, he felt we would be acting like City Council, and that the Planning Commission is not appointed to perform this function. He questioned how far we can go in arriving at any list of priorities in areas such as public health, Police Department, and civil defense. Perhaps we should gather as much authentic information as we can and then just do some sifting and comparing.

Mr. Thompson said that there is usually no sound co-ordinated Capital Improvement Program in the City, and that he was of the opinion that the Planning Commission was more capable than any single entity in the

City to work on this program. Mr. Thompson said he felt the Committee should be composed of the City Planning Director, the City Engineer, and the Budget Director, and that inasmuch as no other unit in the City can do any better than the Planning Commission can, he felt that it should assume the chore. He suggested that we review the thing as far as it has been taken, and then go to Commissioner Bowes with it. Since Commissioner Bean had been of such help so far, it was also felt that this should go to Commissioner Bean as well. A discussion was held on the routing of matters to City Council.

Mr. Thompson suggested that the staff inform this committee on what they have done to date, and then call on Commissioner Bowes and discuss with him the features of these proposals. Mr. Thompson felt that the Committee should have had this material weeks ago if it were to be ready to be included on the May ballot. The Committee felt the whole matter of capital budgeting should be talked over with Commissioner Bowes.

Mr. Stanton suggested that no recommendations be made for the May ballot, and that Mr. Sroufe should become acquainted with the problem and be asked to talk to Commissioner Bowes, explaining that there is insufficient time to get this program before the people on the May ballot. It was also agreed that the staff report on the Capital Improvement Program was to be used for the information of the Committee only.

Mr. Nims suggested two things for decision:

1. To consider whether we can present anything for the May ballot.

2. To have a chance to present some kind of recommendation on an annual long range budget procedure instead of budgeting for operation maintenance, etc., on a yearly basis.

Mr. Stanton agreed that we should establish this as a continuing program. Mr. Thompson felt we should say the fire program was a good one, and that the sewer problem was an urgent need. He said that if the City had a co-ordinated committee to sift these priorities, it would be better.

A discussion was held on the contents of the interim report to Council and the composition of a Budget Committee.

Mr. Keefe spoke of some proposals such as the boat harbor, ice skating rink, money to develop a golf course site, and others which were revenue-type measures that had been referred to us to be included in our Capital Improvement Program.

The Committee was in agreement that Mr. Sroufe should talk to both Commissioner Bowes and Commissioner Bean, telling them that we can't evaluate this program for the May ballot. Mr. McKinley felt the Mayor should be contacted also.

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Meeting adjourned.

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Lloyd T. Keefe
Planning Director

CRN:lmk

This is the foundation study for our comprehensive planning program. The employment estimates are to be translated into population estimates which are necessary for all public facilities planning. Forecasts by individual economic activities indicate the kind of city we should be planning for, the amount of land needed, and locations required.

Prior to adoption and distribution of this report, ample time should be allowed for thorough study by the Commission and by a Technical Advisory Panel appointed specifically for this purpose. The Industrial Development Committee (Keller, Thompson, and Prichard) should act as liaison with the Panel.

Donald N. Johnson, former research city planner who did this report and is now on the Seattle staff of the Bonneville Power Administration, suggests the following persons for membership on the Technical Advisory Panel:

NAME	POSITION	FIRM
Roy Bessey	Retired	Columbia Basin Interagency Comm.
Julius R. Jensen	Director	Oregon Development Commission
Donald Ellis	Controller	Tektronix, Inc.
Irving Luiten	Public Information Manager	Weyerhaeuser Timber Company
R. C. Warren	President	Cascade Manufacturing Company
George Buchanan	Assistant Cashier	U. S. National Bank
James A. Randall	Vice-Pres. & Mgr.	Federal Reserve Bank of San Francisco, Portland Branch
Bernard Goldhammer	Chief, Branch of Customer Service & Power Requirement	Bonneville Power Administration
S. E. Steward	Development Engr.	Pacific Telephone & Telegraph Co.
Arthur Porter	Production Manager	Portland General Electric Co.
Jack Hargrove	Gen. Superintendent	Lipman Wolfe and Company
Chester Sterrett	Mgr., Industries Department	Chamber of Commerce
E. E. Hoogstraat	Economist	Portland State College

NAME	POSITION	FIRM
W. Ballaine	Business Admin.	University of Oregon
Arvin Burnett	Real Estate Manager	Brewster, Scholz & Burnett
John J. Winn	General Manager	Port of Portland

In addition to the above, Mr. Johnson suggests that one representative from Stanford Research, Ivan Block and Associates, the railroads, and professional societies be appointed.

AGENDA 176

PORTLAND CITY PLANNING COMMISSION MEETING
April 24, 1958
3:00 p.m.

		Page
1.	APPROVAL OF MINUTES AND COMMITTEE REPORTS:	
	a. Planning Commission.....March 27, 1958	1
	b. Zoning Committee.....April 3, 1958	11
	c. Joint Streets & Zoning Committees.....April 1, 1958	25
2.	PURCHASE OF PHOTOGRAPHIC EQUIPMENT (See suggested request to the City Council on page 38)	
3.	RIGHT-OF-WAY FOR DOSCH ROAD-CAPITOL HIGHWAY CONNECTION (See suggested memorandum to Commissioner Bowes)	41
4.	KELTON GULCH PROPOSED DEVELOPMENT PLAN	43
5.	NEW OFFICE QUARTERS	
6.	UNSCHEDULED ITEMS	

MINUTES OF MEETING
PORTLAND CITY PLANNING COMMISSION
March 27, 1958
3:00 p.m.

The Portland City Planning Commission met Thursday, March 27, 1958, at 3:00 p.m. in the conference room at 526 SW Mill Street.

Those present were: President Sroufe, members Windnagle, McKinley, Prichard, Robertson, and Stanton; Planning Director Keefe; Zoning Supervisor McAbee; Assistant Director Nims; Building Inspections Director Benard; City Planner III Keith; City Planner II's Clark, O'Hiser, and Frost; City Planner I's Becker, Yost, and Snyder; Engineering Aide Schmid; and reporter Kaplan.

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APPROVAL OF MINUTES AND REPORTS OF COMMITTEES

a. Planning Commission.....February 13, 1958.....approved
b. Planning Commission.....March 6, 1958.....approved

Mr. McKinley said that on page 8, March 6, 1958 meeting of the Planning Commission, the third paragraph should read as follows: "Mr. McKinley felt that our chief concern was whether to allow anybody to build over the street for the purpose of occupancy and that we should consider this as a general policy applicable to all alike. We should take the matter of street and traffic pattern into consideration and also the matter of light and visibility."

c. Zoning Committee.....February 13, 1958.....approved
d. Zoning Committee.....February 19, 1958.....approved
e. Zoning Committee.....February 25, 1958.....approved

Mr. Robertson said that on page 25, February 25, 1958 meeting of the Zoning Committee, the wording of the second sentence, first paragraph, should read as follows: "Some of the people have put their savings into such business ventures which they hope to keep as life investments."

f. Zoning Committee.....March 12, 1958.....approved

g. Streets Committee.....February 13, 1958.....approved
h. Streets Committee.....March 6, 1958.....approved

i. Schools & Parks Committee.....February 6, 1958.....approved
j. Schools & Parks Committee.....March 6, 1958.....approved

Mr. McKinley reported that at the Schools and Parks Committee meeting of March 6, 1958, the Committee decided to recommend to the School Board that they reconsider their parking acquisition plan in regard to Cleveland High School. Our recommendation to the School Board was

for the purchase of an area either to the north or to the east of the Cleveland site for its off-street parking. Mr. Keefe said that the School District has complied with our suggestion that parking be provided off the site, but that they plan to acquire the area to the west of the Cleveland site.

k. Capital Improvement Com.....January 31, 1958.....approved

Mr. McKinley reported that there was not enough information presented to the Capital Improvement Committee at the January 31 meeting for an evaluation of the Capital Improvement Program. He added that it was the consensus of the Committee that there was insufficient time to study the program thoroughly so that the measures could be ready for the May ballot. Mr. Keefe related that since the January 31, 1958 meeting, he had met in an informal session with Council who asked that the staff report directly to the Council. He added that this matter has been referred to Commissioner Bean. Mr. Keefe said that the decision made in regard to this program is that it is too late for the May ballot, but that the Planning Commission staff continue to work on a Capital Improvement Program. Mr. Stanton felt anything which concerns the staff concerns the Commission, and didn't feel the staff should be operating independent of the Commission. Regarding the question of whether the Planning Commission is the right agency to work on this problem, Mr. McKinley said that our staff is probably the only body which has the time to work on such a project, and added that there is no other research staff of the City to work on the program.

*****

EXPOSITION-RECREATION CENTER

Mr. Sroufe said he had received a letter from the E-R Commission requesting the use of our letter of recommendation for the Broadway-Steel site, dated March 19, 1957. It stated that they need this to substantiate the advantages of the Broadway-Steel site over the Delta Park site. Mr. Sroufe said he was of the opinion that the E-R Commission should be allowed to go ahead and use our letter of recommendation as well as our report of July, 1955. Mr. Stanton said their request is not to offset any other proposals, but rather to substantiate their own proposals. They wanted a review of the basic reasons on why we selected the site.

Mr. McKinley suggested that we refer them to our letter of March 19 and our report of July, 1955 and state that there has been no change, in the judgment of the Commission, with reference to the advantages of this site on the east side. Mr. Stanton felt our letter could be general and simply state the reasons for our choice of the site, adding that we should include its advantage as a central location, its parking facility, and its accessibility by private transportation as well as all other potentialities. Mr. Sroufe said our reply to the Commission could be our letter of March 19. Mr. Robertson suggested that the letter

could be trimmed down, perhaps omitting the mention of Buckman Field. It was felt that the letter to the E-R Commission could include the fact that approval has been given by the State Highway Department for the construction of the East Bank Freeway, which will give certain points of access.

ACTION: Mr. Sroufe instructed Mr. Keefe to write a letter to the E-R Commission, which would be reviewed by a committee of Stanton, Robertson, and Prichard, advising them of the advantages of the Broadway-Steel Bridge site.

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VACATION OF STREETS IN VICINITY OF E-R CENTER

Mr. Keefe said that Mr. Fowler, the architects and he had viewed the peripheral streets of the E-R Center and had made the following conclusions. Williams Avenue is now 70 feet in width, and we are recommending it be widened to 80 feet to carry the load of four lanes of traffic. He added that we are also recommending that Weidler Street be widened from 60 feet to 70 feet, but that Wheeler Avenue remain 60 feet in width. Further recommendations included the rounding of a corner at N. Hassalo Street and N. Williams Avenue, the radii to be made bigger at the corner of N. Wheeler and N. Williams Avenues, and the rounding of corners at N. Broadway and N. Weidler Street and at N. Weidler Street and N. Wheeler Avenue when the E-R Commission takes possession of the property. It was pointed out that the approval of the vacation should be made upon the condition that the E-R Center project is constructed on the assembled land substantially as now planned by the E-R Commission.

The E-R Commission has petitioned the Council for vacation of all streets in the site. He added that the architects say it is possible to fulfill the conditions we are placing on the vacation, and have agreed to this. It was asked what the Lloyd Corporation's policy was in regard to dedications. It was stated that an equivalent amount of area was to be dedicated for all vacations. Mr. Keefe said that he felt our recommendations should take care of all the needs in regard to the E-R Center. He said that the requested dedications could possibly trim their parking spaces by a matter of 20 to 25 cars.

ACTION: It was moved that the vacation of all streets within the E-R Center be approved on condition that:

1. Williams Avenue be widened from 70 feet to 80 feet.
2. Weidler Street be widened from 60 feet to 70 feet.
3. Wheeler Avenue remain 60 feet in width.
4. The corner be rounded at N. Hassalo Street and N. Williams Avenue.
5. The corner at N. Wheeler Avenue and N. Williams Avenue be widened to have an 80-foot radius.

6. Corners be rounded at N. Broadway and N. Weidler Street and at N. Weidler Street and N. Wheeler Avenue when the E-R Commission takes possession of the property.
7. The E-R Center project is constructed on the assembled land substantially as now planned by the E-R Commission.

Motion was seconded and passed.

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ECONOMIC PROSPECTS REPORT

Mr. Keefe said his suggestion is that the Industrial Development Committee, composed of Mr. Prichard, Mr. Keller, and Mr. Thompson, meet with a Technical Advisory Panel to go over the Economic Prospects Report in detail and report back to the Planning Commission before it is adopted. Mr. Keefe stated that the people listed for membership on the Technical Advisory Panel were suggested by Mr. Donald Johnson, who did the report but is no longer on the staff of the Planning Commission.

ACTION: Mr. Robertson moved that the matter be referred to the Industrial Development Committee for study, and that it later would report back to the Planning Commission. Motion was seconded and passed.

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REVISION TO C2 ZONES

Mr. Windnagle said that the problem arose out of consideration of the proposed new zoning maps going to City Council. When the Zoning Committee began to study it, it was discovered that there would be a great number of non-conforming uses. The problem was in regard to the proposed C2 Zone. It was discovered that there would be a great many more non-conforming sites than really had been anticipated, and this precipitated a discussion and some conflict in the opinions of the Zoning Committee. Strip zoning, he said, probably originated with the routing of the streetcar lines. During the growth of the City, certain businesses have come into this Zone III area and established businesses. He said the feeling of some of the members of the Committee is that inasmuch as these people legally set out to establish businesses in the proper zone, a change now to a non-conforming use is unfair to those particular property owners.

The staff was asked at the last meeting to make a study of several major streets which would be primarily affected by this C2 mapping. Mr. Keefe said the streets studied and viewed by the staff were Alberta, Interstate, Glisan, and Division. On those streets alone, 54 businesses would become non-conforming. The non-conforming uses range from what would be MI (Heavy Manufacturing) to non-objectionable industrial uses.

It was brought out that the staff check indicated 49 M1 and M2 uses in residential districts. Two members of the Zoning Committee felt it was unfair to the owners to make these properties non-conforming inasmuch as it could mean the confiscation, more or less, of their business or industry, and it would cause them real harm.

It was discussed that if we eliminated non-conforming uses in a C2 Zone, there was a question as to whether we could consistently advocate non-conforming uses in any district. Mr. Robertson said that our dilemma is a result of having an all-inclusive Zone III. He said that substantial improvements were made by manufacturers and businessmen to develop a business on a site which was legal. Our new ordinance would make them non-conforming if they are located in a proposed C2 Zone. He felt that the restriction on this zone was quite serious in that after a period of one year in which a business ceases, the use of the building thereafter has to conform to the zone it is in. The provision for appeal to extend the vacant period for two years was then noted. Mr. Robertson said that another bad point was that expansion of a non-conforming use is limited to 20 per cent of the floor area. He added that, in addition to light manufacturing plants, the wholesale distributors would also become non-conforming in a C2 Zone. Perhaps the C2 Zone could be amended to include wholesale distributors. He felt it was feasible to take buildings that had been developed for M3 use, and make it M3 in a C2 Zone. All existing businesses that are legal today in a Zone III area should remain legal in status in the future.

Mr. Robertson realized the staff's position in that once we start spot zoning, we open the way for complaints from residential areas as well. He added that the staff also maintains that the building owner who will really be affected is going to be a rare individual. He felt that no matter how much you reassure the building owners that it will not be bad for them, you are giving them a feeling of insecurity. There is a question as to which buildings should be continued in their present status. He stated that a building which was constructed for a specific use should be allowed to continue in that status.

Mr. Prichard said that when we sat as a Citizens Zoning Committee, the reliance on the staff, after viewing the property, was very fine. He personally did not have any notion that we were coming up with manufacturing plants which would be in a non-conforming status. When the Citizens Advisory Committee realizes these businesses are being placed in a non-conforming status, he felt we would be placing ourselves in a very bad position. It would be better to have some spots of M2 zones along some of these streets (in C2 Zone) to materially cut down the number of people who would find themselves in a non-conforming status, even though it would be poor zoning. He thought it would be better to have that kind of poor zoning than not to have the Zoning Ordinance passed or to have the Planning Commission criticized. The Planning Commission should know, as a body, just what they are considering, as

well as the Council. Probably, the members of the Citizens Advisory Committee should be apprised of this too because he felt they were in the dark about this situation. They might have some desires in recommending something different than has been recommended. Dropping from our present Zone III to a C2 Zone places several hundred businesses in a non-conforming category. Mr. Sroufe felt that we can't put a lot of businessmen out of business overnight or give them the feeling of insecurity. He thought that perhaps the Citizens Advisory Committee should be brought into the picture again.

Mr. Keefe was asked how many non-conforming uses would be eliminated if the C2 Zone were to include wholesalers. He answered that there are 316 non-conforming uses in C2 zones. Of the four streets viewed (Division, Glisan, Interstate, and Alberta), one-third was in manufacturing uses. The uses viewed included the following: wholesale businesses, business service types, contractors, home builders, auto repairing shops, and body and fender works. Wholesale establishments represented two-thirds of the non-conforming uses. If C2 were to include wholesalers, he didn't know how many fender works and contractors would be left over. If C2 were to include wholesalers, business services, and contractors, as permitted in M3, it would eliminate approximately 60 per cent of non-conforming uses it was brought out.

Mr. McKinley said he recognized the difficulties involved with these non-conforming uses, and felt that Mr. Prichard's suggestion of strip zoning a concentrated area of non-conforming uses for a block or two was perhaps the solution. He weighed this suggestion a bit more than that offered for spot zoning each particular property. One other possibility might be to treat non-conformance of use with respect to penalties somewhat differently in a C2 Zone than in a residential zone area insofar as the time limitation was concerned. He felt that the abandonment of a business use in a residential area is evidence enough that it shouldn't be used as such at all. In other areas, where a property is to be rezoned for other types of businesses, perhaps an extended time limit should be permitted.

Mr. Robertson felt the definition of a non-conforming use was too fine and pointed out that in residential areas, there are many such areas now in Zone II, which in our new ordinance will fall in an A2.5 Zone. A residential-type use becomes non-conforming in residential areas when based on a different density level. Mr. McKinley said that we are trying to make these categories on the basis of density and area of land covered. He said he was inclined to think that we can work out some distinction between penalties for the various zones. We might also find groupings of non-conforming activity which could be set in a zone of its predominant use.

Mr. Keefe pointed out that where there is a shopping center, you have very little mixing of business services and manufacturing uses. Because Zone III is so big, we have vast frontages which are being used

very sparsely. There are hardly any groupings at all. Two-thirds of industrial uses would be permitted in the Light Industrial category, and one-third in the General and Heavy Industrial classifications. The one-third would fall predominantly in the General classification. The heavy uses were mainly foundries or machine repair shops.

Mr. Keefe felt there are two areas which seem to need protection: protection of the shopping center itself from the intrusion of these kinds of uses which are not retail and which take over the older store buildings; and the protection of residential zones which are right up against them. Most of the wholesale uses draw fewer people into the area and create less traffic than retail uses do. Mr. Keefe said that the wholesale's impact upon the C2 Zone wouldn't be too great. He was asked if we had data on the number of employees in these areas. Most manufacturing plants would not have more than 15 employees, Mr. Keefe said.

Mr. Keefe said that the real question at hand is whether the purpose of the new Zoning Ordinance is to continue what we've started under the old Zoning Ordinance or whether the purpose is to make some improvement in the land use pattern.

Mr. McKinley thought we should break zones away from the ends of the block. He felt that Mr. Prichard's suggestion of zoning a block or two in the predominant use was feasible, but was contingent on enough concentration of non-conforming properties in a given space. Mr. Windnagle said he was not objecting to making our C2 Zone more inclusive. He added that he didn't see any objection to Mr. Prichard's suggestion except that there are very few concentrated areas which could be strip zoned, while there are a great many scattered businesses. Mr. Prichard noted that, besides the problem of expansion, there was a real problem in the event the property owner of a non-conforming use had to liquidate or resell his property. Mr. McKinley asked the Commission on what basis a particular block would be selected. It was discussed that the selection would be made on the basis of a block where there is a manufacturing building. Mr. Keefe explained that even if some of these uses were placed in M3, they could still be non-conforming because of floor area or open yards, and would actually fall in an M2 Zone. Mr. Prichard felt they would feel less non-conforming if they were in an M3 Zone and had to go to an M2 Zone than if they were placed in a C2 Zone. Mr. Keefe said that small stores in residential zones are, on the whole, not becoming vacant since their location is a matter of convenience to the neighborhood. It was noted that between 1947 and 1954, there was an increase of 500 manufacturing firms in the Portland Metropolitan Area, 400 outside the City limits, and 100 located inside the City. Mr. Keefe explained that the proposed zoning was largely based on the Mills Ordinance.

Mr. Robertson felt that we should have the consensus of the Commission that this problem is something to be concerned about. He said that, if it is the feeling that something concrete should be done about this,

the Zoning Committee would get together and work up a report.

ACTION: Mr. Stanton moved that the matter be referred back to the Zoning Committee for study and report before it is acted upon by the Planning Commission. Motion was seconded and passed.

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1958-59 BUDGET REQUEST

Mr. Keefe stated that we have been requested to make a $7,900 budget cut. He said that he was planning to take it out of our printing fund which provides for the printing of 200 atlases of the Zoning Ordinance. Mr. Robertson asked if there would be a budget hearing. Mr. Keefe said that the Planning Director is requested to attend the hearing. Mr. Stanton felt that the Budget Committee should attend along with the Planning Director in explaining the need of the use of the money.

Mr. Robertson felt that we should look at our budget first before we do any cutting. He felt that we shouldn't give it up if it means a savings in man-hours.

ACTION: Mr. Windnagle moved that the Budget Committee, composed of Mr. Thompson, Mr. Sroufe, and Mr. Donaugh, request a hearing with the Council and explain why we have requested such a meeting. Motion was seconded and passed.

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ENDORSEMENT OF PLANNING COURSE AT PORTLAND STATE COLLEGE

Mr. Keefe said that Portland State College has indicated that they would like to offer a course in city planning. He said that we need to write a letter to the College stating that the Planning Commission is in favor of this course, and that we feel there is a need for it. The College would like to offer a program in city planning which would stimulate interest in the young people here locally to take it. He added that the thought is that it would also appeal to real estate people, architects, and the League of Women Voters. Mr. Keefe said that he has been asked to teach a class on this subject. He said he was merely asking permission for such a letter to be written to the College. Mr. Stanton suggested that the letter go out under the signature of the President of the Commission rather than Mr. Keefe.

ACTION: Mr. Stanton moved that the Planning Commission endorse such a planning course and that the letter should be sent to the College under the signature of the President of the Commission. Motion was seconded and passed.

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MULTNOMAH BOULEVARD DEVELOPMENT

Mr. Keefe said that we have been working with property owners on the north side of Multnomah Boulevard, just west of Barbur Boulevard, for the purpose of preserving the right-of-way for eventual expressway development of Multnomah Boulevard. It would be in the public interest to see that Multnomah Boulevard is not cluttered up by a bunch of businesses in the future. Mr. Keefe explained that the Army would like to put a Reserve Training Center in the vacant area. Our suggestion is that you consider whether you see fit for the Army Reserve Center to go in there and/or whether the area should be changed from Zone I to multi-family development. The choice of uses is the issue.

Mr. Keefe said a large part of the property is for sale by the church now. We should consider whether we are (1) in favor of trying to achieve limited access by replatting in this area, and (2) in favor of replatting the area whereby Council would initiate proceedings for street vacations. Mr. McKinley asked if the Zoning Committee has seen the area, and whether it is suitable for multi-family use. Mr. Stanton said he felt the Streets Committee would be in favor of limited access to Multnomah Boulevard.

ACTION: It was moved that the matter of development regarding Multnomah Boulevard be referred to a joint meeting of the Streets and Zoning Committees. Motion was seconded and passed.

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UPTOWN IMPROVEMENT PROPOSAL

This was an informal request of John Taylor of the Portland Manufacturing Company who is concerned about what would be required in the way of zoning, street vacations, and dedications for the shopping center expansion proposed at NW 23rd and Burnside. It was pointed out that, as money becomes available, it is planned that Burnside Street will become a one-way street going east bound.

The current proposal at 23rd and Burnside is for the tearing down of an existing store and building a new shopping center. The matter of access to this location was discussed, and the fact that the area is badly congested was of much concern to the Commission. The matter of excavating on this land was also of much concern as up to one million cubic yards of rock and dirt is to be removed which could take two to three years to complete. Under such an extended period of time, this would, in effect, be a commercial rock quarry. Mr. McAbee said that he felt a zone change would be required during this two to three-year period since the rock quarry isn't permitted in a residential zone.

Mr. Sroufe stated no objection to the proposal, but felt that you could never get the traffic in or out of there. He said that there is already

a tremendous shopping center right on Burnside Street. Mr. Keefe said that the big problem is that Burnside Street is now a two-way street. Mr. Sroufe said that there would probably be a peak of from 4,000 to 5,000 cars at the peak hour. He questioned whether the zone should be changed for the construction of the shopping center.

ACTION: Mr. Stanton moved that we shouldn't commit ourselves on this matter until further study of the specific location is made and until the Bureau of Buildings is contacted in regard to their feelings on this matter. Motion was seconded and passed.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

RMCA:lmk

MINUTES OF MEETING
Zoning Committee
April 3, 1958

The Zoning Committee of the City Planning Commission held a meeting on Thursday, April 3, 1958 at 3:15 p.m. at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Robertson and Prichard; Zoning Supervisor McAbee, Planning Director Keefe, Building Inspections Director Benard, and reporter Hazle.

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Also present were: Mr. Towery (Pet. #331); Mr. and Mrs. Stepp (Pet. #3320); Mr. Lewis Johnson (Pet. #3321); and Mr. Robert Bitar (Pet. #3322).

* * * * *

P.C. File #3310 was the request for Council approval by the Burlingame Baptist Church for construction of a new sanctuary as an addition to the church located between SW 2nd Avenue and SW 3rd Avenue on the north side of SW Miles Street and southeast side of SW Barbur Boulevard.

The existing church is now located on a site which is of irregular shape with a lot area of approximately 31,700 sq. ft. The proposed addition would be for a new sanctuary which would result in a total lot coverage of approximately 30 per cent. Off-street parking is proposed on the east portion of the church site with access from SW Miles Street. It would accommodate approximately 36 spaces. According to the ratio of one space for every 12 seats in the main sanctuary 35 spaces would be required.

This site is located in a single-family district lying just southeast of SW Barbur Boulevard at approximately SW 2nd Avenue. To the east of the church site is a block almost solidly improved with older, well-maintained residences. On the south

side of SW Miles Street, west of Briar Place, is the Burlingame Public School. West of the school is a vacant area under the Park Bureau's ownership.

ACTION: The Committee unanimously voted to recommend approval subject to the following conditions:

1. Parking--one per 12 seats in the main auditorium
2. Dust-proof the parking
3. A 5' planting strip along adjoining street property lines
4. Screen parking area from adjoining residential property.

* * * * *

Petition #3311 was the petition to change from Zone I to Zone III for the removal of an existing service station and the construction of a new service station by General Petroleum Corporation on the northeast corner of SE 17th Avenue and SE Knight Street.

The applicant now has a non-conforming, old service station located on the south 50' of the zone change area which measures 100' x 150'. The north 100' of the zone change area is vacant and at existing street grade. He desires to tear down the existing building and construct a large service station utilizing all of the zone change area.

The owners property is one of only two non-conforming commercial uses for many blocks north and south of the zone change area on SE 17th Avenue. SE 17th Avenue is almost solidly improved with well-maintained, single-family residences, with a few apartments interspersed. East of SE 17th Avenue is an area also improved with single-family residences most of which are of recent construction. SE Milwaukie Avenue to the west on the other hand is improved with a mixture of apartments and commercial uses.

Immediately abutting the zone change area to the east is the backyard of a residence which has been extensively developed as a garden and landscaped area. On the north end of this

block, on the east side of SE 17th Avenue, is a large, new church. A non-conforming nursery or greenhouse is located on the south side of SE Knight Street midway between SE 17th Avenue and SE 18th Avenue.

The Zoning Committee noted that this existing service station is an excellent example of a non-conforming use which should eventally be removed and subsequently developed into a single-family residence to conform with the surrounding residential property. The only other commercial use for many blocks north and south along SE 17th Avenue is the non-conforming greenhouse on the south side of SE Knight Street between SE 17th and SE 18th Avenues. The Committee could find no justification for recommending that this property be placed in a Zone III classification where all the property along SE 17th Avenue both north and south is solidly zoned for residential purposes. If granted, this property would enjoy a permanent commercial classification which no other property along SE 17th Avenue has in the entire area.

ACTION: The Committee unanimously voted to recommend denial of the petition.

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P.C. File #3312 was the request for Council approval by the University of Portland to construct a men's dormitory and dining hall on the campus.

The University will construct a three-story men's dormitory accommodating 218 beds on the southeasterly corner of the campus. A one-story dining room is also proposed just above the bluff. The two buildings now under construction are a portion of a total development scheme which includes a comprehensive off-street parking scheme to serve the existing buildings and a future women's dormitory, two additional men's dormitories, library, new chapel and faculty hall, and two future engineering classroom buildings.

There are no particular problems posed by the immediate construction provided the structures are located as shown on the plot plan and provided the off-street parking facilities are improved as the buildings are constructed.

ACTION: The Committee unanimously voted to recommend approval of the application subject to the following conditions:

1. One off-street parking space of 250 sq. ft. for every 5 students housed in the dormitory.

2. Dust-proof the parking.

3. A minimum 30' setback from Willamette Blvd.

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P.C. File #3314 was the request by the Messiah Lutheran Church for Council approval for the use of property for off-street parking located on the east side of N. Congress Avenue north of N. Blandena Street.

The church is located on the lot abutting vacated N. Wygant Street between N. Congress Avenue and N. Commercial Avenue. South of the church building is an area for off-street parking lying adjacent to N. Congress Avenue. This parking area is proposed to be extended down to N. Blandena Street. It is level and measures 43' by 160'.

The church site is located in an older residential district composed predominantly of old, one and two-story, single-family residences.

ACTION: The Committee unanimously voted to recommend approval of the application subject to the following conditions:

1. Dust-proof the parking.

2. Screening along the east boundary of the parking area.

3. A 5' planting strip along the parking area along N. Congress Avenue except for ingress and egress.

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P.C. File 3315 was the request for Council approval by the Bethel A.M.E. Church for construction of a new church on the east side of NE 8th Avenue between NE Simpson and NE Jarrett Streets.

The property is level and at existing street grade. A 7½' setback is proposed from NE Jarrett Street and NE 8th Avenue with off-street parking on the north portion of the site

fronting NE Simpson Street. The church site is located in a residential area composed predominantly of older, two-story residences with some multiple-housing units interspersed.

This site contains 25,000 sq. ft. and the plot plan shows it would meet the Planning Commission standards for new church buildings in all respects except for the south portion of the building which would extend closer than ordinarily recommended to the street property line.

ACTION: The Committee unanimously voted to recommend approval of the application subject to the following conditions:

1. A minimum site area of 15,000 sq. ft.
2. One off-street parking space for every 12 seats in the auditorium.
3. Dust-proof the parking.
4. Screen parking area from adjoining residential properties.
5. A 15' setback from adjoining street property lines and 13' from interior property lines.
6. A 5' planting strip between parking area and adjoining street property lines.

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Petition #3316 was a petition to change from Zone I to Zone III Special--Clinics and Professional Offices the property located on the northwest corner of NE 33rd Avenue and NE Knott Street. (Dr. Grierson)

The applicant proposes to construct a 25' x 46' one-story building on this 50 x 116' lot. The lot is now occupied by an older, two-story, single-family residence. Twenty per cent of the lot area would be covered by the building with the remaining area in setbacks and off-street parking. A 15' setback is proposed from adjoining street property lines with a minimum 10' setback from interior property lines. An off-street parking area on the north portion of the zone change area will be sufficient to accommodate 7 cars with an entrance off of NE 33rd Avenue and an exit onto NE Knott St. by way of a 10' driveway on the west side of the proposed clinic.

This property is located in a very well maintained, single-family residential district with the exception of the immediate intersection of NE 33rd Avenue and NE Knott Street which has some non-conforming commercial uses. The southwest corner of the intersection has a non-conforming grocery store and drug store; a parking lot for 14 cars is located immediately west of the grocery store; a residence to the south of the store on Lot 3 contains a dentist office and carries his sign on the door; on the southeast is a residence and south of that is a residence with a beauty shop sign in the window. At the northeast corner of the intersection is a vacant tract which recently was changed to Zone III Special--Clinics and Professional Offices for the construction of a clinic.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the standards found in the Zoning Code under Zone III Special--Clinics and Professional Offices and subject also to the following conditions:

1. Only offices of dentists, physicians and surgeons, and psychiatrists shall be permitted on the zone change area.

2. Hours of operation shall be limited to 8 a.m. to 10 p.m. except in cases of unusual emergency.

3. The area covered by all buildings including accessory buildings shall not exceed 20 per cent of the lot area.

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P.C. File #3317 was the request for Council approval by the Bellvilla Sanatorium to construct additions to the Sanatorium located between SE Taylor Street and SE Salmon Street and SE 28th Avenue and SE 29th Avenue.

The applicant's property consists of all of this block except for the two lots on the southeast corner of SE Taylor and SE 28th Avenue. The property is occupied by two older residences on the northeast corner of SE 28th and SE Taylor St. and by a one-story, recently constructed, convalescent hospital on the northwest corner of SE 29th Avenue and SE Salmon. An old, two-story home, converted to a convalescent hospital is on the southwest corner of SE 29th Avenue and SE Taylor Street. The applicant now desires to construct two

small additions to the structure located on the northwest corner which would provide five additional beds. These additions would be constructed towards the interior of the site separated from adjoining streets by the existing building.

The general area is composed of older but well-maintained, single-family homes with some multiple-housing units interspersed.

The total number of beds in the newer hospital structure and the converted two-story residence accommodates 57 patients. If the additions are approved there would be a total of 62 beds. Our ratio of one off-street parking space for every 5 beds should be maintained.

ACTION: The Committee unanimously voted to recommend approval of the application subject to the following conditions:

1. A minimum off-street parking area sufficient to accommodate 12 cars shall be immediately provided and thereafter maintained.
2. Dust-proof the parking.
3. A 5' planting strip shall be provided along the parking area and the street property line.

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Petition #3320 was the petition to change from Zone I to Zone I Special the property located on the southeast corner of NE 74th Avenue and NE Klickitat Street for the construction of a duplex.

This property consists of two lots, together measuring 50 x 100' in area. It lies approximately 1 to 2 feet above adjoining street grade and is now vacant. The plot plans submitted show a duplex to be constructed within 10' of NE Klickitat Street and approximately 7½' from NE 74th Avenue, with a 7' setback from the south property line and no setback from the east property line. A two-car attached garage is proposed on the eastern extremity of the property.

These lots are located in a district almost solidly improved with older, but well-maintained, one and two-story single-family residences. North of NE Klickitat on the northeast corner of

NE 74th Avenue is a recently constructed single-family home. Abutting the zone change area to the south is another recently constructed one-story residence. For many blocks around, the area is solidly improved with single-family homes.

Because of the solidly improved single-family residential area surrounding this property, it appears highly inadvisable to change the zoning to permit the construction of a duplex. It would result in a spot zone and grant a privilege to the owner not enjoyed by any other property owner in the surrounding area.

ACTION: The Committee unanimously voted to recommend denial of the petition.

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Petition #3321 was the petition to change from Zone I to Zone III Special--Clinics and Professional Offices the property located on the northwest corner of SE Division Street and SE 59th Avenue to construct a medical clinic.

The zone change area measures 40' on SE Division Street by 100' along SE 59th Avenue. It is now vacant, level and approximately 2' above the existing abutting street grades. The owner intends to sell the property to Dr. W. O. Skreslet, 5015 SE Hawthorne, for the construction of a dental clinic. The clinic building would be one-story in height, measuring approximately 26' x 36' in area. It would be setback 7'6" from abutting street property lines and 6'6" from the west property line, with the north 52' of the property improved for off-street parking. This amount of area would accommodate six cars. However, the minimum depth of 40' with 90 degree angle parking would not be sufficient to keep the cars from backing out into SE 59th Avenue.

The zone change area is surrounded on three sides by single-family residences and one, four-family apartment house. Across SE 59th Avenue to the east is a Zone III area upon which a medical clinic is being constructed. This property poses a difficult zoning situation in that it is located on a fairly heavily traveled street and is across the street from existing Zone III. However, the very narrow dimension of the lot and the lot's relationship to abutting single-family residences to the northwest and south would indicate that it should be retained in residential zoning. It should be noted, in fact, that the minimum setback as found in Zone III Special is not met according

to the location of the building on the plot plan and unless altered, a waiver of that regulation would be necessary. For these reasons, the staff felt denial would be in order.

ACTION: The Committee unanimously voted to request the applicant to submit new plans which would conform with the specifications in Zone III Special--Clinics and Professional Offices and then the Committee would reconsider the petition.

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Petition #3322 was a petition by the Bitar Bros. to amend Ordinance #97044 to delete the 15' setback requirement from SE Alder Street on property located 76' west of SE 82nd Avenue and the south side of SE Alder Street.

The applicant requests that the 15' setback requirement on Lot 2 and the east 5' of Lot 3, Block 5, be deleted to permit the construction of a building on that property to the street property line of SE Alder Street. There now exists a used car lot abutting Lot 2 to the east on the southwest corner of SE 82nd Avenue and SE Alder Street. It is proposed to construct a new building on that used car lot which would extend over onto Lot 2 to be used as a service building for new and used cars.

Inspection of the property revealed that the building would extend only over to the west line of Lot 2, leaving the adjoining Lot 3, which is also in Zone III, for off-street parking and access. There now exists along the west boundary of Lot 3, a 6 or 7' high laurel hedge separating the lot from adjoining residential property to the west. The staff could see no reason for deleting the setback requirement on Lot 3, but could find no objection to deleting the 15' setback requirement on Lot 2.

ACTION: The Committee unanimously voted to recommend the amendment of the Ordinance be approved to waive the 15' setback on Lot 2 and also the 15' setback on the east 5' of Lot 3, Block 5, Goodhue Park Addition.

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Petition #3270 was the petition to change from Zone II to Zone III the property located on the west side of Barbur Boulevard south of Duniway Park and north of SW Hooker Street for the construction of a motel-hotel with restaurant facilities.

This petition was brought before the Zoning Committee for reconsideration based upon further studies by the staff of the zone change request and its relationship to the proposed development plan for this area.

The natural development of this immediate area on the west side of Barbur Boulevard south of SW Sheridan Street has been residential. Duniway Park property is to the north and west of the zone change area. Lair Hill Park is to the east and south. Although four pieces of property on the west side of this section of Barbur Boulevard are in Zone III, only two have been developed commercially. The property on the east side of Barbur Boulevard in this vicinity, although in Zone III, is in fact solidly developed with residences and city park development. Under the proposed zoning ordinance, it is anticipated that this frontage will be placed in an A1 classification which is to permit multiple-housing development but not motels or the type of commercial activity which generally goes along with motels.

The problem of traffic is also an important factor in consideration of this zone change request in that the traffic on Barbur Boulevard at this point is already over capacity and this condition will exist even after construction of the Baldock Freeway according to recent traffic projections. These studies show that this section of Barbur Boulevard is now 2,000 vehicles per day over the design capacity which is rated at 15,000 vehicles per day. In order to expedite this flow of traffic, it appears inevitable that a traffic divider preventing left-hand turns must soon be constructed for a major portion of Barbur Boulevard. When this separator is built, the value of this property for a motel, restaurant, or other similar use is very doubtful and the petitioner as a result might find it more desirable for some other purpose.

The petitioner has not submitted any detailed plans for the proposed development. Some of the uses which are permitted in Zone III include manufacturing plants, foundries, breweries, garages, etc. It was the Committee's opinion that such uses would be entirely out of keeping with not only the existing surrounding development but would do irreparable harm to Barbur Boulevard as a main entrance to the city and actually critically effect the capacity of this thoroughfare.

It can be seen that from the standpoint of existing surrounding land use which is almost entirely residential, and for the

reason that there now exists a considerable amount of park property in the immediate vicinity, and because Barbur Boulevard is one of only two major routes (after construction of the Baldock Freeway) into the city from the south on the west side of the river, definite plans must be immediately formulated to protect not only the surrounding land uses but also protect the utility of Barbur Boulevard as a major traffic-carrying thoroughfare into the city. It is the Committee's opinion that the city (perhaps the Park Bureau) should immediately investigate the feasibility of acquiring this property together with adjoining properties on both sides of Barbur Boulevard south of SW Sheridan Street to approximately SW Hooker Street for future development of a park. This would achieve not only the desired ends expressed above, but would also provide a very beautiful and unique entrance into the downtown district.

ACTION: The Committee unanimously voted to recommend denial of Zone III as requested by the applicant and initiated by City Council. This action is based on the reasons expressed above. The proposed new zoning ordinance, as approved by the Citizens Advisory Committee and recommended by the Planning Commission, places this property in an apartment zone. The Committee believes that these recommendations were made after thorough studies as to the most appropriate use for this and other areas of the entire city and the Committee does not believe adequate reasons have been advanced to justify such a zone change as presently requested.

In regard to the traffic considerations which have come out of the zoning studies of this zone change request, the Committee suggests that the city inquire into the feasibility of purchasing the frontage along this section of Barbur Boulevard for future development of a park which would also provide a very unique entrance into the downtown area. The feasibility of such a plan will be illustrated in the report to City Council.

The Committee also noted that there were no specific plans submitted for the development of the property. Traffic considerations make it almost inevitable that a divider strip will be constructed on Barbur Boulevard which would seriously minimize the value of this property for a motel and restaurant. Under these anticipated conditions another land use, perfectly legal under Zone III restrictions but quite possibly of a more damaging nature to the adjoining areas, might appear to be an economic necessity to the owners. It is for this reason we again point

out the extremely tentative nature of the applicant's development proposal and the fact that no actual building plans were submitted with the request.

* * * * *

Petition #3319 was the petition to change from Zone I to Zone II the property located 350' west of N. Denver Avenue on the north side of N. Going Street to construct a five-plex.

The zone change area is 140' x 150' in area. Until recently it constituted a part of a very steep bluff, the top of which lies approximately 90' higher than N. Going Street. However, in very recent weeks a portion of this area has been excavated to the N. Going Street level, and it is anticipated by the developer that additional property abutting to the east will be acquired and excavated for the construction of a second apartment building.

N. Going Street is in a ravine which runs westerly from N. Interstate Avenue down to N. Greeley Avenue and Swan Island. It is a heavily traveled thoroughfare being flanked on both sides by a bluff 90' to 100' in height. Above the bluff lies a well-maintained, single-family district both north and south of the street.

The continuing use of N. Going Street as the only traffic link between Swan Island-Mock's Bottom and all of the city east of Interstate Avenue has been for some time of vital concern to the Planning Commission, Port Commission and the Traffic Engineering office. Now with the Federal Highway Program under an accelerated schedule, and with a firm location of the East-bank Freeway determined, the status of this section of N. Going Street will become even more critical. Development of any of the frontage and the resultant direct ingress and egress to N. Going Street between N. Greeley Avenue and N. Interstate Avenue would greatly impair the traffic-carrying ability of this vital link.

A study under taken for the Port of Portland in 1957 by the firm of Cornell, Howland, Hayes and Marysfield of Corvallis, Oregon, proposes general industrial development for the Swan Island-Mock's Bottom area. This report stressed the greatly increased traffic demands which will be made upon streets leading into the area, and the traffic flow projections contained therein, compare favorably with traffic projections made by the Planning Commission in 1957 for this same area.

The 1957 Planning Commission report of the present and future traffic volumes to be generated by full development of Mock's Bottom, Swan Island, and the nearby area served by N. Going Street is attached herewith. That report predicts an ultimate industrial employment for Mock's Bottom-Swan Island of 10,145 persons with a total of 32,730 Future Average Daily Trips on N. Going Street west of N. Greeley Avenue.

A further breakdown of this figure applied to N. Going Street east of N. Greeley Avenue, shows a total of 20,000 vehicle trips a day are predicted. The resulting peak hour flow in one direction on this section of N. Going Street is projected at 2,340 vehicles. (Significantly this is more than the peak hour flow in one direction on the Broadway Bridge, as counted in February 1958, of 2,263 vehicles).

It should be noted that at the height of the war effort in 1943, the Swan Island area had a peak employment of about 30,000 persons. At that time, it was found necessary to improve N. Going Street east of N. Greeley Avenue in order to lessen the traffic congestion at the exit of Swan Island to N. Greeley Avenue. Yet this figure of 30,000 employees was based on a three-shift schedule. Also at that time a large share of the employees were using public transit due to gas rationing. Of those not riding the buses, most were in car pools composed of from 3 to 4 persons. It can be seen, therefore, that 10,000 employees in the Swan Island-Mock's Bottom area today would create considerably more vehicular traffic than existed during the war.

With the necessity of a signalized intersection at N. Interstate Avenue, one lane of traffic on N. Going Street could be expected to carry approximately 600 cars per hour at peak load. This would necessitate a minimum of four lanes in one direction, which (if reversed lanes were used) would in turn require at least six lanes for two direction travel. Because of the bluff on both sides of N. Going Street, a wide right-of-way to accommodate sufficient slope would be necessary. If improved with six lanes at expressway standards, a right-of-way of 150' would be needed. The construction of the Fremont Freeway east of N. Interstate Avenue, will necessitate a grade separation between N. Interstate Avenue and N. Going Street which will increase the capacity of N. Going Street to approximately 1000 vehicles per lane per hour. However, this capacity is predicated upon the limitation of access from abutting property.

Whether N. Going Street, east of N. Greeley Avenue, is converted to an expressway and widened to 150 feet, or is merely improved sufficiently to accommodate the projected traffic flow for this section, it is the Planning Commission's opinion that the frontage along this portion of N. Going Street should be acquired by the city in any case, in order to be able to control the access and thereby maintain its traffic-carrying capacity.

Planning Commission studies of the traffic which is and will be generated by the industrial development of the Swan Island-Mock's Bottom area clearly shows that the section of N. Going Street between N. Interstate Avenue and N. Greeley Avenue is a very necessary link between the industrial area, N. Interstate Avenue and the Northeast section of the city via Skidmore and Prescott Streets. In addition to serving the local traffic generated by the nearby industrial development, it is the Planning Commission's considered opinion that N. Going Street will be needed as a connection (at expressway standards) between the East-Bank Freeway and the Fremont Freeway coming in from the east. Even if this should not materialize, the traffic projected for this street is of such high volume that any frontage development with direct access to N. Going Street would seriously impair its traffic-carrying capacity.

ACTION: The Committee unanimously voted to withhold taking any action on this zone change request until the City Council has been advised of the traffic urgency in regard to this section of N. Going Street, and until the City Council has had an opportunity to investigate the feasibility of acquiring the zone change area immediately and eventually acquiring the remaining frontage along N. Going Street between N. Greeley Avenue and N. Interstate Avenue. The Committee would call to the Council's attention that the zone change area is as yet vacant and was only recently acquired as tax-delinquent property which should keep acquisition costs to a minimum.

* * * * *

Meeting adjourned.

* * * * *

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

RMCA:rh

MINUTES OF MEETING
STREETS AND ZONING COMMITTEES
April 1, 1958
3:00 p.m.

The Streets Committee and the Zoning Committee met in a joint meeting on Tuesday, April 1, 1958, at 3:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Chairman Thompson and member Stanton of the Streets Committee; Chairman Windnagle and member Prichard of the Zoning Committee; Building Inspections Director Benard; City Engineer Burt; Traffic Engineer Weller; Right-of-Way Engineer Welch; Planning Director Keefe; Assistant Director Nims; Zoning Supervisor McAbee; City Planner III Keith; City Planner I's Yost and Becker; and reporter Kaplan.

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File D6-58. Job No. 5810. Preliminary consideration of Uptown Improvement Proposal. Location: NW Westover Road, NW 23rd Place, and W. Burnside Street. Sponsor: Skidmore, Owings & Merrill, Architects.

Staff Report: Mr. John Taylor of the Portland Manufacturing Company has submitted tentative plans for redevelopment of property located on the northwest corner of NW 23rd Place and West Burnside Street. His firm is presently anticipating making a large addition to the existing shopping center located on that site, which would necessitate an excavation of the hillside amounting to approximately one million cubic yards and may take from two to three years to complete, constituting an activity similar to a gravel pit in the meantime. The material is rotten basalt and the cut is to be left with a 1 to 1 slope. The use of this property for business would be compatible with the adjoining uses east of 23rd Avenue and along Burnside Street.

W. Burnside and NW Couch Streets have been proposed by the staff as a one-way couplet system. At present, NW 23rd Place has a 40-foot right-of-way and is being used to route the NW Westover Road to Burnside Street traffic, plus local shopping center traffic. An additional 20 feet on NW 23rd Place would be advantageous even though the westerly extension of Couch Street was not constructed for several years.

The State Highway Department, in their 1955 report, estimated 12,000 vehicles on W. Burnside Street by 1975. At present, 7,000 to 8,000 vehicles use this section of Burnside Street per day. Therefore, an additional 10 feet on the north side of Burnside Street could be dedicated at this time for widening purposes in anticipation of future traffic flow.

Discussion: Mr. Nims said that this proposal is still in a preliminary status and that they are interested in modernizing their building as a means of attracting more patrons, but have asked for no zone change or formal action. Preliminary site and grading studies, as well as preliminary building schemes, have been made in respect to the placement of

parking areas and access. The question is really whether this is a good place for a shopping center and, from a traffic standpoint, whether there is enough street area to handle the increased traffic. To establish the one-way couplet system proposed by the staff would cost from $644,000 to $1,660,000 for properties, depending upon the alignment.

Mr. Nims suggested that they be asked to dedicate 20 feet to NW 23rd Place and 10 feet to Burnside Street and that, if the Committees were in agreement that this is the proper location for a shopping center, they indicate their tentative approval of a zone change.

Concern was expressed about the effect this excavation would have on the residents of the area and whether the Company has a legal right to excavate in this Zone 1, perhaps making it undesirable for its zoned use. Mr. Burt said that the regulation of excavations is done through the Nuisance Division and is routed through the City Engineer's office.

Mr. Keefe pointed out that the key question is whether they have the right to excavate without a zone change. He asked Mr. Burt whether it was a regular procedure to direct a request for this type of thing through the Bureau of Nuisances. Mr. Burt said that this procedure has been in effect for a long time, and that the company in question does have to have a permit to do the excavating. Mr. Stanton said that we have been urging that a set of regulations be adopted for the control of grading and excavating on public and private properties. He added that we are waiting for the City Attorney to assume the responsibility in getting this prepared. Mr. Burt said that this proposal would probably be worked out in his office.

Concern was also expressed about the traffic situation. It was generally felt by the Committees that if the shopping center were developed, the additional traffic generated would only add to bad traffic conditions that now exist in the area.

Mr. Weller's concern was the amount of dirt that was to be excavated and where they planned to haul it. He endorsed the widening of 23rd Place to 60 feet.

Mr. Stanton suggested that we write the Company, informing them that a confusing pattern would result in the way of streets and that we are concerned with the proper development of these local streets.

Mr. Windnagle suggested that a letter be prepared by the staff and submitted to the Chairman of the Zoning Committee and the Chairman of the Streets Committee, pointing out that the development that has been suggested would tend to create additional traffic congestion in the area, and that our unofficial thinking at the present time is that it would require an additional 20-foot dedication on NW 23rd Place, a 10-foot dedication on the north side of Burnside Street, and that the legality

of their excavation and the liability of slides resulting from their excavation is still an unanswered question.

Mr. Prichard suggested that the City Attorney write a letter to the Company, which would be drafted by the staff of the Planning Commission and referred to the Chairmans of the Zoning and Streets Committees for approval, stating that until such time as the Planning Commission is convinced that this would not result in a nuisance situation, that the Planning Commission feels they cannot give consideration to either the matter of streets or zoning.

The Committees were in agreement that Mr. Prichard's suggestion be followed.

Action Taken: It was moved that the City Attorney be asked to write a letter to the Portland Manufacturing Company, which would be drafted by the staff of the Planning Commission and referred to the Chairmans of the Zoning and Streets Committees for approval, stating that until such time as the Planning Commission is convinced that this would not result in a nuisance situation, that the Planning Commission feels it cannot give consideration to either the matter of streets or zoning. Motion was seconded and passed.

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Job No. 5618. Multnomah Expressway Study. Location: Multnomah Boulevard between SW 22nd and SW 30th Avenues. Sponsor: Portland City Planning Commission.

Staff Report: The area considered in the study is the vacant property north of SW Multnomah Boulevard and south of SW Moss Street, between SW 22nd and SW 30th Avenues. In the past few years, the Planning Commission has had several requests to change the zoning along the boulevard from single-family residential to commercial, and recently the possibility of the location of an Army Reserve Training Center in the area has arisen.

Traffic studies indicate that Multnomah Boulevard should be a limited access expressway. As yet, little development has occurred to make this impossible. The existing right-of-way could easily be developed into a level, high-capacity route connecting the growing Beaverton industrial area to Barbur Boulevard, the Baldock Freeway, the Bertha-Sellwood Freeway and the Johnson Creek Expressway. Strip commercial development and the inevitable curb cuts and traffic tangle would, in effect, strangle Multnomah Boulevard as similar development has strangled Barbur Boulevard.

To guide future development in this area, the staff has made a study; the results are the attached proposals. The requirements considered were: (1) protection of adjacent single-family residential properties, (2) preservation of limited access to Multnomah Boulevard, and (3) development plans for the vacant properties.

Staff Recommendation: A well-designed, multi-family development with properly detailed off-street parking and screen planting would be an asset to the existing residential community. Such development would also serve a real need in the Southwest area. Binford Apartments or Columbia Villa are examples of ideal similar developments.

The Army Reserve School, properly sited and screened, would also provide an attractive addition to the community, serving a need for a developed open space and expressway buffer. The School would be authorized only through action of the City Council. The specific use, type of construction, and screen planting would be completely detailed before such approval would be granted.

The three proposals submitted to the Zoning and Streets Committees for consideration are enclosed.

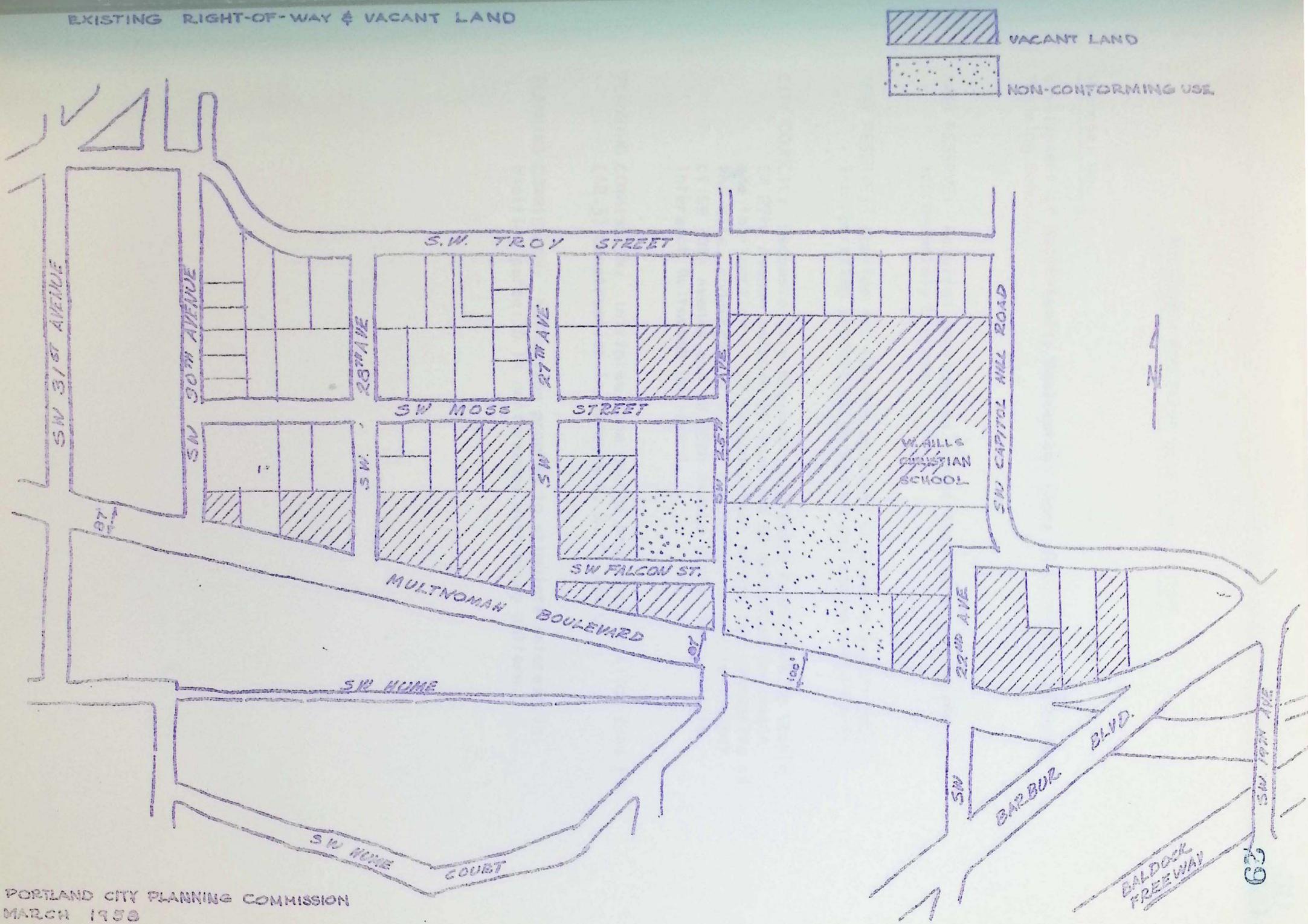
Discussion: Mr. Robert Keith said that, in the past few years, the Planning Commission has received a number of zone change requests which have been denied by the Planning Commission and City Council. Recently, there has been the possibility of the location of an Army Reserve Training Center in this area. He said that our concern is that Multnomah Boulevard be retained as a limited access expressway. He said that in the future, it would become a very important link in the southern part of the City. He added that, as presently platted, all streets connect to Multnomah in the area. He said that the church, which presently owns some property in this area, is considering selling it to either the Army or people who wish multi-family development.

The question is, "what is the best use of the area?" He explained the features of the three proposals presented for use of the area. He said that Proposal No. 1 is contingent on the Army buying the site, and stated that the rest of the area would be developed in multi-family use. Proposal No. 2 would involve replatting the area and the need of vacations and dedications for the development of duplexes and apartments. Proposal No. 3 is a proposal whereby an individual or corporation would acquire the entire tract, and the development would be a more unified type of thing.

Mr. Keith said that the staff has met with the property owners, the Army, and people from Moss Street (who object to multi-family use of the area) and said he felt that the people on Moss Street would rather have the Army Center School located there than multi-family development as they thought that the Army Training Center could be properly controlled. He explained further that City Council could initiate street vacation proceedings to free the people of any petitions and fees in order to obtain the development desired.

Mr. Keefe said that we should decide whether to tell the church people that they should go along with the Army proposal, along with multi-family development of the remainder of the area, or to recommend subdividing the area so it can be used for single-family development.

EXISTING RIGHT-OF-WAY & VACANT LAND



PORTLAND CITY PLANNING COMMISSION
MARCH 1958

MULTNOMAH BOULEVARD DEVELOPMENT STUDY

Proposal No. 1

Development of Multi-family Residential (Zone A2.5) and Army Reserve Training School.

ARMY RESERVE: Acquires portions of vacant land in parcels B and C, approximately 4 acres.

ARMY RESERVE: Applies for Council approval of Reserve School use, incorporating protective screening and access provisions.

CITY COUNCIL: Requests City Engineer to prepare resolution to vacate SW 27th Avenue between SW Moss and SW Multnomah Boulevard and that portion of SW Falcon Street within the bounderies of the site, concurrently with a resolution to vacate 15 feet of SW 30th Avenue and SW 28th Avenue where these streets intersect Multnomah Boulevard.

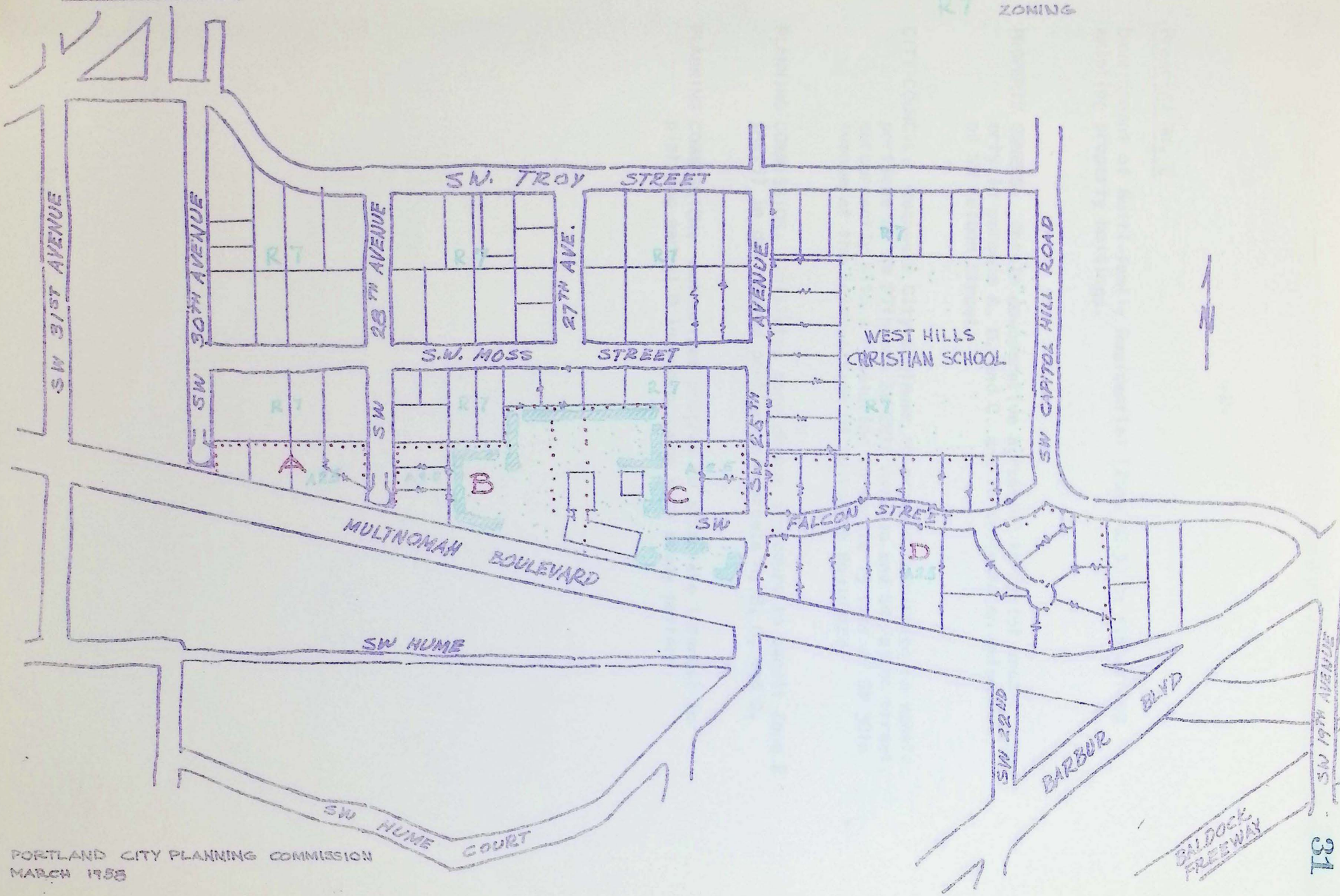
PLANNING COMMISSION: Initiates zone change procedure to allow Zone 2 (A2.5) construction in parcels A, B, C, and D.

PLANNING COMMISSION: Authorizes program to stimulate interest in platting parcel D in conformance with study pattern.

WITH PROPOSED RESIDENTIAL & ARMY RESERVE
TRAINING SCHOOL DEVELOPMENT
PROPOSAL #1

A PARCELS

R7 ZONING



PORTLAND CITY PLANNING COMMISSION
MARCH 1958

Proposal No. 2

Development of Multi-family Residential (Zone A2.5) by replatting existing property holdings.

PROPERTY OWNERS: Obtain co-operative agreement to replat vacant property in parcels A, B, and C, and to dedicate an extension of SW Falcon Street.

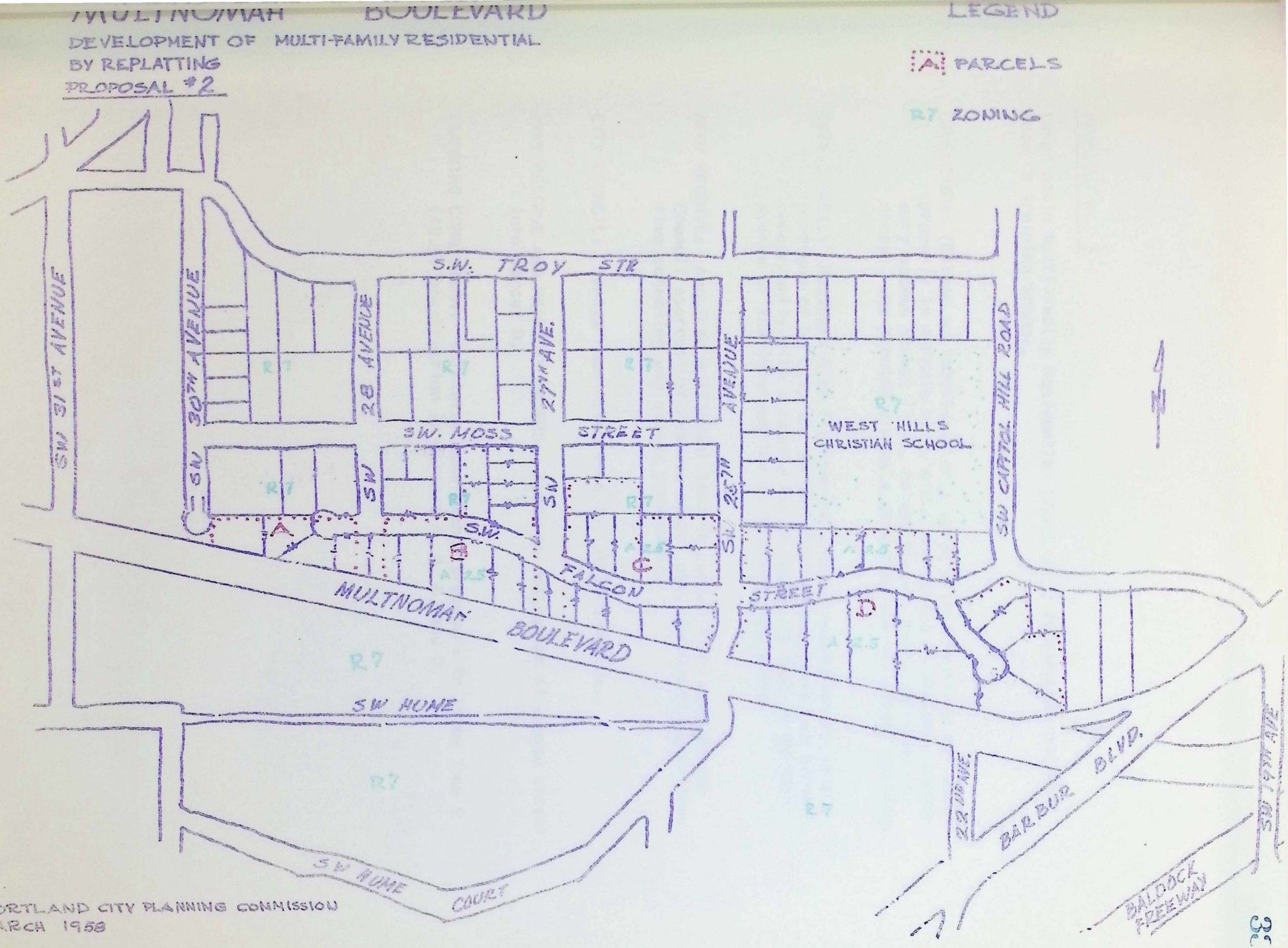
CITY COUNCIL: Requests City Engineer to prepare resolution to vacate portions of SW 27th and SW 28th Avenues and SW Falcon Street, concurrently with a resolution to vacate 15 feet of SW 30th Avenue at the intersection of Multnomah Boulevard.

PLANNING COMMISSION: Initiates zone change procedure to permit Zone 2 (A2.5) in designated portions of parcels A, B, C, and D.

PLANNING COMMISSION: Authorizes program to stimulate interest in platting parcel D in conformance with study pattern.

MULTNOMAH BOULEVARD

DEVELOPMENT OF MULTI-FAMILY RESIDENTIAL
BY REPLATTING
PROPOSAL #2



PORTLAND CITY PLANNING COMMISSION
MARCH 1958

Proposal No. 3

Large scale Multi-family Residential (Zone A2.5) development and Army Reserve Training School.

DEVELOPER: (Either an individual or a corporation) Acquires all vacant property in parcels A, B, and C and agrees to dedicate necessary access street (i.e., Falcon Street, as illustrated in study), and provide adequate screening and off-street parking.

CITY COUNCIL: Requests City Engineer to prepare resolution to vacate portions of SW 27th and SW 28th Avenues and SW Falcon Street, concurrently with a resolution to vacate 15 feet of SW 30th Avenue at the intersection of Multnomah Boulevard.

ARMY RESERVE: Acquires sufficient land in parcel D and applies for Council approval of Reserve School use, incorporating protective screening and access provisions.

CITY COUNCIL: Passes resolution vacating SW 22nd Avenue.

ARMY RESERVE AND PROPERTY OWNERS: Agree to dedication of access street into parcel D.

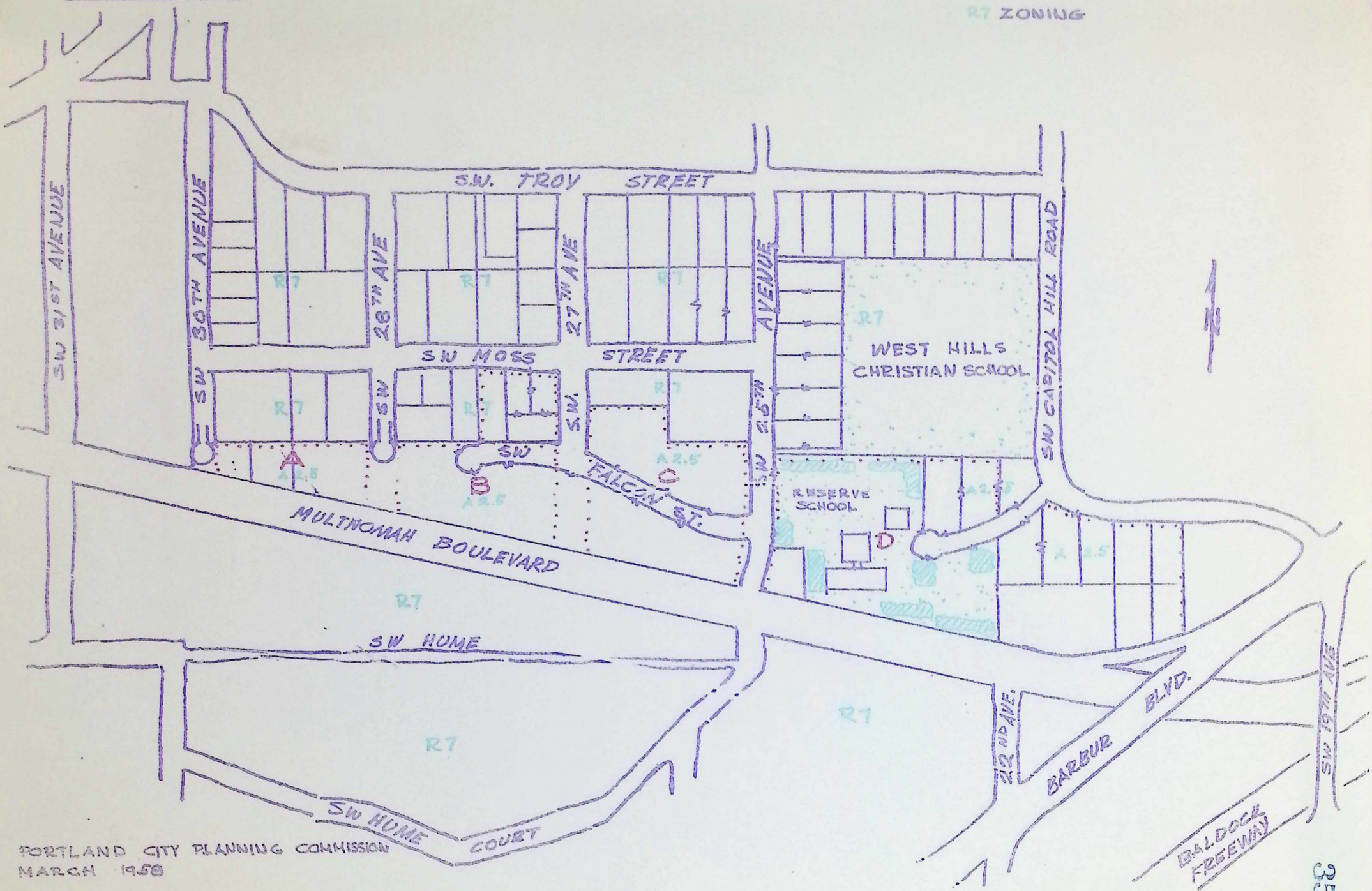
PLANNING COMMISSION: Initiates zone change procedure to allow Zone 2 (A2.5) construction in parcels A, B, C, and D.

LARGE SCALE MULTIFAMILY RESIDENTIAL &
ARMY RESERVE TRAINING SCHOOL
PROPOSAL #3

LEGEND

A PARCELS

R7 ZONING



PORTLAND CITY PLANNING COMMISSION
MARCH 1958

Action Taken: Mr. Stanton moved that we endorse Proposal No. 1, whereby the church would be asked to proceed with the sale to the Army. Motion was seconded.

Mr. Keith asked if the Committees were in agreement with the procedure recommended by the staff, and felt it should be included in our recommendation. Mr. Keefe explained that by following the procedure outlined by the staff, the City would obtain limited access of Multnomah Boulevard. Since the Committees were in agreement that this was what we are trying to achieve, the motion was amended to include the procedure recommended by the staff for the accomplishment of Proposal No. 1. The motion as amended passed.

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File V4-58. Discussion of the E-R Center Street Vacation and Dedication. Sponsor: A. Lamoreaux, Architect, Skidmore, Owings and Merrill.

Discussion: Mr. Nims said that at the Planning Commission's meeting of March 27, 1958, action was taken by the Commission for the approval of the vacation of all streets within the E-R Center on condition that certain dedications be made. It was perhaps not made clear that the staff had recommended that this approval be contingent on the E-R Center project being constructed on the assembled land substantially as now planned by the E-R Commission. In other words, if the E-R Commission were not able to construct the E-R Center as presently planned on the Broadway-Steel site and had to sell the land to private parties, it was the staff's recommendation that the street rights-of-way revert back to the City.

Mr. Stanton felt this was a good thing to include in our recommendation as he felt that we are recommending these vacations for one specific use and was concerned that if the E-R Commission were prohibited from using this site, that this large property in the hands of private parties could become a problem in the development of the area, and it would be difficult to dispose of the property. Ordinarily, one who develops privately has to dedicate equal area for any street vacations obtained. Mr. Stanton also felt that our control should be important in the development of any new major use.

Mr. Thompson, on the other hand, felt that if the property had to be resold, some financial loss might be realized without the streets. Mr. Windnagle felt that if the E-R Commission is forced to liquidate, the money would still revert back to the E-R Commission, but he was opposed to any plan by which an individual gains streets without compensating for it. Mr. Burt said that, if the site were moved to Delta Park, the City Engineer's office would make it a requirement that the streets be reverted back to the City in their previous status, including all utilities.

Action Taken: Mr. Stanton moved that the vacation of the streets in the E-R Center was based on public use of the streets by the E-R Commission for the proposed development as it was presented to us.

Mr. Windnagle felt that in case the E-R Commission is prevented from using the site for a center, it is anticipated certain additional streets should be provided in lieu of the vacation. He suggested that the motion be amended to state that the vacation is granted on the provision that it is developed as an E-R Center and, if not, the street vacation becomes void.

Mr. Stanton's motion was seconded and passed.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

CRN:lmk

SUGGESTED LETTER TO COUNCIL

City Council
Portland, Oregon

Gentlemen:

The Planning Commission has recently reviewed certain equipment purchases recommended by the staff which, if acquired, would greatly facilitate our work, and permit a more understandable presentation of staff proposals. The Commission fully endorses requesting such equipment, and asks that Council approve a budget revision to permit purchase of these items. As these items are not interrelated, they are presented separately as follows:

Photographic Equipment: As a visual aid to staff presentation of planning and zoning cases before the Commission and Council, and as an aid to the staff in public presentations, it is highly recommended that the following photographic equipment be authorized for purchase. An illustration of the manner in which it would be used can be seen in the County Planning Commission office where all zoning cases before the Commission and County Commissioners are presented on a screen showing slides of existing conditions (field shots) and proposed development map pictures. Discussion with them reveals considerable enthusiasm for the effectiveness of this type of visual presentation. As this procedure involves a continuing photographic job both in the field and in the office, the kind of service required is beyond that which could be expected of the city photographer.

CAMERA AND EQUIPMENT

		List	Disc.	Net
CAMERA.....	Praktina Model Fx with 50MM F/2.8.. C.Z. Jena Tessar Lens with case	$251.50	15%	$213.78
TELEPHOTO.. LENS	Meyer Gorlitz Trioplan F/2.8 100MM Pre-set Diaphragm with case.....	75.00	15%	63.75

		List	Disc.	Net
LIGHT METER..	General Electric with case Model PR 11.....	$ 34.50	20%	$ 27.60
PROJECTOR....	Bell & Howell Model TDC Duo 500 with 6" F/3.5 coated lens and TDC selectron semimatic 2 x 2 slide changer and case....	111.00	20%	88.80
SCREEN.....	Radiant screenmaster 60" x 60" D L S.....	59.95	20%	47.96
FILTERS.....	Adaptor Ring to fit above camera	2.40	20%	1.92
	Conversion Type F " " " "	2.95	20%	2.36
FLOOD LIGHTS.	Clamp-on--type--two.....	5.96	20%	4.76
TRIPOD.....	Star D Continental Mark III D.28 3 Section with 3 section elevator.....	25.95	20%	20.76
EQUIPMENT BAG.....	Special.....			16.95
SLIDE VIEWER.	Argus Previewer.....	7.95	20%	6.36
	LIST TOTAL	$577.16		
	NET TOTAL			$495.00

ERASING MACHINES

The design section of the office has a constant demand for a heavy duty erasing machine. It recently was necessary to borrow two erasing machines from the City Engineer's office for a two-week period while working on an extensive remapping project. For reasons of design characteristics i.e. (1) hollow shaft with 7" eraser insert. (2) detachable screw collet assembly replaceable locally. (3) octagonal shape design to lessen accidental damage from rolling off table, we recommend the following purchase be authorized:

Two (2) Electric Erasing Machines
Model No. 75

Over-all length 8", width across flats 2 3/8"
Weight 22 ounces

Sovereign Instruments Company
(can be obtained at J. K. Gills)

	List	Disc.	Net
EACH	$23.25	10%	$20.93
TOTAL for two			$41.86

An evaluation of our current 1957-1958 budget reveals an estimated balance at the end of the fiscal year of approximately $1,500.00. This does not include the unspent appropriations of $7,524.59 under "Other Services" .399 allocated for Metropolitan Planning, nor $9,152.65 appropriated under "Printing" .375 for printing of the new zoning atlases. The balance of $1,500 represents the total balance (exclusive of Other Services and Printing) remaining under both "Operation and Maintenance" and "Personal Services" as estimated through June 1958.

Your consideration of a budget revision for a transfer of funds from "Personal Service"No. 110 to "Equipment" No. 720 of $542.00 for purchase of the above described equipment is hereby requested.

Respectfully submitted,

J. H. Sroufe, President
City Planning Commission

SUGGESTED MEMORANDUM TO COMMISSIONER BOWES

41

April 16, 1958

m Dept. of City Planning Commission

Dept. of Public Works, Office of Commissioner Bowes

ressed to Commissioner William A. Bowes

ject SW Dosch Road-Capitol Highway Connection.

Dear Commissioner Bowes:

A unique opportunity exists in Southwest Portland to develop a new and badly needed major street with relatively little public expenditure. SW Dosch Road north of Beaverton-Hillsdale Highway and SW Capitol Highway south of Vermont Street have each handled a considerable amount of traffic through the years. SW Capitol Highway has a 15-foot setback on each side providing for a future 90-foot right-of-way. SW Dosch Road already has an 80-foot right-of-way for considerable distances, making it ideal to handle increasing amounts of traffic. SW 30th Avenue, which connects these two streets, however, traverses such a steep hill (14 per cent) that it cannot be used for a main thoroughfare and the public is thus deprived of a traffic route which would have great local value. Traffic from the Green Hills, Council Crest, and Bridlemile areas would be greatly facilitated in its movements to Multnomah, the Baldock Freeway, and south, as can be seen on the attached Comprehensive Plan. This Comprehensive Development Plan for Southwest Portland has been considered by the County Courts and Planning Commissions of Washington, Multnomah and Clackamas Counties; School District No. 1; Multnomah County Roadmaster; City Engineer; Commissioner of Public Works; Highway Engineering Co-ordinator; Superintendent of Parks; County Health Department; and Portland Planning Commission. The plan received the approval of all concerned except that Multnomah County withheld approval of Sylvania Boulevard pending a detail study of the alignment by the Multnomah County Road Department.

Although SW 30th Avenue is too steep to serve this traffic, fortunately a ravine lies just to the east and is situated in such a way that a connection between Dosch Road and Capitol Highway with a satisfactory grade could be constructed in it. Also, fortunately, the path of this new connection contains practically no private developments at the present time so that few houses would be affected by its establishment.

A large parcel of vacant land which the street must traverse, however, is ready for development, and the opportunity to make the new connection will be lost unless some action is taken soon. It is understood that the property is now for sale and inquiries are being made of the City preparatory to its subdivision into home sites.

The City must decide now whether it wishes to have this important north-south major street. If the decision is made to adopt a major street along realigned SW 30th Avenue, then the City Engineer and the City Planning Commission in the review of subdivisions can require as a part of approved plats the dedication of necessary rights-of-way without cost to the City. The newly constructed cut-off in Dosch Road, just north of SW Flower Terrace, has already been provided by the subdivider in just this manner. Other subdivisions along SW Dosch Road have likewise been required to dedicate strips to widen Dosch Road to 80 feet.

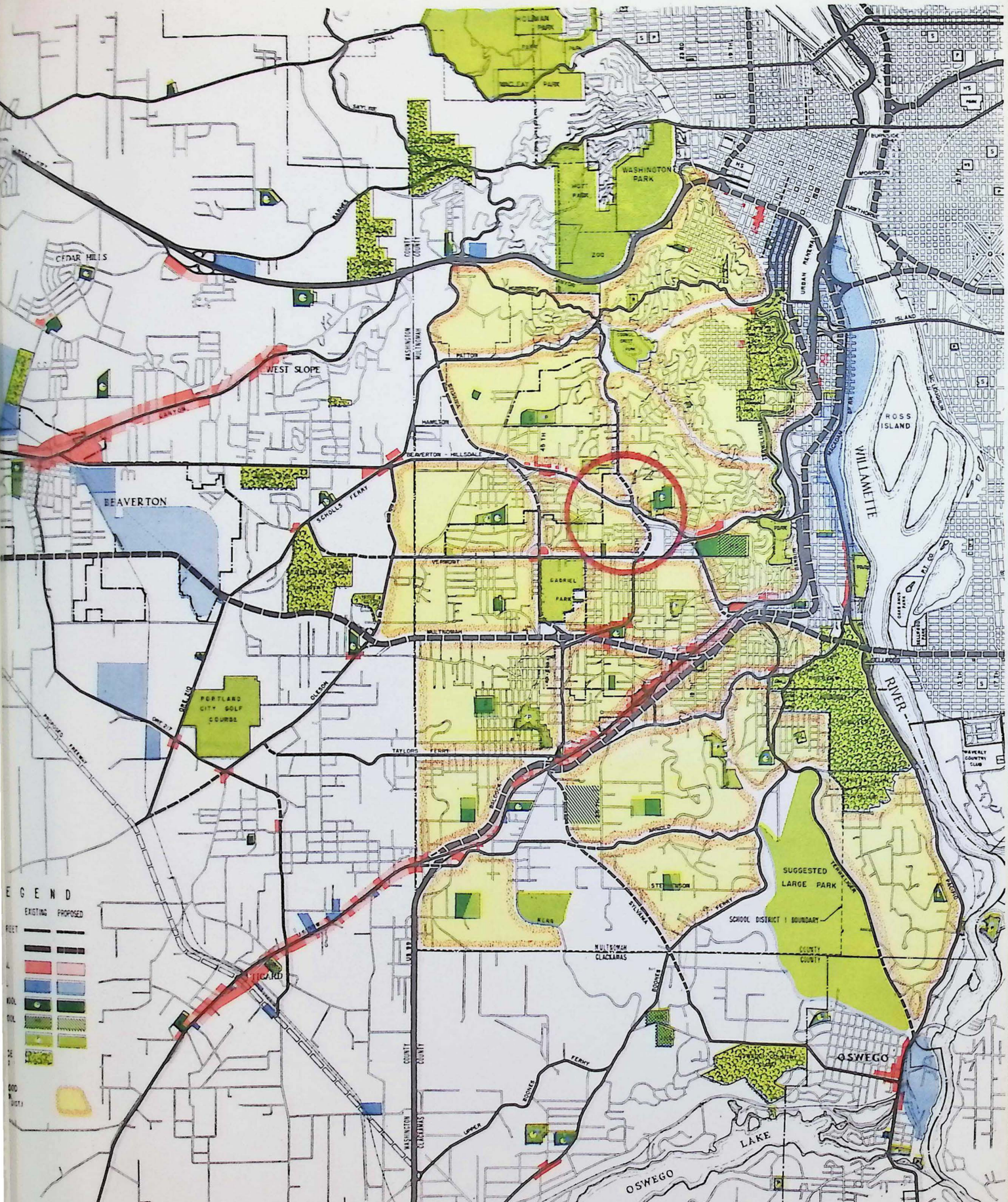
The Planning Commission feels that because of the great desirability of the alignment and the excellent possibilities that exist for its accomplishment, it is urgent that more detailed engineering studies be made. The Planning Commission therefore recommends that you ask the City Engineer to make a survey in sufficient detail to fix the precise alignment and to determine the actual grades to be constructed. The Planning Commission and City Engineer's office can then, in the course of the normal development of the district, secure the dedication of those portions which lie within presently unsubdivided land, and assist in every other way possible to protect it for future use.

Very truly yours,

J. H. Sroufe, President
Portland City Planning Commission

CRN:lmk

Enclosures



COMPREHENSIVE DEVELOPMENT PLAN FOR SOUTHWEST PORTLAND

NORTH

SCALE IN FEET
0 2000 4000 6000

PORTLAND CITY PLANNING COMMISSION NOVEMBER 1956

PROPOSED DEVELOPMENT OF KELTON GULCH

The area south of Powell Boulevard to SE Francis Street lying between SE 26th Avenue and SE 39th Avenue, referred to in this report as Kelton Gulch, presents a problem of conflicting land use, street pattern and zoning. Recent requests for industrial zoning, discovery of zoning violations, and attempts to force re-zoning by excavations prior to filing a petition have brought this area to the attention of the Zoning Committee. As matters now stand, the Gulch is not a good location for residential use. Yet it cannot be used industrially or commercially without inflicting permanent damage to residential values to the south. Metes and bounds property sales, both in the industrial and residential areas, leaves many parcels inaccessible from platted streets.

It is suggested that no effort be made to revive the Gulch for residential use. The character of bordering uses to the north would doom such an effort. Instead it is proposed that the Gulch be zoned for M3, Light Industrial. Because of the requirement that all uses in M3 must be within an enclosed building, subsequent development would be considerably more acceptable to the bordering homes.

But most significantly, it is recommended that the M3 area be isolated from the residential area by vacating streets and replatting as shown on the development plan map. This would achieve the desirable situation where commercial and industrial traffic generated by the M3 zone would be prevented from filtering through the adjoining residential district. A further separation should be purposefully installed by using the "B" zone as shown on the development plan.

Some of the benefits which would accrue to both the light industrial and residential areas by following the proposed development plan, further contributes to the validity of the proposal. Specifically, much of the Gulch area which is now undevelopable due to lack of access, could now be developed with the street pattern as proposed. In no instance will it be necessary to tear down any houses for the improvement of the proposed street dedication. The proposed development scheme would also encourage the assembly of property for use under one ownership by permitting a more integrated development. Under the proposed scheme it is proposed to have 24.4 acres in light industrial and commercial development, whereas under present conditions only 14.7 acres could logically be placed

in M3 and C2. It is also of paramount importance to note that this plan does not require that vacations and dedications be made at one time but rather that they can be accomplished as the area develops and the residential owners desire protection. No outlay of money would be required of any property owner until such time as he wished to improve the streets which are recommended for dedication, and which would have to be accomplished, in any case, for the now vacant area to be developed.

Suggested Park Acquisition:

There now exists a low area lying between approximately SE 35th Place and SE 39th Avenue and between SE Lafayette Court and SE Francis Street which we recommend be acquired for a local supplimentary park. Its location would provide access to children in the immediate area without requiring that they cross any major thoroughfare. This is a particularly important consideration in that no safety patrols are provided for protection of the children going to and from the park such as are provided for the schools. It would serve the immediate adjoining residential area within a distance of approximately 1/8 of a mile, south of Powell Boulevard, and particularly the multi-family development abutting the proposed park to the west. While its function would be designed particularly for children, three other larger neighborhood parks are located about equa-distant from it. They are, Creston Park at Powell Boulevard and SE 45th Avenue; Kenilworth Park at SE Holgate Boulevard and SE 32nd Avenue; and Powell Park at Powell Boulevard west of SE 26th Avenue. The latter park is more of a community facility serving not only Cleveland High School but also a larger service area. Kenilworth Park also serves Grout School as well as the surrounding area.

The proposed park site contains 4.5 acres, and is vacant except for four houses located on the SE Francis Street frontage. It presently is practically land-locked, due to surrounding development, and could probably be acquired at an estimated cost of $61,550. This estimate is derived by multiplying assessed values by five. Recent property sales prices in the area indicate this factor to be realistic. Tentative discussions with the Park Bureau revealed considerable interest in the proposal. Access to the park would be from both SE Francis Street and proposed SE Kelton Street.

Recommendations: Assuming that the Planning Commission approves of the proposed development plan, the following steps should be taken to effectuate the proposal: First, call a

meeting of the department heads of the Department of City Engineering, Park Bureau, Bureau of Traffic Engineering and Bureau of Buildings for presentation of this plan and for their approval.

Secondly, assuming the department heads approval, notify all property owners in the area of a public hearing for purposes of presenting the proposed development plan to them.

Third, after approval by the people in the area, recommend to Council that it initiate the proper street vacations and proposed zoning. The actual mapping of the proposed M3 should be withheld however until such time as the street vacations and dedications are actually accomplished.

Fourth, request Council to enforce the zoning regulations against the violations which now exist in the present residential area. Specifically, the structures on the Redeman property, two of which are now located in existing street right-of-way, and the illegal storage of grading equipment now taking place on Zone II property by the Jersey Company.

OFFICE OF THE MAYOR
CITY HALL

TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

April 10, 1958

Mr. Gerald H. Robinson
1006 Failing Building
Portland, Oregon

Dear Mr. Robinson:

It would be appreciated if you would accept appointment to the Zoning Code Board of Appeal to fill a vacancy due to the expired term of Mr. Don Eva, and you may consider this letter as your notice of appointment for the term ending April 1, 1961.

For your information I am enclosing a copy of the ordinance creating this Board, which sets forth its duties, etc., together with a list of the membership. The Board functions under the Department of Public Works, which is assigned to Commissioner William A. Bowes. I am sure that you will be hearing from him shortly and that he will advise you of the time, date, and location of the next meeting.

Inasmuch as all members of Boards and Commissions of the city are required by the Charter to take an oath of office, will you kindly stop in at my office, at your convenience, so we may arrange for you to take the oath.

Yours truly,

Terry D. Schrunk

MAYOR

TDS:ld
cc: Commissioner Wm. A. Bowes

Replaces Don Eva, whose term expired

RECEIVED
APR 14 1958
Portland City Planning Commission

COPY

PORTLAND CITY PLANNING COMMISSION

MAIL: 414 CITY HALL PORTLAND 4, OREGON OFFICE: 526 S. W. MILL STREET • CAPITOL 8-6141

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LLOYD T. KEEFE, Planning Director
CYRUS R. NIMS, Asst. Director

April 9, 1958

Mr. J. W. Edwards, Superintendent of Schools
School District No. 1
631 NE Clackamas Street
Portland, Oregon

Dear Mr. Edwards:

At the March 31, 1958 meeting of the Multnomah County School District No. 1, at which time the report Land for Schools was presented, a request was made of the Planning Commission for a list of priorities of the school site purchases recommended in the report.

Accordingly, the suggested acquisitions are here listed. The recommendations are grouped into three categories as explained below.

The first group consists of a ranking of proposed purchases based primarily upon actual, present need and secondarily upon opportunities for ready acquisition in places where need will soon be felt.

The second category contains school sites where purchases should soon be made because vacant land is for the moment available. The land can then be held until future pupil population increases make the construction of a school necessary. The sites in this category are not ranked because all are about equal in need and availability. In every case, all of the vacant land and probably some of the older houses on these sites should be purchased as soon as practicable.

The third group mainly constitutes land purchases which will in the future be needed to attain a suitable pattern of school attendance neighborhoods served by schools of optimum size with sites of sufficient size, but where opportunities for immediate acquisitions may not exist. It is suggested that if properties within these sites at any time are offered for sale, they be acquired. The sites in this group are not ranked.

First Priority

1. HUMBOLDT.....Urgently needed to relieve the Beach, Ockley Green, Boise, and Highland Schools where a total of 14 classrooms in 5 years and 11 at saturation will be needed.
   N. Humboldt Street at N. Commercial Avenue

2. KENSINGTON.....Will relieve Vestal, Mt. Tabor, Lee, and Gregory Heights Schools where a total of 11 classrooms in 5 years and 21 classrooms at saturation will be needed.
   NE 73rd Avenue at NE Pacific Street

3. HEIGHTS.....Will better serve children residing in the vicinity of the proposed facility as well as those children now attending the Shattuck School, which is desired by Portland State College.
   Near the University of Oregon Medical School

4. WOODS.....Inexpensive land held by the Housing Authority is to be released in the near future for sale, and a school will be needed here as the population increases.
   N. Charleston Avenue at N. Richardson Street

5. WAVERLEIGH.....Will relieve the Abernethy, Hosford, Richmond, Grout, and Creston Schools where a total of 6 classrooms are immediately needed and 21 at saturation.
   Vicinity of SE Tibbetts Street and SE 31st Avenue

6. MAPLEWOOD.....Suggested land purchase contains some momentarily vacant land. The population in the area served by the school is expected to greatly increase soon, and an expansion of the existing facility will be needed.
   At present site

7. STEPHENSON.....This is choice residential land that cannot be available much longer. Collins View School, filled almost to capacity now, will need 4 classrooms in 5 years. A school at Stephenson may be the best location for that relief.
   SW Stephenson Road at SW Dickinson Court

Second Priority

CLARENDON
N. Fessenden Street at
N. Clarendon Avenue

KENTON
N. Delaware Avenue at
N. Argyle Street

SYRACUSE
N. Olin Avenue at
N. Syracuse Street

FERNHILL
Vicinity of Fernhill Park

MT. SCOTT
Vicinity of Mt. Scott Boulevard
and SE 102nd Avenue

REED
At northern extremities of
Reed College property

SYLVANIA
SW 39th Avenue at SW Stephenson
Street

Third Priority

JAMES JOHN
At present site

ERROL HEIGHTS
Vicinity of SE Tenino Court
and SE 49th Avenue

MONTAVILLA
Vicinity of Montavilla Park

IVANHOE
N. Ivanhoe Street at N. Burr
Avenue

CHIEF JOSEPH
At present site

MORGAN
N. Morgan Street at N. Congress
Avenue

TRYON CREEK (The recommendation is for an option rather than a purchase.)

Acquisition costs are listed in the Land for Schools report with exception of the Waverleigh and Kensington School sites (where cost estimates are not complete) and the Heights site where there should be some financial gain realized if the Shattuck School is a part of an exchange for a site at the University of Oregon Medical School.

Very truly yours,

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

FNF/RO:lmk
CC: Dr. Amo De Bernardis

RECOMMENDATIONS ON LOCATION OF PROPOSED EAST BANK FREEWAY

On April 24, 1958, the Portland City Planning Commission unanimously approved the recommendation that the proposed East Bank Freeway be located essentially as is shown in Plan B-2 of the report East Bank Freeway, published by the Oregon State Highway Department in February, 1958.

On January 18, 1954, the Planning Commission adopted a "Tentative Plan" map of the Portland area to serve as a guide for recommendations relating to Portland's growth and development. Included in this plan is a freeway along the central east side waterfront. There are two principal functions for such a route:

1. To provide the missing link in a continuous north-south freeway route along the east side of the river -- McLoughlin Boulevard to the proposed Burrage (Delaware) Freeway.

2. To connect the new Morrison Bridge to the two main freeways radiating eastward from the downtown area -- Banfield Freeway and the proposed Mt. Hood Freeway.

Because of the topographic obstacle posed by Mt. Tabor, the tributary area east of the new Morrison Bridge which generates traffic that can reach the bridge directly over Morrison and Belmont Streets is relatively small. Therefore, if the new bridge is to be fully utilized, it is necessary to make possible the free flow of traffic from all major residential sections on the east side to the bridge. This can only be accomplished by linking the bridge to Mt. Hood and Banfield Freeways by the proposed East Bank Freeway.

The Planning Commission has long proposed the principle of a loop freeway system around the west side central business district. This is the best means of distributing and collecting high volume traffic to the congested core area, yet permitting the by-passing of that area by vehicles not destined for it. The location of the eastern segment of this loop on the east side of the river will make it possible for Harbor Drive to function primarily as a distributor-collector to the downtown area and not as a by-pass route. This is very important because most of the traffic must enter downtown Portland from the east. In addition to 80 per cent of the population living east of the Willamette River, topography requires that the Southwest area also approach the core area along the waterfront.

High-Level Versus Low-Level Proposals

The high-level route, as shown in Plan H by the Highway Department, is located generally along the eastern half of the block between SE 1st and Water Avenues and is all structure-type construction from the Marquam Bridge to Oregon Street. The route would pass over the east approaches to the Hawthorne, Morrison, and Burnside Bridges.

The proposed low-level route, shown in Plan B-2, is primarily on fill and is located close to the harbor line. This route passes over the eastern approach to the Hawthorne Bridge and under the Morrison and Burnside Bridges. If and when the Hawthorne Bridge is replaced at a higher clearance over the river, the low-level route could then also pass under and possibly be connected to such a new bridge. The temporary timber supports on the west end of the approach ramps would permit this to be done at a future date.

The high-level route has a straighter horizontal and vertical alignment which results in a slightly higher traffic-carrying capacity than the low-level route. However, a trafficway located on a structure from 50 to 70 feet high extending for over one and one-half miles separating the east side waterfront and the near east side business area is completely unacceptable from a standpoint of civic development. Even if other factors of cost and land use displacement did not favor the low-level route, the visual damage to the City of such a long, high dominating structure would preclude approval of this proposal.

The low-level route would prevent ship and barge dockage between the Hawthorne and Steel Bridges, whereas the high-level route would necessitate the displacement of several warehouse and manufacturing establishments which are dependent on rail access.

An analysis of existing and potential dock facilities shows that the removal of approximately one mile of harbor frontage along the east side of the Willamette River in the central section would not materially affect the economic health of the community. Over half of this frontage is now unused and is cluttered with wrecked docks and unused slips. The remainder is used primarily for barge borne traffic, but at present, the tonnage involved is not significant compared to the total port commerce. Practically all of the five or six present users of the waterfront facilities in this area are regional distribution-type operations and as such are not closely related, locationally, to the central area. These few uses could reasonably be relocated in other newly developed waterfront districts (Mocks Bottom-Swan Island, Crown Zellerbach, Ramsey Lake, etc.) if water access is essential to their operation, or in other industrial districts if only rail and highway access are required. There is sufficient undeveloped deep water frontage in the Portland area to accommodate the projected demand (see Portland's Economic Prospects Report, Portland City Planning Commission, December, 1957), so the removal of one mile out of the 27 miles of waterfront in this area from harbor development will not adversely affect Portland's economic future. Moreover, the elimination of unsightly developments along the river in the central district is highly desirable and would be beneficial to the City's national reputation and to property values as well.

The revetment and fill necessary for the construction of a low-level route will also serve as a dike to protect the near east side district from flood danger.

Finally, the fact that the low-level Plan B-2 has been estimated to cost approximately $5,500,000 less than the high-level plan must be considered a strong factor in favor of the low-level route.

Variations of Low-Level Route

The Planning Commission is of the opinion that the Willamette Riverfront, particularly in the central part of the City, is a unique and natural asset which the people of the community should be able to enjoy. With the elimination of a majority of the stream pollution in the Willamette River, and with the construction of a sea wall and public area along the west bank, the central riverfront area is becoming more and more desirable as a location for recreation facilities. If it is not reasonably feasible to provide an extensive parklike landscaped area with direct access to the water, at least it should be possible for people to walk along the bank and watch activities on the river. The suitability of this area as an "arena" for many types of aquatic shows and contests has been demonstrated by its use for this purpose in the past.

It is recognized that this type of development may not be considered as part of the highway construction program. However, the construction of the freeway should not make the accomplishment of an esplanade along the east bank impossible. It is recommended that a nominal width of at least 50 feet be maintained between the top of the revetment and the freeway. This would increase the necessary distance between the edge of the freeway and the revetment by only 25 feet, and it is possible and desirable that some vertical separation between the roadway and the pedestrian area can be worked out. It is further recommended that the City purchase this strip for the development and maintenance of a pedestrian esplanade, with necessary landscaping, fencing, and accesses by pedestrian bridges across the freeway.

Connections

The Planning Commission understands that detailed consideration of interchanges and intersections are not to be a part of the May 2 public hearing. Therefore, no recommendations are made regarding connections to and from the East Bank Freeway at this time.

However, the Planning Commission recommends that specific designs should provide for the immediate or subsequent accommodations of the following most essential movements:

East Bound on Marquam Bridge to
N B on East Bank Freeway
E B on Mt. Hood Freeway

North Bound on McLoughlin Boulevard to
N B on Grand Avenue
N B on East Bank Freeway

West Bound on Mt. Hood Freeway to
W B on Marquam Bridge
N B on East Bank Freeway

East Bound on Morrison Bridge to
S B on East Bank Freeway
E B on Belmont Street
N B on East Bank Freeway

West Bound on Banfield Freeway to
N B on East Bank Freeway
S B on East Bank Freeway
Holladay Street (E-R Center and Albina industrial area)

South Bound on East Bank Freeway to
Broadway and Weidler Street
E B on Banfield Freeway
W B on Morrison Bridge
W B on Marquam Bridge
S B on McLoughlin Boulevard
E B on Mt. Hood Freeway

North Bound on East Bank Freeway to
W B on Morrison Bridge
E B on Banfield Freeway
Weidler Street (E-R Center and Lloyd Center)

From Vicinity of E-R Center to
S B on East Bank Freeway
N B on East Bank Freeway
E B on Banfield Freeway

Recommendations

The Portland City Planning Commission recommends the following actions regarding the proposed East Bank Freeway:

1. Adoption of the East Bank Freeway alignment essentially as shown in Plan B-2 of the Oregon State Highway Department report.

2. Provision by the Highway Department of at least 50 feet between the top of any revetment on the east side of the river and the edge of the roadway.

3. Agreement by the City to purchase, landscape, improve, and maintain this strip as a public area.

4. Reservation of approval of interchanges and connections until further studies are made by its staff or further proposals are made by the State.

Portland City Planning Commission
April 24, 1958

SUGGESTED STATEMENT ON PARKING FIELD

IN SOUTH AUDITORIUM URBAN RENEWAL REUSE PLAN

On September 26, 1957, the Portland City Planning Commission approved the proposed redevelopment plan for the South Auditorium Urban Renewal area, as is shown in the Reuse Plan (Figure 2). This plan was subsequently approved also by the Mayor's Advisory Committee on Urban Renewal and the Housing Authority of Portland and was submitted as part of the final project report to the Housing and Home Finance Agency in January, 1958.

The estimated total Federal capital grant necessary to accomplish the plan was $3,730,869, which was approximately $563,000 over the sum reserved as a result of the Survey and Planning Application.

At the suggestion of HHFA representatives and local consultants, a revised Reuse Plan (Alternate No. 1 -- Revisions 4-4-58) was submitted by the Urban Renewal staff on April 7, 1958 to the San Francisco office of HHFA. The estimated total Federal capital grant required for this more recent proposal is $2,969,392. The principal differences of this second plan over the original plan are:

1. Recommendation that five buildings and a parking lot not be acquired by the Urban Renewal Agency. The combined costs of these properties is estimated at $960,250.
2. Elimination of the Armory.
3. Indication of the Foothills route as an alternate alignment for the Sunset Freeway.
4. Indication of Sherman Drive as a tentative street.
5. Realignment of Third Avenue in the northern part of the project area to make possible more usable tracts.
6. Replacement of 380,000 square feet of area allocated to parking by service and professional offices. This reduces the potential parking spaces from about 1,780 to 520.

The Planning Commission is greatly concerned about the proposed considerable reduction of area allocated for the development of a parking field.

The reservation of approximately 12.3 acres of the project area for parking, as scheduled in the approved Reuse Plan, has been questioned by Commonwealth, Inc. who made the market analysis and Jeffery Holbrook, one of the appraisers, both from a standpoint of the validity of the basic principle of large parking fields on the fringe of the downtown area and also from the economic feasibility of such a development.

Validity of Parking Fields

There are indications that the economic health of the business and shopping core of Portland has declined in the past few years. In the last ten years, downtown pedestrian traffic has declined over 40 per cent;

mass transit use has declined over 60 per cent; and retail sales have decreased about 30 per cent (as adjusted to compensate for price increases). During the same period, the population of the Portland Urban Area has increased over 10 per cent. The principal increase in this picture of trends in the core area is in the numbers of automobiles coming downtown which has increased over 30 per cent in the last ten years.

Undoubtedly, the principal reasons for the above conditions are intolerable traffic congestion, shortage of parking facilities, and increasing expense and inconvenience for mass transit use.

It is obvious that some relief from these conditions must be accomplished if the downtown core is to continue its vital function as the business, shopping, governmental, and cultural heart of the Portland area.

Many ideas are advanced for the alleviation of the ills of the downtown core -- the development of large multi-story parking structures in or adjacent to the core, decentralization of downtown facilities, promotion of increased use of mass transit, and the construction of a freeway system to facilitate automobile access to the central area. However, it seems obvious that no one proposal will solve all of the shortcomings of the existing pattern. Indeed, the accomplishment of some of the proposed solutions would undoubtedly result in the creation of other more serious problems.

The provision for accommodating most of the parking demand in structures immediately adjacent to the core area would be extremely expensive both to the developer and the user. The Downtown Parking Report, published by the Portland City Planning Commission and the Bureau of Traffic Engineering in 1954, indicated a shortage of 14,000 spaces to satisfy peak parking demands in the downtown area at that time. To satisfy this need within desirable walking distances of two blocks for shoppers and five blocks for workers would necessitate the use of considerable amounts of land costing over $25 per square foot. The resulting parking costs would be prohibitive even for short-time parkers. In addition, the concentration of over 30,000 vehicles in such a confined area during the peak hour would result in hopeless congestion of the streets.

It is possible that some of the businesses now located in the core area may find the districts in the downtown fringe or outlying locations more advantageous. However, it is very doubtful if the heavy traffic generators could be decentralized without destroying the basic functioning of the downtown area.

It is undoubtedly desirable and possible to achieve some traffic decongestion through increased use of mass transit facilities. However, the apparent fundamental desire of the majority of people to have the freedom of movement afforded only by private automobiles makes the amount of probable traffic relief from this source very small.

The City Planning Commission feels that optimum conditions for the functioning of the downtown core area can best be achieved by the promotion of several proposals based on the following principles:

1. The shopping and business core of the downtown district should be reserved primarily for pedestrians. This would permit circulation, relatively free of vehicle movements, by the shopper and businessmen between the hundreds of establishments in the heart of the City.
2. All buses should be routed over two or three loops in the core area, with priority given to buses over private automobiles in this area.
3. Construction of a freeway loop around the central area with radial freeways extending out to all parts of the City. The loop would permit through traffic to by-pass the center and would make it possible for persons with destinations in the core area to get to a point near their destination without having to go through the center of the district.
4. Traffic terminating in the core area should be intercepted by parking facilities located adjacent to the loop freeway or between it and the center. Short-time parking facilities should be provided in structures located adjacent to the core, and long-time parking should be accommodated in parking fields around the fringe of the area.

Only about 30 per cent of the peak parking demand is created by short-time "shopper" type parking, and these parkers expect to pay a relatively high rate for close-in facilities. Thus, parking facilities in structures can be provided on relatively expensive land adjacent to the shopping and business core at a price the short-time parker is willing to pay, without creating undue congestion.

The long-time "worker" type parkers create the largest demand for parking in the downtown area. Included in this category are persons who occasionally come downtown for an all-day shopping trip. They are usually willing to walk farther than "shoppers" but will not pay as much to park. However, because of land values and numbers of parkers, it is impossible to satisfy all of this demand at a reasonable cost even within ten-block walking distances. A satisfactory solution would be the construction of large fields parking some 2,000 cars each, located adjacent to the freeway loop. From there, the motorist would practically be able to see his destination and could transfer to some type of shuttle transportation to take him to his destination.

The low land value of the parking fields would permit a combined cost of parking and shuttle service less than the cost of parking closer. In addition, assuming regular and frequent shuttle service, the parker would have covered transportation practically to the doorstep of his destination in less time than it would take to walk eight to ten blocks. Parcel delivery to parking fields by the major stores could be arranged for all-day shoppers.

Feasibility of a Parking Field in the South Auditorium Area

The arguments most frequently used to question the feasibility of the proposal to use over 12 acres of the South Auditorium Project Area for a parking field are: "Who will finance and construct such a development?; Will the parking field be used if it is developed?; Wouldn't it be better to locate such a facility north of Market Street adjacent to Harbor Drive or between 4th and 6th Avenues?; and Wouldn't it be better to start with a small area to test the feasibility of such a plan before committing such a large area for a parking field in the Reuse Plan?"

There are several possibilities for the financing and development of parking fields as proposed by the Planning Commission. A municipal parking authority could be created by the voters, which could develop such a facility financed by general obligation bonds, revenue bonds, or benefit assessments. It is unlikely that merchants and businessmen outside of the downtown area will support central area parking facilities financed 100 per cent by public funds.

Another possibility is the formation of a non-profit corporation or an assessment district by the downtown businessmen and property owners to finance and develop parking fields. The provision of both short and long-term parking is certainly of vital concern to those with a primary investment in the downtown area.

Maximum acceptance and use of a development such as this could be expected if it were owned and operated by the transit company, a benefit district corporation, or owned by the City and leased to either of these organizations for operation.

Portland State College, with a projected enrollment of 9,000 day students and possibly the same number of night students in the next fifteen years, has already felt the necessity for parking close by for its present enrollment. Last year, the State Board of Higher Education included in their budget request to the State Legislature an item of $250,000 to be used for the purchase of off-street parking areas. The moneys allocated to Portland State College were not sufficient to accomplish this. However, they will undoubtedly continue to include this in their budget requests until some funds are allocated for parking area acquisition and development.

Local officials of the Rose City Transit Company have indicated a willingness to provide shuttle bus service for short hauls. The cost would not be over 10¢ and possibly 15¢ round trip.

The question of who will use a parking field and shuttle system located in the South Auditorium area is too frequently related to yesterday's or today's need. The projected 25 per cent increase in numbers of automobiles coming into the core area in the next twenty years and the increase in enrollment at Portland State College will undoubtedly make a parking field in this area not only desirable but necessary. It would be used not only during the day but also at night by Portland State College students and Auditorium patrons.

At first glance, it might seem more logical to locate parking fields north of Market Street, possibly in a future renewal area along Front Avenue. However, such locations involve land costing from $7 to $10 per square foot, compared with $1.50 per square foot in the South Auditorium area, and are still not within walking distances of the core. As a result, such locations for a large number of long-time parkers are undesirable, both from a standpoint of cost and from distance. On the other hand, the field in the South Auditorium area is no more undesirable in terms of distance (some intermediate transportation is necessary in both instances), but will cost much less to park.

In addition, the use of extensive areas north of Market Street for a parking field would extend into a part of the downtown area which for many years has been projected for a civic center development.

It is true that many of the fringe parking areas which have been tried in large cities in the East have not been successful. The difference between these experiments and the South Auditorium site is that the fringe parking lots were located from two to five miles from the downtown district. Patrons thus had a long ride on mass transportation after parking their cars. At the South Auditorium site, this ride would be reduced to three or four minutes at the most. The fringe lots in Cleveland and Chicago, which are situated similarly to the South Auditorium area on the periphery of the downtown district, are successful.

From calculations based on urban renewal land costs, development, and operation, it is evident that all-day parking plus round trip shuttle transportation could be provided on the South Auditorium location for from 30¢ to 35¢. (See page 8 .) If land costs are greater than $1.20 per square foot, as used in the computations on page 8, the additional cost might be provided by a subsidy from the district benefiting from the parking field.

It has been proposed that a small "pilot" area be developed in the South Auditorium area first to test the feasibility of such use. The Planning Commission feels that such a development would not be a valid test and would unquestionably fail because the inherent cost advantages of large scale parking and shuttle service could not be realized. Likewise, another proposal that a large area of the project area could be used as a parking lot prior to building development would be a poor measure of the feasibility of a permanently improved parking field.

The success of a small or incomplete facility based on immediate needs must be considered inconclusive evidence of the feasibility of a completely developed facility based on long range needs.

Conclusions

The validity and feasibility of this parking field proposal in the South Auditorium Project Area must be judged not only in terms of present

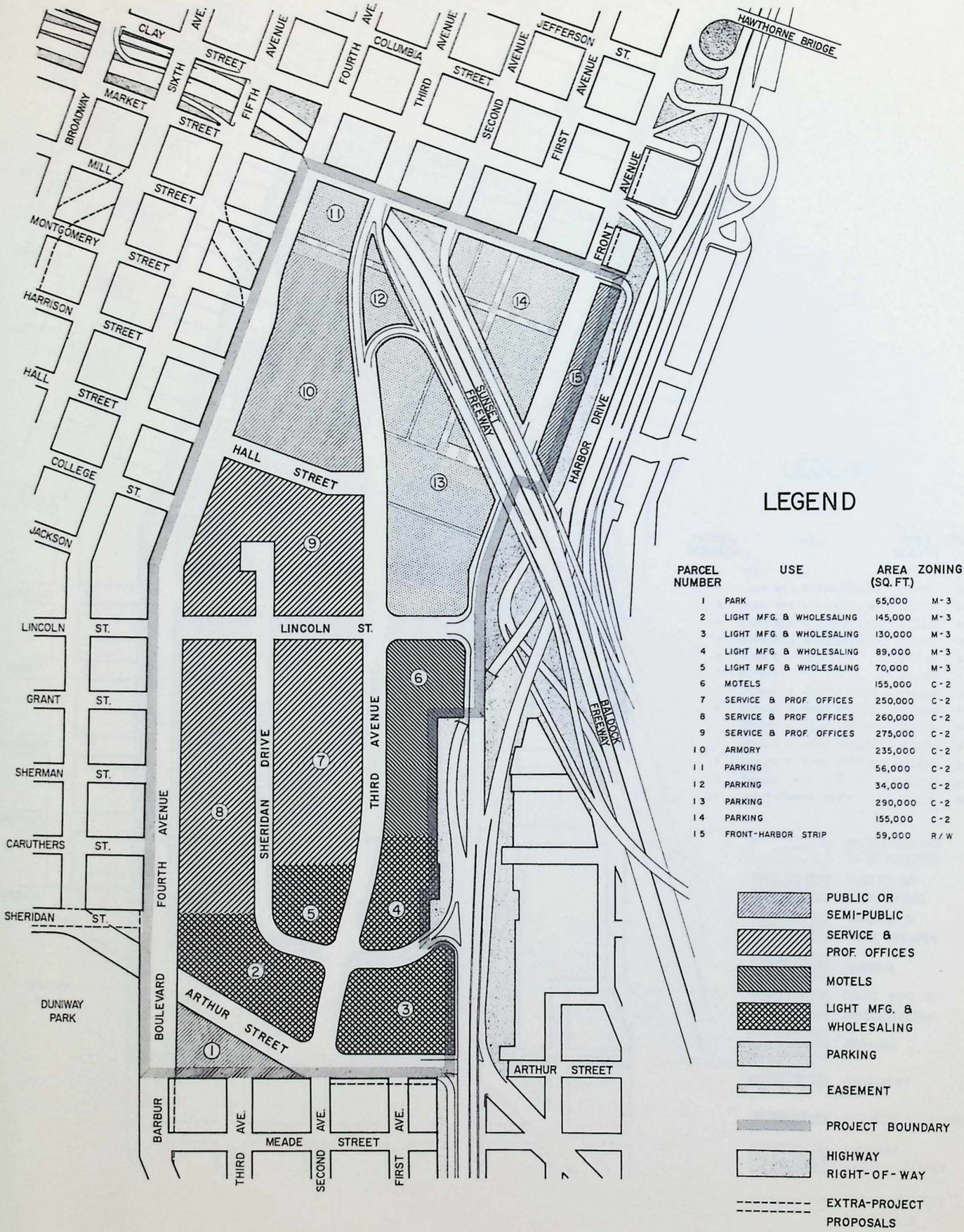
demands and trends, but also in view of the best estimates of the future needs of the City. The Urban Renewal process is one of the best methods available to a city for the accomplishment of long range planning. It is possible to transfer an area which is a liability to the city into an area that is an asset -- not only in terms of taxes returned and opportunities for private investment, but more importantly in terms of correcting an outmoded urban pattern for the good of the general public welfare.

Both of the market analysis reports which have been made for the South Auditorium Renewal Project state that a parking facility in this area is desirable. However, they question the reservation of a large tract for this use on the basis that there is no apparent immediate purchaser and also that a higher price could be obtained for commercial-service development. In this respect, it must be remembered that the "highest and best use" of land does not necessarily imply the most profitable use, nor should the expedient be assumed to be the practical. The primary considerations guiding the redevelopment of an urban renewal area are the accomplishment of long range objectives in the interest of the entire community.

One of the market analysis reports predicts that 14.5 acres of commercial-office land in the project area could be disposed of in seven to eight years. The other estimates that 18 acres of such land could be disposed of in three years. A survey of this type of development which has occurred in the area bounded by Market Street, 4th Avenue, Sherman Street, and Broadway shows that approximately 3.3 acres of ground area (99,000 square feet of floor area and 64,000 square feet of parking area) have been absorbed for this use in the last ten years. Undoubtedly, the existence of a planned area for a group of this type of buildings will increase the rate of development, but predictions of an increase of over 15 times the present rate of development may reasonably be questioned. Thus it appears that there may not be an immediate market for extremely large parcels of land for the development of service and office structures. However, if parcels 11 and 12, as shown in the alternate Reuse Plan, are officially adopted as areas for office type development, the first purchasers will undoubtedly want to locate in these areas. If this occurs, the development of a parking field in this area will be impossible. The Planning Commission is of the opinion that the failure to take advantage of this unique opportunity for the accomplishment of long range objectives would be contrary to the public interest.

Recommendation

Both the immediate and long range needs of the community would be best served by the retention of an off-street parking field as large or larger than shown in Figure 2 of the South Auditorium Redevelopment Plan. This will continue to be the recommendation of the Portland City Planning Commission and it will so advise the City Council when the Council considers the South Auditorium Reuse Plan for approval prior to signing a final contract with the Housing and Home Finance Agency.



LEGEND

PARCEL NUMBER	USE	AREA (SQ. FT.)	ZONING
1	PARK	65,000	M-3
2	LIGHT MFG. & WHOLESALING	145,000	M-3
3	LIGHT MFG. & WHOLESALING	130,000	M-3
4	LIGHT MFG. & WHOLESALING	89,000	M-3
5	LIGHT MFG. & WHOLESALING	70,000	M-3
6	MOTELS	155,000	C-2
7	SERVICE & PROF. OFFICES	250,000	C-2
8	SERVICE & PROF. OFFICES	260,000	C-2
9	SERVICE & PROF. OFFICES	275,000	C-2
10	ARMORY	235,000	C-2
11	PARKING	56,000	C-2
12	PARKING	34,000	C-2
13	PARKING	290,000	C-2
14	PARKING	155,000	C-2
15	FRONT-HARBOR STRIP	59,000	R/W

- PUBLIC OR SEMI-PUBLIC
- SERVICE & PROF. OFFICES
- MOTELS
- LIGHT MFG. & WHOLESALING
- PARKING
- EASEMENT
- PROJECT BOUNDARY
- HIGHWAY RIGHT-OF-WAY
- EXTRA-PROJECT PROPOSALS

AUDITORIUM
AN RENEWAL
JECT, ORE. R-1

1958

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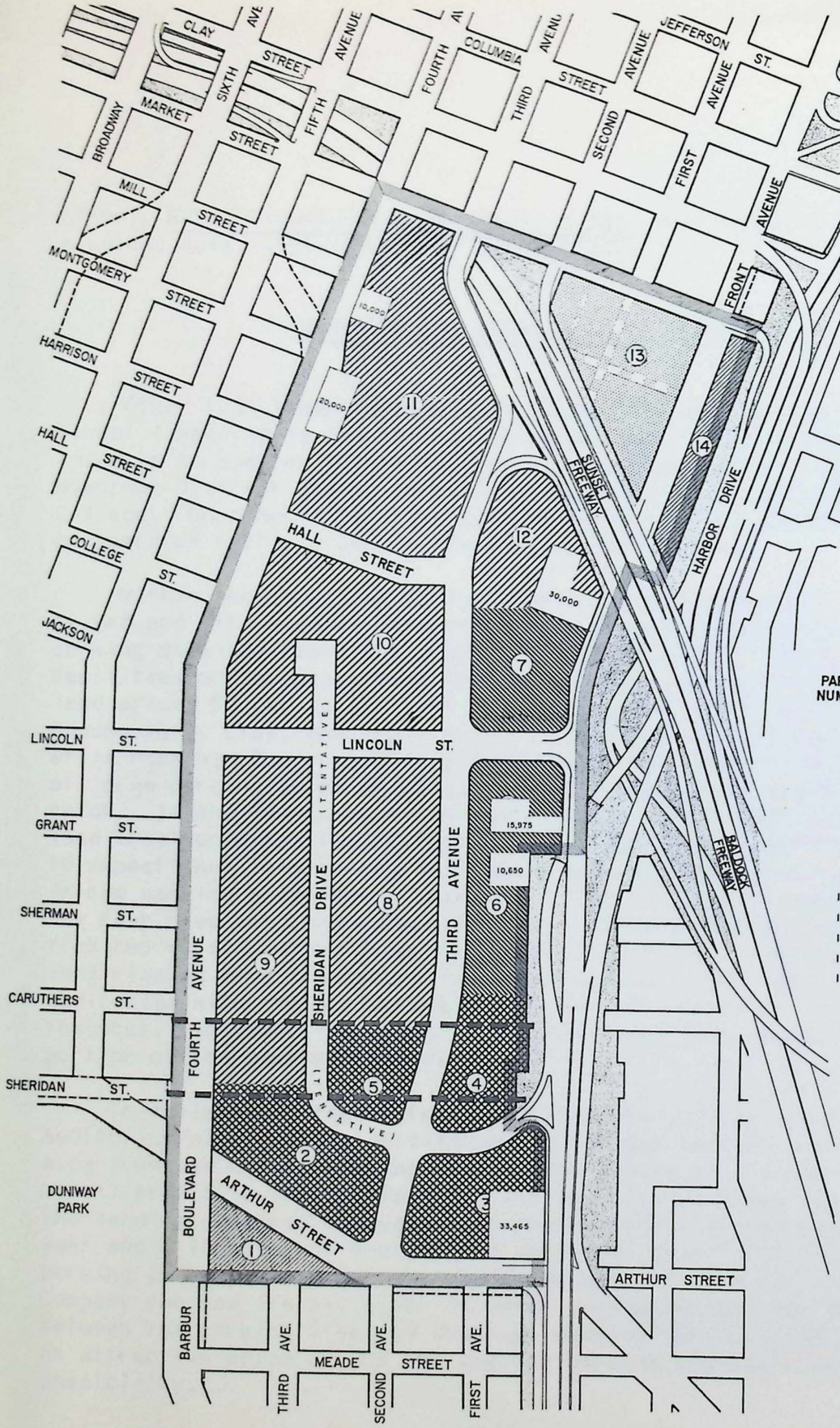
AND, MULTNOMAH, OREGON R-311
AND CITY PLANNING COMMISSION

REUSE PLAN

FIGURE 2



LEGEND

PARCEL NUMBER	USE	GROSS AREA (SQ. FT.)	ZONING
1	PARK	65,000	M-3
2	LIGHT MFG. & WHOLESALING	145,000	M-3
3	LIGHT MFG. & WHOLESALING	130,000	M-3
4	LIGHT MFG. & WHOLESALING	89,000	M-3
5	LIGHT MFG. & WHOLESALING	70,000	M-3
6	MOTELS	155,000	C-2
7	MOTELS	112,000	C-2
8	SERVICE & PROF. OFFICES	250,000	C-2
9	SERVICE & PROF. OFFICES	260,000	C-2
10	SERVICE & PROF. OFFICES	275,000	C-2
11	SERVICE & PROF. OFFICES	386,500	C-2
12	SERVICE & PROF. OFFICES	125,500	C-2
13	PARKING	155,000	C-2
14	FRONT-HARBOR STRIP	59,000	R/W

(SQ. FT.) PROPERTIES NOT TO BE ACQUIRED

PUBLIC OR SEMI-PUBLIC

SERVICE & PROF. OFFICES

MOTELS

LIGHT MFG. & WHOLESALING

PARKING

EASEMENT

PROJECT BOUNDARY

HIGHWAY RIGHT-OF-WAY

EXTRA-PROJECT PROPOSALS

ALTERNATE ROUTE SUNSET FREEWAY

UDITORIUM

I RENEWAL

CT, ORE. R-1

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MULTNOMAH, OREGON R-311
CITY PLANNING COMMISSION

REUSE PLAN

ALTERNATE NO. 1

REVISIONS:
4-4-58

(From: EXPOSITION-RECREATION CENTER SITES, Portland City Planning Commission, July, 1955, pages 107 through 110)

SUPPLEMENTAL SOURCES OF FINANCING

Other than urban renewal assistance, the best prospect for additional financing is the revenue to be derived from off-street parking. There is an assured market in accommodating workers and shoppers in the downtown district and in serving students attending Portland State College. No other site under consideration for the Center has this prospect of multiple use of its parking facilities.

Within the core area of the west side downtown district, bounded by 2nd and 11th Avenues between Oak and Taylor Streets, presently the parking demand exceeds the supply by 17,900 spaces. Using all existing facilities and supplementing them by creating new facilities on all land priced $7 per square foot and under within the area bounded by Couch, 14th, Clay, and Front Avenue, a deficit of 7,370 spaces would still remain. One possibility to make up this deficit is the provision of large parking areas on cheap land at the edges of the downtown district. If the fee charged for parking were coupled with a ride on Portland Traction buses to and from the downtown area, there is every reason to expect that this arrangement would be successful. It is true that fringe parking areas which have been tried in several large cities in the East have not been successful. But these experiments were located from two to five miles from the downtown district. Patrons thus had a long ride on mass transportation after parking their cars. At the South Auditorium site, this ride would be reduced to three or four minutes at the most. In fact, the area is within walking distance of a considerable portion of the downtown district.

There is every reason to expect that the parking areas at the South Auditorium site will be self-financing through daytime use only. Revenues from use during evening and weekend events at the E-R Center would be all profit to the Commission. The table below shows that assuming the land is acquired through urban renewal and assuming use 300 days per year and a turnover of one car per space per day, the economic cost of parking is only 18.1¢ per car space per day. If the Portland Traction Company can see its way clear to offer a reduced fare for the short haul between the parking area and downtown destination, say 10¢ a round trip, an attractive price of 30¢ per day for parking and bus ride both is a possibility.

DAYTIME REVENUE FROM PARKING LOTS - PLAN I

Land cost (urban renewal) 494,400 sq. ft. @ $1.20	$ 593,000
Improve lots and install meters	430,000
	$1,023,000
Amortization 20 years @ 4%	430,000
Replace meters and repave lots after ten years	368,000
20 year capital cost	$1,821,000
One day capital cost (300 days use per year)	$304
Capital cost per car space per day (2320 spaces outside)	13.1¢
Operating cost per car space per day	5.0¢
	18.1¢

Assuming a 20¢ fee, the total annual revenue would be $139,200. Revenues from spaces inside the main building are not included in these calculations.

Should the parking area not be too popular with the downtown workers and shoppers, there is still the prospect of it being used by students at Portland State College. On the basis of children already born, it is anticipated that the day-time enrollment of Portland State College will steadily increase from the present 3,000 students to become 9,000 in just 15 years. The night-time enrollment may be equally as large.

The use of parking facilities is primarily a matter of price and convenience. It is very possible that the amount of curb parking in downtown Portland will decrease in the years ahead. It is also possible that the prices of curb parking will steadily increase. It is also possible that many off-street parking lots will be converted to other uses. The fringe lots in Cleveland and Chicago which are on the periphery of the downtown district have been successful. The South Auditorium area is similarly situated.

It will be advisable to install parking meters on the parking lots rather than have collectors stationed at entrances. In this manner, the driver can park his own car and there will be no barrier stopping traffic and causing it to back up on bordering streets for several blocks.

(From: RE-USE APPRAISAL, SOUTH AUDITORIUM URBAN RENEWAL PROJECT, Brewster, Scholz & Burnett, May 15, 1957, pages 36 to 38.)

COMMENTS ON LAND PROPOSED FOR PARKING

Plots #9, 10 & 11 - 16.1 Acres
Reuse Plan #1

Reuse Plan #1 shows 16.1 acres of land at the north end of the project on which commercial parking is indicated.

Such parking would be of great service to the downtown area, to Portland State College, to the commercial areas of the project and to existing businesses to the north and west. Access is excellent with the proposed Clay-Market Freeway splitting the lot.

Need for Parking

In the Downtown Parking Report, issued in February, 1955, the Mayor's Off-street Parking Committee found an indicated additional demand for 15,561 peak period parking spaces based on a survey which found that shoppers would walk two blocks and all-day parkers five blocks. Such an amount of parking can never be provided in the downtown area because of the vast amount of valuable land that would be required. However, large blocks of less expensive land, coupled with a shuttle bus, seems an ideal plan for satisfying much of the demand by all-day parkers.

Raymond I. Perkins, General Manager of Rose City Transit Company, has said that his company would be interested in providing shuttle bus service for short hauls at not to exceed 10¢ per ride, perhaps 15¢ for round trip. Time consumed for such rides would be only three or four minutes.

Portland State College, which is five blocks west, has no parking lots and the administration has no intention of providing any. Yet their day-time enrollment, presently about 3,500, is predicted to increase to 9,000 in less than fifteen years. The night-time enrollment might be as large.

Economic Aspects

Existing parking lots now in the allocated area have recently charged as low as 25¢ for parking all day.

There is a 40,000-square foot parking lot at SW Sixth and Jefferson, only seven blocks from the retail center which charges only 50¢ for parking all day.

The proposed parking, which is 12 to 15 blocks from Meier & Frank, combined with shuttle bus could not expect to charge more than 50¢ for all-day parking including a free bus ride to and from downtown. If the bus ride costs 20¢ round trip, it would leave only 30¢ per car space per day to amortize necessary improvements, pay taxes, operating expense, and provide a return on capital. If land costs $3.00 per square foot, the return would be less than 2 per cent return on capital. This is insufficient to attract capital based on parking operation alone unless other prospects exist. We believe that as a temporary or interim use for future commercial users, the land would attract buyers at prices above those that can be justified by parking operation alone.

There is a real possibility that property owners and downtown merchants might buy such land through a non-profit parking association or an assessment district in order to forestall the decline of downtown property values and retail sales resulting from current parking shortage.

For most efficient operation, the lots should be run in large units with perhaps one operator in control of all three parcels.

Subdividing further than three parcels would tend toward congestion and cause a multiplicity of entrances and exits to each lot. Therefore, the land allocated for parking should be offered for sale in not more than three parcels.

Market data indicates that this land should be marketable in bulk quantities to investors and developers at $3.00 per square foot. (See market data on Plots 5, 6 and 7.)

(From: FINAL RE-USE APPRAISAL, SOUTH AUDITORIUM URBAN RENEWAL PROJECT, Commonwealth, Inc., December 31, 1957, page 25.)

PARKING

Sites 11-12-13-14

Additional parking would be a wonderful thing for the City of Portland. There is no doubt of the need for additional parking to relieve the congestion in the core area. This has been brought out by the Mayor's Downtown Parking Report of 1955 and many other surveys that have been made on the parking situation in the City. There is also a need for parking for the State Office Building, the Auditorium and especially for Portland State College, which has no parking facilities. There will also undoubtedly be need for parking for activities that will take place in the proposed armory.

However, the economic aspects of parking in the sites that are assigned this use will not be attractive to investors. There are several parking lots in the area that are now charging 45¢ for all-day parking. Even at this rate, they are not filled nearly to capacity. We are aware that a great deal of property is being utilized for parking in this area at the present time and that the price paid for this land was considerably higher than the amount at which we are appraising the subject sites. However, the present sites, for the most part, were bought on speculation and are being used for parking as an interim purpose only until such time as an investor is found who will pay the price of the land for its highest and best use. This speculative advantage is eliminated in the proposed sites due to the zoning for a specific use.

It is our understanding that there is a strong possibility of the downtown merchants organizing a non-profit association to furnish parking for their customers outside but near the downtown business area. Under this plan, it is proposed that shuttle buses will transport the shoppers from the parking areas to the downtown area and return.

There are two ways we feel that parking could be successful in the proposed sites. One would be by the aforementioned merchants' association. The other would be through a municipal parking association, when and if there is one. In either case, it would be expected that a price equal to the highest and best use of said property could be obtained. For the purpose of this appraisal, it is assumed that this land is to be sold to a private investor for parking purposes and our appraisal is based on this assumption. It would be economically unsound for a private investor to purchase this land and pay over $1.50 per square foot. Even at this rate, investors will not be readily available due to the specific use, the distance from the downtown area, and the income that could be expected from the parking fees.

It is our opinion that the highest and best use of the parking sites would tend to take on the same characteristics as the sites set aside for service representative and professional office buildings. Under this use, it should be marketable at $3.00 per square foot.

(From: PARKING, The Eno Foundation for Highway Traffic Control, 1957, pages 154 to 155.)

LOCATION OF PARKING FACILITIES

Fringe lots: A fringe parking lot is one not in the central business district, but at its fringe or farther out. In small towns, such lots may be a block or two from the main street, while in large cities they may be beyond usual walking distances and linked by mass transportation. They are located with the idea of relieving both traffic and congestion by intercepting parkers before they reach the business district.

Types of fringe parking have been tried in some cities, and although successful in some cases, acceptance has not been widespread. More and more persons in postwar years depend upon the automobile for travel exceeding a quarter of a mile. They depend less upon mass transportation unless induced to by a considerable advantage -- a substantial saving in cost, a prohibition, or another compelling circumstance.

A study of case histories of fringe parking shows the factors involved. It appears to have been demonstrated that success for a fringe-parking-plus-transit operation may be expected only in the presence of a combination of favorable factors:

(a) There must be a large population centered in the area. The ventures which have survived are almost entirely in cities with populations over 500,000.
(b) The lot should be located on and have direct access to a major artery leading to the business district, or at a terminus of a rapid transit line.
(c) The lot should be far enough out to be situated on low-cost land, yet close enough for the transit travel time to be no greater than by private car. If the lot is to serve all-day parkers, it can be a mile or more from the center, but a lot to serve shoppers must be nearer or have good rapid transit service.
(d) The parking fee plus the two-way transit fare must be appreciably less than the cost of parking downtown for an equivalent period.
(e) Usually, the parking fee at fringe lots is either low or free. In some large cities, it has been found worthwhile either to furnish free parking or to subsidize the transit service.
(f) If the lot is near any local generator of parking demand, the fee schedule should give preference to the customer using the parking and transit combination.

(g) The transit service must have a stop in or immediately adjacent to the lot, and must offer fast and frequent service during rush hours -- and all day if the lot is for shoppers. Only a large lot can support special, frequent and all-day bus service. If the lot adjoins a regular transit line with good service, it may be made to serve all-day parkers by a few special rush-hour buses.

One of the oldest, largest, and perhaps the best known fringe lots is the 2,400-space municipal lot at Lake Erie, less than a mile from the central business district in Cleveland. Parking is free, and the bus fare 10¢ or six for 55¢. The lot is served by three loop bus lines, with three to five minutes headway in rush hours, and six to nine minutes in off-peak hours, from Monday to Saturday from 6:30 A.M. to 6 P.M. (9:40 P.M. on Mondays).

NEW ZONING CODE

The Zoning Committee recommends the following changes in the new zoning code:

A. To minimize the impact of the new code on non-conforming uses, particularly in C2 zones:

1. Strike out Section 6-3903, Discontinuance of Use. This means that each non-conforming use would be given special dispensation to remain indefinitely, to change use, and to expand up to 20 per cent of existing floor area.

2. Broaden permitted C2 uses to include, if less than 5,000 square feet in floor area and if within a completely enclosed building:

   Wholesale businesses
   Business Services
   Contractors, except excavators

3. Place the frontage along the following streets in M3:

   SE 50th (Clinton to Powell)
   SE Foster (72 to 95)
   SE Powell (6 to 17)
   SE Milwaukie (Powell to Holgate)
   SW Macadam, west side (Nebraska to Custer)

B. To prevent further unsightly and incompatible uses in shopping districts:

Restrict used car lots and trailer sales and rentals to M3, M2, and M1 zones.

C. To clarify provisions about change of use in a non-conforming use:

The wording in sub-paragraph (b) of Section 6-4002 will not be needed if the recommendation to discontinue Section 6-3903 is accepted. Accordingly, sub-paragraph (b) should then read: "Change of use of property in a non-conforming status, provided such new use is a permitted use in the same zone or a more restricted zone, in which the former use would have been a permitted use"

D. To allow for recent upping of assessed values to true cash values by the County Assessor:

In sub-paragraph (a) of Section 6-3907 change $600 to $2000

E. To clarify status of signs and billboards in R and A zones:

Change wording of first paragraph in Section 6-3909 to read: " A non-conforming use in any R or A zone shall be permitted a sign, either illuminated but non-flashing or un-illuminated, not to exceed (50) square feet in area placed flat against the building. The incription on such sign shall be only for the purpose of designating the business conducted on the premises."

F. To include amendments suggested by City Auditor's office:

1. Add following quarter-sections to text, page 22:

1726,27; 1819, 20, 21, 22, 26; 1926; 2640; 2740; 2840

2. Amend first sentence of first paragraph, page 22 by adding after the word "maps" " and subsequent maps as may result from annexations".

3. Amend those portions of Articles 11, 12, 14, 15, 16, 19, 21, 22, 25, 26, 27 under the heading "Procedure" , as prescribed for Conditional Uses as follows:

Fourth paragraph, second sentence--amend to read: "The Commission shall notify the Auditor of the date of public hearing, and the Auditor shall mail notices of the public hearing to all property owners within the affected area at least fourteen (14) days prior to the date of the hearing".

4. Amend Section 6-2204 and Section 6-2205 by substituting therefore the following:

"Section 6-2204 Off-Street Parking. Off-street parking facilities are prohibited in C1 zones except as provided in Section 6-2216 and Section 6-2217".

"Section 6-2205 Off-Street Loading. Off-street loading facilities are prohibited in C1 zones except as provided in Section 6-2216 and Section 6-2217".

5. Reword second paragraph, Article 41, AMENDMENTS as follows:

In granting a change in zoning classification of any property, the Council may attach such conditions and requirements to the zone change, more restrictive than the regulations specified in this Zoning Ordinance, as the Council deems necessary in the public interest. Such conditions and restrictions shall thereafter apply to the zone change. No zone change shall become effective until the written acceptance of the terms of the zone change ordinance by the property owner, prospective purchaser, or new owner who may have purchased the property between the time of petition and the passage of such ordinance, shall have been filed with the City Auditor, and a certified copy shall have been recorded in Multnomah County Deed Records at the expense of the petitioner.

LTK
4-22-58

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PUBLIC IMPROVEMENT NEEDS & RESOURCES
PORTLAND, OREGON

February 11, 1958

PORTLAND'S PUBLIC IMPROVEMENTS

OUTLINE OF REPORT

Introduction

- Summary of Recommendations

Financial Aspects of a Capital Budget

- Problem
- Methodology
- Limitations

Recommendations

- Table 1 -- Summary of Five-Year Public Improvement Financing
- Table 2 -- Summary of Suggested Alternative Five-Year Public Improvement Financing
- Table 3 -- Summary of Five-Year Public Improvement Needs and Resources
- Five-Year Public Improvement Financing
- Co-ordination between Agencies for Public Improvement Planning
- Tax Base Alternative
- A Continuing Public Improvement Program and Capital Budget Procedure

Methods

Limitations

Enclosures

- Original Copies of Bureau Submittals
- "Planning for Public Works" Report

time in the creation of a permanent annual Public Improvement Program and Budget in Portland. It is felt that only by a special yearly analysis of present and future capital needs can the City meet its continually growing obligations.

In conducting the present study, time and data were lacking to make this type of analysis in sufficient detail to justify the presentation of a complete Public Improvement Program to the voters in the May election. The two alternative financial measures suggested herein for the May election are designed to meet only the City's most pressing immediate needs. Available information, however, points out serious deficiencies not only in our physical facilities but in the methods by which such facilities have been planned and financed in the past.

With respect to the City's many needed public improvements, it is felt that a systematic budgeting procedure must be adopted which involves: first, preparation of complete and up-to-date departmental plans for six years in advance; and second, centralized review and recommendations to Council based on a system of priorities: an estimate of long-term financial resources; co-ordination with the projects of other bureaus and other governmental jurisdictions; and integration with the City Plan. City Council, in making the final decision on the City's annual budget, will thus have the benefit of a long range improvement program against which to judge the value of any proposed expenditure. A properly prepared Public Improvement Program will also offer an excellent means of informing the people what their City should be accomplishing in the matter of permanent public works and improvements. When the citizen sees that each project is part of an integrated whole rather than one of a number of unrelated projects, he may be more willing to give his financial support.

To indicate some of the analyses which should be made as a part of an annual Capital Budget, and to estimate the funds which will be available during the next few years to help finance needed projects, the following study is included.

FINANCIAL ASPECTS OF A CAPITAL BUDGET

Problem

One of the problems of a Capital Budget, based on the kind of annual Public Improvement study outlined above, is to arrive at an estimate of how much money will be available for public improvements during the next five-year period. It isn't possible simply to extend past trends in amounts spent on public improvements because the City's capital expenditures, never planned as an integrated program but financed by ad hoc bond issues and special levies, have varied widely from year to year. In this study, the method used was to estimate what TOTAL City revenues might be for the next few years and what OPERATING (non-capital) expenses might be, and to assume that the difference would be available for CAPITAL improvements.

Methodology

Income Estimate. All City income (borrowing is not included in income) was itemized for 1956-57. Balances from previous years were excluded. Then an estimate for 1964-65 was made for each of the income accounts. The General Fund property tax was increased at the maximum rate allowed (6 per cent annually). Special levies now in effect, but which will expire before 1964-65, were excluded. Non-recurring income received in 1956-57 was excluded from the estimate for 1964-65. It was assumed that revenues from sale of services and from other sources would increase in step with the assumed increase in assessed value (2.75 per cent per year, a figure considerably under an estimate of 4 per cent per year hazarded by the County Assessor's office, but about in line with the trend from 1940-57). With the known income for 1956-57 and the estimated income for 1964-65, estimates for the intervening years were calculated by interpolation.

ESTIMATED TOTAL INCOME
(in millions of dollars)

1958-59	1959-60	1960-61	1961-62	1962-63	TOTAL
31.0	32.2	33.4	34.6	35.8	167.0

Expenditure Estimate. By subtracting capital expenditures (all expenditures for additions and betterments, buildings and structures, land, water main and sewer construction) from total Council-administered expenditures, operating expenses were determined for the years 1945-46 through 1956-57. Included in operating expenses is the cost of street lighting which is expected to increase from about $400,000 per year, before the present new lighting program was begun, to about $1,000,000 per year by 1959. Operating expenses were put on a per capita basis, which ranged from $31.55 in 1945-46 to $62.32 in 1956-57. The trend in per capita operating expenses was extended to 1964-65 according to a high, medium, and low estimate. The low estimate was made on the basis that there would be no inflationary price rise. The high estimate was made on the basis that the increase in operating expenses per capita from 1950-51 through 1956-57 (approximately 4 per cent per year, only one-third of which was due to higher prices) would continue at that rate. These projections of per capita expenses were then multiplied by estimated population (as determined by a previous Planning Commission study) to get high, medium, and low estimates of total operating expenses for 1957-58 through 1964-65. These three projections were averaged to get a "most probable" figure for each fiscal year.

ESTIMATED OPERATING EXPENSES
(in millions of dollars)

1958-59	1959-60	1960-61	1961-62	1962-63	TOTAL
27.9	29.0	30.0	31.0	32.0	149.9

The projected operating expenses were then subtracted from the anticipated income, the balance being considered available for capital expenditures.

Conclusion

Using the figures determined as explained above gives the following estimates of the amounts available for capital expenditures.

ESTIMATE AVAILABLE FOR CAPITAL EXPENDITURES
(in millions of dollars)

1958-59	1959-60	1960-61	1961-62	1962-63	TOTAL
3.1	3.2	3.4	3.6	3.8	17.1

This is the amount available for expenditure on all Council-administered public improvements, that is, items which, in the City's accounting system, would be classed in one of the following accounts: "Additions and Betterments", code 740; "Buildings and Structures", code 760; "Water Transmission System", code 770; and "Land", code 780. The estimated total of $17,100,000 has been included in Tables 1 and 2 as funds available from anticipated income within the 6 per cent limitation.

This estimate is made on the following assumptions: that the property tax levy will be increased at the rate of 6 per cent annually but that there will be no change in the tax base; that the increasing trend in operating expenses per capita will continue at about the same rate as it has since 1945; that assessed value will grow at about 2.75 per cent annually; and that City population will grow at about 1.25 per cent annually.

These figures do not include any additional borrowing by the City. If, during the period 1958 to 1965, bonded indebtedness were increased to the maximum (that is, to about 6 per cent of assessed value), approximately $5 million in borrowed funds could be added each year to the figures shown above. This excludes additional bonds, retired by revenues from water sales, which might be issued by the Water Bureau.

The Water Bureau constitutes a special problem in formulating a Capital Budget inasmuch as it can issue bonds outside of the statutory limitation on bonded indebtedness (though its bonds are also general obligations of the City) because its bonds are retired not from taxes but from water revenues. In this study, it is assumed that revenues from the sale of water will equal Water Bureau operating expenses (including debt service), and that Water Bureau capital expenditures will be financed by issuing Water Bonds.

The calculation of potential increase in general obligation bonds (about $5 million annually through 1964-65) was made on the following basis: present bonded debt (about $25 million, excluding Water Bonds) will have been reduced to $10 million by 1965; assessed value in 1965 will be $850 million, which would permit a maximum bonded debt of $51 million. The margin, $41 million, would permit about $5 million in new bonds to be issued in each of the eight years through 1964-65.

Limitations

In making this analysis of the financial aspects of a Capital Budget,

certain limitations have been borne in mind. Operating expenses per capita, even in real terms (that is, eliminating the effects of rising prices), have been increasing since 1945-46. This study assumes that such increases, which presumably reflect increases in the quantity and quality of services performed by the City, will continue to occur, and at about the same rate. Any sudden break from this trend -- a demand for a significant increase in City services, for example -- would, of course, affect the balance available for capital expenditures.

This study assumes that present laws and ordinances will remain in effect, and that present trends will continue. It does not examine the broader question of just how much the community can afford, in terms of wealth and community income, for public improvements. Nor has the scope of this study included inter-city comparisons of, for example, capital expenditures per capita, such as has recently been prepared for the Mayor by the Bureau of Municipal Research. These are aspects of the more thorough examination of capital financing which should be made if the City Council wishes public improvement programming and capital budgeting to become a permanent and regular feature of City Government. Such financial examinations and the process of bringing them up to date at budget time each year are properly the responsibility of the Budget and Finance Departments.

RECOMMENDATIONS

Five-Year Public Improvement Financing

Tables 1 and 2 show two alternate methods of financing public improvements over the next five years. The total cost to the City during the five-year period is approximately $50,000,000 under either method. The method shown in Table 1 is based primarily on those separate ballot measures which have been developed to present to the voters in the May election. While we do not favor the "separate ballot measure" method of financing all public improvements, this program is designed to accomplish as much as possible within the framework of decisions already made, anticipated revenues, and available information.

Table 2 presents an alternative financial program based on a single 2.5 mill, 5-year special levy. The principal difference between these two methods is that over $3,000,000 in bond interest charges can be saved the City, and that the entire program can be paid for within the 5-year period rather than continuing payments over 20 years. Both programs include $17,100,000 in income for public improvements, which we estimate will be available from regular tax revenues, within the 6 per cent limitation, during the next five years, after normal operating expenses are taken care of. The $18,510,000 in Water Bonds are, of course, self liquidating from water revenues. Approximately $4,000,000 in Federal funds should be available to match the City's $2,000,000 in programs visualized under the Portland Development Commission.

Expenditures in both tables include $1,500,000 of unexpended Zoo funds. $200,000 per year is allocated over the next five years for miscellaneous minor expenditures in the "700" Capital Budget classification which the bureaus may have overlooked in their requests. This

Table I

SUMMARY OF FIVE-YEAR PUBLIC IMPROVEMENT FINANCING
Based on Measures Already Presented for May Election

Income

Estimated Funds Available from Anticipated Revenues, Within 6 per cent Limitation	$17,100,000
Water Revenue Bonds	18,510,000
Fire Equipment 20-year Bond Issue*	3,000,000
Portland Development Commission Levy	2,000,000
Federal Aid for Development and Renewal	4,000,000
Special Recreation Revenue Bonds	2,000,000
Relieving Sewers Bond Issue*	5,000,000
TOTAL	$51,610,000

Expenditures

Zoo (already committed)	$ 1,500,000
Minor Capital Expenditure Allowance	1,000,000
Water Bureau Construction Projects	18,510,000
Traffic Controls (Gas Tax Refund)	500,000
Fire Buildings and Equipment	3,000,000
Urban Renewal and Development (Local and Federal Funds)	6,000,000
Park Projects, Revenue Producing	2,000,000
Park Acquisition and Improvements	1,500,000
Relieving Sewers	5,000,000
City Engineer, Streets, Interchanges(1)	4,000,000
City-County Building, Land and Design	750,000
Acquisitions and Opportunity Fund	5,000,000
*Interest on $8,000,000 in Fire and Sewer Bonds over 20-year Period	2,650,000
TOTAL	$51,410,000

NOTE:

The possibility of municipal operation of a public transit system has not been included in these estimates. This would require a separate vote.

(1) State and Federal assistance may be available on some of these projects.

Table 2

SUMMARY OF SUGGESTED ALTERNATIVE 5-YEAR PUBLIC IMPROVEMENT FINANCING
Based on Single Revenue Measure
(Fiscal Years 1958-59 through 1962-63)

Income

Estimated Funds Available from Anticipated Revenues, Within 6 per cent Limitation	$17,100,000
Water Revenue Bonds	18,510,000
Single 5-year Capital Improvement Measure, 2.5 Mill Special Levy(1)	9,375,000
Federal Aid for Development and Renewal	4,000,000
TOTAL	$48,985,000

Expenditures

Zoo (already committed)	$ 1,500,000
Minor Capital Expenditure Allowance	1,000,000
Water Bureau Construction Projects	18,510,000
Traffic Controls (Gas Tax Refund)	500,000
Fire Buildings and Equipment	3,000,000
Urban Renewal and Development (Local and Federal Funds)	6,000,000
Park Projects, Revenue Producing	2,000,000
Park Acquisition and Improvements	1,500,000
Relieving Sewers	5,000,000
City Engineer, Streets, Interchanges	4,000,000
City-County Building, Land and Design	750,000
Acquisitions and Opportunities Fund	5,000,000
TOTAL	$48,760,000

(1) Assumed average assessed value during the five-year period	$750,000,000
Suggested Capital Improvement Millage Levy	2.5 mills
Amount that would be raised each year	$ 1,875,000
Total amount that would be raised for five-year period	$ 9,375,000

SUMMARY OF FIVE-YEAR PUBLIC IMPROVEMENT NEEDS AND RESOURCES

Function	Bureau Submitting	Our Code No.	NEEDED PUBLIC IMPROVEMENTS	ESTIMATED COST OF IMPROVEMENTS		Available or Potential Financial Resources	
POLICE	Police	P1	Addition to New Police Building	$ 1,207,000			
		P2, P3, P4	E, N, and SW Precinct Buildings	350,000			
		P5	Modernize Oak Street Building	125,000			
		P6	Ramp for Police Garage	12,500			
					1,694,500		
HEALTH	Health	H1	New Downtown Health Center	627,392		$ 209,131	Fed. Aid
		H2	Insect Control Operations Plant	60,000			
					687,392		
CIVIL DEFENSE	Civil Def.	C1	Five Dispersal Area Buildings	200,000			
		C2	Civil Defense Equipment and Supplies	602,500			
		C3	Public Shelter Program	100,000,000		90,000,000	Possible Fed. Aid
					100,802,500		
MISCELLANEOUS BUILDINGS AND PROJECTS	City Engr.	M1	Stanton Yards, Complete Bldg. No. 8	400,000			
			Stanton Yards, Construct Bldg. No. 9	1,000,000			
			Stanton Yards, Const. Municipal Shops	4,000,000			
	Traf. Engr.	M6	Traffic Engineering Control Building	240,000			
	Bean	M5	City-County Building	14,550,000		7,275,000	Co. Share
	Bean	M4	National Guard Armory	5,730,000		4,365,000	Fed., State & County Aid
	Bean	M2	Public Auditorium Remodeling	750,000			
	Bean	M9	East Side City Services Building	--			
	City Engr.	M7	Incinerator Repair and Improvements	67,000			
	City Engr.	M8	New Land for Refuse Fill	100,000			
	Bean	M3	West Vanport Property Exchange	500,000			
	Boody	M10	Municipal Transit Company	8,000,000			
	Planning	M12	Oregon Centennial Measure	--			
	Planning	M13	Acquisition Opportunities Fund	5,000,000			
					40,337,000		
BRIDGES AND STRUCTURES	City Engr.	B1	SW Corbett Street Retaining Wall	150,000			
		B2	Bridge Replacements				
			NW Ogden Avenue Bridge	15,000			
			SW Spring Street Foot Bridge	14,000			
			Condor Avenue Foot Bridge	5,000			
			Second Street Linnton Bridge	15,000			
			NE 28th Avenue Bridge	600,000			
			31st Avenue Foot Bridge	6,000			
		B3	Special Bridge & Structure Maintenance				
			Grand Avenue, Gulch Viaduct	33,000			
			12th Avenue, Gulch Viaduct	36,000			
			SW Vista Avenue Viaduct	25,000			
			Misc. Stairways and Walls	100,000			
			Harbor Wall	90,000			
		B4	Overpasses, Underpasses, Separations				
			17th and Powell	1,500,000		--	RR Share
			NE 33rd at Columbia	550,000			
			Kitridge Avenue	600,000			
			NE 12th and Sandy	1,700,000		680,000	Fed. Aid
			Bybee and McLoughlin	1,200,000		--	RR Share
		B5	East Side Seawall	17,000,000			
	Fowler	B6	SE Tacoma-McLoughlin Interchange	1,500,000		750,000	Fed., State, & RR
		B7	16th Avenue-Sullivans Gulch Bridge	1,000,000		500,000	Lloyd's Share
		B8	Reedway at McLoughlin Interchange	600,000		--	RR Share
		B9	Terwilliger-Barbur Bridge Replacemt.	600,000			
		B10	Thurman Street Bridge	600,000			
		B11	East Bank Esplanade for New Freeway	1,000,000			
		B12	Remove Special Bridge Fund from 6% Limit, Charter Amendment Revenue Measure - .5 Mill, $375,000 per Year			1,875,000	Additional City Revenue
					28,939,000		
STREETS AND HIGHWAYS	City Engr.	A1	Corner Cutbacks, 9 Intersections	118,400			
		A2	Street Extensions				
			SE Morrison to Belmont @ 26th	3,000			
			Mocks Bottom Road to St. Johns	45,000			
			SW Foothills Boulevard	700,000			
	Fowler	A3	Grand Avenue, Widening & One-Way	1,500,000		750,000	Fed. Aid
	Traffic	A4	Traffic Signalization & Channels	500,000		500,000	State Gas
					2,866,400		
SEWAGE	City Engr.	S1	Relieving Sewers Throughout City	5,106,300		5,000,000	Bonds
		S2	Interceptors - Sewage Treat. Plant	1,200,000			
		S3	Southwest Treatment Plant	2,250,000			
					8,556,300		

WATER	Water	W1	New Bull Run Earth Dam No. 2	11,000,000		
		W2	Southeast Supply Line	1,000,000		
		W3	Reline Conduits Nos. 2 and 3	1,000,000		
		W4	New Pipe Line	60,000		
		W5	East Side Reservoir No. 8	1,500,000		
		W6	West Side Reservoir No. 9	750,000		
		W7	Southwest Pump Station	200,000		
		W8	North Supply Line	2,000,000		
		W9	Office and Warehouse	1,000,000		
					18,510,000	18,510,000 Water Bonds
FIRE	Fire	F1 thru 18	Replace 22 Stations	1,604,000		
			Modernize Fire Alarm System	576,448		
			New Fire Equipment	970,000		
					3,150,448	3,000,000 Bonds
PARKS	Parks		Capital Improvements, 125 Existing Parks	12,963,550		
			Land Acquisition in Portland Urban Area	11,700,000		
	Citizen Group		Special Recreation Revenue Bonds (All except $155,000 incl. in above)	(1,750,000)		2,000,000 Rev. Bonds
					24,663,550	
URBAN RENEWAL	Urban Ren.	U1 thru 11	11 Renewal & Rehabilitation Projects			
			City Cash 5,278,000			
			City Non-Cash 1,186,000			
			Federal 23,421,000			
					29,885,000	(23,421,000 Fed. Aid)
	Mayor	U12	Portland Development Commission			
			Total Cost of Projects	6,000,000		4,000,000 Fed. Aid
			City Share, 2/3 mill or $2,000,000			2,000,000 Spec. Levy
					29,885,000	
			TOTAL CITY NEEDS		$260,092,090	

is approximately the amount expended for minor items in 1956-57 exclusive of the kind of major projects outlined herein. Traffic signals and control installations have been budgeted in the past from State gasoline tax refunds and it is assumed that these will continue in the amount of $100,000 a year for the next five years. The Fire buildings and equipment expenditures are based on the program developed by the Fire Bureau for a 20-year, $3,000,000 bond issue. The $6,000,000 expenditure for Urban Renewal and Development is calculated upon the $2,000,000 Portland share and the matching $4,000,000 two-thirds Federal share. Expenditures for Park purposes are estimated from the proposed $2,000,000 bond issue to be financed from the revenues of the proposed new golf course, boat landing, and ice rink. In addition, $1,500,000 has been added for the acquisition and improvement of other City parks. The $5,000,000 sewer bond issue is for the same program which was presented to the people in November, 1956 as a 1½ mill, 5-year levy. $4,000,000 has been allocated for the most essential projects under the City Engineer's jurisdiction such as the construction of major street interchanges, grade separations, and widening of arterials.

As shown, approximately $2,650,000 in interest would be required to pay off the $8,000,000 in bonds issued for Fire equipment and relieving sewers under this plan. Some $650,000 in interest would also be required for the Park Bond issue, payable from revenues.

Under the suggested alternative 2.5 mill special levy, shown on Table 2, these interest funds would not be required, and would constitute a considerable savings. An additional advantage to a "pay-as-you-go" levy for public improvements is that it leaves unencumbered the City's ability to meet the many remaining improvement needs and unforeseen projects which might arise in the future. An example in point is the mass transit problem now confronting City Council. While no provision has been made in this program for acquiring and operating a mass transit system, this and other similar emergencies requiring special sources of revenue and credit may well arise.

It is estimated that the assessed value of real property in the City will have increased from about $700 million at present to about $850 million in 1965. The average assessed value during the next five years should be about $750 million. If this is borne out, a special single levy of 2.5 mills would cover the public improvements outlined in Table 2.

Table 3 shows the full list of capital needs as submitted by the City bureaus and certain available or potential sources of revenue for meeting these needs. The balance of needs, which cannot be financed by revenues now foreseeable, are in the main projects of a vital nature which should be given further study and incorporated into later Capital Improvement Programs.

Co-ordination Between Agencies for Public Improvement Planning

The Police, Fire, Health, Water, Park, and Urban Renewal Departments are each contemplating new or enlarged facilities in decentralized locations. When considered with branch libraries, schools, welfare,

and similar public and semi-public facilities being planned and constructed by other agencies, there is an obvious need for a closer degree of co-ordination. The locational requirements for some of these activities are identical, and the departments would mutually benefit by a combined development with associated off-street parking and landscaping to create a public building of utility and beauty. The public too would be much better served by an appropriate combination of public offices in a branch administrative center where they could conduct more than one type of business during one stop. Land costs could be reduced; greater co-ordination between departments could be achieved; economy would result in joint use of off-street parking, heating, and utilities; and a building of greater size and dignity would result. As a matter of policy, we feel that the most effective scheme for future decentralized municipal buildings would be to budget funds first for studies on the most suitable location, for the purchase of property, and for the preparation of preliminary plans for rough cost estimating purposes. Funds can then be made available for the construction of the new facilities as a part of a later Capital Improvement Program.

For this reason, some of the proposals for funds to construct branch offices have not been recommended at this time. The locations of most have not been determined, and further study to integrate each facility with the existing and future community facilities and with other governmental administrative activities is indicated. The Planning Commission will continue to assist where possible as a co-ordinating agency in locating such structures.

Tax Base Alternative

An alternative method of financing all or a portion of a Capital Improvement Program would be to ask the people to vote upon a new tax base. This would enable the City Council to levy additional taxes which could be devoted to capital items, and a later vote to continue the program would not be required. This method, however, would not earmark funds specifically for capital projects and, depending upon the future policies of City Council and the rate of increase of municipal costs and services, this increase in tax base might be gradually absorbed into the operating portions of the budget. It is felt that the present tax base permits an adequate General Fund for operation and sufficient funds for certain of the essential capital improvements, at least for the foreseeable future.

A Continuing Public Improvement Program and Capital Budget Procedure

In a growing city, the problem of providing needed local public services becomes continually more acute. State and Federal Governments are obtaining an increasingly greater share of the total amount of taxes paid, and the percentage of the local property tax dollar available to the City Government has continually decreased. Many of the capital expenditures listed herein are absolutely essential to urban living and cannot be eliminated but only postponed, at increasing cost to the users.

The seriousness of the problem of obtaining adequate permanent and fixed public improvements is such that it warrants special consideration

each year at budget time. The process widely used throughout the nation is referred to as the Public Improvement Program and Capital Budget.

By a careful annual review of the over-all needs of the City for public improvements, a financial plan can be worked out for obtaining these in the order of their relative importance and within the financial capabilities of the taxpayer. A long range financial plan would also put the City in a much better position to help regularize employment during periods of serious economic recession. A special Stabilization Fund could be built up gradually for this purpose. To provide Portland with a continuing and permanent Public Improvement Program, it is therefore recommended:

Recommendations

1. That along with the annual budget requests, the City bureaus be required to submit a list of the public improvements which they feel should be constructed during the next budget year and the ensuing five years.

2. That a Public Improvement Program Committee composed of such persons as the Budget Director, the City Planning Director, a member of the Multnomah County Tax Supervising and Conservation Commission, and a qualified citizen appointed by Council be permanently established to review and set up priorities for capital improvement projects; to analyze the financial resources of the City; and to work out appropriate scheduling and methods for financing the improvements. That Council instruct the bureaus to submit their requests to this committee, and that the Planning Commission act as the co-ordinating agency of this committee.

3. That this committee submit a report to Council for consideration at the time the regular annual operating budget is considered.

4. That the Public Improvement Program recommended to Council by this committee be given public notice and hearings in order that individuals and groups within the community may have an opportunity to make suggestions and submit proposals.

5. That closer co-ordination be sought with the other taxing bodies of the Portland area through the Multnomah County Tax Supervising and Conservation Commission in order to distribute the revenues for public improvements most effectively and equitably among the various agencies.

6. That the City Council establish within the annual budget each year an Acquisition and Opportunities fund which can be used when a favorable occasion arises to accomplish unforeseen but badly needed capital improvements for which no funds would otherwise be available. This fund is to be held in reserve, and made available by Council action, after recommendation of the Planning Commission.

METHODS

Around the first of October, the Planning Commission staff sent to the City bureaus a request that they fill out a special Capital Budget form (see enclosures) giving essential information on each project which they anticipated would be required by 1962-63. Included was a short summary of information, taken from Planning Commission records, on prospects for future City growth. These forms, when returned, were analyzed and the projects they described were mapped and tabulated. Based on additional information, discussions and certain needs indicated in the Comprehensive Development Plan, other projects were added by the staff. Guided mainly by the degree of immediate need and obvious necessity, and by the completeness and thoroughness of supporting data showing their readiness for presentation to the people, the staff combined certain of the projects into the financial program recommended herein.

LIMITATIONS

This Capital Finances Study is, of necessity, not detailed or complete enough to qualify for the kind of permanent Public Improvement Program and Capital Budget which is needed by the City of Portland. In most instances, due to the shortness of time and a lack of manpower, the amount of study and analysis given to each project, both by the originating bureau and by the Planning Commission, has been unduly short. Many projects are those which have been planned for and deleted from budgets for many years. Cost estimates and the value of these projects to the City need further scrutiny in the light of current conditions. Only in rare instances have the bureaus been able to allocate costs to separate years within the program. Where projects have been omitted from the recommended program, it does not necessarily mean that the Planning Commission staff feels that these projects are not needed, but is in most cases due to the lack of sufficient information.

It is felt that one beneficial result of a regular annual Capital Budget procedure would be that the operating departments would feel the value of making more thorough studies of their capital needs and of keeping these studies up to date for submission each year, realizing that the opportunities of gaining acceptance would depend upon the obviousness of the need and the thoroughness of the data.

In many instances, it has not been possible to consider a proposed Capital Improvement Project in relation to its effect upon operation costs and upon other projects in the same vicinity. Where a project has been excluded, it is in most cases not so much a question of whether the City really needs the particular project, but whether it is located properly, how much it will cost when constructed, or how it can best be integrated with other City projects. These are the questions which should be satisfactorily answered before the financial measures to construct the projects are approved.

This report prepared by Cyrus Nims and Eugene Snyder of the staff of the Portland City Planning Commission.

AGENDA 177

PORTLAND CITY PLANNING COMMISSION MEETING
May 20, 1958
3:30 p.m.

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1.	APPROVAL OF MINUTES AND COMMITTEE REPORTS:	
	a. Planning Commission.....April 24, 1958.....	1
	b. Zoning Committee.....April 24, 1958.....	9
	c. Schools and Parks Committee.....April 24, 1958.....	13
	d. Joint Streets, Zoning, and Schools and Parks Committees....May 1, 1958.....	17
2.	UNFINISHED BUSINESS:	
	a. C2 Zone (New Ordinance)	
	b. Kelton Gulch Development Plan	
	c. Economic Prospects Report	
	d. Excavation of Uptown Shopping Center	
3.	MANDATORY REFERRAL	18
4.	BILLBOARD ADMINISTRATION	22
5.	STAFF ASSIGNMENTS	23
6.	UNSCHEDULED ITEMS	

MINUTES OF MEETING
PORTLAND CITY PLANNING COMMISSION
April 24, 1958
3:00 p.m.

The Portland City Planning Commission met Thursday, April 24, 1958, at 3:00 p.m. in the conference room at 526 SW Mill Street.

Those present were: President Sroufe, members Windnagle, McKinley, Stanton, Keller, Robertson, Prichard, and Donaugh; Multnomah County Planning Director Baldwin; Planning Director Keefe; Zoning Supervisor McAbee; Urban Renewal Director Kenward; Highway Engineering Co-ordinator Fowler; Urban Renewal Planner III Clark; City Planner III Keith; City Planner II Clark; and reporter Kaplan.

*****

APPROVAL OF MINUTES AND COMMITTEE REPORTS

a. Planning Commission.....March 27, 1958.....approved
b. Zoning Committee.....April 3, 1958.....approved
c. Joint Streets & Zoning Comm.....April 1, 1958.....approved

*****

PURCHASE OF PHOTOGRAPHIC EQUIPMENT

Mr. Keefe referred the Commission to our suggested letter to the Council on page 38 of the Agenda, 176 requesting the purchase of some photographic equipment to aid the staff in matters relating to its work. He pointed out that the letter also requests the purchase of two electric erasing machines which are not presently provided for in our budget. Mr. Keefe felt that we have been doing a poor job in presentation of zoning information and that the use of this camera equipment in Zoning meetings and in Council hearings, as well as in the presentation of speeches, would be an asset.

Mr. Keefe explained that the purchase of this equipment could be provided from our budget inasmuch as it is estimated that we will be $1,500 in the black by July 1. Mr. Baldwin, Planning Director of the Multnomah County Planning Commission, then presented a series of slides on different areas of the County in which a zone change was requested to illustrate the manner in which such slides are used by the Multnomah County Planning Commission. Mr. Baldwin explained that the slides are used for both the Planning Commission meetings and for the Board of County Commissioners.

ACTION: Mr. Stanton moved that the letter to the Council requesting the purchase of such equipment be approved. Motion was seconded and passed.

Mr. Keller thought we should buy a camera with a built-in light meter. Mr. Sroufe appointed Mr. Keller, Mr. Donaugh, and Mr. Stanton to present our request for this purchase to the Council and suggested that

perhaps the purchase of the camera include the feature of the built-in light meter.

*****

RIGHT-OF-WAY FOR DOSCH ROAD-CAPITOL HIGHWAY CONNECTION

Mr. Keefe explained that this particular improvement is on the Comprehensive Development Plan map. The proposal is to transmit the letter to Commissioner Bowes, shown on page 41 of the Agenda, requesting that the City Engineer be asked to make a detailed survey to establish the precise alignment for the extension of Dosch Road to Capitol Highway so that allowance can be made for right-of-way when it comes up for subdivision. He said that the property known as Silver Hill Dairy is now up for sale. Access from SW Capitol Highway to SW Dosch Road is now possible via SW 30th Avenue, which has a 14 per cent grade. Our request is made for the purpose of eliminating the 14 per cent grade on SW 30th by varying the alignment of that street. Mr. Keefe added that this proposal does not in any way detract from the need for Sylvania Boulevard.

ACTION: Mr. Windnagle moved that the letter to Commissioner Bowes be approved as submitted. Motion was seconded and passed.

*****

KELTON GULCH PROPOSED DEVELOPMENT PLAN

Mr. Keefe explained that this study arose out of consideration of the Redeman zoning case and is a low-lying area located south of Powell Boulevard between SE 26th Avenue and SE 39th Avenue. Mr. Redeman had originally excavated in this area, and then requested a change of zone following the excavation. His request was turned down both by the Planning Commission and the Council. At the time, it was noted that a number of zoning violations existed which should be abated. Subsequently, a second zone change request came in from Mr. Redeman which precipitated this study.

Mr. Keefe said our primary objective is to achieve a clear cut separation between the commercial and industrial area from the residential area, which we feel can be accomplished by a procedure of vacating and dedicating streets and through a remapping of the zoning. We are now asking approval of the development plan and permission for authority to hold a public hearing with the people in this area.

Mr. McKinley asked if any of the Committees had viewed the area. Mr. Windnagle said that the Zoning Committee had viewed it previously, and recalled that things were in a mess, stating that a number of illegal uses of property was noticed. He cited an example of buildings located on dedicated streets. Since that occasion, he said the Zoning Committee had not met as a unit for study on this matter. He thought the area would be

better off if we can make a comprehensive plan rather than piece-meal improvements, and added that he thought the staff solution a good one. Mr. McKinley thought something is required in this area, but was reluctant to act on the matter until a review by the Zoning, Streets, and Schools and Parks Committees could be made. It was the consensus of the Commission that a meeting between the Streets, Zoning, and Schools and Parks Committees on the ground in the area was essential before any hearing is requested.

Mr. Robertson suggested that the City Engineer's office be asked as to its opinion on whether the proposed street openings are feasible from a grade standpoint. Mr. Keefe said that the only problem might be at SE 30th Avenue.

ACTION: It was moved and seconded that a meeting be held between the Streets, Zoning, and Schools and Parks Committees and Mr. Burt on the ground in the area after which a public hearing could be called, if necessary. Motion carried unanimously.

*****

PARKING GARAGE ON WEST END OF MORRISON BRIDGE

Mr. Sroufe said that he had been called to attend a meeting at which a proposal was discussed for promoting a big parking garage on the west end of the Morrison Bridge. He felt that this proposal was dealing with a part of our comprehensive planning program, and was interrelated with the off-street and mass transit parking problems of the downtown area. He said that in our recommendation for parking fields to serve the downtown area, we recommended this site for a large parking structure. He informed the Commission that it would probably be contacted by this group who is interested in such a garage.

There is a question as to whether it is legal to use this land or not. He further explained that the group consists of downtown businessmen who are interested in having these parking fields established, and have seriously considered the Planning Commission's recommendation that there is a need for about 16,000 parking spaces in the downtown area.

*****

NEW OFFICE QUARTERS

Mr. Keefe explained that the building we are presently in is being repossessed by the owner, and that we have until January 1 to vacate. Our new quarters at McElroy's will be on the second floor of the building, which the architect has said will be shared with the Traffic Engineering Department.

Mr. Keefe submitted a tentative layout plan, drawn by the staff, which is not in its final form. Suggestions were laid open to the Commission, who felt that the staff should confer with Mr. Stanton over the design

of the space. After the best plan has been worked out, it should then be submitted to the Planning Commission for approval.

In regard to the question of parking at the new building, Mr. Keefe said that we are not certain whether any parking will be provided for the City.

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REPORT OF INDUSTRIAL DEVELOPMENT COMMITTEE

Mr. Prichard said that he thought Portland's Economic Prospects a fine report, but added that it was a bit lengthy. Mr. Keefe explained that this report is just a rough draft to be gone over by the Industrial Development Committee and a Technical Advisory Panel, and added that it is lengthy because it is a technical report. There will be a briefer report on this subject called Economic Outlook, which would be more for popular distribution.

It was brought out that the Technical Advisory Panel does not as yet have any reports, and has not been contacted. Mr. Keefe said that the appointment of this panel has been held up by Commissioner Bowes who requests that the Council be able to review the report first.

Mr. McKinley felt the function of the Panel, along with the Industrial Development Committee, is to go over and check the nature of the study to see whether or not it seems to be technically sound as to the method used and conclusions drawn and, if it finds weaknesses or omissions, to indicate where supplementary work may need to be done. He felt that the Panel should be chosen from the standpoint of what each member can offer in the way of insight, judgment, and critical competence. It was discussed that the Planning Commission had approved undertaking this type of a report, and that we now wish to supplement the staff report by outside people.

ACTION: It was moved and seconded that the Industrial Development Committee appoint the citizens Technical Advisory Panel to go over the Portland's Economic Prospects Report, subject to the approval of the President of the Commission. Motion passed.

*****

LETTER TO SCHOOL DISTRICT ON PRIORITIES OF SCHOOL ACQUISITIONS

Mr. Keefe related the very excellent reception by the School Board of our report, Land for Schools. He added that our priority list for site acquisition has been adopted, and that they are now buying property on the Humboldt, Woods, Kensington, and the Stephenson sites. This recommended list of priorities was submitted to the School District on April 9. He added that copies of the report have been taken to the Highway Department and are to be sent to all other affected agencies as well.

*****

STATEMENT ON PARKING FIELD IN SOUTH AUDITORIUM URBAN RENEWAL REUSE PLAN

Mr. Keefe suggested that the Planning Commission should adopt a policy about parking areas in the South Auditorium site for transmission to the Housing and Home Finance Agency and to all concerned. Mr. Prichard asked who would own such a site. Mr. Keefe said that the chief objection usually raised is that there is no specific buyer as yet. There is a difference in opinion between the staff of the Planning Commission and that of Urban Renewal as to how much parking should be provided in this area. One thousand seven-hundred spaces were provided for in the Redevelopment Plan Report of January 15, 1958. The Urban Renewal staff, being so urged by its consultants, now proposes only 500 spaces with the rest of the area developed in commercial uses. There is a definite conflict between planning for the general welfare and the sale of this property for the maximum monetary return. Mr. Keller said that there is a question as to how many parking lots would be supported. The recommendation calls for parking on both sides of the proposed Sunset Freeway, while Urban Renewal now suggests parking to be provided on the east side of the freeway only. Mr. Keefe said that the appraisers of the property are in agreement with the 500-space recommendation inasmuch as they can see no prospective buyer for this property.

Mr. Kenward said that their latest proposal to the Housing and Home Finance Agency will be for the provision of 1,700 spaces which would be tried out on a two-year trial basis.

The plan for disposal of the property is to be adopted by City Council, it was brought out. Mr. Kenward said that the disposal of the land did include provisions where the use could be modified but that it involved a drawn-out process, if the parking areas became an unsuccessful project.

Concern was expressed by one of the members who felt that it would be a bad thing if the parking fields were under municipal ownership since urban renewal involves the redevelopment of an area for the purpose of reselling to private investors.

Mr. Keefe felt that the 1954-55 report of the Off-Street Parking Committee demonstrated a real need for off-street parking in the downtown area. He felt that the appraisers are overlooking this factor. He said that the Planning Commission should look at urban renewal not as a matter primarily loaning the right of eminent domain to private developers but as an opportunity to correct deficiencies in the ground plan of the City. If we want to solve the downtown problem, we should use low-cost fringe area parking. Mr. McKinley said he would like to see all efforts made that can be made to provide parking if it were feasible. Mr. Keefe said that he had been informed that Rose City Transit Company is interested in extension of the "shopper special" bus to the large parking field.

ACTION: It was moved and seconded that the staff statement and the letter proposed by Mr. Kenward which was submitted to the Housing and Home Finance Agency, requesting the provision of at least 1,700 parking spaces in

the Re-Use Plan on a two-year trial basis, be approved. If the area cannot be disposed of in this period, then it would revert to commercial usage. Motion passed.

*****

RECOMMENDATIONS ON LOCATION OF PROPOSED EAST BANK FREEWAY

It was discussed that the State Highway Department will have a hearing on the East Bank Freeway on May 2. The approval of the Planning Commission for a recommended route is needed by this date. The staff recommendation includes the following:

1. Adoption of the East Bank Freeway alignment essentially as shown in Plan B-2 of the Oregon State Highway Department report.

2. Provision by the Highway Department of at least 50 feet between the top of any revetment on the east side of the river and the edge of the roadway.

3. Agreement by the City to purchase, landscape, improve, and maintain this strip as a public area.

4. Reservation of approval of interchanges and connections until further studies are made by its staff or further proposals are made by the State.

Mr. McKinley asked that perhaps the Streets Committee could be polled by telephone regarding this matter, but it was generally felt that it was a matter to be considered by the whole Commission. Mr. Stanton also felt that it was a decision that would have to be referred to the Commission because of the question of an esplanade.

Mr. Fowler said that the State plan doesn't call for 25 feet for the revetment, and wanted to clarify the point that it is only his suggestion. Mr. Fowler added that the Highway Department would be against anything that would detract from the motorist's view. He pointed out that we are dealing with a freeway designed at a 50 m.p.h. speed. It was brought out that the revetment would extend from about SW Main Street to NW Flanders Street. The surface has not been decided as yet. The loss of the use of the embankment was of some concern to the Commission.

Mr. Fowler said that there has been some difficulty in getting the Highway Department to consider the low-level route at all; however, they indicate their approval of the low-level route over the high-level route at the present time. It was discussed that the land they would need to purchase lies from Washington Street north. A discussion followed on the advantages of both routes. It was brought out that the low-level route realizes a savings of $5,500,000 over the high-level route.

The question of what would be done with the 50-foot strip was discussed. Mr. Stanton felt it should be paved so that onlookers could observe water sports, etc. Mr. Fowler pointed out that much highway traffic has been held up due to use of the waterfront by onlookers. He added that there has to be an agreement between the City and the State before they can proceed with the planning of this route.

It was the consensus of the Commission that the low-level route should be recommended and that some sort of parkway between the right-of-way and the river be provided. Mr. Fowler said that, in his opinion, he did not think the State Highway Department would purchase additional area for the provision of landscaping. There was a discussion on whether or not 50 feet was an excessive amount to ask the Highway Department to consider for the parkway.

Mr. McKinley suggested that the Planning Director, with the assistance of Mr. Buckley and Mr. Fowler, prepare a rough estimate of the land area to be acquired for the purpose of a 50-foot setback and the public cost of the construction necessary to develop it. Mr. Windnagle felt the important thing is to acquire the land now, and wasn't very concerned that, financially, they wouldn't be able to landscape the 50-foot strip at the present time.

ACTION: It was moved and seconded to adopt the staff's recommendation in favor of the low-level route, as follows:

1. Adoption of the East Bank Freeway alignment essentially as shown in Plan B-2 of the Oregon State Highway Department report.

2. Provision by the Highway Department of at least 50 feet between the top of any revetment on the east side of the river and the edge of the roadway.

3. Agreement by the City to purchase, landscape, improve, and maintain this strip as a public area.

4. Reservation of approval of interchanges and connections until further studies are made by its staff or further proposals are made by the State.

Discussion on Motion: Mr. McKinley still felt that an estimate should be made on the cost of the land to be acquired for the purpose of the 50-foot setback and of maintaining it. Mr. Windnagle felt that our recommendation should include the fact that the low-level route would mean a savings of $5,500,000 over the high-level route. Concern was expressed about the loss of so much dockage if the low-level route were followed. Mr. Robertson felt that the high-level route would leave the waterfront undisturbed.

Motion carried unanimously.

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Mr. Keefe announced that the next Planning Commission meeting would be May 20.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

RMCA:lmk

MINUTES OF MEETING
Zoning Committee
Thursday, April 24, 1958

The Zoning Committee of the City Planning Commission met on Thursday, April 24, 1958 at 2:00 p.m. at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Robertson and Prichard, Planning Director Keefe, Zoning Supervisor McAbee, and reporter Hazle.

* * * * * *

Petition #3284 was the petition of Emily K. Bard to change from Zone I to Zone III Special--Clinics and Professional Offices, the property located on the west side of SW 30th Avenue between SW Freeman Street and SW Dolph Court to construct a medical clinic.

This petition was considered at a meeting of January 16, 1958 at which time the Zoning Committee unanimously voted to recommend denial of the petition on the grounds that such a large enterprise is not our interpretation of what should be allowed in Zone III Special--Clinics and Professional Offices.

ACTION: Upon reconsideration of the petition and the revised plans submitted by the petitioner the Zoning Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. Delete from the zone change area the North 130' and the West 35'.

2. Maximum lot coverage: The area covered by all buildings including accessory buildings shall not exceed 27 per cent of the lot area.

3. The east 15' of Lot 14 and the east 15' of Lot 13, Primrose Acres, lying south of SW Freeman Street, shall be dedicated to the city for widening of SW 30th Avenue.

4. The use of the zone change area shall be confined to single-family residences or offices for dentists, physicians and surgeons.

5. Hours of operation shall be limited to eight (8 a.m.) to ten (10 p.m.) except in cases of unusual emergency.

* * * * * *

Petition #3321 was the petition of Dr. Skreslet and Lewis Johnson to change from Zone I to Zone III Special--Clinics and Professional Offices the property located on the northwest corner of SE 59th Avenue and SE Division Street to construct a dental clinic.

ACTION: In reconsidering this petition the Committee unanimously voted again to recommend denial on the basis that the plans submitted do not meet the requirements of the Zone III Special--Clinics and Professional Offices classification.

* * * * * *

C2 in the New Zoning Code

The staff presented a suggested solution to the problem of non-conforming uses as found in the pre-mapping of the C2 zone. The staff suggested the following changes be made:

A. To minimize the impact of the new code on non-conforming uses, particularly in C2 zones:

1. Strike out Section 6-3903, Discontinuance of Use. This means that each non-conforming use would be given special dispensation to remain indefinitely, to change use, and to expand up to 20 per cent of existing floor area.

2. Broaden permitted C2 uses to include, if less than 5,000 square feet in floor area and if within a completely enclosed building:

   Wholesale businesses
   Business Services
   Contractors, except excavators

3. Place the frontage along the following streets in M3:

   SE 50th (Clinton to Powell)
   SE Foster (72nd to 95th)
   SE Powell (6th to 17th)
   SE Milwaukie (Powell to Holgate)
   SW Macadam, west side (Nebraska to Custer)

B. To prevent further unsightly and incompatible uses in shopping districts:

Restrict used car lots and trailer sales and rentals to M3, M2, and M1 zones.

C. To clarify provisions about change of use in a non-conforming use:

The wording in sub-paragraph (b) of Section 6-4002 will not be needed if the recommendation to discontinue Section 6-3903 is accepted. Accordingly, sub-paragraph (b) should then read: "Change of use of property in a non-conforming status, provided such new use is a permitted use in the same zone or a more restricted zone, in which the former use would have been a permitted use"

D. To allow for recent upping of assessed values to true cash values by the County Assessor:

In sub-paragraph (a) of Section 6-3907 change $600 to $2000

E. To clarify status of signs and billboards in R and A zones:

Change wording of first paragraph in Section 6-3909 to read: "A non-conforming use in any R or A zone shall be permitted a sign, either illuminated but non-flashing or unilluminated, not to exceed (50) square feet in area placed flat against the building. The incription on such sign shall be only for the purpose of designating the business conducted on the premises."

F. To include amendments suggested by City Auditor's office:

1. Add following quarter-sections to text, page 22:

1726,27; 1819, 20, 21, 22, 26; 1926; 2640; 2740; 2840

2. Amend first sentence of first paragraph, page 22 by adding after the word "maps" "and subsequent maps as may result from annexations".

3. Amend those portions of Articles 11, 12, 14, 15, 16, 19, 21, 22, 25, 26, 27 under the heading "Procedure", as prescribed for Conditional Uses as follows:

Fourth paragraph, second sentence--amend to read: "The Commission shall notify the Auditor of the date of public hearing, and the Auditor shall mail notices of the public hearing to all property owners within the affected area at least fourteen (14) days prior to the date of the hearing".

4. Amend Section 6-2204 and Section 6-2205 by substituting therefore the following:

"Section 6-2204. Off-street Parking. Off-street parking facilities are prohibited in C1 zones except as provided in Section 6-2216 and Section 6-2217".

5. Reword second paragraph, Article 41, AMENDMENTS as follows:

In granting a change in zoning classification of any property, the Council may attach such conditions and requirements to the zone change, more restrictive than the regulations specified in this Zoning Ordinance, as the Council deems necessary in the public interest. Such conditions and restrictions shall thereafter apply to the zone change. No zone change shall become effective until the written acceptance of the terms of the zone change ordinance by the property owner, prospective purchaser, or new owner who may have purchased the property between the time of petition

and the passage of such ordinance, shall have been filed with the City Auditor, and a certified copy shall have been recorded in Multnomah County Deed Records at the expense of the petitioner.

After presentation of the above proposal, the Committee members expressed their opinions on the proposal. Two members still felt that those manufacturing plants which had been constructed under Zone III and which would now become non-conforming under C2 are being discriminated against. On the other hand, there was some reticence expressed in taking out the time limitation factor found in the non-conforming use section of the new code. One member felt the proposal as submitted by the staff was a very reasonable compromise and was not in agreement that permanent spot or block zoning for M2 should be granted to those non-conforming uses located in the C2 zone. Because of the limited time in which to thoroughly discuss this problem, the matter was held over for a special meeting at a later date.

* * * * * *

Meeting adjourned.

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Lloyd T. Keefe
Planning Director

RMCA:rh

MINUTES OF MEETING
Schools and Parks Committee
April 24, 1958
2:45 p.m.

The Schools and Parks Committee of the City Planning Commission met Thursday, April 24, 1958, at 2:45 in the office of the Planning Director at 526 SW Mill Street.

Those present were: Chairman McKinley, member Stanton, and member Donaugh; Dr. Amo De Bernardis, Assistant Superintendent of Schools; W. J. Weller, Traffic Engineer; City Planner II Frost; and reporter Kaplan.

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P.C. File No. 3318 -- Hollyrood Primary School

School Board Proposal: To construct a seven-classroom primary school to be established and maintained at NE Hollyrood Court and NE 35th Place in a Zone I residential district.

Staff Report: The proposed primary school is urgently needed to provide relief for Fernwood School. Fernwood has, at present, an enrollment of 912 children. That is 126 over its rated capacity of 786. Dr. Doherty of the School District No. 1 Research Department rates the need at six classrooms now. Planning Commission projections show the need at saturation as seven classrooms. Rather than attempting to enlarge Fernwood on its existing, undersize site, the School Board has wisely decided upon the construction of this entirely new primary school. The School District has purchased five lots, a total area of 0.6 acre, adjoining U.S. Grant Park.

The location is very well chosen both for its present purpose and for future needs. The construction of a primary school here will relieve some 210 small children of the necessity of a long walk and of the hazardous crossing of NE 33rd Avenue. A school at this location will also be very well suited for eventual expansion into an elementary school to serve the neighborhood bounded by NE 33rd Avenue, Sandy Boulevard, the proposed 47th Avenue freeway route, and Fremont Street. Both this neighborhood delineation and this school location are recommendations shown on the Comprehensive Development Plan.

The Park Bureau has indicated agreement to allowing school use of Grant Park to the extent that is presently enjoyed by Grant High School. That is, the children from the Hollyrood School can have free access to the park for play purposes. It has been emphasized by Mr. Buckley, however, that access for play is all that is being provided; no construction, surfacing or installation of play equipment will be permitted now or in the future.

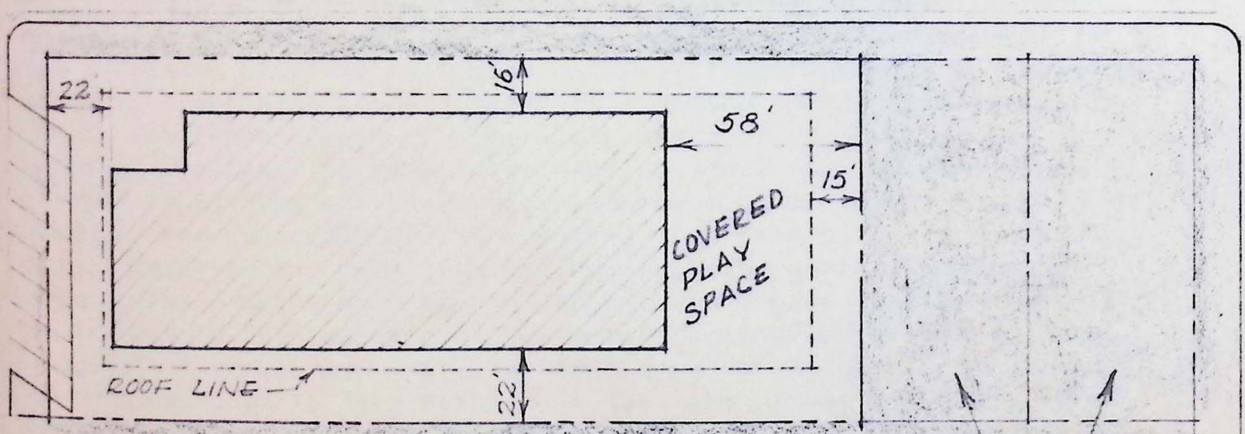
KNOTT ST.

35TH PLACE

36TH AVE.

14

HOLLYROOD COURT



U.S. GRANT PARK

LOTS TO BE ACQUIRED

PROPOSED HOLLYROOD SCHOOL

SCALE 1" = 60'

P.C FILE # 3318
APRIL 1958
F N F

The proposed school plan as submitted by School District No. 1 shows 65 per cent of the 0.6-acre site covered by roof. This figure includes eave overhangs and a small covered play area. The portion of the lot covered by the building proper is 43 per cent. There is no lot area available for outdoor play or for the installation of play equipment other than the narrow yard areas, 15 feet to the east and 22 feet to the south. The front yards along 35th Place and Hollyrood Court are 23 feet and 16 feet, respectively.

There are seven lots (all with houses) fronting on the south side of Hollyrood Court. Five of these have been purchased by the School District. The two easternmost lots remain in private ownership. With the construction of the school as planned, these two residences will find themselves a virtual island surrounded by streets, school and playground. Not only are these two lots badly needed as school property to provide some on-site play space, but also, in justice to the two home owners, they should be purchased. The assessed values of these two properties are $2,270 and $1,920. It is estimated that they should be obtainable at about $12,500 and $10,500, respectively.

A small eight-stall parking area is planned on 35th Place at the west end of the building. Since this small school has no auditorium or assembly space, there can be no Planning Commission requirement for the provision of off-street parking facilities. Because of the proximity to Grant High School, there is a severe parking problem in the area. The School District, obviously aware of this situation, is apparently attempting to provide parking space for the school staff. It must be pointed out, however, that the sort of layout shown is simply a rearrangement of the existing curb parking. Its use could not be reserved or restricted in any way. The general public, including the Grant High School students, would have just as much right to its use as the teachers at Hollyrood Primary would. In addition, diagonal on-street parking is at best a rather hazardous arrangement. In this case, while 35th Place is a dead-end street and there is no through traffic, it would be necessary for an automobile leaving a parking space to back along 35th Place to the Hollyrood Court intersection before it would be possible to turn around. It is very doubtful that the Bureau of Traffic Engineering would approve this parking arrangement.

With the addition to the school site of the two lots to the east, the proposed building could be moved eastward enough to allow the construction of a small parking lot off the street where it would not create a traffic hazard and where its use could be controlled.

The desirable pattern of neighborhoods is such, and the remaining growth potential enough, that eventually a full elementary school should be developed here. In order to do this, it is imperative that additional land be acquired. This eventual acquisition should include the vacation of Hollyrood Court and the purchase of the entire block to the north. This would allow the construction of a normal size school building with its surfaced play spaces all on school property with the park

utilized, as the present agreement allows, for spill-over play space.

Staff Recommendation: Approval of the construction of the proposed new primary school on condition that:

> The remaining lots in Block 13, Hollyrood, be acquired and added to the school site.

It is further recommended that the Schools Committee urge the School District to institute a continuing purchase program aimed at the eventual acquisition of the entire Block 14, Hollyrood.

Discussion: Dr. De Bernardis said that the School District is concerned about the dead-end street on 35th Place in relation to their parking situation. He added that although the School District is not required by any standards to provide any off-street parking, they realize the need for such parking. In regard to the two houses the Planning Commission staff is suggesting that the School District purchase, he stated that it is their intention to acquire them in the future, but have no funds at present for this acquisition. He added that $56,000 has already been put into this site. Mr. McKinley thought that perhaps the staff recommendation could be modified to allow for this purchase within a five-year period.

Dr. De Bernardis stated that the parking on the site could be moved up closer to the building than presently planned to help relieve the parking problem. Mr. Weller said that, as presently planned, they would be utilizing the sidewalk area, and that there would be a back-up problem if diagonal parking were used. He felt that parallel parking would be a better plan and would also be possible. Dr. De Bernardis stated there is a money problem at the present time which is holding the School District back.

Dr. De Bernardis said the School District would restudy the parking situation for the possibility of parallel parking. Mr. Weller thought some special signing could be worked out so that the backing-up problem might be eliminated. Mr. Frost added that this site will eventually have to become a full elementary school.

Action Taken: It was moved and seconded to accept the staff's recommendation, amended as follows:

Approval of the construction of the proposed new primary school on condition that:

> The remaining lots in Block 13, Hollyrood, be acquired and added to the school site within the next five-year period.

It is further recommended that the School District be urged to institute a continuing purchase program aimed at the eventual acquisition of the entire Block 14, Hollyrood.

Motion carried unanimously.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

CRN:lmk

MINUTES OF MEETING
Streets, Zoning, and Schools and Parks Committees
May 1, 1958
4:00 p.m.

A special joint meeting of the Streets, Zoning, and Schools and Parks Committees was held in the field on May 1, 1958.

Those present were: Members Windnagle, Robertson, Prichard, Thompson, Stanton, Lonaugh, and McKinley; Right-of-Way Engineer Welch; Chief Civil Engineer Rosenthal; Planning Director Keefe; Assistant Director Nims; and City Planner II Clark.

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Planning Commission Files: D20-57 and P.C. No. 3230 -- Redeman Case.

The Committees viewed the conditions affecting the Redeman zone change and considered the Kelton Gulch proposed development study prepared by the staff showing recommended measures for achieving a more satisfactory combination of business and residential uses in the area just south of Powell Boulevard from SE 26th Avenue to SE 39th Avenue.

The Zoning Committee felt that the plan in general set forth an appropriate manner of handling the grouping of uses. Action on the matter was deferred until the next regular meeting of the Zoning Committee.

The Streets Committee considered those portions of the proposed plan which affected present or future streets. Some questions were raised about the location and grade of streets, but the Committee felt that the plan represented a desirable pattern of streets and should be adhered to as a guide to the gradual rehabilitation of the area.

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Meeting adjourned.

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Lloyd T. Keefe
Planning Director

CRN:lmk

Suggested Letter to City Council

City Council
Portland, Oregon

Gentlemen:

Attached is an outline of the powers and duties of city planning commissions prescribed by Oregon State Law. This letter concerns number 2 under B as marked. The specific wording of this required procedure in ORS 227.130 reads as follows:

> "Before final action is taken by the city council, or any department of a city government, on the location or design of any public building, bridge, statue, park, parkway, boulevard, playground or public grounds, the same shall be submitted to the commission for consideration and report. Unless the city council definitely names a longer period for the return of a report specified in ORS 227.090 to 227.150, the approval of the commission to any matter so referred to it in accordance with the provisions of those sections shall be deemed to have been given at the end of 30 days after the receipt of the matter in writing by its secretary unless the commission submits a report thereon prior to that time."

In the past, this requirement that the planning commission make a report and recommendation before final action is taken by the council, the bureaus, and independent commissions has been applied only partially.

Street vacations and subdivision plats originating in the City Engineer's office are always referred to the Planning Commission. Deeds dedicating streets are usually referred, but easements for utilities rights-of-way have not been submitted.

Land acquisitions for parks are normally originated by the Planning Commission; however, sometimes, purchases are made by the Council or gifts are accepted without advice from the Planning Commission.

The Highway Co-ordinator refers all freeway and bridge proposals to the Commission. Also, most proposals made by the Traffic Engineer, in the category of ORS 227.130, are submitted for report by the Planning Commission.

With the exception of the E-R Center, buildings, other facilities, and land purchases proposed by other City agencies are rarely referred to the Planning Commission for study and report. The Planning Commission has not felt that it could contribute too much of value on many proposals of such bureaus as Health, Fire, Police, Public Utilities, Dock Commission, and Housing Authority in the past because the Commission did not have the manpower or a comprehensive development plan of the City against which such proposals could be checked for conformity or conflicts. However, dozens of studies and decisions accumulated over the last three years

now provide a sound basis for advising each City agency, as well as the State, County, and School District, on their proposals in relationship to comprehensive development in the public interest for the entire City.

Thus, your City Planning Commission respectfully requests that the Council notify all City bureaus and other commissions and agencies of the provisions of ORS 227.130 and indicate the Council's desire that these provisions be followed henceforth. It might be stressed that the Planning Commission can be most helpful at the very earliest stages in the planning of projects -- before any property for a site or rights-of-way are purchased. In the period when decisions are being made as to feasibility, cost, size, and location, the Commission can usually make available considerable valuable information on other projects in prospect and opportunities to co-operate with other agencies which often are a great help to the bureau in its own planning.

An example of the way that ORS 227.130 can best be applied is the fine working relationship which has grown up between the School District and the Planning Commission. The first step taken by the school administrators when problems of overcrowding appear, necessitating additions to existing buildings or buildings on new sites, is to lay the whole problem before the Planning Commission's staff. The two staffs then work together to arrive at a solution not only of the school problem but in the community's general interest as well. The planning staff tries to bring to bear all community factors: freeways, utilities, residential property values, safe access routes for the children as well as those which the school administration are primarily concerned: enrollment forecasts and costs. That the School Board is extremely pleased with the results of this working relationship is evidenced by Mr. Yeomans' (the Board Chairman) statements quoted in the newspapers recently: "This will save the District a good many thousands of dollars". ".....a milestone in school and city planning".

It should be understood that the Planning Commission will study and report only on location and preliminary or general design and not on details of proposals. As an example, if the Fire Bureau measure passed May 16, the location of stations and their impacts on surrounding properties will be of most concern to the Planning Commission. Details of construction and operation are not within the purview of ORS 227.130.

Also, the Commission is concerned with the acquisition and disposal of City-owned real estate not necessarily connected with construction. For example, all tax delinquent parcels should be referred to the Commission prior to a decision to dispose of them.

It is suggested that a meeting with all the bureau heads and members of independent commissions with the Planning Commission be held as a means of starting out the procedure required under ORS 227.130. At this meeting, the Commission's comprehensive development plan for the City will be on display and explained.

Respectfully submitted,

J. H. Sroufe, President
Portland City Planning Commission

Enclosure

POWERS AND DUTIES OF THE PORTLAND CITY PLANNING COMMISSION*

A. Exclusive Authority

1. Within the ring shaped area lying between the City limits and six miles therefrom, no owner can subdivide land and no public official can accept lands dedicated for public use until approved by the Planning Commission (unless the adjoining counties have established county planning commissions and have adopted their own subdivision regulations).

B. Required Advisory Powers

1. No action can be taken by the City Engineer or other proper municipal officer on subdividing land or locating, extending, widening, or vacating streets or alleys until a study and report is made by the Planning Commission.

X 2. No action can be taken by the City Council or any department of the City Government on the location or design of any public building, bridge, statue, park, parkway, boulevard, playground, or other public grounds until a study and report is made by the Planning Commission.

3. No action can be taken by the City Council on any ordinance relating to zoning until a study and report is made by the Planning Commission.

4. No action can be taken by the City Council on the establishment or removal of setback lines along streets until a study and report is made by the Planning Commission.

C. Permissive Advisory Powers

1. Recommend and make suggestions to the City Council and to all other public authorities concerning laying out, widening, extending, parking and locating of streets, sidewalks and boulevards, relief of traffic congestion, betterment of housing and sanitation conditions and establishment of zones of districts limiting the use, height, area and bulk of buildings and structures.

2. Recommend to the City Council and all other public authorities plans for regulation of the future growth, development and beautification of the municipality in respect to its public and private buildings and works, streets, parks, grounds and vacant lots, and plans consistent with future growth and development of the City in order to secure to the City and its inhabitants sanitation, proper service of all public utilities, harbor, shipping, and transportation facilities.

*Prescribed by Oregon State Statutes, ORS 92 and 227

3. Recommend to the City Council and all other public authorities plans for promotion, development and regulation of industrial and economic needs of the community in respect to private and public enterprises engaged in industrial pursuits.

4. Advertise the industrial advantages and opportunities of the municipality and availability of real estate within the municipality for industrial settlement.

5. Encourage industrial settlement within the municipality.

6. Make an economic survey of present and potential possibilities of the municipality with a view to ascertaining its industrial needs.

7. Study needs of existing local industries with a view to strengthening and developing local industries and stabilizing employment conditions.

8. Do and perform all other acts and things necessary or proper to carry out the provisions of ORS 227.010 to 227.150.

9. Study and propose in general such measures as may be advisable for promotion of the public interest, health, morals, safety, comfort, convenience and welfare of the city and of the area six miles adjacent thereto.

10. The Commission may make recommendations to any person, copartnership, corporation, or public authority with reference to the location of buildings, structures or works to be erected, constructed or altered by or for such person, copartnership, corporation or public authority.

11. The Commission may recommend and make suggestions to the City Council and other public authorities concerning acceptance from the United States of America, or any of its agencies, of such funds as may be made available to municipalities for any purpose contemplated by those sections.

3. Recommend to the City Council and all other public authorities plans for promotion, development and regulation of industrial and economic needs of the community in respect to private and public enterprises engaged in industrial pursuits.

4. Advertise the industrial advantages and opportunities of the municipality and availability of real estate within the municipality for industrial settlement.

5. Encourage industrial settlement within the municipality.

6. Make an economic survey of present and potential possibilities of the municipality with a view to ascertaining its industrial needs.

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BILLBOARD ADMINISTRATION

In the present and proposed zoning codes, the following wording appears governing billboards along bridge approaches and freeways:

> ".....no sign.....shall be erected or maintained .....unless the Council first finds that the location of such sign is not detrimental to the public welfare, is not contrary to other provisions of this ordinance relating to such zone, will not impede the rapid and free flow of traffic upon said throughway or approach, is not primarily designed to be visible from said throughway or approach, and approves the same, subject to the special exceptions and inclusions provided hereafter in this article."

This provision requires a finding by the Council before a permit can be issued. Commissioner Bowes feels the Council should not be so burdened and suggests that the Planning Commission exercise the necessary judgment to determine when a billboard impedes traffic or can be seen from a freeway. He has asked the staff to prepare appropriate procedures and regulations.

Under the new code, this function would properly be under the jurisdiction of the Variance Committee. In the meantime, it would have to be handled by the Zoning Committee.

Before preparing any suggested set of procedures, the staff would like an expression from the Commission on any ideas for assuming this new function.

STAFF ASSIGNMENTS

For your information, the present staff assignments are as shown on the following page. Work is now actually being carried out on those marked by an asterisk. Those items underlined are completed except for follow-up work by the Director.

We are working toward clearing the decks so that after about August, we will be concentrating on three very important items only:

1. Park Plan -- in preparation for extension of special levy in May, 1960.

2. Trafficways -- to stay ahead of State Highway Department on selecting locations for the freeways in the Interstate system.

3. Downtown Plan -- to locate Sunset Freeway; to prove or disprove case for fringe off-street parking fields and bus rerouting; to get a final decision on future arrangement of Harbor Drive-Front Avenue; and to improve the amenities downtown.

Portland City Planning Commission

STAFF ASSIGNMENTS effective February 25, 1958

	Personnel
Zoning Division	McAbee
Overlays corrected -- 200 scale	Von der Gathen
Journal of Commerce printing	Schmid
Colored zoning map -- 600 scale	Hazle
Update present 600 scale zoning map	
* Update land use and building permits	
Non-conforming use and violations survey	
* Current zoning	
Planning Section	Keith
Economic Prospects	Austin
Multnomah Boulevard	Snyder
* St. Johns Report	Yost
* Multnomah Center	
Annual Report	
Aerial mosaic	
Speech displays	
Economic Outlook	
Downtown Plan	
Planning Section	Nims
Capital Improvement Program	Becker
* Setback lines	Polehn
Park Plan	Kaplan
Neighborhood analyses	
* Current subdivisions	
Planning Section	Keefe
* Hillsdale Plan	Clark
Redeman zoning	Frost
1958-59 Budget	O'Hiser
Comprehensive Plan Map	Thibeau
* School Report -- Phase II	
Trafficways	
(Traffic Forecast)	
(Burrage Freeway)	
(Sunset Freeway)	
Metropolitan planning	

AGENDA 178

PORTLAND CITY PLANNING COMMISSION MEETING
June 12, 1958
3:00 p.m.

Page

1. Approval of Minutes and Committee Reports:

a. Planning Commission.....May 20, 1958..... 1
b. Zoning Committee.....May 15, 1958..... 6
c. Zoning Committee.....May 27, 1958..... 18
d. Streets Committee.....May 20, 1958..... 23
e. Streets Committee.....June 5-6, 1958..... 26
f. Schools & Parks Committee.....May 20, 1958..... 27

2. Progress Reports:

a. New zoning code
b. Kelton Gulch development plan
c. Economic Prospects Report
d. Uptown Shopping Center

3. Adoption of Comprehensive Development Plan

(The Housing and Home Finance Agency desires that our comprehensive development plan in its present form be adopted by the Planning Commission and that a picture be taken of the plan to be filed in San Francisco and Washington. Federal procedures require that the City have a comprehensive plan before final approval can be given to the South Auditorium renewal project.)

4. South Auditorium Urban Renewal Project

(Copies of the final report have been previously mailed. The redevelopment plan is now officially referred to the Planning Commission for report and recommendation to the Council prior to its considerations. The Council will hold a public hearing June 18.)

5. Referral by City Real Estate Agent on sale of City-owned lot at SW Barbur Boulevard and Condor Avenue.

6. Interchange at Barbur Boulevard and Slavin Road proposed by State Highway Commission.

7. Addition of two classrooms to Sunnyside School

(This is the first test of the application of the new site area standards in Land for Schools, which are also embodied in the new zoning code. Schools Committee did not have unanimous vote on terms of conditions for approval. Thus, this matter is referred to the full membership for action. See minutes, pages 31-33 of Agenda.)

Page

8. Expansion of E-R Site

(The E-R Commission requests a proposal for minimizing further private investment in strip between Interstate Avenue and River until the Commission has sufficient funds to purchase this strip.) 35

9. Setback Lines

(Buildings are being set back from several major streets by conditions invoked on zone changes. Since the procedure under the new zoning code will not include the use of conditions, the hundreds of building lines so established should now be continued by use of setback regulations. The first street to be presented to the Commission for recommendation to the Council is East 82nd Avenue.)

10. Vanport

(Suggestions for future use of this area should it become City property are devised by the Mayor for inclusion in an application to the Federal Government to sell Vanport to the City.)

MINUTES OF MEETING
PORTLAND CITY PLANNING COMMISSION
May 20, 1958
3:30 p.m.

The Portland City Planning Commission met Tuesday, May 20, 1958, at 3:30 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: President Sroufe, members Windnagle, McKinley, Stanton, Thompson, Robertson, Prichard, and Donaugh; Building Inspections Director Benard; Oregonian Reporter George Spagna; Journal Reporter Jack Pement; Planning Director Keefe; Assistant Director Nims; Zoning Supervisor McAbee; and reporter Kaplan.

*****

APPROVAL OF MINUTES AND COMMITTEE REPORTS

a. Planning Commission.....April 24, 1958.....approved

Mr. Stanton said that on page 7, April 24, 1958 meeting of the Planning Commission, the first paragraph, second sentence, should read as follows: "Mr. Stanton felt it should be developed for public use with paving and planting."

Mr. Robertson said that on page 7, April 24, 1958 meeting of the Planning Commission, the last sentence under "Discussion on Motion" should be omitted.

b. Zoning Committee.....April 24, 1958.....approved

c. Schools and Parks Committee.....April 24, 1958.....approved

Mr. McKinley explained that the School Board has written a reply to our recommendation for approval of the Hollyrood proposal on condition that the remaining lots in Block 13, Hollyrood, be acquired and added to the school site within the next five-year period, stating that they have rejected our proposal due to the time limit placed on the acquisition.

d. Joint Streets, Zoning, and
Schools and Parks Committees.....May 1, 1958.....

Mr. Thompson stated that he was not aware that the field trip of May 1, 1958 to view the property at Kelton Gulch was that of an official meeting. Therefore, he did not feel that any official action had been taken, and it was the consensus of the Commission that approval of the minutes be postponed until further action has been taken by each of the Committees who viewed the property in question.

*****

NON-CONFORMING USES

Mr. Keefe reviewed the principles on non-conforming uses which the Zoning Committee had agreed to at its May 15 meeting. The statement which the Zoning Committee had adopted at its last meeting was explained fully by Mr. Keefe, who also pointed out that the streets listed under A-3 of the statement, where it was felt that M3 could be extended into the area, was not a complete listing inasmuch as the Zoning Committee has recommended that several other streets receive a like study, such as Hawthorne Boulevard, Sandy Boulevard, Woodstock Boulevard, and Killingsworth Street. It was also brought out that at the Zoning Committee meeting, certain changes for strip zones on Alberta, Glisan, and Division Streets were decided. The Zoning Committee also decided that a list of uses to receive special treatment should be prepared by the staff which would include those uses for which the building was constructed for a specific use or where a great investment has been made for the existing use.

ACTION: It was moved and seconded that the suggested changes to the new Zoning Code as set forth in the three-page statement be approved by the Planning Commission, with the exception of A-3 of the statement which will be added to in the future. It was moved and seconded to amend this motion by adding: "and that the Commission approve the particular mapping changes as described by the Zoning Committee, and that if these changes are approved, that their approval be considered blanket approval of similar corrections to other streets that will be investigated." The motion as amended passed. Mr. McKinley dissented.

*****

Mr. Keefe reviewed the mapping changes the Zoning Committee took action on for Alberta, Glisan, and Division Streets, indicating areas where M3 could be extended.

Mr. Keefe suggested that perhaps M3 could be broadened to include body and fender works, which would help to eliminate the number of non-conforming uses that would remain after the mapping changes were approved. He reviewed those cases which the Zoning Committee has recommended that the property be zoned individually. He brought out that it is the staff's feeling that, in order to make these businesses conforming, it would be much better to group them by use rather than spot zoning each individual property.

Mr. Benard expressed his concern over the issuance of building permits if these proposals go through. It was discussed that although the Bureau of Buildings would probably be faced with a great many difficulties due to this spot zone procedure, the Planning Commission would likewise.

Mr. McKinley said that our hope is to allow a very slow process to produce, in the course of time, something better than our present Zoning Code allows. Mr. Sroufe stated that we must adjust ourselves to the conditions we are facing, and expressed concern about any delay in presenting the Zoning Ordinance to City Council.

Mr. Keefe explained that the Zoning Committee's consideration has been primarily of existing conditions. He went on to state that Portland is not actually a manufacturing city, although as the area builds up, more manufacturing will appear. Mr. Prichard stated that the Zoning Committee has lowered the zoning to try to meet this situation, and indicated Alberta Street as such an example. Mr. Sroufe felt that if we are careful in explaining precisely the boundaries of these small strip zone areas, then industry should not expand beyond these boundaries. Grouping makes it less dangerous for them to expand, Mr. McKinley stated, and indicated that he favored the grouping arrangement over the spot zones.

*****

KELTON GULCH DEVELOPMENT PLAN

Mr. Windnagle reported that at the May 15 meeting of the Zoning Committee, approval of the proposed development plan for Kelton Gulch was taken, subject to approval having been taken by the Streets Committee.

Mr. Donaugh and Mr. McKinley of the Schools and Parks Committee expressed their approval of a park at the suggested location, and Mr. McKinley stated that the possibility of buffer planting along the south side of the development should be considered. The matter was referred to the Streets Committee for its consideration.

The Commission authorized the staff holding meetings with other bureau heads and property owners affected by this plan.

*****

PORTLAND'S ECONOMIC PROSPECTS

Mr. Keefe reported that Mr. Keller doubts the value of the Economic Prospects Report being reviewed by a technical advisory panel, but added that, on Mr. Keller's suggestion, reports have been distributed to about four members of the panel in order to get their reactions.

*****

EXCAVATION OF UPTOWN SHOPPING CENTER

Mr. Nims said that additional information on this matter has been supplied by the petitioner. He added that, in an informal discussion with Mr. Benard, it was suggested that the petitioner should first get a zone change, and then apply for the building permit which would be proper in that zone before the excavation takes place. Mr. Benard said that it is apparent that they will be operating a business in a residential zone. Mr. Benard added that a conference with the City Attorney, Mr. Nims, and himself has been proposed to discuss this matter further.

Mr. Stark

public properties. Mr. Keefe stated that the City Engineer requested, in his budget, money to hire a Soils Engineer, which has been denied.

ACTION: The staff was instructed to write a letter to the City Attorney, to be sent out under the signature of the President of the Commission, urging that an ordinance concerning fills and cuts on private and public properties be taken into consideration.

*****

MANDATORY REFERRAL

Mr. Thompson expressed his opinion that the Planning Commission should not be represented in any way at the City Club meeting in regard to the Club's published report on powers of the Planning Commission.

ACTION: The Commission voted to approve the letter to the Council on page 18 of the Agenda in regard to mandatory referral.

*****

BILLBOARD ADMINISTRATION

Mr. Keefe explained that this matter has been referred to the Commission by Commissioner Bowes who feels that the Commission should be the body to exercise the judgment on the control of billboards in accordance with the Zoning Ordinance. Mr. Keefe added that this procedure could fall under the jurisdiction of the Sign Code Board of Appeals, although the Commissioner felt that this was a land use problem rather than a structural problem.

ACTION: The Commission voted to accept the responsibility of exercising the necessary judgment to determine whether billboards can be located within the control zones according to the criteria in the Zoning Code by incorporating this regulation into its zoning procedures.

*****

PURCHASE OF PHOTOGRAPHIC EQUIPMENT

Mr. Keefe reported that, due to the increase of the Planning Commission's rent, we will be unable to purchase the necessary photographic equipment approved by the Commission at its last meeting. He explained that the increase in our rent was retroactive beginning the first of the year, as a result of litigation in the courts on the building we are now occupying. He added that we are now going to realize a deficit in our budget due to this increase in rent.

ACTION: The Commission voted to have a letter written to Commissioner Bowes, to be sent out under the signature of the President of the Commission, to remind him of the $12,000 paid by the E-R Commission for the work we did, and from which money the photographic equipment could be purchased.

*****

DISCUSSION ON PAY RAISES FOR CITY PLANNING COMMISSION STAFF

Mr. Keefe reported that he had heard a rumor to the effect that our City Planner II's and III's, as well as those of a supervisory status, were not to be among those receiving pay raises in July. Mr. Keefe reviewed the existing problem of keeping top men at low salaries.

Mr. Windnagle suggested that Mr. Keefe write a letter to the Council to find out why the Planning Commission staff members in question are are not included in the proposed pay raise. Mr. Keefe said that a letter had previously been sent to Commissioner Bowes informing him and the rest of the Council of the need for higher pay for those men on our staff in a supervisory status, who are constantly being offered attractive positions from planning agencies in the Northwest.

*****

TERMINATION OF MR. MCABEE'S EMPLOYMENT

Mr. Sroufe expressed the regret of the Planning Commission in that Mr. McAbee is leaving the Commission, and commended him highly on the fine work he has performed as Zoning Supervisor. He stated that, although Mr. McAbee will be most difficult to replace, the Commission is happy that he will have an opportunity to better himself by becoming Director of the Puget Sound Regional Governmental Conference. Every wish for success on his new job was expressed by the Commission.

ACTION: Mr. Sroufe asked that Mr. Keefe prepare a letter for his signature commending Mr. McAbee and wishing him luck at his new job as expressed at the meeting.

*****

Lloyd T. Keefe
Planning Director

LTK:lmk

MINUTES OF MEETING
Zoning Committee
May 15, 1958
3:00 p.m.

The Zoning Committee of the City Planning Commission met on Thursday, May 15, 1958 at 3:00 p.m. at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Robertson and Prichard, Planning Director Keefe, Building Inspections Director Benard, Zoning Supervisor McAbee, Assistant Director Nims, and reporter Kaplan.

* * * * *

NON-CONFORMING USES

Mr. Keefe reviewed the staff recommendations with the Committee as to portions of Alberta, Division, and Glisan Streets where it was felt that M3 could be extended into the area, thereby reducing the number of non-conforming uses.

After a review and discussion on the statement for suggested changes in the new Zoning Code, which was presented to the Zoning Committee at its April 24th meeting, the following action was taken:

ACTION: The Committee voted to approve the statement for suggested changes in the new Zoning Code as presented. In regard to item 3 under "A" of the statement, Mr. Prichard stated that he would rather have a series of two or three blocks upgraded into a zone of its predominant use rather than placing such extended strips, as proposed, into M3. However, he stated he would go along with the staff recommendations.

ACTION: The Committee voted to accept the staff's recommendations for three portions on Alberta Street to be changed to M3, along with two portions of Glisan Street to receive the same treatment as well as the approval for the suggested change to M3 at SE 12th and SE Division Street. It was the consensus of the Committee that on all streets where M3 could be placed without violating good zoning principles, it should be zoned as such.

Mr. Keefe pointed out that if the Committee exercises the above, it should be brought out that the suggested changes voted on included only three streets out of a number of other major streets which should receive a like study such as Hawthorne Boulevard, Sandy Boulevard, Woodstock Street, or Killingsworth Street. Mr. Windnagle felt that the four streets picked out were the most vulnerable.

ACTION: The staff was instructed by the Committee to map the above mentioned streets and to recommend M3 spot areas governed by the same principles adopted at this meeting. It was also felt that there would be some isolated cases which should be put in a special category to make them conforming. It was the consensus of the Committee that a list of these isolated cases be prepared, for which spot zoning would be applied, to be presented to the Planning Commission as a whole.

ACTION: The Committee voted that the following properties be changed to M2 and that all similar properties, where a building has been constructed to the use for which it is being put, be changed to M2 or M3 to make them conforming: the Atiyeh property at the southeast corner of SE 16th and Division Street and the Leupold & Stevens property on the northeast corner of NE 45th Ave. and NE Glisan Street.

* * * * *

Petition #3332 was the petition of the Sixth Avenue Corporation (Fred Meyer) to change from Zone I to Zone II the property located on the northwest corner of SW 13th Avenue and SW Bertha Boulevard to construct one three-unit apartment.

The lot is approximately 9945 sq. ft. in area which would make a density of approximately 3315 sq. ft. per dwelling unit. The lot is a critical one in that it lies at the inside of the curve of Bertha Boulevard as it swings north to Beaverton-Hillsdale Highway. At the time that Barbur Heights was platted, this intersection at SW 13th Avenue and Hillsdale was objected to by the Planning Commission, and in Ordinance No. 103199 which vacated out the previous streets for a new subdivision, a condition was included as follows: No. 6. "That the northeast and northwest corners of this intersection at SW Bertha Boulevard and SW 13th Avenue be graded in such a manner as satisfactory to the City Traffic Engineer to increase the sight distance available to automobile drivers approaching this intersection from all four directions."

The Traffic Engineering Department recommends that setbacks of 20 feet be maintained for sight distance on this property. The property lies considerably below the row of lots along the south side of Nevada Terrace. Bertha Boulevard is approximately 50 feet lower than Nevada Terrace at this point. As the map shows, all the lots in Block 4 along Bertha Blvd. were placed in Zone II upon the Planning Commission's recommendation on March 10, 1958. Thus, as things now stand at the intersection of SW 13th Avenue and SW Bertha Boulevard, the southeast corner is in Zone III; the northeast corner is in Zone II; and the northwest and southwest corners are in Zone I. SW 13th Avenue, throughout its length, lies generally higher than Bertha Blvd. and

SW 10th Avenue along the easterly side of the zone change area is impassable and impracticable to improve because of its steepness, being some 37' higher at Burlingame Avenue than at SW Caldew Street. The plot plan submitted by the applicant indicates a 20' wide extension of SW Caldew Street extending westerly to the westerly side of Lot 7. The proposal which was formerly made to create this narrow stub street was not carried out so that no such street exists. There is, therefore, no adequate access to the Lots 4, 5, 8 and 9 in question; SW 13th Drive being too high and SW Caldew Street ending in a 40' stub at the easterly end of Lot 1.

Since the existing Zone II property has its access entirely from SW Bertha Blvd. and since SW Caldew Street serves the upper level single-family areas and is inadequate in width, length, and turn-around facilities to handle multiple-family developments, it is the Committee's considered opinion that the present northerly Zone II boundary is properly located and should not be extended to include areas B and C.

ACTION: The Committee unanimously voted to recommend denial of the petition and instructed the staff to prepare a letter to Council referring them to early correspondence as to the original platting, and pointing out that we foresaw this problem, and that it is now bringing apartment houses into a very fine residential district.

* * * * *

Petition #3334 was the petition of the Sixth Avenue Corporation (Fred Meyer) to change from Zone I to Zone II the property located at SW Caldew Drive on top of a high bluff that extends along Bertha Boulevard and behind the commercial activities on Block 19 to construct a four-unit apartment.

The property is vacant and lies between SW Caldew Drive and SW Bertha Blvd. on top of a high bluff that extends along Bertha Blvd. and behind the commercial activities on Block 19. Since these two lots contain approximately 10,200 sq. ft. the resulting density would be 2550 sq. ft. per dwelling unit.

SW Caldew Drive adjacent to the zone change area is approximately 60' above SW Bertha Blvd. at this point. SW Caldew Drive has no developments with access along its south side because of this bluff. Lot 1 of Block 25 is vacant. Lots 2, 3 and 4 contain two houses which are reached from SW Burlingame so that except for a residence on Lots 1 and 2 of Block 24, there are no uses having access from SW Caldew Drive west of the SW 8th Avenue intersection. The westerly portion of Lots 3 and 4 of Block 18, Burlingame, lies at an elevation above the Zone III to the east in Block 19, and the upper portion of these lots should carry the same zone as Lots 1 and 2 being petitioned for Zone II. Lot 4 is owned by the petitioner and Lot 3 by an

individual. SW Caldew Drive in only 40' wide and other improvement ends at SW 10th Avenue. It is not practicable to improve SW 10th Avenue either north or south of SW Caldew Drive at this point so that SW Caldew at the present time is a 40' dead-end street without a turn-around.

ACTION: The Committee unanimously voted to recommend denial of the petition on the same basis as Petition #3333.

* * * * *

Petition #3335 was the petition of the Sixth Avenue Corporation (Fred Meyer) to change from Zone I to Zone II the property located on the east side of SW Bertha Boulevard between SW Chestnut Drive and SW Nevada Terrace to construct one, two-unit and one, six-unit apartment.

Since the three lots contain approximately 25,840 sq. ft., the resulting density would be 3230 sq. ft. per dwelling unit. The lots in question lie along the easterly side of SW Bertha Blvd. just north of the sweeping curve which exists west of SW 13th Ave. The sight distance is therefore not good. For this reason, among others, the Planning Commission opposed the original plat of Barbur Heights preferring to have the distance reduced between Bertha Blvd. and SW Nevada Terrace for a single tier of lots fronting on Nevada Terrace. The land slopes up from Bertha Blvd. and Nevada Terrace at this point and is approximately 35' higher than Bertha Blvd.

Condition No. 7 of Ordinance No. 103199 dated Dec. 7, 1955, reads as follows: "That the lots fronting SW Bertha Blvd. in this proposed replat shall remain in a single-family zoning district." This condition (which was adopted by Council in connection with the vacating of the old Capitol Hill Plat where Barbur Heights plat now lies) applies to all lots from Lot 2 of Block 2, just south of SW Chestnut Street eastward to Lot 2 of Block 4 adjacent to SW 10th Avenue at Bertha Blvd. While the three lots in question have been poorly platted by fronting them on a thoroughfare, this in itself cannot be justification for a change to apartment zoning since there are hundreds of lots similarly situated in Southwest Portland.

ACTION: The Committee unanimously voted to recommend denial of the petition.

* * * * *

Petition #3327 was the petition of Snowden Gibbs to change from Zone II toZone III the property located 80' east of SE 82nd Avenue on the south side of SE Taylor Street for the construction of a house trailer sales lot in connection with Lots 7 and 8, adjoining to the west, which are now in Zone III.

The property is vacant, level and at approximate adjoining street grade. Across SE Taylor St. on the east side of SE 82nd Ave. is a trailer rental operation. On the northwest corner of that intersection is a house trailer sales lot and on the southwest corner a used car lot. Similar businesses will be found both north and south of SE Taylor St. on 82nd Avenue in this vicinity. East of SE 82nd Avenue, on SE Taylor Street, will be found both newer and older, well-maintained, single-family residences.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. All area to be used for off-street parking or storage of house trailers shall be paved with a dust-proof material.
2. Screen from adjoining residential property.

* * * * *

Petition #3328 was the petition to change from Zone II to Zone III the property located on the west side of SE 16th Avenue, 50 feet north of Bybee Boulevard, to construct a parking lot for use by the Moreland Business District. (Optional Purchaser Moreland Commercial Club)

The Moreland Business District has taken an option to purchase the property. This property is one of a number of properties which the Planning Commission had previously recommended be acquired for off-street parking to serve the adjoining business district in a Planning Commission report undertaken in 1956. The property measures 100 x 100', is vacant, and approximately 4' higher than the existing adjoining street grade. The applicant proposes to excavate the lot to street grade.

An older, single-family residence abuts the parking lot to the north, and an older, two-family residence is on the south. The surrounding area northwest and south of the petitioner's property is occupied by older, well-maintained, single-family residences and a few multi-family units. The east side of SE 16th Avenue between Glenwood and Bybee is occupied by four older residences which are located in a Zone III district.

The study undertaken in 1956 by the Planning Commission of the Sellwood-Moreland Business District area showed that the 66 businesses in the immediate shopping area now provide only one-half sq. ft. of parking for every one sq. ft. of store space. Modern centers usually provide from four to five sq. ft. for every one sq. ft. of floor space or at least 6 times that which is now available in the Moreland Shopping Center. It should be noted that 94 per cent of the adjoining residential area is now occupied by buildings leaving very little vacant space available. This vacant property therefore is particularly desirable in that it is now vacant and it does adjoin the existing business district.

Because of the very narrow improved width of SE 16th Avenue, the staff recommends that the planting strip on the street side of the sidewalk be cut back to the sidewalk for street widening and that the cost of such improvement be assessed against the petitioner.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. The commercial use of this property shall be confined to off-street parking.

2. All area to be used for off-street parking shall be paved with a dust-proof material.

3. A screen shall be immediately provided and thereafter maintained separating the off-street parking area from adjoining residential property on the west.

4. The cost of widening SE 16th Avenue at this location by cutting the planting strip adjoining the street back to the sidewalk shall be borne by the owners of Lots 2 and 3, Block 5, City View Park Addition. This street widening shall be accomplished at the same time the lot is improved for off-street parking.

* * * * *

Petition #3329 was the petition to change from Zone I to Zone II the property located at the southwest corner of SW Moss Street and SW 17th Avenue for the conversion of two, single-family residences to duplexes.

The zone change area measures 100 x 150'. Two, single-family houses are now located on the east and west extremities of the property and are proposed to be converted to duplexes. The one structure on the northwesterly portion of the zone change area is located 10' from the street property line, and that 10' strip is proposed for off-street parking. The other

house is located on the northeasterly portion of the property, 18' south of SW Moss Street and 16' west of SW 18th Avenue. An off-street parking area is proposed south of the house with more than sufficient area to accommodate two cars.

This property is located on a street predominantly improved with older, single-family homes. This area lies considerably higher than Barbur Blvd. to the southeast. On the southeast side of SW Barbur Blvd. in this vicinity will be found various businesses. along Barbur Blvd. and the single-family district to the north and west.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. Parking--one per unit
2. Dust-proof the parking
3. No portion of the yards fronting adjoining streets shall be used for off-street parking.
4. A minimum ratio of 2500 sq. ft. of ground area per living unit shall be maintained.

* * * * *

Petition #3330 was the request of various property owners for Planning Commission initiation to change all of that property located south of SE Bybee Blvd. west of SE 14th Avenue and north of SE Knapp St. from Zone II and Zone III to Zone I.

Practically all of the property owners in the two blocks surrounded by SE 13th Ave. and SE 14th Ave. and by SE Knapp St. and SE Bybee Blvd. have requested the upgrading of their property from Zone II and III to Zone I. This request is in keeping with the existing development in that practically all of the area south of SE Bybee Blvd. west of SE 17th Avenue down to SE Malden St. one block south of SE Rex St. is now almost entirely improved with well-maintained, single-family residences. It would seem highly advisable to extend the area requesting Zone I to include at least the Zone III area fronting SE 13th Avenue down to SE Malden St. and to include most of the west side of SE 13th Ave. between Bybee and Knapp St. which falls on the street level elevation. There is a clinic located 90' north of SE Knapp St. on the west side of SE 13th Ave. which probably should not be included in this initiation, and the Mausoleum and Crematorium located on the northwest corner of Bybee and SE 13th should not be included. The rest of the area, however, is solid single-family.

ACTION: The Committee unanimously voted to recommend approval of the staff recommendation.

* * * * *

Petition #3331 was the petition to change from Zone I to Zone III the property located 90' east of SE 39th Avenue on the south side of SE Sherman St. for the construction of an off-street parking lot for Keinow's Food Store.

The property measures 50 x 100' in area. It is presently occupied by a well-maintained residence which will either be torn down or moved to another location. Adjoining the lot to the west is an off-street parking area serving a clinic located on the southeast corner of SE 39th Ave. and SE Sherman St. Adjoining the lot to the east is another single-family residence. On the north side of SE Sherman St. will also be found single-family homes. Abutting the zone change area to the south is an off-street parking area serving Kienow's Store located on the northeast corner of SE 39th Ave. and SE Division St.

The zone change as requested would be in keeping with the filling out of this business intersection of SE 39th Ave and SE Division.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. All off-street parking areas shall be paved with a dust-proof material.

2. Screen from adjoining residential property.

3. Should any commercial structure be located on the zone change area, a minimum ratio of 250 sq. ft. of off-street parking shall be provided for every 250 sq. ft. of gross floor area in the proposed buildings.

* * * * *

Petition #3336 was the petition to change from Zone II to Zone III the property located at the northwest corner of NW 25th Avenue and NW Northrup Street to convert the existing two-story dwelling to offices.

The structure is located on a 61 2/3' x 120' lot. A two-car garage is located on the northwest portion of the property. The applicant indicates there would probably be from four to six employees in the converted home.

This property is located in a district almost entirely improved with a mixture of well-maintained, older, two-story residences and with a number of converted and new apartment structures interspersed. The area north of NW Northrup, west of NW 25th Avenue, is composed entirely of single-family homes, many of which are very substantial and more recently constructed.

Apart from the residential uses described above, there will be found a lumber brokers office in a residential building on the southeast corner of NW 25th Avenue and NW Overton; a convalescent rest home in a large older residence on the northwest corner of NW Marshall and NW 25th; a clinic located between Northrup and Marshall--100' east of NW 25th Avenue.

The west boundary of the petitioner's property falls on the proposed boundary line in the new zoning ordinance of single-family zoning to the west and A1 or apartment zoning to the east. There is only one commercial zone for many blocks around and that is the building site for the clinic between Northrup and Marshall east of NW 25th Avenue. For the reason, therefore, that the entire surrounding district is residentially improved either with single-family or multi-family structures, the zone change as requested would not be in keeping either with the existing land use or the zoning as proposed under the new ordinance.

ACTION: The Committee unanimously voted to recommend denial of the petition.

* * * * *

Petition #3337 was the petition to change from Zone II to Zone III the property located on the southwest corner of SE 28th Avenue and SE Holgate Boulevard to construct a new service station.

The applicant's property measures 150' x 100' in area. The easterly portion lies at approximate adjoining street grade with the westerly portion falling off to the west. It is expected that the entire zone change area will be filled prior to the construction of the station. A house is now located on the south 50' of the zone change area which is expected to be moved to the lot adjoining to the south.

On the southeast corner of SE 28th Avenue and SE Holgate is a non-conforming service station. On the northeast corner is a laundry located in a non-conforming service station structure. On the northwest corner the property is vacant with the businesses being located west of SE 27th Avenue along Holgate. To the south will be found a well-maintained residential district with some apartments interspersed.

ACTION: The Zoning Committee moved to recommend approval of the staff's suggested development plan of the area with the provision that it has not been materially altered by action of the Streets Committee.

* * * * *

P.C. File #3342 was the request of Ernie Piluso for a revocable permit to operate a pitch and putt golf course south of SW Dolph Court, west of SW 30th Avenue.

ACTION: The Committee voted to recommend approval of the request for the revocable permit and did not feel that a dedication from Mr. Piluso should be accepted. The Committee felt that the pitch and putt golf course would not have a detrimental effect on the neighboring residential area and would, in fact, provide an element of openness and buffering between the commercial uses to the south along Barbur Blvd. and the residential area to the north and west.

* * * * *

Meeting adjourned.

* * * * *

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

CRN:lm;rh

MINUTES OF MEETING
Zoning Committee
May 27, 1958
7:00 p.m.

The Zoning Committee of the Portland City Planning Commission met Tuesday, May 27, 1958, at 7:00 p.m. at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Prichard and Robertson; Building Inspections Director Benard; and Planning Director Keefe.

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The purpose of the meeting was to carry out the general instructions voted by the Planning Commission on May 20 to place certain portions of the mapped C2 zoning in M3 zones in order to lessen the number of non-conforming uses. The Zoning Committee, prior to changing the new zoning map, decided to adopt a new set of provisions for Article 39, Non-Conforming Uses. These provisions are attached herewith. Also, the Committee decided that automobile body and fender works should be a permitted use in the M3 zone. The Committee also decided to reclassify rug cleaning as a permitted use in M3 rather than in M2.

The Committee then changed the map in the following manner:

Lombard Street: Extend M3 from 100 feet west of Westanna to Fortune Avenue to include sheet metal plant; include McCall Oil Company (between Montana and Minnesota) to Albina Avenue, north side only, M3.

Interstate Avenue: Asthma Nefrin Company, northwest corner of Ainsworth Street, to M3; Kandel Sweater Company, between N. Wygant and Humboldt Streets, to M2.

Greeley Avenue: Change C4 frontage to C2, both sides Killingsworth to Ainsworth.

Killingsworth Street: N. Omaha to N. Campbell, to M3; N. Montana to N. Kerby, to M3.

Albina Avenue: Change to M3 Sea Dart Marine Hardware Company, between Blandena and Humboldt Streets.

Alberta Street: Extend M3 from Union Avenue to include northwest corner of Grand and Alberta; 13th to 14th Place, M3; 26th to 27th, M3; southwest corner 29th Avenue and Alberta, M3.

Sandy Boulevard: 52nd to 54th to M3.

Sacramento Street: 52nd to 53rd to M3.

82nd Avenue: East side only, from Siskiyou to Russell Street, make MI for sufficient depth to include only concrete products manufacturing and steel fabrication firms; northeast and southeast corners of Sacramento and 82nd to M3.

Glisan Street: North side only, 44th to 45th, to M2; both sides 52nd to 53rd, M3; both sides 70th to 74th, M3.

SE Washington Street: Southeast corner to M3.

NE 28th Avenue: At Buxton Street, make Williamson Manufacturing Company M2; at Couch Street, make Coca Cola Company M2.

Belmont Street: North side only at 19th, make West House Clothing Manufacturers Company M2; southeast corner 26th, make Minneapolis Honeywell Company M3; 33rd to 34th, make all property of Damascus Dairy M2.

Division Street: Extend M3 at 12th Avenue to include Carter Manufacturing Company and All-Sports Wholesale Company in M3; at 16th Avenue, make Atiyeh Rug Cleaning M3; 48th to 40th, make M3.

Powell Boulevard: From Grand Avenue to Southern Pacific Railroad, M3; from 22nd to 26th, north side, make M3.

Milwaukie Avenue: At SE Bush Street, make all of Automatic Cigarette Service Company M2.

SE 50th Avenue: From Sherman to Haig Streets, make M3.

Foster Road: From 70th to 95th, make M3.

SE 17th Avenue: From Tacoma to Nehalem, make M2.

NW 23rd Avenue: Between Burnside and Everett Streets, extend M3 on east side only to include Vista Casuals Clothing Manufacturing Company.

(Unless otherwise noted, frontage on both sides of street included in change)

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:lmk
Enclosure

Article 39 NON-CONFORMING USES

Section 6-3901. CONTINUATION OF USE. A non-conforming use may be continued, except as otherwise provided in this code, even though it is not in conformity with the use, height, area, and all other regulations for the zone in which it is located.

Section 6-3902. NON-CONFORMING USES IN R, A, C5, C4, AND M4 ZONES.

(a) Change of Use: A non-conforming use may be changed to a conforming use. A non-conforming use may be changed to a use of the same or more restrictive classification in accordance with the procedure specified in Article 40. After a change of a non-conforming use to a conforming use or to a more restrictive use, it shall not thereafter be changed to any less restrictive use.

(b) Discontinuance of Use: If active and continuous operations are not carried on in a non-conforming use during a continuous period of one (1) year, the building, other structure, or tract of land where such non-conforming use previously existed shall thereafter be occupied and used only for a conforming use. Intent to resume active operations shall not affect the foregoing.

(c) Damage and Destruction: When a building or other structure containing a non-conforming use is damaged by fire or by any other cause so that the cost of renewal of the damaged parts exceeds seventy-five (75) per cent of the cost of the replacement of the entire building exclusive of foundations, using new materials, then such building shall not be rebuilt unless the building and its constructions and uses conform fully to this ordinance and other codes of the City as applied to new buildings and structures and to uses in the zone in which it is located. Any rebuilding otherwise authorized by this code or any other applicable code shall commence within six (6) months from the date of damage or destruction, if such non-conforming use is to be continued.

(d) Enlargements and Moving: A non-conforming use may be enlarged or moved to another location on its lot only if conformance to all requirements of the zone in which it is located are met. In cases of practical difficulty and unnecessary hardship, a non-conforming use may be permitted to enlarge up to twenty (20) per cent in floor area as existing on the effective date of this ordinance in accordance with the procedure specified in Article 40. Under no circumstances, however, shall such floor area expansion be made solely for the purpose of adding more dwelling units to or within a building previously containing an excess of units as permitted by the zone in which it is situated.

(e) Repairs: Normal maintenance of a building or other structure containing a non-conforming use is permitted, provided no structural alterations shall be made except those required by law or ordinance.

(f) Signs: A non-conforming use in any R or A zone shall be permitted a sign (either illuminated but non-flashing or unilluminated) not to exceed fifty (50) square feet in area placed flat against the building. The inscription on such sign shall be only for the purpose of designating the business conducted on the premises. In any C5, C4, or M4 zone, signs on non-conforming uses shall conform to the regulations governing in the zone in which such use is located.

Section 6-3903. NON-CONFORMING USES IN C2, C1, M3, M2, AND M1 ZONES.

(a) Change of Use: Upon issuance of a Certificate of Occupancy by the Bureau of Buildings, a non-conforming use may be changed to a conforming use or to a use of the same or more restrictive classification. Differences between the property owner and the Bureau of Buildings as to the determination of whether a proposed use is at the same or more restrictive classification shall be referred for interpretation to the Commission as specified in Section 6-4001. In general, a use at the same level of classification is one which is permitted in the zone where the use being replaced would be a conforming use. After a change of a non-conforming use to a conforming use or to a more restrictive use, it shall not thereafter be changed to any less restrictive use.

(b) Repairs: Normal maintenance of a building or other structure containing a non-conforming use is permitted. Structural alterations, including those required by law, are also permissible.

(c) Enlargement: Enlargements of buildings or other structures containing non-conforming uses are permitted provided said enlargements abide by the height, yard, loading, and parking provisions of the zone in which the non-conforming use is situated. An enlargement or an aggregate of separate enlargements exceeding twenty (20) per cent in floor area as existing on the effective date of this ordinance may be permitted only by the Variance Committee, if said Committee determines that such enlargements are desirable to the public convenience and welfare and not detrimental or injurious to the public health, peace or safety or to the best interests and value of surrounding properties. Procedure to be followed is that specified in Section 6-4003.

(d) Moving: A non-conforming use may be moved to another location on its lot provided the height and yard requirements of the zone in which it is located are met.

(e) Signs: Signs on non-conforming uses shall conform to the regulations governing in the zone where such non-conforming use is located, except as is otherwise provided in Article 34.

Section 6-3904. NON-CONFORMING RESIDENTIAL USES IN M2 AND M1 ZONES. The provisions of Section 6-3902 shall govern non-conforming residential uses in M2 and M1 zones except that such use shall not be permitted to enlarge.

Section 6-3905. NON-CONFORMING USE OF LAND IN ALL ZONES.

(a) The non-conforming use of land (where the assessed value of improvements does not exceed two thousand dollars ($2,000.00)), existing at the time this ordinance became effective, may be continued for a period of not more than five (5) years therefrom, provided:

1. That no such non-conforming use of land shall in any way be expanded or extended either on the same or adjoining property.
2. That if such non-conforming use of land or any portion thereof is discontinued or changed, any future use of such land shall be in conformity with the provisions of this code.

Section 6-3906. NON-CONFORMING DUE TO RECLASSIFICATION. The foregoing provisions of this Article shall also apply to buildings, structures, land or uses which hereafter become non-conforming due to any reclassification of zones under this ordinance, annexation to the City, or any subsequent change in the regulations of this ordinance.

MINUTES OF MEETING
Streets Committee
May 20, 1958
4:30 p.m.

The Streets Committee of the Portland City Planning Commission met Tuesday, May 20, 1958, at 4:30 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Chairman Thompson, members Stanton and Donaugh; Right-of-Way Engineer Welch; Planning Director Keefe; Assistant Director Nims; City Planner I Becker; and reporter Kaplan.

*****

15-56 -- Reconsideration of Preliminary Plat. Subdivision at SE 76th Avenue and Salmon Street. Sponsor: Al Reierson.

Staff Report: The original preliminary plat was approved June 13, 1956 with only five lots (2, 3, 4, 5, and 6). At that time, the subdivider, Mr. C. L. Roach, was asked to include Lot 1, if at all possible, in the final plat.

Mr. Reierson, the new developer, apparently has negotiated to include Lot 1, located in the northeast portion of the proposed development area.

Since the preliminary plat was approved two years ago, and the intent of the new developer is to include an additional lot, the staff feels that the Committee should review the preliminary plat.

Staff Recommendation: Approval of the resubmitted plat which now includes the additional lot on the corner of SE Salmon Street and SE 76th Avenue.

Action Taken: The Committee voted to approve the preliminary plat as resubmitted.

*****

V9-58 -- Vacation of 5-foot alley in Old Orchard Highland. Location: from SW Talbot Road to SW Patton Lane. Petitioner: T.W. Adams.

Staff Report: The 5-foot alley extending from SW Talbot Road to SW Patton Lane has been petitioned for vacation for convenience.

Originally, the alley was dedicated for a walkway, but has not been improved by either steps or path. The terrain is exceptionally steep, and the southerly portion has an excessive amount of trees and undergrowth.

Staff Recommendation: That the 5-foot alley between SW Talbot Road and SW Patton Lane be vacated as petitioned.

Action Taken: The Committee voted to recommend approval of the vacation of the 5-foot alley between SW Talbot Road and SW Patton Lane as petitioned.

*****

10-58 -- Subdivision located on proposed SE 95th Avenue near SE Steele Street and SE Harold Street. No. of lots: 8. Sponsor: F. D. Talbot.

Staff Report: The 1.67-acre parcel is proposed for eight lots averaging 7,200 square feet. Mr. Talbot has agreed to a temporary turn-around easement, which will assure a future connection between the proposed SE 95th Avenue and 96th Avenue in the event that the northerly portions of Lots J and K should be developed. The westerly 69.5 feet of Lot 1 is now owned by the City with the exception of a 20-foot portion on the northerly end, and is being held in reserve for the extension of SE 96th Avenue.

The proposed subdivision is located in R5 under the proposed Zoning Ordinance.

Staff Recommendation: Approval of the preliminary plat as submitted with a 40-foot radius temporary turn-around.

Action Taken: The Committee voted to approve the preliminary plat as submitted with a 40-foot radius temporary turn-around.

*****

VII-58 -- Vacation of a portion of N. Oregonian Avenue. Petitioner: Joslyn Manufacturing and Supply Company.

Staff Report: The 40' x 1130' portion of N. Oregonian Avenue north of N. Junction Street is unimproved. Remnants of a work road, apparently cut at the time the 30-inch sewer outfall was laid, is in impassable condition. The right-of-way is in low area and would need a substantial fill to remain above flood level.

A house just to the west of N. Oregonian Avenue will have sufficient right-of-way for access. The Joslyn Company plans to expand their facilities, and it will include most of the right-of-way. No use is planned for N. Oregonian Avenue in the forthcoming St. Johns report.

In regard to the sewer, sufficient easement will be retained as required by ordinance.

Staff Recommendation: Approve the vacation of the 40' x 1130' portion of N. Oregonian Avenue as petitioned.

Action Taken: The Committee voted to recommend approval of the vacation of the 40' x 1130' portion of N. Oregonian Avenue as petitioned.

*****

Job No. 5809 -- Kelton Gulch Development Plan

Discussion: Mr. Thompson stated that he felt the staff development plan for the Kelton Gulch area a step in the right direction. It was discussed that the interim strip between the manufacturing and the existing residential area is not zoned for manufacturing use and would not be good as a residential area, and that this is an attempt to allow the two side by side. In considering this proposal, the parks, streets, and sewers were all a part of the overall study.

Action Taken: It was moved and seconded to recommend that the proposal submitted by the staff for development of the Kelton Gulch area is a plan which is reasonable. If the property owners are agreeable to the suggested plan, the City would initiate the zoning if they would go along with the street vacations. The staff was also authorized to have consultation with the department heads and the property owners regarding this development plan.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

DCB:lmk

MINUTES OF MEETING
Streets Committee
June 5 and June 6
1958

Because of the urgency for the dedication of certain streets located in Columbia Villa, consideration of the petitioned dedications was reviewed in the offices of Chairman Thompson at 2:30 p.m. June 5 and member Stanton at 10:30 a.m. June 6. Also present was City Planner I Becker.

*****

D14-58 -- Dedication of certain streets in Columbia Villa. Petitioner: Housing Authority of Portland.

Staff Report: The City Engineer's office has received deeds for N. Dana Avenue between N. Trenton and N. Houghton Streets and for N. Trenton Court, a 60' x 1500' long loop connecting to N. Woolsey Avenue.

N. Dana Avenue is now improved and is in accord with the adopted plan of the University Homes replat (16-57). N. Trenton Court is at present graveled, and approximately ten new duplex-type units are to have access from this street.

Staff Recommendation: Approve the dedication of N. Dana Avenue between N. Trenton and N. Houghton Streets and the 1500-foot long N. Trenton Court.

Action Taken: The Committee voted to recommend approval of the petitioned dedications as submitted.

*****

Lloyd T. Keefe
Planning Director

DCB:lmk

MINUTES OF MEETING
Schools and Parks Committee
May 20, 1958
3:00 p.m.

The Schools and Parks Committee of the City Planning Commission met Tuesday, May 20, 1958, at 3:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: President Sroufe, Chairman McKinley, and members Stanton and Donaugh; Planning Director Keefe; City Planner II's Frost and O'Hiser; and reporter Kaplan.

*****

P.C. File No. 3318 -- Hollyrood Primary School Reconsideration

Staff Report: Attached is a copy of the Planning Commission letter to School District No. 1 on conditions for approval of Hollyrood Primary School and a copy of Mr. J. W. Edwards' letter in reply.

As stated in the letter from Mr. Edwards, the conditions were rejected on grounds that it would not be legally possible for the School Board to agree to them. It is quite possible, therefore, that because of this legal question, the actual merits of the request for additional land acquisition were not given full consideration. Consequently, the Planning Commission staff is of the opinion that the conditions should be resubmitted without the objectionable five-year clause.

Briefly, the primary areas of concern which cause the staff to believe that the purchase of these two lots is of considerable importance are:

1. Extreme lot coverage: The proposed Zoning Code specifies a maximum lot coverage of 45 per cent. This proposal provides a 65 per cent coverage.

2. Injustice to remaining property owners: The two houses in question will become an island surrounded by streets on two sides, school on one side and park serving as school grounds on the remaining side. This can hardly be considered a very desirable residential environment.

3. Relations with the Park Bureau: The extreme lot coverage proposed here makes it apparent that all outside activities of the school must take place on the park. There are no school grounds other than the narrow yard areas. The purchase of just enough land to contain the building with the expectation that the Park Bureau will provide all outside facilities would seem to be a rather inequitable action. Although the Planning Commission has always strongly encouraged joint use of school-park facilities, it does seem reasonable to expect the school to provide itself with enough land to enable it to have the usual

COPY

April 30, 1958

Mr. J. W. Edwards, Superintendent of Schools
School District No. 1
631 NE Clackamas Street
Portland, Oregon

Dear Mr. Edwards:

P.C. File No. 3318

This is to inform you that the City Planning Commission will recommend to the City Council the approval of a new primary school to be established and maintained on NE Hollyrood Court between NE 35th Place and NE 36th Avenue on condition that the remaining lots in Block 13, Hollyrood, be acquired and added to the school site within five years of the date of Council approval of this application.

In accordance with the custom of City Council, it is necessary to receive from you a letter, in duplicate, stating your agreement or disagreement to these conditions.

Very truly yours,

Lloyd T. Keefe
Planning Director

LTK:lmk

COPY

May 13, 1958

Mr. Lloyd T. Keefe
Planning Director
Portland City Planning Commission
414 City Hall
Portland 4, Oregon

Dear Mr. Keefe:

P.C. File No. 3318

The approval of the Planning Commission for the construction of a primary unit on N. E. Hollyrood Court, under the conditions imposed by the Commission that the Board acquire the remaining lots in Block 13 within five years, was presented to the Board last night.

I was requested to draw to your attention the fact that the Board cannot legally bind future Boards, and a condition such as you impose cannot legally be acted upon by this Board. They expressed the feeling that we would acquire the remaining lots in the near future and, of course, would have to do so if any addition were ever made to the building.

I trust the Commission will recognize the situation as stated above and grant approval for construction on the property now purchased with the knowledge that any future expansion would of necessity require additional land.

May I hear from you in regard to this situation.

Sincerely yours,

J. W. Edwards
Superintendent of Schools

JWE:pwn

hard-surfaced intensive play and equipment areas while relying on the park for field game space and other such less intensive uses.

Mr. Buckley of the Park Bureau, while agreeing to the proposed arrangement, has expressed the opinion that here, as was the case with Applegate School and Farragut Park, the School District is not providing its fair share in the co-operative arrangement.

The staff is of the opinion that, in addition to all other reasons why the purchase of these two lots is necessary, the possible jeopardization of the co-operative relations between the School District and the Park Bureau which could result from the feeling of resentment currently apparent in the Park Bureau is a matter of grave concern.

Staff Recommendation: Approval of the proposed Hollyrood Primary School on condition that:

The remaining lots in Block 13, Hollyrood, be acquired and added to the school site.

Action Taken: It was moved and seconded to accept the staff's recommendation, and that a letter stating the condition and reasoning on this proposal be sent to Mr. Edwards over the signature of Chairman McKinley. Motion passed.

*****

P.C. File No. 3323 -- Mt. Tabor School

School Board Proposal: To construct a two-classroom addition with no enlargement of property for Mt. Tabor School now established and maintained at 5800 SE Ash Street in a Zone I residential district.

Staff Report: The Mt. Tabor School, constructed in 1953, contains 16 classrooms with a capacity of 516. Neighboring the school is the Mt. Tabor Annex, built in 1917, with a capacity of 120.

Forecasts made in the City Planning Commission report Land for Schools indicate that about 790 elementary school pupils will be residing in the present attendance district when the area is fully built up. The size of the present site would be insufficient for such an enrollment, and this school is indicated as critical in site size in the report Land for Schools.

A revision of attendance boundaries then is recommended in this report in order to maintain a school and site of satisfactory size, to better relate the boundaries of the attendance area with the major trafficways in the area, and to attain a more satisfactory arrangement of schools and neighborhoods in this section of the City.

hard-surfaced intensive play and equipment areas while relying on the park for field game space and other such less intensive uses.

Mr. Buckley of the Park Bureau, while agreeing to the proposed arrangement, has expressed the opinion that here, as was the case with Applegate School and Farragut Park, the School District is not providing its fair share in the co-operative arrangement.

The staff is of the opinion that, in addition to all other reasons why the purchase of these two lots is necessary, the possible jeopardization of the co-operative relations between the School District and the Park Bureau which could result from the feeling of resentment currently apparent in the Park Bureau is a matter of grave concern.

Staff Recommendation: Approval of the proposed Hollyrood Primary School on condition that:

The remaining lots in Block 13, Hollyrood, be acquired and added to the school site.

Action Taken: It was moved and seconded to accept the staff's recommendation, and that a letter stating the condition and reasoning on this proposal be sent to Mr. Edwards over the signature of Chairman McKinley. Motion passed.

*****

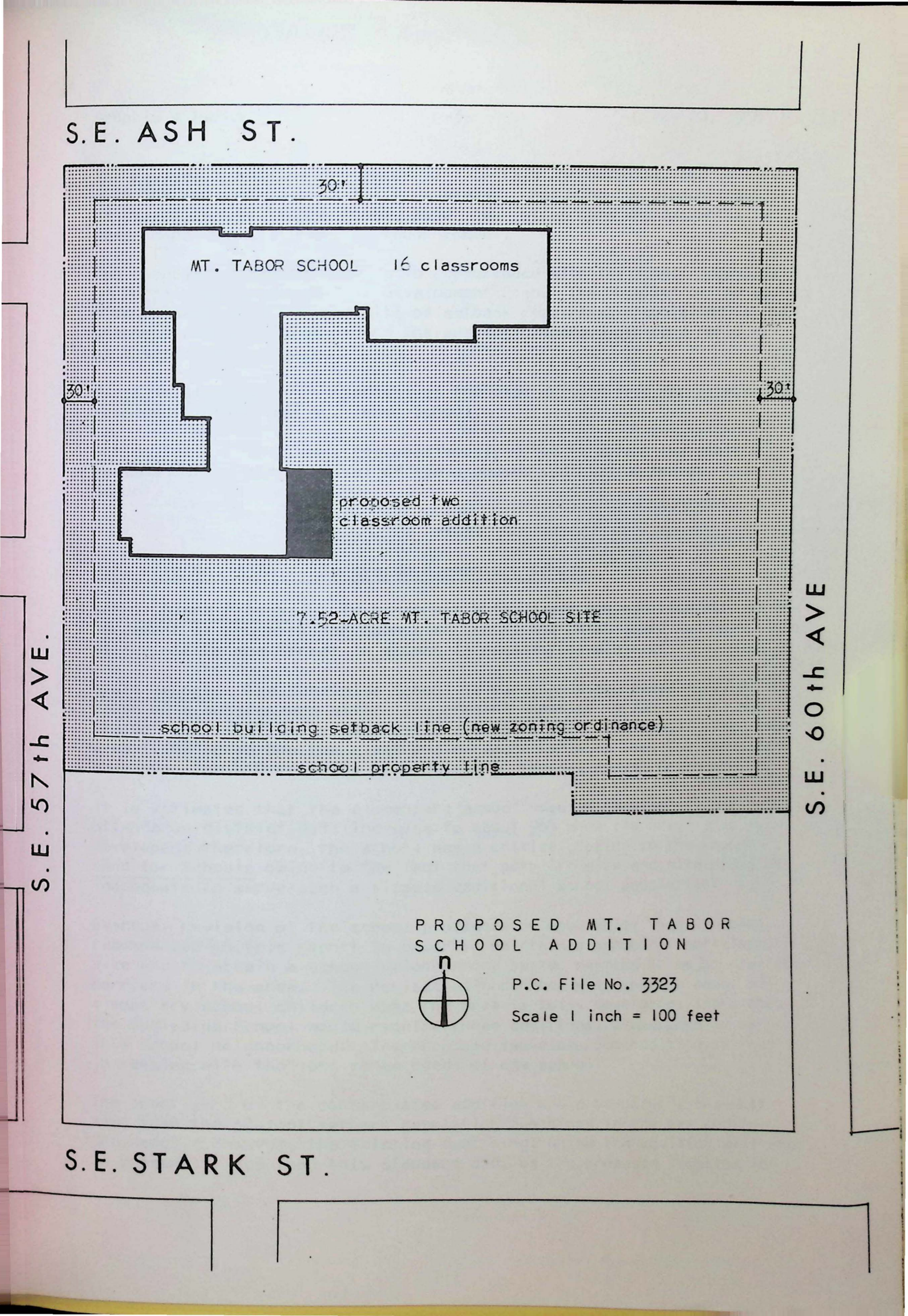
P.C. File No. 3323 -- Mt. Tabor School

School Board Proposal: To construct a two-classroom addition with no enlargement of property for Mt. Tabor School now established and maintained at 5800 SE Ash Street in a Zone I residential district.

Staff Report: The Mt. Tabor School, constructed in 1953, contains 16 classrooms with a capacity of 516. Neighboring the school is the Mt. Tabor Annex, built in 1917, with a capacity of 120.

Forecasts made in the City Planning Commission report Land for Schools indicate that about 790 elementary school pupils will be residing in the present attendance district when the area is fully built up. The size of the present site would be insufficient for such an enrollment, and this school is indicated as critical in site size in the report Land for Schools.

A revision of attendance boundaries then is recommended in this report in order to maintain a school and site of satisfactory size, to better relate the boundaries of the attendance area with the major trafficways in the area, and to attain a more satisfactory arrangement of schools and neighborhoods in this section of the City.


S.E. ASH ST.
30'
MT. TABOR SCHOOL 16 classrooms
30'
30'
proposed two classroom addition
7.52-ACRE MT. TABOR SCHOOL SITE
school building setback line (new zoning ordinance)
school property line
S.E. 57th AVE.
S.E. 60th AVE
S.E. STARK ST.
PROPOSED MT. TABOR SCHOOL ADDITION
N
P.C. File No. 3323
Scale 1 inch = 100 feet

The revised school neighborhood will contain approximately 650 children when the neighborhood is fully developed. Assuming the discontinuance of use of the Mt. Tabor Annex, about four classrooms would eventually need to be added to the Mt. Tabor School.

The proposed addition then is in conformance with the school proposals of Portland's Comprehensive Development Plan. The location of the addition is well within the limits of setback requirements contained in the proposed Zoning Ordinance and the ensuing classroom-per-acre ratio will be a satisfactory 2.4.

Staff Recommendation: Approval of the plan as submitted for a two-classroom addition to the Mt. Tabor School.

Action Taken: The Committee unanimously voted to accept the staff's recommendation for approval of the proposed addition to the Mt. Tabor School.

*****

P.C. File No. 3324 -- Sunnyside Elementary School

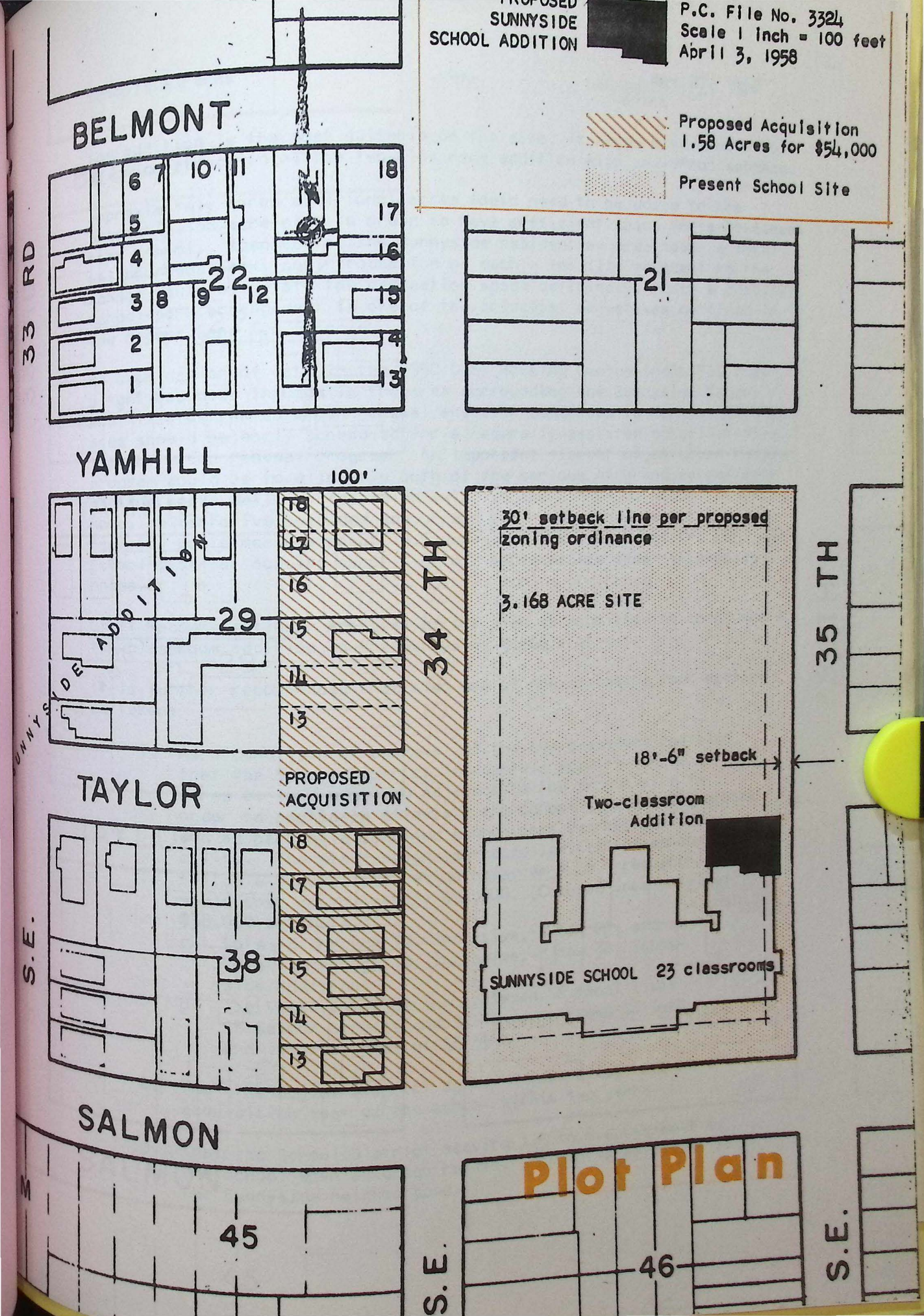
School Board Proposal: To construct a two-classroom addition with no enlargement of property for Sunnyside School now established and maintained at 3421 SE Salmon Street in a Zone II residential district.

Staff Report: The Sunnyside School is today an overcrowded facility located on a substandard site. Its present capacity is 726 pupils, and its October, 1957 daily membership was up to 752. The school site measures 3.168 acres and the classroom-per-acre ratio is then 7.4, considerably over the 4.0 ratio to be required in the new Zoning Ordinance.

It is estimated that the elementary school population within the present attendance district will increase to about 965 when the area is fully developed; therefore, the school has a critical rating in the report Land for Schools owing to the fact that both its size and site would be inadequate to serve such a sizable additional school population.

Eventual revision of the school's attendance boundaries then is being recommended in this report in order to maintain a school of satisfactory size and to attain a school neighborhood better related to major traffic barriers in the area. The revised neighborhood will contain about 825 elementary school children when the area is fully developed; therefore, the Sunnyside School would require three additional classrooms to serve this school neighborhood. The proposed two-classroom addition is then in keeping with the long range needs of the school.

The front yard of the contemplated addition would be 18'-6", somewhat less than the 30-foot setback regulation contained in the new Zoning Ordinance. However, the existing east wing, which the addition will abut, is presently less than this standard and, as the proposed location for


PROPOSED SUNNYSIDE SCHOOL ADDITION
P.C. File No. 3324
Scale 1 inch = 100 feet
April 3, 1958
Proposed Acquisition 1.58 Acres for $54,000
Present School Site
BELMONT
33 RD
22
21
YAMHILL
100'
SUNNYSIDE ADDITION
29
34 TH
35 TH
30' setback line per proposed zoning ordinance
3.168 ACRE SITE
18'-6" setback
Two-classroom Addition
SUNNYSIDE SCHOOL 23 classrooms
TAYLOR
PROPOSED ACQUISITION
S.E.
38
SALMON
45
46
Plot Plan

the addition is the most suitable on the site, it appears advisable to allow construction of the two-classroom addition with an 18'-6" setback.

Approximately three additional acres would need to be added to the present 3.168-acre site in order to have sufficient space for a 25-classroom school. Insomuch as the Sunnyside residential area lacks a local neighborhood park, an introduction of such a facility adjacent to the school would alleviate the recreation space deficiency. Such a combined school-park arrangement is one of the principal objectives outlined in the report Land for Schools.

An examination of data in the 1950 U.S. Housing Census indicates that blight has made inroads in the area surrounding the Sunnyside School and, if a City-wide urban renewal endeavor commences in Portland, this area should be early scheduled for a Federally-assisted rehabilitation type of urban renewal program. An important element of an urban renewal program would be to eliminate both of the serious park and school recreation space deficiencies which exist in the Sunnyside School neighborhood. A tentative combined school and park plan indicates that such a facility would measure about 13.5 acres. It is here suggested that the School District acquire about 1.5 to 2 acres as its share in such an endeavor.

Staff Recommendation: Approval of the plan as submitted to construct a two-classroom addition to the Sunnyside School.

It is further recommended that also one of the following four actions be taken:

1. As a condition of approval of the two-classroom addition, that the School District immediately acquire 1.5 to 2 acres of land west and adjacent to the school site in order to partially alleviate the school site deficiency and as part of a combined school-park recreational facility. The staff suggests the following land as a suitable acquisition, which measures 1.58 acres and would cost approximately $54,000. (Changed from original $38,000 estimate.)
   a. Lots 13 through 18, inclusive, Block 29; and Lots 13 through 18, inclusive, Block 38, Sunnyside Addition.
   b. The vacation of SE 34th between SE Yamhill and SE Salmon Streets and SE Taylor between SE 34th and 100 feet west of SE 34th.

2. That the School District agree to make a 1.5 to 2-acre acquisition west of the school within two years.

3. That the School District acquire 1.5 to 2 acres west of the school when an urban renewal program is effected in the Sunnyside neighborhood.

4. That no acquisition condition to construction approval be attached but that the School District be urged to acquire 1.5 to 2 acres west of the school.

Discussion: Mr. McKinley suggested that the staff confer with Mr. Buckley of the Park Bureau to see if he would be interested in the Sunnyside School locale for a park.

Mr. Keefe pointed out the possibility of imposing both conditions 2 and 3 so if an urban renewal program were not soon effected in this area, the School District would then purchase the needed additional land.

Action Taken: It was moved and seconded that the plan as submitted to construct a two-classroom addition to the Sunnyside School be approved, and that the School District should acquire an additional 1.5 to 2 acres of land with attention called to the possibility of acquiring it through urban renewal. Mr. McKinley suggested that the acquisition be made regardless of urban renewal. Mr. Stanton approved of this clarification of his motion. Motion passed unanimously.

Following the meeting, a poll was taken to determine whether the motion implied that immediate land acquisition was a condition to be met before obtaining construction approval. It was the opinion of Mr. Stanton and Mr. Donaugh that such acquisition was recommended, but was not a condition to approval. Chairman McKinley was then recorded as a nay vote; therefore, the matter is referred to the Planning Commission for a decision.

*****

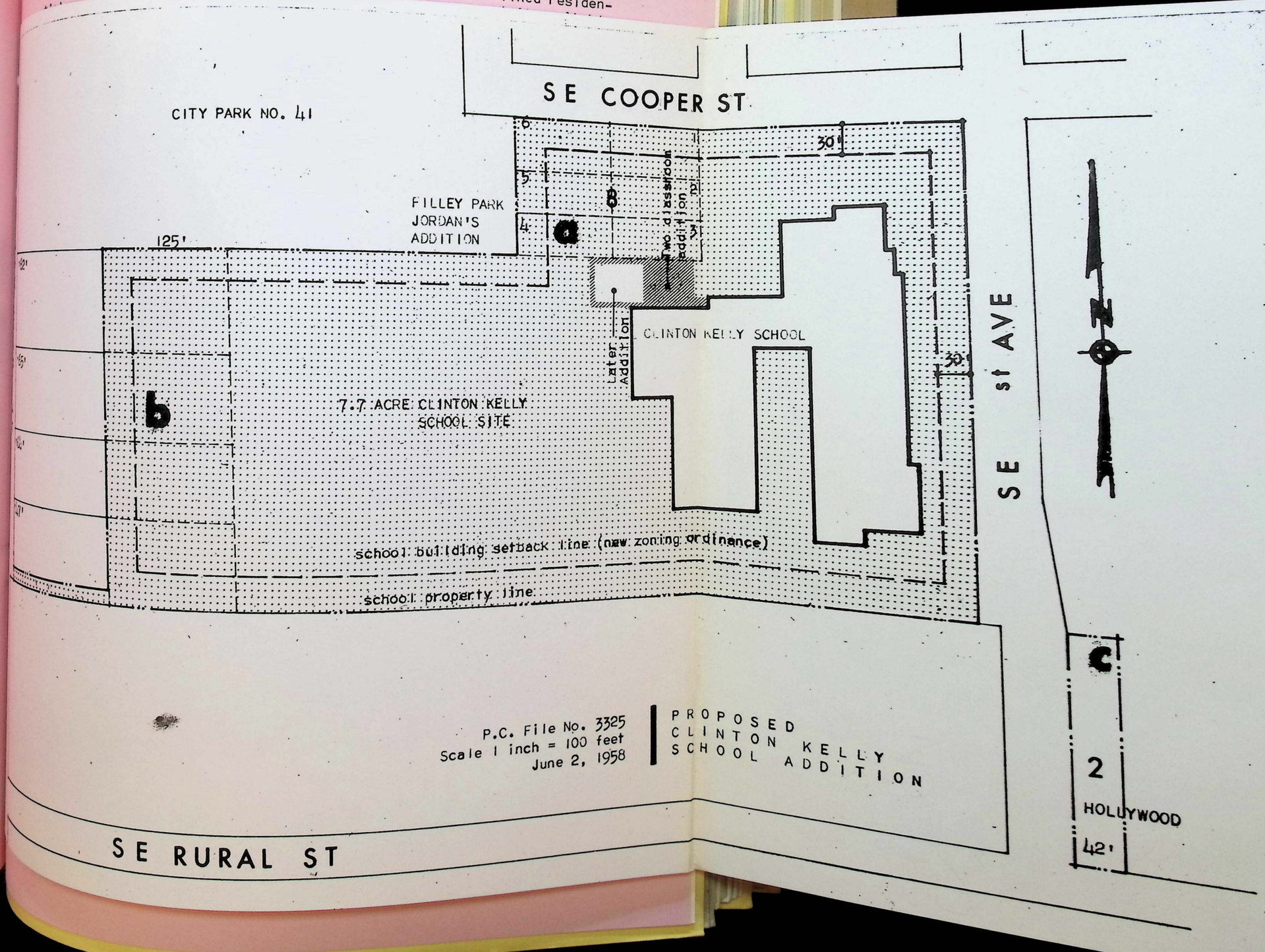
P.C. File No. 3325 -- Clinton Kelly School.

School Board Proposal: To construct a two-classroom addition, with provision for future expansion to four classrooms, with an enlargement of the property for Clinton Kelly School now established and maintained at 9030 SE Cooper Street in a Zone II residential district.

The enlargement consists of: (a) Lots 1 through 6, inclusive, Block 8, Filley Park Jordan's Addition, purchased in 1952; (b) the east 125 feet of Tax Lots 62, 63, 64, and 47, purchased in 1952; and (c) the east 42 feet of Lot 2, Hollywood, purchased in 1950. The Bureau of Buildings states that a public hearing has not been held on use of items (a) and (b) as a combined elementary school site and neighborhood park, and school use of item (c).

Staff Report: The Clinton Kelly School received initial construction approval in 1952 at which time the City Planning Commission recommended that the City and the School District acquire the land situated between Playground No. 41 and the Clinton Kelly School site in order to create a combined school-park recreation facility. (This recommended acquisition included items (a) and (b) above.)

This recommendation was carried out, and the Clinton Kelly School neighborhood, bounded by SE Foster Road, SE 82nd Avenue, and the Portland Traction Company railroad, is a good example of a well-defined residen-



This recommendation was carried out, and the Clinton Kelly School neighborhood, bounded by SE Foster Road, SE 82nd Avenue, and the Portland Traction Company railroad, is a good example of a well-defined residential area served by an adequate recreation and school facility suitably removed from major trafficway and industrial land barriers.

Considerable growth is expected in the Clinton Kelly neighborhood, and six additional classrooms will be required at the 20-room Clinton Kelly School in order to serve the 815 elementary school age pupils anticipated when the area is fully developed.

The proposed addition is then in keeping with classroom requirements of the Clinton Kelly neighborhood. The addition also is in conformance with the setback and site area regulations contained in the proposed Zoning Ordinance.

Staff Recommendation: Approval of the plan as submitted of a two-classroom addition with provision for future expansion to four classrooms to the Clinton Kelly School.

Action Taken: The Committee unanimously voted to accept the staff's recommendation for approval of the two-classroom addition to the Clinton Kelly School with the provision for future expansion to four classrooms.

*****

Meeting adjourned.

*****

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

RO:FNF/lmk

SUGGESTED LETTER TO COUNCIL ON
REZONING AREA BETWEEN E-R SITE AND WILLAMETTE RIVER

35

June 12, 1958

City Council
Portland, Oregon

Gentlemen:

The Portland City Planning Commission and the Exposition-Recreation Commission are seriously concerned about the possibility of developments in the area between the E-R Center and the Willamette River which may be detrimental to the appearance and functioning of the Center. It would be extremely unfortunate for the citizens of Portland if the construction of unsightly, incompatible, or conflicting uses were permitted to occur in this area.

For some time, it has been the consensus of the Exposition-Recreation Commission that the area bounded by U.S. 99, the Broadway Bridge, the Willamette River, and N. Holladay Street is the first logical expansion of the E-R site. However, until bids are received and contracts let for the construction of the Center, it will not be known how much is available for additional land purchases.

There are many opportunities for the utilization of this waterfront strip as part of the E-R site. As a landscaped park area, it would serve as an extended "front yard" for the Center, providing an unobstructed view to the river and beyond. The area is advantageously situated on a relatively high bank where the course of the Willamette River changes direction, and can afford spectators an excellent view of planned marine events or of the interesting day-to-day waterfront activities up and down the river.

The existence of the main line of the Union Pacific Railroad between the river and the area need not be considered an undesirable obstacle. The tracks are some twenty feet below the level of Margin Avenue so the view of the river is not obstructed, and the opportunity to observe trains leaving the station to come across the Steel Bridge and turn north or south can be considered an advantage. However, the Union Pacific Railroad Company has plans for easing the sharp curve north of the Steel Bridge, and it is possible that the railroad might be relocated in a cut or tunnel under this area.

Vehicle access to this waterfront strip from U.S. 99 is very easy and direct over Crosby Avenue or Hassalo Street. Pedestrian access between the E-R site and this area can be provided by the construction of overpasses or underpasses across the highway.

The present concern of the Planning Commission regarding this property is twofold: first, the possible construction of uses which

would be harmful to the appearance and function of the center; and second, the possibility that the development of this strip as part of the E-R site may be frustrated by the construction of commercial or industrial buildings in the area.

At present, the entire area is in Zone III. This zone permits factories, warehouses, stores, motels, restaurants, taverns, amusement places, billboards and neon signs, multi-story apartments, etc. It can be readily seen that any of these uses located in the front yard of the E-R Center would be a tragic occurrence.

Despite the fact that there have never been limitations on this property more restrictive than those provided in Zone III, the property has been developed and is being used entirely for residential purposes (with the exception of a few billboards scattered along the highway). Moreover, a sample survey indicates that the land in this area (not including assessments for improvements) is assessed at a rate comparable to similar areas in residential zones. Assessments for land in this strip vary from 20¢ to 40¢ a square foot. Properties north of the Broadway Bridge, along Interstate Avenue, and along Vancouver and Williams Avenues, which are also in Zone III and are partially used for Zone III purposes, are generally assessed at from 80¢ to $2.00 per square foot for land. Zone I, Zone I Special, and Zone II areas similarly situated have an average assessed value of land of from 20¢ to 45¢.

From these facts, it is obvious that there has been no demand for the use of these properties for commercial or industrial purposes, and if such a demand develops in the immediate future, it will be primarily a result of the construction of the adjacent highway by the public and the $8 million investment in the E-R site by the people of Portland.

The construction of various public improvements in this district will substantially change the character of the area, and therefore a re-evaluation of the zoning appears necessary. The Planning Commission is of the opinion that the changing of zoning from Zone III to Zone I Special of the area between the highway and the river would be in the best interests of the community. It also believes that such action would not be an injustice to the present property owners inasmuch as they will not be deprived of the privilege of developing the property for many residential and semi-public uses consistent with what is there now, and they will still be able to sell the property for its present value.

For these reasons, the Portland City Planning Commission hereby initiates a change from Zone III to Zone I Special on the following properties:

--List legal descriptions--

Respectfully submitted,

J. H. Sroufe, President
Portland City Planning Commission

AGENDA 179

PORTLAND CITY PLANNING COMMISSION MEETING
June 24, 1958
3:30 p.m.

Page

1. Approval of Minutes
   a. Planning Commission.....June 12, 1958..... 1

2. Setback Lines
   (Buildings are being set back from several major streets by conditions invoked on zone changes. Since the procedure under the new Zoning Code will not include the use of conditions, the hundreds of building lines so established should now be continued by use of setback regulations. The first street to be presented to the Commission for recommendation to the Council is East 82nd Avenue.)

3. Streets Committee Recommendations
   a. Slavin-Barbur-Terwilliger improvement
   b. East Bank-McLoughlin interchange
   c. Street dedications at Uptown Shopping Center

4. Progress Reports
   a. New office quarters
   b. New Zoning Code
   c. Vanport
   d. Multnomah Boulevard and Shopping Center
   e. St. Johns Comprehensive Plan report

5. Conditions for sale of Parkside Homes

6. Procedure for handling Mandatory Referrals
   a. Fire stations
   b. City property sales
   c. Reservoir sites
   d. Branch libraries

7. Staff supervision of metropolitan planning project and present 701 assistance program to smaller cities.

MINUTES OF MEETING
PORTLAND CITY PLANNING COMMISSION
June 12, 1958
3:00 p.m.

The Portland City Planning Commission met Thursday, June 12, 1958, at 3:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: President Sroufe, members Windnagle, McKinley, Stanton, Robertson, Prichard, and Keller; Building Inspections Director Benard; Highway Engineering Co-ordinator Fowler; Planning Director Keefe; Assistant Director Nims; Urban Renewal Director Kenward; City Planner III Keith; City Planner II O'Hiser; Visiting Planner George Gatter; Research Analyst Joy O'Brien; Urban Renewal Planner III Robert Clark; and reporter Kaplan.

*****

APPROVAL OF MINUTES AND COMMITTEE REPORTS

a. Planning Commission.....May 20, 1958.....approved

b. Zoning Committee.....May 15, 1958.....approved

c. Zoning Committee.....May 27, 1958.....approved

d. Streets Committee.....May 20, 1958.....approved

e. Streets Committee.....June 5-6, 1958.....approved

Mr. Stanton reported that the minutes of June 5 and 6 was more of a canvas than a meeting. He then reviewed the situation at Columbia Villa, expressing his disapproval, and stated that his approval of the dedication was made under protest.

f. Schools & Parks Committee.....May 20, 1958.....approved

Mr. McKinley moved for approval of the minutes with the exception of that portion on Sunnyside School, left undecided by the Schools and Parks Committee, which is noted on page 33 of the Agenda under "Action Taken". Motion passed unanimously.

Mr. McKinley reported that the vote taken on the proposed addition to the Sunnyside School was not a unanimous one in that there was indecision on whether to make the acquisition of an additional 1.5 to 2 acres west of the school a condition to approval of the two-classroom addition. Mr. Stanton felt that our stand should be a consistent one, and asked what precedent has been established in the past. Mr. Robertson felt that being consistent should depend on the need involved. Mr. McKinley pointed out that this school's classroom-per-acre ratio is below that recommended in our Land for Schools report.

It was moved and seconded that the acquisition of an additional 1.5 to 2 acres west of the Sunnyside School be made a condition to approval of the proposed two-classroom addition. Motion passed unanimously.

*****

NEW ZONING CODE

Mr. Keefe reported that the Zoning Code has now been distributed to the Oregonian and the Journal as well as the Daily Journal of Commerce, and that feature stories on the new code will be carried a week after this Sunday, June 22, right after being introduced by Council.

Mr. Keefe expressed concern about seeing that the "friends of zoning" will be present at the public hearings. It can be expected that there will be a great number of representatives present with selfish interests who will be expressing their criticisms. He introduced a letter which was sent to the Portland Chamber of Commerce by the President of the Home Builders Association, which critically reviewed the Zoning Code in the observation of the Association. Since Mr. Myron Martin, a representative from this organization, was a member of the Citizens Advisory Committee which reviewed and proposed changes for the text, the Commission was disturbed that such an organization should be so badly informed as to the content of the code.

It was felt by the Commission that the Chairman of the Citizens Advisory Committee should contact the President of the Home Builders Association and offer to show him the minutes of the meetings that took place, pointing out the thoroughness of the study, the representation of all interested organizations on the Committee, and the fact that Mr. Martin's views and criticism were among those considered by the Committee.

ACTION: Mr. Sroufe appointed Mr. Prichard, Mr. Windnagle, and Mr. Keefe to speak to the President of the Home Builders Association regarding the statement sent to the Chamber of Commerce.

It was the consensus of the Commission that Mr. Thomas Stoddard and Mr. William Moore of the Citizens Advisory Committee be contacted to go along with the three-man appointed committee to speak to the President of the Home Builders Association.

Mr. Sroufe felt that the Council will uphold the code and that they will be able to discern the honest criticism from that displayed by people with selfish interests.

It was suggested by the Commission that those people who should be contacted in encouraging their appearance at the public hearings are: architects, members of the Citizens Advisory Committee, and members of the Mayor's Advisory Committee on Urban Renewal.

It was the consensus of the Commission that a meeting should be arranged with the City Council prior to the hearings to review the work of the Citizens Advisory Committee and the content of the code (its purposes, its classifications, and the background and history behind it). Mr. Sroufe said that such a meeting has been requested, and agreement has been reached that the Citizens Advisory Committee will be in attendance. Mr. Robertson suggested that the presentation for the meeting be planned well in advance

and that it be as thorough as possible. Mr. McKinley suggested that perhaps a short report in summary form could be prepared, outlining how other cities who have felt the need to go beyond their present-day zoning standards have attempted what we are trying to achieve.

ACTION: Mr. Keefe was instructed to have each member of the Citizens Advisory Committee, as well as the architects and the members of the Mayor's Advisory Committee on Urban Renewal, contacted by telephone to remind them of the hearings.

Mr. Keefe said that the dates for the public hearings will probably be set next week.

*****

KELTON GULCH DEVELOPMENT PLAN

In regard to the Kelton Gulch development plan, Mr. Keefe reported that a meeting was held with the bureau heads and that the plan has been approved in principle. The next step will be the meeting with the property owners.

*****

ECONOMIC PROSPECTS REPORT

Mr. Keller reported that, in his opinion, the Economic Prospects report came up with a very pessimistic future for Portland. He said he felt it very hard to assess the report as it is only one man's judgment. He questioned the figures given for the paper industry in the report. He added, however, that he thought the statistical part of the report very fine, but that he was only questioning the method used and the conclusions reached.

Mr. Prichard suggested that a condensation be made for the review of the full Planning Commission. Mr. Keller suggested that a highly-competent research man, an economist, be hired to go over the report for the soundness of the method used. Mr. Keefe suggested that Mr. Johnson be asked to appear in Portland to present his report to the Planning Commission whereby he could explain the thinking behind his report.

In regard to Mr. Keller's suggestion, Mr. Prichard said that no two research people will come up with the same answers as it is strictly a matter of judgment. He felt that any predictions made are usually as general as possible. He thought that a condensation of the report would aid the Planning Commission to learn the general pattern of the study.

Mr. Keefe said that there is a very definite need to set a scale for our planning for this community and for the metropolitan area. A study such as this is concerned with the number of people and the kinds of economic activities we should be planning for. He cited examples where such a

scale could have been used in the past and pointed out that a foundation has to be laid for guidance in our future proposals. Mr. Stanton questioned the validity of the report as a basis for projecting other studies.

Mr. McKinley felt that the best review of the report would be by a panel represented by people with a special type of competence, whose function would be to check the nature of the study to see whether or not it seems to be technically sound as to the method used and conclusions drawn and to indicate where supplementary work may need to be done.

ACTION: The Industrial Development Committee was instructed to prepare a detailed report on what should be done with the Economic Prospects report, to be ready for the next Planning Commission meeting.

*****

EXCAVATION OF UPTOWN SHOPPING CENTER

Mr. Keefe reported that a meeting has been held with all the principals involved and that the owners have decided to request a change of zone.

*****

ADOPTION OF COMPREHENSIVE DEVELOPMENT PLAN

Mr. Keefe explained that the Housing and Home Finance Agency desires that the Planning Commission adopt a comprehensive development plan. He added that it is one of their procedures before approval of the South Auditorium site. Their representative has already seen our map and has expressed approval, recommending that we approve it.

Mr. Keefe reviewed those phases of the plan which the Planning Commission has previously approved in principle. He also discussed those which will be introduced shortly to the Planning Commission, and gave as an example the St. Johns report.

ACTION: It was moved and seconded for the adoption of the comprehensive development plan. Motion passed unanimously.

*****

SOUTH AUDITORIUM URBAN RENEWAL PROJECT

Mr. Keefe related that the South Auditorium Urban Renewal Project will go before the Council for a public hearing on June 18. The text up to Figure 10 of the report constitutes the plan and is the only portion that requires the review or approval of the Planning Commission.

The staff's recommendation is for approval of the plan as submitted stating five qualifications:

1. The Park Bureau has the block (SW 1st Avenue, 2nd Avenue, Montgomery Street, and Harrison Street) which was obtained through the special park levy for $9,000. However, the appraised value of the property is about $60,000. The urban renewal plan proposes this be donated and then the Park Bureau be charged $97,000 for Parcel 1. It is suggested that a trade on practically even terms be made.

2. Correlary with this, the Council and the Park Bureau should explore the possibility of acquiring the four blocks between W. Lair Hill Park and Arthur Street by one of the following methods:
   a. By extending the urban renewal project.
   b. By including it in the Council's capital improvement program.
   c. By waiting for a future urban renewal project.

   Estimated acquisition cost today is $103,000.

3. The Pacific Power and Light Company has a power line through the project now. Their proposal is to route a high-voltage pole line down 4th Avenue across Meade Street and come up along the Baldock Freeway, which would almost encircle the project. Mr. Keefe suggested that we might propose to them the placing of this line underground through the project in order not to further blight property to the west and create unsightliness.

4. Of all properties, it is suggested that Parcel 14 should be disposed of last. This is the strip between Harbor Drive and Front Avenue. It should be bought by the State as part of the Harbor Drive improvement or should be made part of the large parking field.

5. Remind City Council of the proposal of an underpass at Arthur Street and 4th Avenue to be included in the capital improvement program within the next three years.

It is suggested by the staff that a communication be directed to the City Council stating our approval of the plan with the above qualifications, which will be considered at the June 18 hearing. Mr. Sroufe suggested that we state our decision on whether we favor the Clay-Market route or the Foothills route for the Sunset Freeway in the letter to the Council.

Mr. Fowler stated the difficulties involved with the Clay-Market route in that the grades are bad and that retaining walls would be needed as well as 10-foot shoulders. However, the Planning Commission members expressed their preference of this route over the Foothills route. Mr. Fowler said that the Bureau of Public Roads favors the Foothills route over the Clay-Market route. He added that the adoption of the State Highway's plan would be within a year, but could not predict a

date. He reported that they have agreed to make a complete survey on the costs and details of both routes. Mr. Fowler asked for the co-operation of the Planning Commission in working with the State Highway Department in the analysis of this work, preparing it in detail and making modifications when necessary, for the best use of the area.

It was discussed that in regard to the freeway plan, our main objective should be to determine the best route at the earliest possible date.

ACTION: It was moved and seconded to adopt the redevelopment plan with qualifications as stated above, and to include in the letter our preference for the Clay-Market route.

Mr. Prichard suggested that there might be a further qualification in regard to the proposed parking area. He was concerned that there was a possibility of such an area being publicly owned. Mr. Kenward related that there is a possibility of Portland State College being interested in this area if the State appropriates the money for such purpose. Also, the prospect of the downtown businessmen wanting to acquire this land for a parking lot was discussed. It was brought out that the Building Owners and Managers are also interested in this parcel of land. Mr. Keefe wanted to clarify the point that our recommendation does not necessarily propose that the parking be under public ownership.

The motion passed unanimously.

*****

SALE OF CITY-OWNED LOT AT SW BARBUR BOULEVARD AND CONDOR AVENUE

Mr. Nims reported that this is a matter relating to a recent zone change which is located right next to Duniway Park. An offer has been made to purchase the large triangular tract. The question before the Planning Commission for consideration is whether the City is to sell this parcel or whether it should retain it. If the property were to be developed, it would probably have access on Condor Avenue rather than on Barbur Boulevard. The property is in Zone II at the present time.

The staff is recommending that the property not be rezoned for business and not be sold for business purposes.

Mr. Keefe stated that, as it is felt that Barbur Boulevard will not be sufficient in the future to carry the traffic out of the Southwest area, this portion should be reserved for future use as there is a need for a freeway in this location.

ACTION: It was moved and seconded to advise the City Council to keep this tract in public ownership because of the traffic at present and particularly because of the indication that the future traffic will require that Barbur Boulevard be a limited access freeway. Motion passed

unanimously. It was also decided that the letter should point out that it would be impossible to sell it for a use which would be permitted for residential purposes.

*****

INTERCHANGE AT BARBUR BOULEVARD AND SLAVIN ROAD -- PROPOSED BY STATE HIGHWAY COMMISSION

Mr. Fowler stated that the suggested interchange at Barbur Boulevard and Slavin Road is one of the projects to be included in the crash program. Barbur Boulevard will be widened to three lanes north bound to Hamilton Street.

Mr. Keefe expressed concern about the ramp in that it narrows down from 21 feet to 18 feet as he explained that while Barbur Boulevard is considered the main stem, traffic flow, after the Baldock Freeway is in use, will make the Slavin-to-Barbur turn the main stem.

The other proposal is one suggested by Mr. Fowler for the Terwilliger Boulevard intersection at Capitol Highway.

MOTION: It was moved and seconded that the matter be referred to the Streets Committee for its consideration and report to Mr. Fowler.

Discussion: Mr. Fowler said that this proposal would be under contract by December 1. He added that some people have requested a hearing on this matter in regard to access south of Hamilton Street.

MOTION: It was moved and seconded that the Planning Commission approve the proposals as presented by Mr. Fowler.

Discussion: Mr. Keefe suggested that we approve the Terwilliger-Slavin interchange and recommend approval of the ramp with the suggestion that the State Highway Commission keep in mind that Barbur Boulevard will not carry as much traffic as Slavin Road will in the future. Mr. Fowler stated that perhaps something could be done in the future to relieve the traffic situation but that a lack of funds exists at the present time for this improvement.

ACTION: Mr. Sroufe ruled that the matter be referred to the Streets Committee for its consideration and that a report be made to Mr. Fowler, and that if an emergency should arise, that the Planning Commission be polled on the matter.

*****

EXPANSION OF E-R SITE

The staff is recommending that the Planning Commission initiate a change of zone for the area between the E-R site and the Willamette River from

Zone III to Zone I Special, as outlined on pages 35 and 36 of the Agenda in a suggested letter to the Council.

ACTION: It was moved and seconded that the staff recommendation be accepted and that the letter on page 35 of the Agenda be sent to the Council under the signature of the President of the Commission. Motion passed unanimously.

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Two items on the Agenda, in regard to setback lines and the future use of Vanport, were referred to the next Planning Commission meeting.

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Meeting adjourned.

*****

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:lmk

Proposed Development Plan
VANPORT

CITY OF PORTLAND OREGON JUNE 20 1958

Prepared By:

CITY ENGINEER
PARK SUPERINTENDENT
PLANNING DIRECTOR

City of Portland

INTER-OFFICE CORRESPONDENCE

June 24, 1958

From Depts. of Public Works, City Planning Commission
Public Works, Office of City Engineer
Finance, Bureau of Parks

To Dept. of Public Safety, Office of Mayor Schrunk

Addressed to Mayor Terry D. Schrunk

Subject Vanport Proposed Development Plan

Dear Mayor Schrunk:

Pursuant to your request for a feasible development plan of the 635-acre Vanport property now held by the General Service Administration, the following recommendations are here presented for your consideration:

1. The Vanport site presently has only one adequate public access -- U.S. 99 (Denver Avenue). At least two additional points of easy access to the area should be developed. These should occur along Vanport's north and south boundaries. An interior street system should be developed so as to connect the three points of access within the Vanport area.

2. A 130-acre tract situated in the northern part of Vanport is the best area for industrial development. This land abuts existing industrial development, has nearby access to rail facilities, and is nearest to the Columbia River, and thus hydraulic fill material from the impending dredging of the ship channel can be brought in at the least expense. It is suggested that such an industrial tract be filled above flood level in order to be as attractive as possible for industrial development.

3. An 80-acre sanitary fill development can best be situated south of the industrial tract at the western extremity of Vanport. In order not to create an extreme nuisance to adjacent development within the Vanport site and to residential areas to the south, refuse would need to be constantly covered with earth material. Hydraulic fill material could perhaps be utilized if it were first sufficiently dehydrated. When this area is raised above flood level, it could then be utilized for light industry.

4. The remaining 425 acres of the Vanport site can well be put to recreation use. The recommended north-south main traffic route, which is an extension of Chautauqua Boulevard, through the Vanport site bisects the proposed recreation area. A 150-acre municipal golf course is proposed for the west portion while areas for swimming facilities, lighted ball fields, children's day camp, picnics, canoeing, midget boat riding, automobile drivers' training course, parking field, drag strip, tennis, and other court games would be provided for in the 275-acre area to the east. In addition, a bridle path could be provided throughout the entire recreational area.

5. A further study should be undertaken to determine whether it would be advantageous for the City to acquire all of the property at the southern extremity of the Vanport site. In this area, the Drainage District No. 1 dike lies partially within Vanport; also, a narrow and perhaps unusable parcel of land will exist between the Portland General Electric power line right-of-way, which is to traverse the site, and the dike.

In order to arrive at this suggested pattern of land development for the Vanport area, the following land use and traffic considerations were made:

Industrial

In former years, the entire Vanport site was regarded as a prime area for industrial development. A cursory look at the area today, with its proximity to transportation facilities, suggests that industrial development of the entire site be given serious consideration. However, other large tracts of land in metropolitan Portland (see "Available Industrial Sites" illustration), which are now being made available for industrial use, have equally satisfactory locations in respect to transportation facilities; also, in many cases, they are better situated in regard to nearness of work to place of residence, thus minimizing the costs of expressways and transportation for the employer and taxpayer. A considerable amount of industrial activity is already located in the peninsula area of the City, and the neighboring large Ramsey Lake area is envisioned as a promising area for industrial development.

In order to make the Vanport tract attractive to industrial developers, it would be necessary to either bolster the dikes so as to withstand any future floods or to provide sites above flood

level. The costs of raising and strengthening the dikes surrounding the Vanport area have been estimated to be over $1,000,000. While raising the level of land above flood level may be feasible for a portion of the Vanport area, costs of so preparing the entire tract for industrial development may well make such land so expensive that it could not compete with the other available industrial tracts in metropolitan Portland.

The existence of the improved Interstate freeway just at the east of the Vanport site, and the rail facilities at the west and north, certainly make this area suitable for some immediate industrial development. If inexpensive hydraulic fill can be obtained from the Columbia River to raise the recommended tract of 130 acres above flood level, such an area should be in a favorable competitive position with other available industrial sites in the region.

Sanitary Fill

The nature of a sanitary fill operation is such that it can be an unwelcome neighbor to adjacent development. In considering whether such an activity should be introduced to the Vanport area, it initially appears that an "all-or-none" proposition for the Vanport site might be the best proposal.

Just north of St. Johns, the City already has a large garbage fill development underway. Such utilization of the entire Vanport site would then be a supplementary long-term development and therefore, for too long a time, prevent other development of the site. Rather than proposing that none of the site be used for a sanitary fill, a partial filling of the Vanport area, ultimately to be used for industry, can be a feasible plan if care is taken to prevent such a development from becoming an extreme nuisance to the recommended adjacent industrial and recreational uses, as well as to the City's residential neighborhoods to the south.

The site proposed is well situated for eventual industrial development, and an interim sanitary fill activity would be most appropriate for it would result in the area being raised above flood level.

Recreation

There are a number of recreation facilities which Portland either does not now possess or may not be readily available or convenient to all people in the City. An analysis of population trends and distribution indicates that there is a need for developing additional recreational facilities of a regional nature at Vanport.

Envisioned at the site are facilities for all age groups. The proposed picnic site and wooded area should not only be a haven to Portlanders, but for visiting tourists as well. The waterways which exist within the proposed recreation area can be revised and well utilized for limited aquatic activities for children. The proposed golf course should be a feasible development for the north portion of the City lacks a municipal facility (see "Golf Course" illustration). Citizens of Vancouver would also support such a facility for they presently do not possess a municipal course. The proposed auto-centered facilities should be of benefit to a great many in the entire City.

A growing and great metropolitan area must provide new recreation facilities for its populace. An opportunity to obtain a tract of this size, which is so convenient to those to be served, seldom exists in other metropolitan centers in the United States. The development of this large recreation facility will help Portland to continue to be in a favorable competitive position in attracting new people and enterprises.

A final consideration for recreation development of the east end of the Vanport site is the need to maintain an attractive entrance to the City. Many cities are approached via auto-skeleton dump yards while Portland fortunately has a green front lawn which only needs a little development to make it functional as well as attractive.

Respectfully submitted,

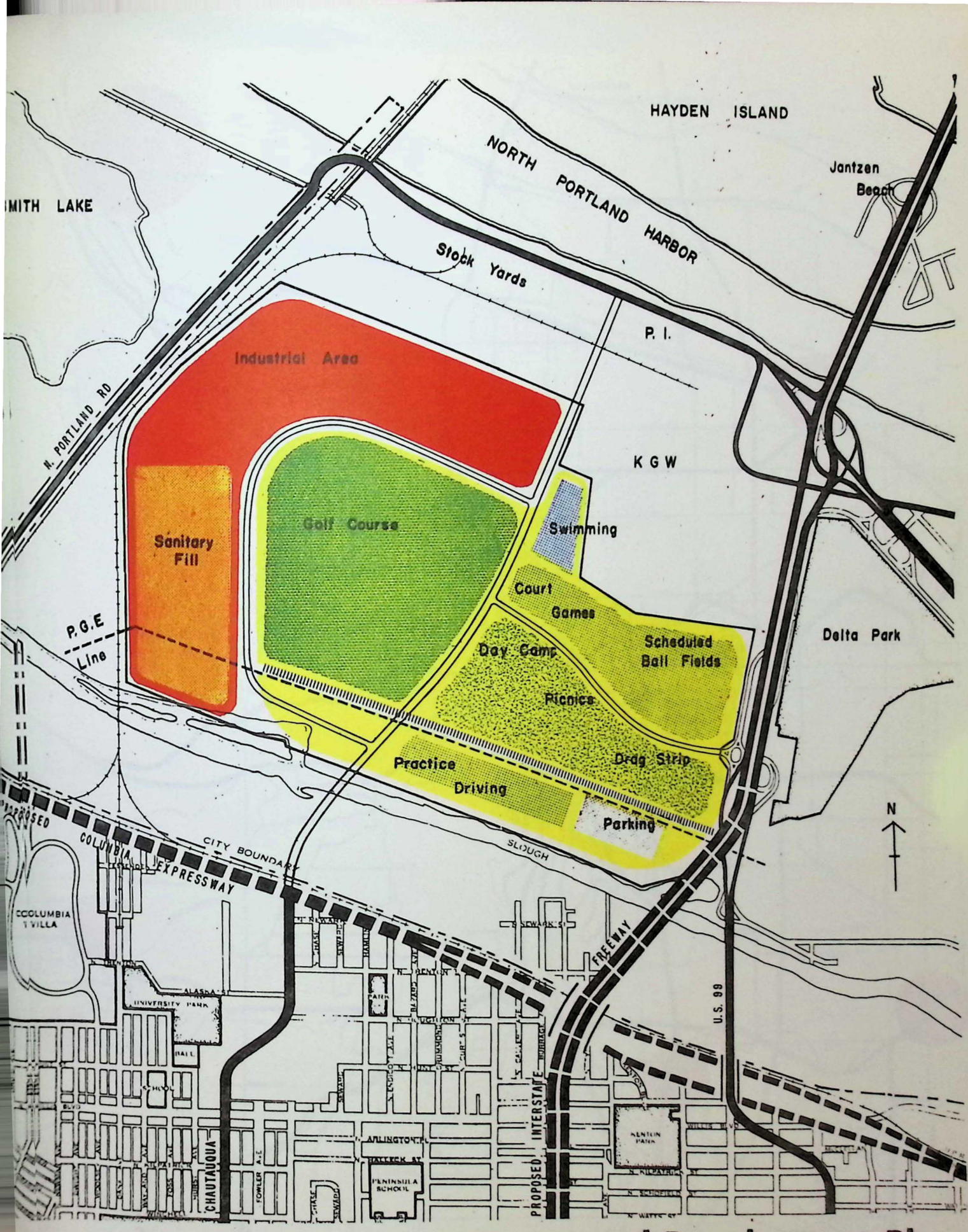
City Engineer_____

Park Superintendent_____

Planning Director_____

RO:lmk

Enclosures



	Approx. Cost
INDUSTRY	
130 Acres	$ 71,500
SANITARY FILL	
80 Acres	0
RECREATION	
425 Acres	$ 116,875

Proposed Development Plan

VANPORT

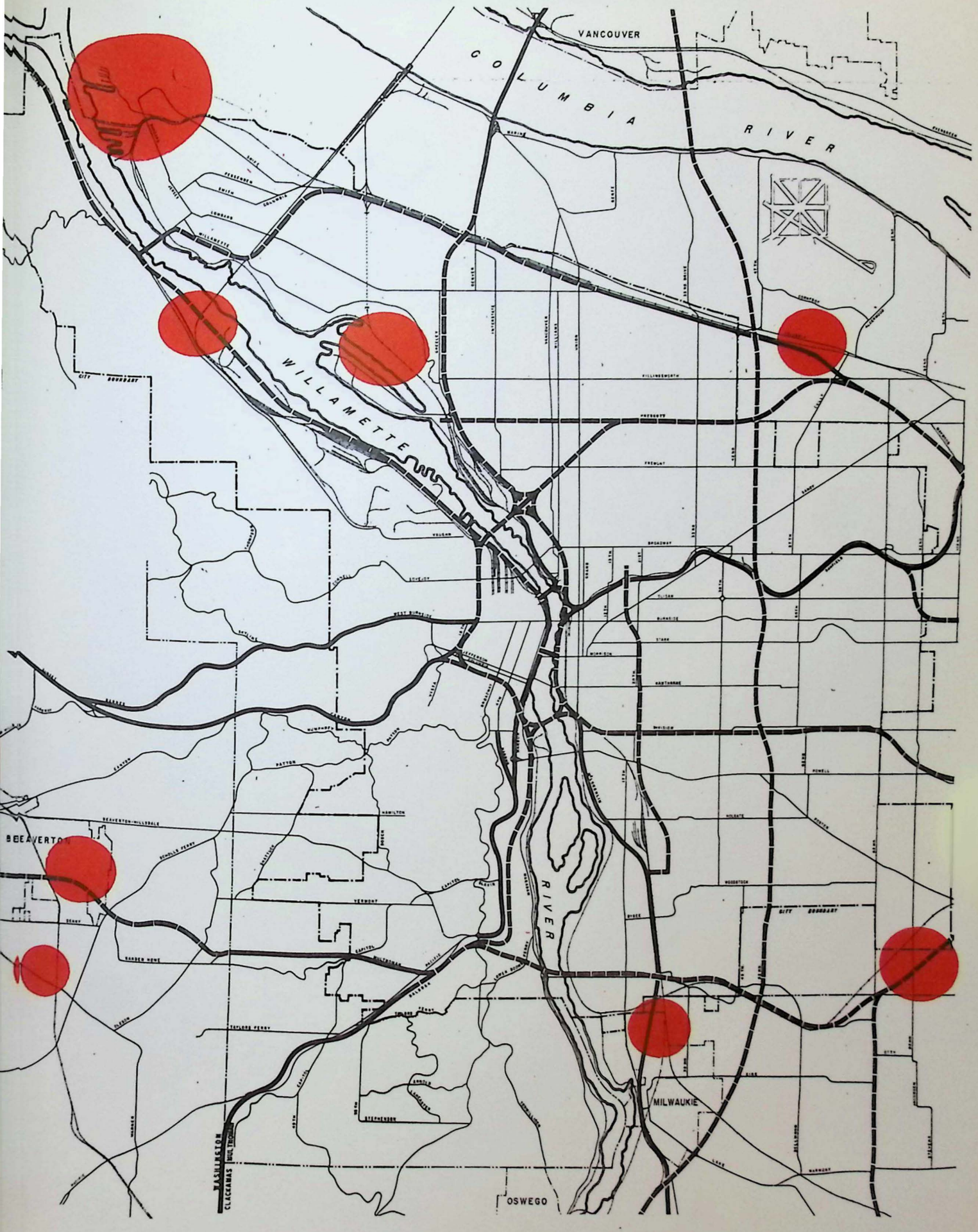
CITY OF PORTLAND OREGON

JUNE 20 1958

Prepared By:

CITY ENGINEER
PARK SUPERINTENDENT
PLANNING DIRECTOR

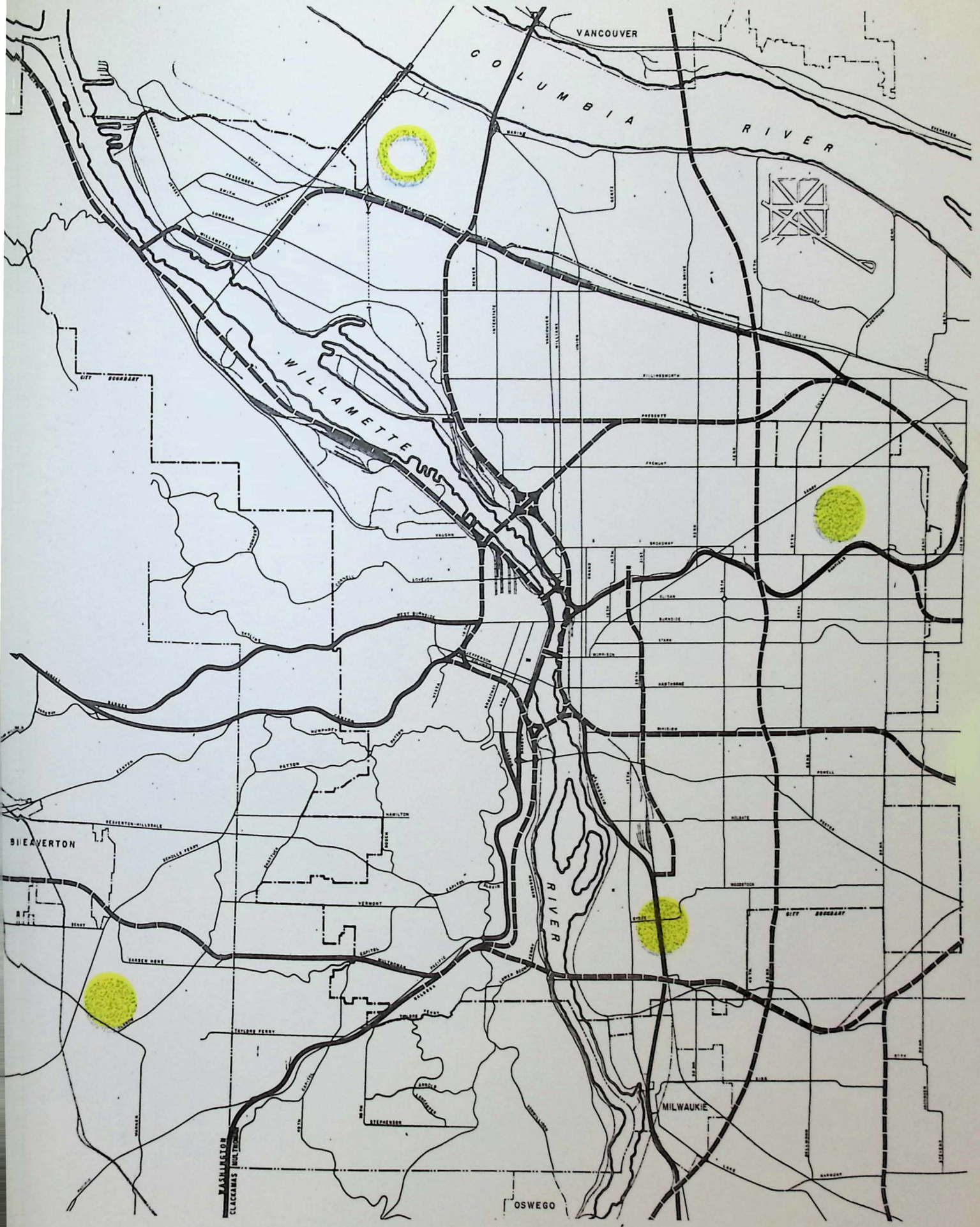
0 500 1000 2000



Available Industrial Sites

LARGE TRACTS AVAILABLE FOR INDUSTRIAL DEVELOPMENT

CITY OF PORTLAND OREGON JUNE 20 1958



EXISTING COURSES

PROPOSED VANPORT COURSE

Municipal Golf Courses

CITY OF PORTLAND OREGON JUNE 20 1958

AGENDA 180

PORTLAND CITY PLANNING COMMISSION MEETING
July 16, 1958
3:00 p.m.

		Page
1.	Approval of Minutes and Committee Reports	
	a. Planning Commission.....June 24, 1958.....	1
	b. Streets Committee.....June 18, 1958.....	9
	c. Schools & Parks Committee.....July 2, 1958.....	13
	d. Industrial Development Comm....June 30, 1958.....	15
2.	Economic Prospects Summary	16
3.	Sites for new Fire Stations	20
4.	Neighborhood Analyses	25
5.	Selection of dates for joint meetings with City Council and Citizens Committee for briefing on new Zoning Code.	
6.	St. Johns Comprehensive Plan (Briefing for those members not attending the July 9 meeting.)	

MINUTES OF MEETING
PORTLAND CITY PLANNING COMMISSION
June 24, 1958
3:30 p.m.

The Portland City Planning Commission met Tuesday, June 24, 1958, at 3:30 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: President Sroufe, members Windnagle, Prichard, McKinley, Keller and Donaugh; Highway Engineering Co-ordinator Fowler; Planning Director Keefe; Assistant Director Nims; City Planner III Keith; City Planner II O'Hiser; City Planner I Yost; Oregonian Reporter George Spagna; Journal Reporter Jack Pement; and reporter Kaplan.

*****

APPROVAL OF MINUTES

a. Planning Commission.....June 12, 1958.....approved

*****

SETBACK LINES

Mr. Keefe reported that at the June 18 meeting of the Streets Committee, action was taken to recommend that setback lines be established on 82nd Avenue. Mr. Keefe explained that there are streets in Portland with setback lines established by special ordinance under authorization of State law, but pointed out that there are many streets where setbacks have been established by way of a condition to a zone change. He stressed the need now for such setback ordinances because the use of conditions on zone changes is not contemplated in the new Zoning Code.

Mr. Nims stated that there are approximately 385 buildings on 82nd Avenue, 146 of which would fall within a setback based on a 90-foot right-of-way. Many of these are houses which will be removed or modified before conversion to business use.

Mr. Sroufe questioned whether it wouldn't be easier to amend the existing ordinance on 82nd Avenue for widening purposes rather than establishing a setback ordinance.

Mr. Windnagle reported that, over the past ten years, he could not recall any objections or appeals having been made in regard to a condition for setbacks in the consideration of a zone change request. Out of 74 zone changes on 82nd Avenue, it was reported that 60 contained setback provisions.

It was the feeling of the Commission that the enactment of such a setback ordinance on 82nd Avenue would be advantageous to the general public.

ACTION: It was moved and seconded that a setback ordinance be established on 82nd Avenue, to be initiated by the Planning Commission, and that a letter to the effect be directed to the City Council. Motion passed unanimously.

*****

SLAVIN-BARBUR-TERWILLIGER IMPROVEMENT

Mr. Keefe reported that at the June 18 meeting of the Streets Committee, action was taken to recommend that the Slavin-Barbur-Terwilliger improvement plan, as presented by Mr. Fowler, be approved but that it also be recommended that consideration be given in making the north-bound Slavin ramp two lanes, which it is estimated will be needed by 1975 in light of the State's traffic figures. It is recommended that a formal communication be sent to Mr. Fowler stating such approval by the Planning Commission.

ACTION: The Commission unanimously voted to accept the Streets Committee's recommendation that the plan as submitted be approved, with the suggestion that consideration be given in making the north-bound Slavin ramp two lanes, which it is estimated will be needed by 1975 in light of their own traffic figures, and that a letter to this effect be sent to Mr. Fowler.

*****

EAST BANK-MCLOUGHLIN INTERCHANGE

The East Bank-McLoughlin interchange is a proposal which is to be considered by the State Highway Commission and one which has been presented by Mr. Fowler for the Planning Commission's consideration. Mr. Keefe stated that the plan was approved by the Streets Committee at its last meeting. Mr. Fowler stated that it was his intention that the plan be open to any suggestions that the Planning Commission might make before he submits it to the State Highway Commission, so that any modifications might be incorporated into the general plan, whereby a suggested improvement might have to be made at a later date.

Mr. Keefe said that a connection from McLoughlin Boulevard to the East Bank Freeway was requested by the Planning Commission in our statement (approved April 24, 1958 by the Planning Commission) to the State.

ACTION: The Commission unanimously voted to approve the proposal for the East Bank-McLoughlin interchange as presented, and to have a letter sent to Mr. Fowler stating such approval.

*****

STREET DEDICATIONS AT UPTOWN SHOPPING CENTER

Mr. Keefe reported that at the June 18 meeting of the Streets Committee, action was taken to recommend that the Portland Manufacturing Company make certain dedications as a condition to its zone change request. The areas suggested for dedication are: a 20-foot strip on the west side of 23rd Place, between NW Westover Road and W. Burnside Street; and a 10-foot strip on the north side of W. Burnside Street, west from 23rd Place, along their property.

In regard to the site, it was reported that the intent of the Company is to have the off-street parking area accessible from the upper story of the building.

Mr. McKinley asked whether a study has been made as to what should be required in the way of enough street area to handle the traffic in this area. It was generally felt by the Commission that consideration should be given to this before any dedications are required or any zone change approved.

ACTION: Mr. Sroufe ruled that the matter be referred to the Streets and Zoning Committees for a joint report, to be made to the Planning Commission at its next meeting, before any further action is taken by either committee.

*****

NEW OFFICE QUARTERS

Mr. Keefe presented to the Commission the preliminary office floor plan proposed for McElroy's. He indicated the provisions of the plan, and a discussion followed on the occupancy of the building by the various bureaus.

ACTION: Since Mr. Stanton had approved the plan, it was accepted by the Planning Commission as presented.

*****

NEW ZONING CODE

Mr. Keefe related that the Daily Journal of Commerce has printed the proofs of the Zoning Code, which are being gone over by the staff, the City Attorney, as well as the office of the City Auditor. A list of the hearing dates for the Zoning Code was distributed to the Planning Commission for its information. Five thousand copies will be available for distribution of the Daily Journal of Commerce printing.

Mr. Keefe reported that a series of meetings will be held on the new code with members of the Citizens Advisory Committee, the City Council, and the Planning Commission.

ACTION: It was the consensus of the Commission that the Citizens Advisory Committee should receive a list of the hearing dates for the new code.

*****

VANPORT

Mr. Keefe stated that the report distributed at the meeting was, in actuality, a justification letter to the Mayor for the City's use in

its application to acquire the Vanport site from the Federal Government. Nothing proposed is firm for the development of the property. The report contains the approval of the City Engineer, the Park Superintendent, and the Planning Director. It was brought out that the City has priority on acquisition of this land before it will be offered to the general public. A discussion followed on the suggested use of the site.

This report was submitted to the Commission for its information only, and no action was required on the matter.

*****

MULTNOMAH BOULEVARD AND SHOPPING CENTER

Mr. George Yost of the staff stated that the Army plans to accept the proposed site for the training school pending investigation of soil conditions. He added that the restrictions placed by the Commission were being accepted. The Commission will shortly be called upon to complete its previous agreement with the Army Reserve.

Mr. Yost presented two maps of the Multnomah business area which illustrated the existing conditions and what is planned for the future. The plan, which it is expected will be completed about September of this year, will, at that time, be submitted to the Planning Commission for its consideration and approval and for the initiation of necessary zone changes.

Future expansion could well take place on the Multnomah School grounds when the building gets to the point that it will have to be replaced.

Any immediate rezoning would be to extend northward to Canby Street.

Through the implementation of this plan, it is the Commission's aim that the City should limit access to Multnomah Boulevard.

*****

ST. JOHNS COMPREHENSIVE PLAN REPORT

Mr. Keefe reported that the staff is ready to print the St. Johns Report. The issue of presenting a rough draft copy for study and consideration, rather than one in its final form, was discussed. The major concern expressed by the Commission was that too many copies of past reports, prior to their actual approval, were printed for distribution.

Mr. McKinley suggested that the number of copies to be printed be reduced. The possibility of referring the reports first to a special committee of the Commission, whose function would be to study and make modifications, if necessary, was discussed.

In regard to the St. Johns Report, Mr. Windnagle felt that the major concern is to see that the report is not distributed to too many people in its rough form. Mr. Prichard suggested that the full number of copies could be printed, but that they not all be assembled. Mr. Keller and Mr. McKinley felt that a progress report could be made to the Planning Commission by the staff, and that a special committee be asked to go over the report with the staff and suggest modifications as they see fit. Mr. Keefe stated that the staff is in favor of a procedure of field trips and of oral presentations, but would not favor the idea of a special committee reviewing the report.

ACTION: It was moved and seconded that an oral presentation be made by the staff to the Commission on July 9 on the contents of the St. Johns Report; after such a briefing, a field trip to view the situation would be in order. Motion passed unanimously.

It was generally felt by the Commission that, in regard to all reports, these studies should be referred to the entire Commission by way of an oral presentation. Any problems foreseen following such a briefing could be referred to a special committee at that time to review the details more closely.

*****

CONDITIONS FOR SALE OF PARKSIDE HOMES

Mr. Sroufe reported that a meeting was held today with Mayor Schrunk in regard to an agreement having been reached in 1952 as to the dedication of land to serve as an open buffer area when Parkside Homes is used for industry. One of the problems is the question of how Parkside Homes should be zoned in the new Zoning Code. It was brought out that, in the St. Johns Report, it is recommended that more of that area should be in residential and industrial use.

Mr. Schmitt, Housing Authority Chairman, told Mr. Keefe that he understood that the Park Bureau is not interested in that parcel of land at this time; however, Mr. Buckley, Superintendent of Parks, relates that no-one has approached him on this matter, and that he still very much needs additional space at Pier Park. The Housing Authority apparently now plans to sell all of the parcel for industrial purposes. The Housing Authority was asked by letter to get together with the Planning Commission on this matter, but Mr. McGill replied that the Housing Authority had already acted. This land is zoned residentially at the present time.

Mr. Keefe felt that the meeting with the Housing Authority should be postponed until after the St. Johns Report has been reviewed by the Commission.

*****

PROCEDURE FOR HANDLING MANDATORY REFERRALS

Mr. Keefe reviewed those developments that are now being referred to the Planning Commission under the Mandatory Referral procedure. The current referrals included fire stations, City property sales, reservoir sites, and branch libraries. Mr. Keefe asked the Commission how it wishes to handle these referrals.

A discussion followed on whether it would be advisable to assign the responsibility to a special committee or whether it could be handled by the entire Commission. The possibility of having these matters referred by the staff to either the Streets, Schools and Parks, or Zoning Committees, depending on the relationship of the issue to the Committee, was also discussed. It was also suggested that the Chairmans of the Streets, Schools and Parks, and Zoning Committees could handle such situations.

Mr. Keefe reported that our relationship with the bureau heads who are referring these matters will be much the same as that which presently exists with the School District.

Mr. Sroufe suggested that the mandatory referrals be handled by a committee of the staff who would prepare a report to be submitted to the Zoning Committee for its consideration. Mr. Keefe, however, felt that the Zoning Committee is now overburdened and will become more so with the passing of the new Zoning Code, and that these matters could perhaps be referred to a special committee.

ACTION: It was the consensus of the Commission that any Mandatory Referral issues be placed on the Planning Commission agenda and, should an emergency arise, that the Streets Committee should act in the interim.

*****

STAFF SUPERVISION OF METROPOLITAN PLANNING PROJECT AND PRESENT 701 ASSISTANCE PROGRAM TO SMALLER CITIES

Mr. Keefe reported that the 701 assistance program applies to the small cities as well as metropolitan areas. He related that the Bureau of Municipal Research is now doing the planning work for Hood River, St. Helens, Beaverton, Gladstone, Oswego, and possibly Washington County. Mr. Herman Kehrli, who is in charge of the Bureau of Municipal Research, has proposed that perhaps one of our staff members could work for the Bureau on a half-time schedule to supervise such metropolitan planning work. Mr. Keefe stated that it would be an ideal situation if they would contract with us inasmuch as our man could go right into the metropolitan planning project. He added, however, that they cannot contract as their program has not been set up in that manner with the Federal Government.

Mr. Keefe distributed a list to the Commission illustrating our present work load and future commitments. He wondered if the Planning Commission

had any suggestions for the possibility of such a tie-up with the Bureau. The desirability of co-ordinating such planning was thoroughly discussed by the Commission. Mr. Keefe stressed that we are presently short on manpower, but stated that he felt one of the men on our staff could do the supervision work of the metropolitan planning project if we were compensated for such work, whereby we could hire a new man for our staff. He felt that the amount of work involved for the Bureau would require a full-time job rather than the proposed half-time schedule.

Mr. Keefe explained that the purpose of the metropolitan planning project is to serve the existing planning commissions rather than dominate the four. Mr. McKinley felt it would be too bad to pass up a tie-up such as this. Mr. Keefe reported that Mr. Kehrli is open to any suggestions. Mr. Windnagle suggested that we defer any action at the present time until Mr. Sroufe and Mr. Keefe have had an opportunity to explore the matter further with Mr. Kehrli.

The question of whether there are active candidates on the Civil Service lists to replace any man that we might loan to the Bureau was discussed. Mr. Keefe stated that, at the present time, we are only trying to fill the position of Zoning Supervisor, and added that if we were compensated by the Bureau, the money perhaps could be used to hire a consultant for the Planning Commission. He also stated the possibility of hiring two City Planner I's with such money for summer work only. The compensation would amount to about $3,000.

Mr. Keller felt that we should point out to Mr. Kehrli that we would like to do this, that we have a staff limitation, and that we could not do it on a week-to-week basis.

ACTION: It was the consensus of the Commission that Mr. Keefe and Mr. McKinley contact Mr. Kehrli to see if something could be worked out.

*****

ECONOMIC PROSPECTS REPORT

Mr. Keller reported that the Industrial Development Committee, comprised of Mr. Thompson, Mr. Prichard, and himself, as well as the Director of the State Planning and Development Commission, have spent a couple of weeks reviewing the Economic Prospects Report. Due to some doubts having been raised by the Committee on the report, the Committee recommends that a meeting be arranged with a larger group, to be composed of economists and public utilities people, for a further analysis. After such a meeting, a recommendation will be made as to the basic use of this report.

Mr. Keefe asked whether there is a need at the moment for a condensed version of the report. The Commission felt that a meeting should be held on the condensed version of the report from which a premise can be made to go on. Among those to be included at the meeting will be

Mr. Growney of the Pacific Power and Light Company, Mr. S. E. Stewart of the Pacific Telephone and Telegraph Company, and Mr. Chester Sterrett of the Portland Chamber of Commerce. A copy of the report has already been distributed to Mr. Sterrett, so it was decided to have copies released to the other two also.

ACTION: It was the consensus of the Commission that a meeting be arranged on June 27 for the group in question to go over the report.

*****

Mr. Keefe wanted to point out that the staff assignments as outlined were predicated on the assumption that meetings of the Planning Commission will be scheduled about three weeks apart. The Commission was in agreement that meetings be spaced closer together so that the agendas would be shorter.

*****

Meeting adjourned.

*****

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:lmk

MINUTES OF MEETING
Streets Committee
June 18, 1958
4:00 p.m.

The Streets Committee of the Portland City Planning Commission met Wednesday, June 18, 1958, at 4:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Chairman Thompson, members Stanton and Donaugh; City Engineer Burt; Highway Engineering Co-ordinator Fowler; Right-of-Way Engineer Carl Short; Planning Director Keefe; Assistant Director Nims; City Planner I Becker; and reporter Kaplan.

*****

12-58 -- Subdivision in vicinity of Doschdale Court and SW 33rd. No. of lots: 13. Sponsor: Lyle Nosler.

Staff Report: In March, 1956, the Planning Commission approved the Doschdale preliminary plat. At that time, a suggested westerly development plan was shown along with the preliminary plat.

Mr. Nosler now has submitted a 13-lot addition to Doschdale for consideration. The preliminary plat is basically in agreement with the 1956 plan. Because of the terrain, Martha Terrace has been jogged slightly to the north to allow any structure in the proposed Block I to be at grade with the street. The area is in proposed R7 which requires a 20-foot setback. All the lots proposed are 7,000 square feet or larger.

Staff Recommendation: Approval of the preliminary plat as presented.

Action Taken: The Committee voted to approve the preliminary plat as submitted.

*****

V13-58 -- Proposed vacation of NE Irving Street between NE Grand and NE 6th Avenues. Petitioner: Sears Roebuck and Company.

Staff Report: Mr. Wollenberg of Sears Roebuck and Company has asked for a preliminary review and consideration of the Company's proposal to vacate NE Irving Street between Grand Avenue and 6th Avenue. Their plan is to vacate this portion of Irving Street and construct an additional multi-deck parking area over the vacated street and on the half-block area to the north, now occupied by their auto service garage. The garage would be relocated in a nearby area.

The staff has acquired recent traffic counts within the area. In general, half of the cars (1,000 to 1,500) that enter Irving Street at 7th Avenue use Irving Street between 6th and Grand Avenues to leave Sears Roebuck and Company's parking lots; the remainder use north-bound 6th Avenue and southeast-bound Lloyd Boulevard.

The staff feels that by vacating this portion of Irving Street without more detailed plans of the proposed garage, the automobile congestion now existing would be greatly increased.

Staff Recommendation: That NE Irving Street between 6th and Grand Avenues be retained. It is suggested that the multi-deck lot be constructed on the half block now used for car service, with pedestrian ramps over or under Irving Street for the convenience of customers.

Discussion: Mr. Keefe asked that this proposal be by-passed temporarily, as the architect for Sears Roebuck and Company has planned to speak with him on the matter on June 19. Mr. Keefe related that a meeting was held with Mr. Fowler, Mr. Weller, Mr. Burt, and himself on this proposal, and that it was generally felt that it might be a good thing to let them build the multi-deck parking structure as it seems that there is a definite need for it, but that provision should be made for a ramp for pedestrians.

Mr. Thompson stated that, unless the Company could show some very serious reasons or need for such a structure, he did not feel that the vacation of Irving Street should be granted. Mr. Stanton also stated that he would not favor the vacation of Irving Street. The major problem, it was brought out, concerned the requirement that Sears Roebuck and Company would have to dedicate equal area in that they are within 2,000 feet of the harbor line.

Action Taken: It was moved and seconded that the matter be referred to the next Streets Committee meeting by which time Mr. Keefe will have had an opportunity to talk to the architect of Sears Roebuck and Company. Motion passed unanimously.

*****

D6-58 -- Uptown Improvement. Discussion concerning possible zone change conditions requiring any dedications or easements. Petitioner: Skidmore, Owings & Merrill, architects.

Discussion: Mr. Nims said that this matter will come up shortly for zone change consideration, and there is a question as to whether we should require something in the way of a street improvement or widening as a zone change condition. Inasmuch as a decision has not yet been reached as to the best possible route for a one-way couplet system to serve Burnside Street, the Committee was uncertain as to what dedications should be required.

Mr. Stanton felt that the matter of access to town from Westover Road should also be considered when appraising the best route for the one-way couplet system.

Action Taken: It was moved and seconded that, as a condition to the zone change, the following areas be dedicated for street purposes:

a 20-foot strip on the west side of 23rd Place, between NW Westover Road and W. Burnside Street; and a 10-foot strip on the north side of Burnside Street, west from 23rd Place, along their property. Motion passed unanimously.

*****

Job No. 5817 -- Slavin Road Improvement.

Discussion: Mr. Fowler explained that the Terwilliger-Slavin interchange is a plan being submitted by the State Highway Commission under its $600,000 crash program. He added that they plan to get this project under contract by the first of December. One of the major considerations is that this proposal would eliminate the right-hand turn at the Slavin-Barbur interchange and the right turn from Barbur Boulevard east to Slavin Road. In connection with the Terwilliger interchange, it was brought out that the County plans to acquire sufficient property to the north to provide a right-angle intersection.

Mr. Keefe stressed that most of the Barbur Boulevard traffic will use the Baldock Freeway when it is completed, and that Slavin Road will carry as much as Barbur Boulevard in the future.

Action Taken: It was moved and seconded that the plan submitted by Mr. Fowler be accepted but that we call to the attention of the State Highway Commission that we are recommending that consideration be given in making the north-bound Slavin ramp two moving lanes which is estimated will be needed by 1975 in light of their own traffic figures. Motion passed unanimously.

It was also decided to have a formal letter written to Mr. Fowler stating the above recommendation and suggestion.

*****

Job No. 5814 -- East Approaches to Marquam Bridge

Mr. Fowler presented a proposal for the east approach to the Marquam Bridge and explained the need for the various interchanges as planned. It is their plan to get the bridge under contract by this coming winter, Mr. Fowler said, as it will take several years to complete.

Action Taken: It was moved and seconded to approve the proposal for the east approach to the Marquam Bridge as submitted by Mr. Fowler and to recommend to the Planning Commission that a formal letter be sent to Mr. Fowler stating such approval. Motion passed unanimously.

*****

Job No. 5806 -- 82nd Avenue Setback Lines

Staff Report: Throughout the City, buildings are being set back from several major streets by conditions invoked on zone changes. Since the

procedure under the new Zoning Code will not include the use of conditions, and the old zone changes will be automatically repealed, the hundreds of building lines so established should now be continued by enactment of special setback lines. The first street setback lines to be presented to the Commission for recommendation to the Council is E. 82nd Avenue.

Since January 1, 1945, there have been 74 zone changes on 82nd Avenue, 60 of which required at least a 10-foot setback as part of the condition of the zone change. Of the approximately ten and one-half miles of frontage, which includes both sides of 82nd Avenue within the City limits, about 4,750 lineal feet or 8.5 per cent of the total frontage is now covered by this condition.

Along 82nd Avenue, and within the City limits, there are approximately 385 major buildings. Of these, approximately 146, or 38 per cent, lie within the proposed setback line. Seventy-one of these are on the east side, and 75 are on the west side of 82nd Avenue. Approximately 68 of these are residential structures.

Action Taken: The Streets Committee voted to recommend to the Planning Commission that setback lines be established along E. 82nd Avenue.

*****

Meeting adjourned.

*****

Lloyd T. Keefe
Planning Director

DCB:lmk

MINUTES OF MEETING
Schools and Parks Committee
July 2, 1958
10:30 a.m.

The Schools and Parks Committee of the City Planning Commission met jointly with representatives of the City Park Bureau, School District No. 1, and the local Urban Renewal Agency on July 2, 1958 in the conference room of the Commission at 526 SW Mill Street.

Those present were: Chairman McKinley; J. W. Edwards, Superintendent of Schools; Dr. Amo De Bernardis, Assistant Superintendent of Schools; Ed Erickson, Park Planner; Planning Director Keefe; Urban Renewal Director Kenward; Urban Renewal Planner III Clark; and City Planner III O'Hiser.

*****

The meeting was held to discuss the condition recommended by the Planning Commission on June 12, 1958 that additional site acquisition be made before obtaining classroom construction approval at the Sunnyside School, and to explore means for alleviating the neighborhood's playground deficiency. The following matters were covered:

Site Deficiency

It was pointed out that the Sunnyside School was one of the schools classed as "critical" in the report Land for Schools owing to existing and impending site area and classroom problems. Also, because of its site area deficiency, the Planning Commission recently recommended that 1.5 to 2.0 acres of land, preferably west of the site, be purchased before a contemplated two-classroom addition to the school was constructed. It was suggested that this purchase might be a portion of a new park facility introduced into the neighborhood as part of an urban renewal endeavor.

It was mentioned that the street closures, effected so as to provide the neighborhood with adequate park and recreational space, should not impede major traffic circulation in the area. SE 34th Avenue north of Belmont Street carries substantial traffic from a dairy in the locale. This traffic should not be routed by the school, but rather should exit from the neighborhood via SE Belmont Street, thus making the area more safe for school children and a more suitable residential neighborhood in which to live.

The School District stated that they were aware of the shortage of play space at the school and wished to alleviate this deficiency. However, the current site acquisition budget would be depleted upon making other land purchases recommended by the Planning Commission. It was pointed out that it was not regarded as legally possible to agree to any long-term time limit for compliance to any acquisition conditions which the

Planning Commission might attach to construction approval, though a two-year or less agreement might be possible. The possibility of classroom relief for Sunnyside by introducing a new facility somewhere in the vicinity was raised.

Urban Renewal

The various criteria for qualifying an area for Federal urban renewal assistance were related, and the opinion was expressed that the Sunnyside neighborhood, as delineated by the City Planning Commission, would meet these Federal requirements. It was estimated that 19 per cent of the Sunnyside neighborhood's dwelling units were substandard. This figure was derived from 1950 U.S. Housing Census data and modified by a factor formulated from recent surveys conducted in the South Auditorium renewal project.

It was mentioned that the local community's one-third share in a Federally-assisted rehabilitation project could be partially or wholly made up of local public improvement expenditures in the neighborhood, whether they be street, park, school, or other improvements.

It was stated that the Sunnyside area appeared to be high on a list of those neighborhoods requiring urban renewal treatment. Also, it appeared that chances for a successful project were good for the reasons that the relatively high percentage of home ownership in the area should mean good citizen participation, that the Park Bureau would be interested in effecting a recreation facility in a neighborhood bounded by major traffic barriers, and because the improvements made by the School District would too be of benefit to the neighborhood.

Action Taken: As immediate classroom relief could not now be provided for the impending school year, and since it appeared that there was a good possibility for integrating expansion of the school site with the development of an adjacent neighborhood park through urban renewal, it was the consensus of those in attendance that any further decision on construction at the school and school site expansion should wait until January, 1959.

It was further decided that the City Planning Commission, School District, and City Park Bureau should communicate with the new Development Commission when it is appointed to urge that consideration be given for a neighborhood rehabilitation project for the Sunnyside neighborhood.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

RO:lmk

MINUTES OF MEETING
Industrial Development Committee
June 30, 1958

A meeting was held at noon Monday, June 30, to consider the Economic Prospects Report. In addition to the Committee members (Mr. Keller, Chairman; Mr. Prichard; and Mr. Thompson), there were also present the following persons who had been invited by the Committee to read and comment upon the report: Mr. Stewart of the Pacific Telephone and Telegraph Company; Mr. Sauvie of the Oregon State Development Commission; Mr. Growney of the Pacific Power and Light Company; Mr. Sterrett of the Chamber of Commerce; and Mr. Baker of the First National Bank. Mr. Keefe and Mr. Snyder of the Planning Commission staff were also present.

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Mr. Baker felt that the employment estimate for 1975 was too low, although he said he could not disagree with the projection for any specific industry. Mr. Stewart said the projection was the same as he had arrived at in calculations made for the Telephone Company. Mr. Growney felt non-manufacturing employment would increase more than indicated in the report. Mr. Prichard said he would prefer that just one figure be used instead of high, medium, and low estimates. Mr. Keller said that the figure for the high estimate should be adopted as being more reasonable. Mr. Sauvie felt that the industry-by-industry analysis resulted in an under-estimate of employment prospects, and he favored use of the high estimate. Mr. Keller said it was better, in planning, to err by overestimating growth than to err by underestimating growth.

ACTION: It was decided that the staff should prepare a short summary, of about four pages, for submitting to the Planning Commission, and that a longer summary, perhaps with some graphic illustration and about fifteen pages long, might later be prepared for popular distribution.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

EES:lmk

PORTLAND'S ECONOMIC PROSPECTS

Summary of Employment Outlook

1. Employment in the Portland S.M.A.[1] is expected to increase to 418,000 by 1975. Employment in 1956 was 307,000. The rate of increase would be 1.64 per cent per year, compounded annually, compared to 1.92 per cent during the period 1950-1956.

2. If a number of favorable but uncertain developments should occur, employment in the Portland S.M.A. might reach a high of 479,000. This would represent a rate of increase of 2.38 per cent, compounded annually.

3. The largest percentage increase in employment will be in non-manufacturing industries, which provided 78 per cent of the jobs in 1956 and will provide about 79 per cent of the jobs in 1975. The largest increases in employment are expected to be in retail and wholesale trade.

Characteristics of the Portland Economy

1. Portland is, in terms of employment totals, primarily a wholesale, retail, and service center for a region including most of Oregon and the lower Columbia River counties of Washington. About one out of two persons employed in the Portland S.M.A. work in wholesale or retail trade or in the various service industries, while only one out of five work in manufacturing.

2. Compared with other cities, Portland has a smaller percentage of its labor force in manufacturing than such cities as San Francisco, Oakland, Seattle, Los Angeles, Milwaukee, and Providence. However, Portland's economy is more diversified than that of other comparable cities; that is, their single most important industry category has a larger portion of total employees than in the case of Portland.

3. There is a marked seasonal fluctuation in the Portland S.M.A. employment level due to the fact that the low points in employment in the canning-food processing and lumber industries come at about the same time. This seasonality is responsible for the fact that average hourly earnings of employees in manufacturing establishments in Oregon as a whole were higher (as of 1955) than in any other state, whereas, in terms of average annual personal income, Oregon ranked 19th.

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[1]The Portland Standard Metropolitan Area includes all of Multnomah, Clackamas, Washington, and Clark Counties.

Locational Factors Affecting Industry in Portland

Among the more important factors influencing industrial location are the size of the local consumer market, proximity of raw materials, transportation facilities, and power costs. In the case of Portland, dominant factors have been the nearby forests and fertile river plains, which have made lumber-wood products and food processing the principal manufacturing industries. Other factors which have attracted industry to the Portland S.M.A. have been low-cost power, ocean shipping, and a water-level route inland. On the other hand, distance from Eastern markets and the absence of many essential industrial raw materials are largely responsible for the fact that a relatively small portion of the Portland labor force is engaged in manufacturing.

Certain political factors, as distinct from the geographic and resource characteristics just mentioned, also influence the location and development of manufacturing. One of these is freight rates. If freight rates increase relative to other elements in the economy, the effect is to push Pacific Coast manufacturers farther away from Eastern markets. Within the Portland region, it is expected that improved navigation on the Columbia River will result in lower barge freight rates and a competitive reduction in rail and trucking rates. Another such political factor affecting businessmen's attitudes is the tax structure. While tax considerations may have some influence upon manufacturing location in cases where a firm has a choice between a number of otherwise equally attractive sites, it seems unlikely that taxes in themselves are often a decisive locational factor.

Outlook by Industry

Methodology. The employment forecasts shown below are based on the potentialities each industry appears to have for expansion. Forecasts were made for each of the component sub-groups in the industry. For example, in preparing the stone-clay-glass industry forecast, independent estimates were made for glass and glass products, cement and concrete, gypsum, plaster, structural clay products, pottery, and miscellaneous mineral and stone products. For each such sub-group, a high and low estimate was made of the additional firms expected to be located in the Portland S.M.A. by 1975. The number of additional employees was derived by using the national average for employees per firm in such industries.

In estimating the number of additional firms expected by 1975, calculations were made first for industries whose production is not affected so much by local demand as by resource considerations and national demand. For this reason, the estimate for the lumber and wood products industry was made first. Then estimates were made for other local industries who supply the more basic industries. For this reason, the chemical industry was the last manufacturing industry for which estimates were made, since the demand for chemicals depends on the level of production in many of the other manufacturing industries.

In the case of each industry sub-group, an upper-limit estimate was made on the assumption that possible but uncertain developments would take place. A lower-limit estimate was made assuming that such beneficial developments would not occur. The medium estimate, assumed to be the most likely, was based on the prospects of all phases of each industry, with a judgment as to which of the potential developments seemed apt to occur. The medium estimate for 1975 is the one given in the following table:

1975 Estimates by Industry.

Industry	Employment 1940	1950	1956	1975	% Change 1956-1975
Manufacturing					
Woods Products (lumber, plywood, millwork, furniture, containers, pulp, paper, etc.)	15610	20586	20300	22500	11
Machinery, incl. electrical instruments	1745	3690	6600	10600	61
Transportation Equip. (ships, ship repair, parts, etc.)	808	1114	4000	5000	25
Primary Metals	(a)	4283	6200	8500	37
Fabricated Metal Products	(a)	3170	5300	7400	40
Stone, Clay, Glass	489	1014	1200	2600	117
Instruments, Professional Equipment	n.a.	377	600	1200	100
Food Products (packaging, canning, etc.)	5365	6549	8400	11100	32
Chemicals and Allied Products	741	1318	1300	2000	54
Printing and Publishing	3352	4873	3700	5100	38
Textiles and Apparel	3428	5007	6000	8600	43
Miscellaneous Manufacturing (leather, petroleum, and rubber products, jewelry, toys, silverware, musical instruments, etc.)	n.a.	2466	2400	3750	56
Non-Manufacturing					
Aggriculture, Forestry and Fisheries	17045	17458	17900	17800	- 1
Mining	316	424	400	700	75
Transportation	13986	20316	22100	30300	37
Public Utilities	5278	9816	10200	15100	48
Construction	10399	20795	17700	24100	36
Wholesale Trade	8964	15782	24500	38000	55
Retail Trade	35314	49407	53500	74500	39
Finance, Insurance, Real Estate	8413	12969	14600	19900	36
Services (personal business, repair)	20319	25639	28200	37900	34
Professional (teaching, medical, legal, engineering, etc.)	16121	27036	31000	41900	35
Entertainment and Recreation	2057	3181	3600	4600	28
Public Administration	9180	12687	17200	24600	43
TOTAL	186453*	273254#	306900	417750	36

(a) Statistics for 1940 did not separate Primary Metals and Fabricated Metal Products. The total for 1940 was 3299.
n.a. Not Available.
* Including 4224 not classified.
\# Including 3297 whose industry was not reported.

Recommendations for Action

The marked seasonality of employment in the Portland S.M.A. could be reduced by development of secondary industries for further fabrication of the region's primary raw materials. The location in Portland of firms to convert lumber and pulp into consumer products would help overcome the seasonal variations in the forest products industry. Actions which would help attain that objective, plus the goal of increased industrial diversity, include the following:

1. Promotion of more favorable East-West freight rates.

2. Development of additional low-cost hydroelectric power capacity.

3. Reforestation of land in the Portland log market area.

4. Increased utilization of wood wastes and a further shift towards secondary wood products production.

5. Further development of foreign markets for wheat and wheat products, and lumber and wood products; promotion of the Ports of Portland and Vancouver.

6. Development of local clays and bauxite for alumina production and a regional source of silica sand.

7. Further fabrication of regional products (wood, pulp, aluminum, titanium, zirconium, wheat, textiles, and leather).

8. Assessment procedures and zoning to protect high-grade farm lands in the S.M.A. from the influx of urban uses.

9. Development of an industrial location plan for the entire S.M.A. which would provide plant sites available for immediate construction.

10. Further development of Portland as a regional center by adoption of metropolitan water, sewage and park plans; improvement of the region's highway system; improvement of inland waterways; and renewal of the Portland central commercial district to make it more convenient and attractive.

11. Promotional activity to attract tourists and conventions to Portland.

PROPOSED LETTER TO COMMISSIONER BOWES FROM THE PLANNING COMMISSION

City Planning Commission

Public Works

Commissioner W. A. Bowes

Location of seven new fire stations

Dear Commissioner Bowes:

The Planning Commission reviewed the proposed location of seven new fire stations setforth in Mr. Ahern's letter to you of June 13, 1958, and we include herewith our comments and recommendations:

1. The proposed station at NW 26th Avenue and NW Thurman Street appears to be well located from the standpoint of projected city developments. Two possible street improvements might have an effect on this site and we have discussed these with the Fire Bureau. First is the proposed widening of NW Thurman Street to 120 feet proposed as a part of the Vaughn Street redevelopment project and carried out in the recent vacation of NW Savier Street for Consolidated Freightways where they were required to set back future buildings along NW Thurman Street to provide for eventual widening. The NW Thurman Street widening project as planned would swing to the north just east of NW 26th Avenue and if so constructed would not affect the property which the Fire Bureau wishes to purchase. The proposed buffer of open space in the block just south of NW Thurman Street would, in fact, fit in well with this Fire Station site.

   The second possibility is that NW 26th Avenue between NW Pettygrove and NW Raleigh Streets has been considered for vacation in the past. The Planning Commission's "Land For Schools" report will recommend the vacation because it would permit the consolidation of Chapman School with the adjoining city park providing additional safety for the children. NW Thurman Street is a major thoroughfare which should provide good running conditions east and west of the fire station and the Friendly House next door to the south is a compatible community service use.

It is understood this site is now considered to be too far from Guilds Lake by the Fire Underwriters.

2. The proposed fire station site at N. Going Street and N. Maryland Avenue also appears to be a suitable one. The adjoining streets are all of ample width insuring that fire trucks entering the street would create a minimum of traffic congestion. The nearness of the site to Interstate Avenue and N. Going Street leading to Swan Island should provide excellent running conditions to the surrounding districts. An additional advantage of this site is the vacant land which now exists in the same block and which might prove to be a suitable location for some of the decentralized administrative offices of city bureaus considering locations closer to their field of operation. Two possible highway developments could affect this fire station location. At the present time the State Highway Department is seriously considering N. Minnesota Avenue as an alignment for the proposed US 99 Freeway through Portland. Since the industrial potential of Swan Island and Mock's Bottom makes this a primary traffic generator, N. Going Street might well need to be the location of one of the major interchanges on this Interstate Highway. If this proves to be the case, the ramps leading from the Freeway to N. Going Street could possibly affect the suitability of the site which the Fire Bureau has selected. Since a decision on this Freeway location is expected in the near future, the Fire Department has been advised to delay a final decision on this site until sufficient details have been worked out to indicate whether its site would be adversely affected. There is another possible highway development which might affect this fire station site even if N. Minnesota Avenue is not selected by the State Highway Department as the location of the US 99 Freeway. The Planning Commission has included in the Comprehensive Develop- Plan a connection from the Swan Island-Mock's Bottom industrial area to the new US 30 Freeway coming from the east as it has been tentatively located along NE Prescott Street. While this new US 30 Freeway is still in a very preliminary planning stage, N. Going Street or NE Prescott Street

each of which abuts the fire station site, might well prove to be the logical alignment for such a connection.

It is recommended that the Fire Department purchase the site but does not construct the station until after the Freeway is located.

3. The third proposed site is at NE 19th Avenue and NE Killingsworth Street in the southwest corner of Alberta Park. The Planning Commission is in principle opposed to the location of non-recreational city activities in public parks. A fire station in this park might prove to be a dangerous precedent. Although this particular corner of the park is not improved with active recreational facilities it does have a number of good-sized trees and some attractive landscaping. NE Killingsworth with its good running conditions east and west and its commercial activities is a logical location for a fire station and except for the proximity to Vernon School this station should have a minimum adverse affect on surrounding properties. Since the residenital developments immediately south of NE Killingsworth Street are all modest, older homes, it would appear that there might be another site nearby which could be purchased for a reasonable figure. The final decision would seem to depend on the adequacy of the funds made available by the bond issue to complete the total new fire station program.

It is recommended that the Fire Department purchase an alternate site.

4. The site at SE 23rd Avenue and SE Bybee Boulevard seems particularly well suited for a fire station. It has excellent access to McLoughlin Boulevard and Bybee Boulevard, and being adjacent to Westmoreland Park and the highway it can serve as an appropriate transitional use.

It is recommended that the Fire Department purchase the site located at SE 23rd Avenue and SE Bybee Boulevard.

5. This site is located immediately east of the new library on the south side of SW DeWitt Street just north of the Hillsdale Shopping Center. This location should give good street access to the surrounding district which the Fire Department will serve and being adjacent to the branch library could make a very appropriate branch administrative center. The City Planning Commission has for some

of the Hillsdale Shopping Center. An essential part of this plan will be the establishment of a new divided one-way couplet street system for SW Slavin Road which would pass on each side of the shopping center rather than to cut it in half as at present. If this plan is carried out, the proposed new rights-of-way, off-street parking areas, and pedestrian mall would not affect the location which the Fire Department has selected but would facilitate the free movement of fire engines and other traffic around the congestion which exists at the present time in the Hillsdale Shopping Center.

It is recommended that the Fire Department purchase an alternate site because of a proposed three-acre apartment development plan now being considered by the owner of Tax Lots 113 and 124. It is recommended that an alternate site be purchased west of the Sunset Highway on Lot 17 and a portion of Lot 18, Block 1, Hillsdale Heights.

6. Concerning this fire station site, Mr. Ahern has recently informed us that they now propose to purchase the south 100' of Lot 10, Block F, Overton Park, which is located on the northeast corner of SE 52nd Avenue and SE Mall Street rather than the site at SE 52nd Avenue and SE Long Street as stated in his letter of June 13th. SE Mall Street being but one block north of SE Holgate Blvd. and SE 52nd Avenue being a major North-South thoroughfare, this new location seems to be adequate in every respect for a fire station and should serve well both from the standpoint of the Fire Department's operations and properties in the immediate vicinity. In analyzing the best alignment for the proposed Laurelhurst Freeway as it relates to school, neighborhood, and other planning considerations, the Planning Commission has tentatively selected and included in its Comprehensive Development Plan an alignment which runs north and south just east of SE 52nd Avenue. If this freeway were to be constructed along this alignment, the proposed fire station site would quite probably be involved.

However, since it would be a few years before any final decision is made by the State Highway Department on the location of the Laurelhurst Freeway, we feel that this possibility should not deter the Fire Department from selecting a site which is in all other respects adequate for its purposes.

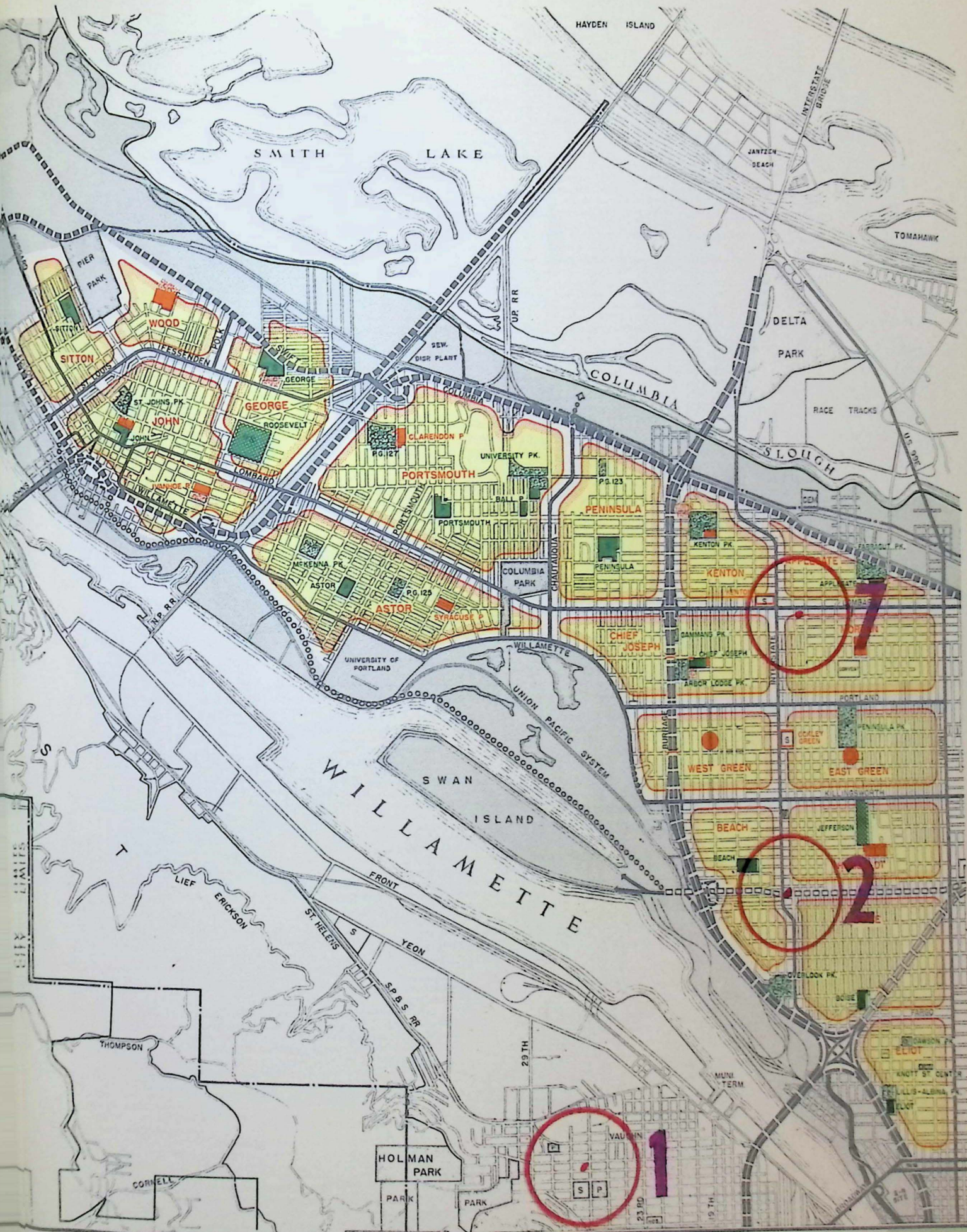
It is recommended that the Fire Department purchase this site.

7. The proposed site for Engine No. 30 at the northwest corner of N. Stafford and N. Minnesota Avenue is on one of the alternate alignments being studied by the State Highway Department for the US 99 Freeway. A decision on this route is expected within the next few months and until it is made, it is recommended that the Fire Department delay its final action on this site. If some other alignment other than N. Minnesota Avenue is selected by the State Highway Department, this proposed site at N. Stafford and N. Minnesota should prove to be a suitable one. It is just south of N. Lombard Street and one block east of the Fred Meyer Shopping Center at the intersection of N. Lombard Street and N. Interstate Avenue. This will give the Fire Company excellent major streets for running in all directions and its proximity to heavily travelled N. Lombard Street should create a minimum of additional adverse affect on nearby properties. The fact that N. Minnesota Street, adjacent to the east of this site, is some 90' in width should give adequate space for fire engines leaving the station.

It is recommended that the Fire Department defer purchase of the site until the freeway alignment is decided.

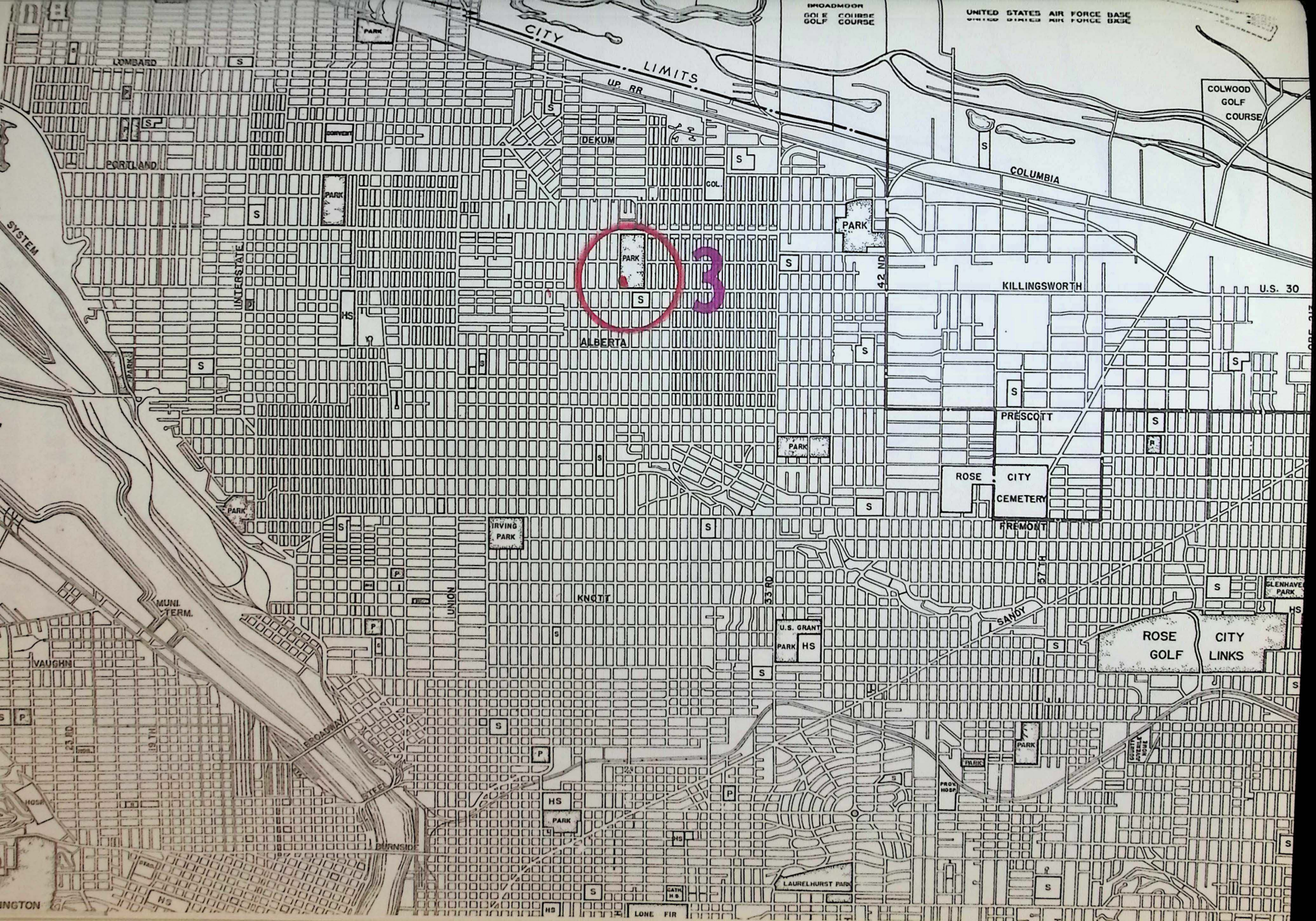
Respectfully submitted,

J. H. Sroufe, President
City Planning Commission



North Section Development Plan

figure 25



BROADMOOR
GOLF COURSE
GOLF COURSE
UNITED STATES AIR FORCE BASE
CITY LIMITS
UP. RR
LOMBARD
PORTLAND
DEKUM
COLUMBIA
COLWOOD GOLF COURSE
SYSTEM
INTERSTATE
ALBERTA
KILLINGSWORTH
U.S. 30
42 ND
PRESCOTT
ROSE CITY CEMETERY
FREMONT
IRVING PARK
KNOTT
UNION
33 RD
57 TH
SANDY
GLENHAVEN PARK
ROSE CITY GOLF LINKS
U.S. GRANT PARK
MUNI. TERM.
VAUGHN
BROADWAY
23 RD
19 TH
BURNSIDE
LAURELHURST PARK
LONE FIR
PROV. HOSP.
3

Southwest Section Development Plan

figure 15

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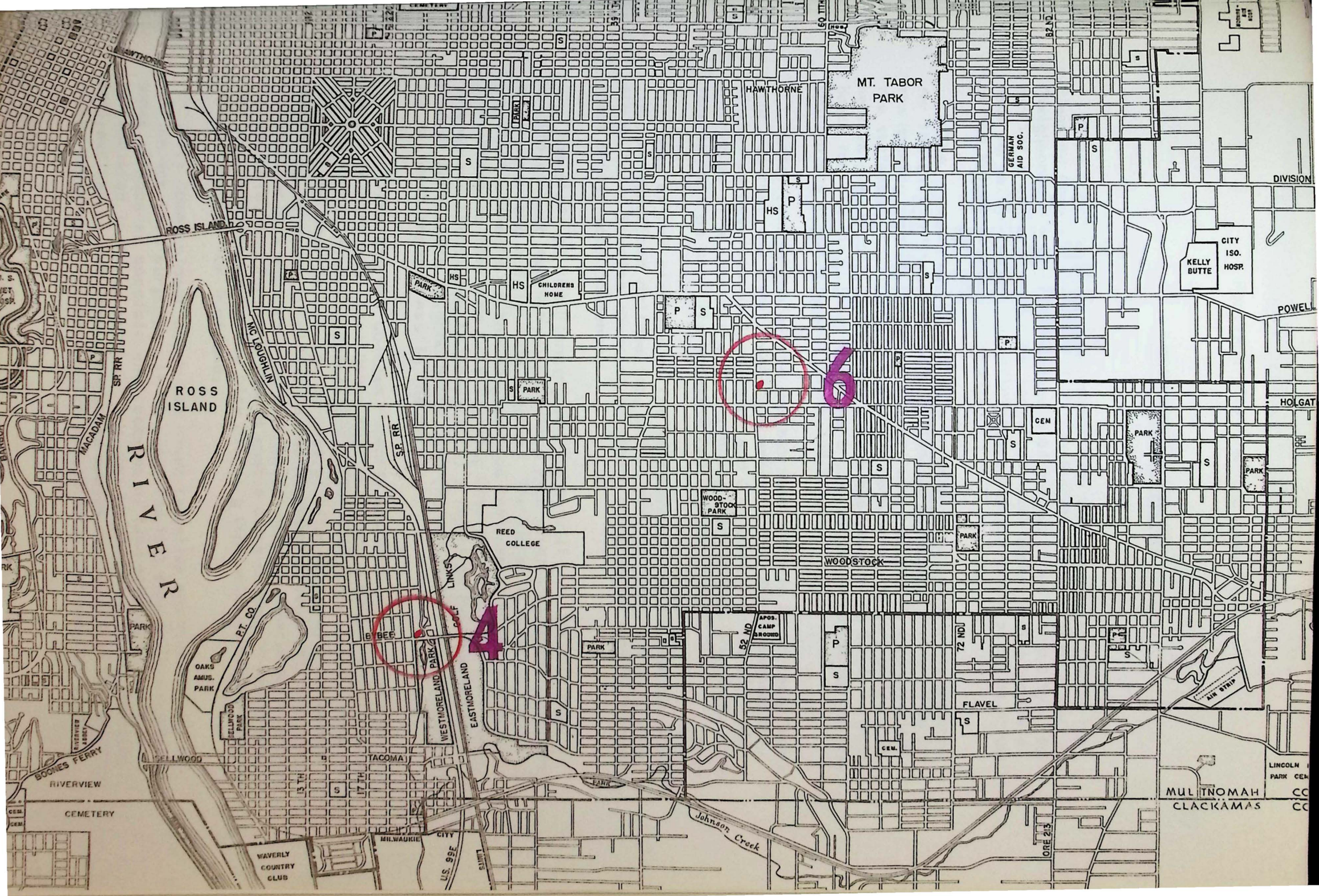
CEMETERY
ARBORETUM
WASHINGTON PARK
STADIUM
LINCOLN
MORRISON
HAWTHORNE
SKYLINE
HOYT PARK
ZOO
CANYON
SUNSET
AINSWORTH
AINSWORTH
SHATTUCK
GOVERNORS PARK
BROADWAY
DRIVE
HUMPHREY
GREEN HILLS
PORTLAND HEIGHTS PK.
HILL PARK
FAILING
ROSS ISLAND AND
COUNCIL CREST PARK
PATTON
HEIGHTS
BRIDLEMILE
DOSCH
HEALY HEIGHTS PARK
FAIRMONT
TERWILLIGER
INDUSTRIAL
HAMILTON
SHATTUCK
45 TH
BEAVERTON - HILLSDALE
SCHOLLS FERRY
KELLY PARK
GRAY
HAYHURST
HAYHURST
DAKOTA
PENDLETON PARK
GRAY
P.G. 7
BAILEY
BALDOCK
WILLAMETTE RIVER
ROSS ISLAND
TERWILLIGER
VERMONT
WILSON
MAPLEWOOD
MAPLEWOOD
GABRIEL PARK
MULTNOMAH
CUSTER PARK
CAPITOL
MULTNOMAH
MULTNOMAH
BURLINGAME PARK
SELLWOOD
BOONES FERRY
RIVERVIEW
GARDEN HOME
ORCHID
SPRING GARDEN
CAPITOL HILL
BARBUR
WASHINGTON COUNTY
MULTNOMAH COUNTY
TAYLORS FERRY
CEMETERY
COLLINS VIEW
COLLINS VIEW
LANCASTER
TAYLORS FERRY
MARICARA
62 ND DRIVE
DICKINSON
MARKHAM
45 TH
ARNOLD
STEPHENSON
TRYON
SYLVANIA
STEPHENSON
LESSER
SYLVANIA
KERR PARK
BOONES FERRY
PROPOSED LARGE PARK
BALDOCK
LESSER
KERR
MULTNOMAH COUNTY
CLACKAMAS COUNTY


MT. TABOR PARK
HAWTHORNE
DIVISION
ROSS ISLAND
MC LOUGHLIN
SP RR
MACADAM
ROSS ISLAND
RIVER
CHILDRENS HOME
KELLY BUTTE
CITY ISO. HOSP.
GERMAN AID SOC.
REED COLLEGE
WOOD-STOCK PARK
WOODSTOCK
APOS. CAMP GROUND
52 ND
72 ND
FLAVEL
AIR STRIP
OAKS AMUS. PARK
P.T. CO.
WESTMORELAND PARK
EASTMORELAND
LINKS
GOLF
BYBEE
SELLWOOD
SELLWOOD PARK
TACOMA
BOONES FERRY
RIVERVIEW
CEMETERY
WAVERLY COUNTRY CLUB
MILWAUKIE
CITY LIMITS
U.S. 99E
Johnson Creek
ORE 213
MULTNOMAH
CLACKAMAS
6
4

NEIGHBORHOOD ANALYSES

The Comprehensive Development Plan work program adopted by the Planning Commission on April 17, 1953 contained as a major element the "Neighborhood Plan". An analysis of the condition of the City's residential areas and community facilities with corresponding proposals made for alleviating any deficiencies was envisioned as the major goal of the Neighborhood Plan study.

The recent report, Workable Program for Urban Renewal, prepared for the City of Portland by the Planning Commission and certified by the Housing and Home Finance Agency, until October 1, 1958 contained the statement that the City Planning Commission, as part of its comprehensive plan studies, was undertaking analyses of the City's neighborhoods for the purpose of devising a comprehensive program for the prevention and elimination of slums and blight.

Early completion of the Neighborhood Analyses is extremely important, so that the City Planning Commission can make recommendations to the new Development Commission and City Council on the scope and priorities of a complete and continuing urban renewal program for Portland as well as meet its Workable Program commitment.

Some of the elements of the Neighborhood Plan are near completion; i.e., neighborhood delineation, school service needs, and major traffic routes. Studies covering neighborhood parks and quality-of-housing areas should soon commence.

The staff of the Planning Commission will not, for some time, be able to conduct further Neighborhood Plan studies owing to limitations of manpower and a full work program. Therefore, in order to complete important elements of the Neighborhood Analyses at an early date, it is recommended that the City Planning Commission contract with Clark-Coleman and Associates to prepare (1) a report on the general condition of Portland's neighborhoods, and (2) preliminary renewal proposals for at least three areas in the City.

Mr. Clark and Mr. Coleman recently assisted in the preparation of the preliminary and final South Auditorium Urban Renewal Project report adopted by the Planning Commission. They have since opened offices in Portland and Seattle for the purpose of offering planning and renewal consulting services to cities in the Northwest. Being well acquainted with the various aspects of urban renewal through experience in Detroit, Philadelphia, and Portland should enable Clark-Coleman to render some pertinent assistance to the City Planning Commission on a comprehensive renewal program for Portland.

City Commissioner Bowes has given tentative approval to their retention for this purpose. It is suggested that work on this report commence as soon as possible and, because of time and budget limitations, be completed in three months. The cost of preparing the Neighborhood Analyses can be met from unexpended monies resulting from the temporary Zoning Supervisor vacancy, which should total approximately $3,000.

AGENDA 181

PORTLAND CITY PLANNING COMMISSION MEETING

August 12, 1958
3:30 p.m.

1. Approval of Minutes of Meetings: Page

   a. Planning Commission.....July 16, 1958... 1- 5

   b. Zoning Committee.....June 12, 1958... 6- 7
   c. Zoning Committee.....June 17, 1958... 8-13
   d. Zoning Committee.....July 14, 1958...14-22

   e. Streets Committee.....July 16, 1958...23-25

2. President's report on meeting to co-ordinate work of city boards and commissions.

3. Procedures for processing requested changes in new zoning code during hearings.

4. Request for time to study relative advantages and disadvantages of Burrage and Minnesota routes for U.S. 99 Freeway across Peninsula District.

5. Capital improvement program.

6. Series of talks on work of Planning Commission

7. St. Johns Comprehensive Plan
   (Briefing for those members not attending the July 9 meeting)

MINUTES OF MEETING
PORTLAND CITY PLANNING COMMISSION
~~June 24, 1958~~
3:00 p.m.

The Portland City Planning Commission met Wednesday, July 16, 1958, at 3:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: President Sroufe, members McKinley, Thompson, Stanton, Prichard, Robertson, and Donaugh; Traffic Engineer Weller; Building Inspections Director Benard; Right-of-Way Engineer Welch; Planning Director Keefe; Assistant Director Nims; City Planner III's O'Hiser and Keith; City Planner I Austin; Oregonian Reporter George Spagna; Journal Reporter Jack Pement; and reporter Kaplan.

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APPROVAL OF MINUTES AND COMMITTEE REPORTS

a. Planning Commission.....June 24, 1958.....approved

b. Streets Committee.....June 18, 1958.....approved

c. Schools & Parks Committee.....July 2, 1958.....approved

d. Industrial Development Comm....June 30, 1958.....approved

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ECONOMIC PROSPECTS SUMMARY

At the June 30 meeting of the Industrial Development Committee, it was decided that the staff should prepare a summary on the Economic Prospects report. The report is shown on pages 16 through 18 in Agenda 180. It is recommended that the Planning Commission adopt this as its policy for use in setting up a scale for its planning program.

Mr. McKinley felt that, because of unforeseen factors and variables, we should point out in the report that this is only an estimate and that these figures should not really be regarded as definitive forecasts. It was also felt by the Commission that the report should mention that it will be subject to periodic review.

Mr. Keefe pointed out that the employment forecasts in the Economic Prospects report substantiates the projected population growth given in the Population Growth report (May, 1956).

Mr. Thompson felt that this report should be referred back to the Industrial Development Committee for review before its presentation to the Planning Commission. A discussion followed on the procedure for presenting similar reports to the Planning Commission by way of a recommendation from a committee.

ACTION: It was moved and seconded that the staff report be referred to the Industrial Development Committee for review and recommendation to the Planning Commission. Motion passed unanimously.

It was the consensus of the Commission that the report should include a paragraph stating, in effect, that it will be subject to periodic review and that it is only an estimate and should not really be regarded as definitive.

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SITES FOR NEW FIRE STATIONS

Mr. Keefe reviewed the recommendations to Commissioner Bowes, in a suggested letter on page 20 of Agenda 180, on proposed sites for fire stations, which have been referred to us by the procedure of Mandatory Referral. He explained that Mr. Ahern, Right-of-Way Agent for the City, had received instructions from the Fire Bureau to select a number of sites for some of the new fire stations. Many of the proposals are for replacements of several stations.

Mr. Robertson expressed concern in that he felt fire stations should be required to provide some off-street parking when located in a residential area. He felt that some study should be taken on the matter. Mr. Keefe stated that the standard in the new Zoning Code for employee parking requires one space per four employees.

ACTION: It was moved and seconded to approve the letter on page 20 of Agenda 180 providing that each fire station has adequate parking for its employees. The letter of transmittal should state that a supplemental letter will follow after this matter has been investigated by the staff as the problem of off-street parking for the enlarged staffs of the fire stations has not been considered. Motion passed unanimously.

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NEIGHBORHOOD ANALYSES

Mr. Keefe explained that, as a prerequisite to urban renewal, under the Workable Program the Housing and Home Finance Agency requires that a neighborhood analysis be made. He stated that a neighborhood analysis is a study of the whole community to ascertain the areas where blight is present and blight is approaching and also the environmental factors which are aiding and abetting blight. With the staff's present work load, we can hardly meet this commitment, and the Workable Program has to be recertified each year. A surplus of funds is available due to the vacancy of the Zoning Supervisor position, from which it is recommended that Mr. Clark and Mr. Coleman, formerly on the Urban Renewal staff, be employed to work on neighborhood analyses. Their job would be to select three or four typical neighborhoods and

propose a course of treatment. Mr. Keefe said the intent would be to show the Federal Government that progress is being made on the Workable Program.

ACTION: It was moved and seconded that the Commission approve the program expressed in the Neighborhood Analyses report on page 25 of Agenda 180 and recommend the retaining of Clark-Coleman on the basis indicated. Motion passed unanimously.

*****

SELECTION OF DATES FOR JOINT MEETINGS WITH CITY COUNCIL AND CITIZENS COMMITTEE FOR BRIEFING ON NEW ZONING CODE

Mr. Keefe reported that Commissioner Bowes has set a date for Thursday, July 24, 1958, at 10:00 a.m. for the first briefing of Council on the new Zoning Code. Each member of the Citizens Zoning Advisory Committee is being invited to this meeting. The meeting will be held in the conference room of the Commission, and the importance of the attendance of each member of the Planning Commission was stressed.

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SUPERVISION OF METROPOLITAN PLANNING PROJECT

Mr. Keefe related that, at the last meeting of the Planning Commission, the possibility of a tie-up with the Bureau of Municipal Research was discussed by having one of our men supervise the planning work for some of the smaller cities in our metropolitan area. He reported that a meeting has been held since then with Mr. Kehrli, Mr. Tollenaar, Mr. McKinley, and himself and that, as a result of their discussion, the Bureau will be searching for a man at our City Planner III level, to be employed by the Bureau, to work for us as a means of compensation for any supervision provided them.

*****

CAPITAL IMPROVEMENT BUDGET

Mr. Keefe reported that the Council was planning to go over the Capital Improvement Program on June 25, 1958 with the Bureau heads. It is recommended by the staff that we submit a proposal for a revolving acquisition opportunities fund in the amount of $2,000,000 to be raised over a period of ten years by either a bond issue or special levy. He stated that this is not a priority issue, but pointed out the need for such a fund in cases of zoning and subdivision matters where acquisition could be made in advance of dire construction need, especially in regard to those areas in the path of proposed improvements.

ACTION: The Commission unanimously voted to recommend to the Council that a revolving acquisition opportunities fund be provided for the purpose stated above.

*****

Mr. Keefe also suggested that, in the Capital Improvement Budget, there be provided a $2,000,000 revolving fund to be raised over a period of ten years for the purpose of providing off-street parking throughout the City. He explained that this is not a priority item. He stated that the new Zoning Code requires only new construction to have off-street parking, and pointed out that it would be preferable to have several large areas of off-street parking in a district than a considerable number of individual small parking areas. A discussion followed on the procedure of the revolving fund.

It was explained that the City would act as the banker, providing the working capital, and would be reimbursed over the years by the assessment districts. Mr. Keefe stated that such a fund could be used in the instances of Multnomah and St. Johns.

The need for more off-street parking in the Hollywood district was discussed. It was cited as an example to illustrate that there are many areas in the City that should be provided with more off-street parking, as well as the downtown district.

Mr. Robertson felt that the parking problem, no matter how financed, should receive some careful study before any proposal is made by the Commission. Mr. McKinley felt a very definite need for this parking matter to be included in the Capital Improvement Program. A discussion followed as to the urgency of the problem, in which there was disagreement among the Commission members. Mr. Keefe pointed out that the Economic Prospects Summary report also pointed out the need for such parking in the downtown area as one of the means for further development of Portland as a regional center.

It was discussed that the assessment to the home owner for $2,000,000 would be approximately one mill.

Motion: It was moved and seconded that the Planning Commission go on record recommending to the City Council, in regard to the Capital Improvement Program, the inclusion of a suitable sum, which the Council would determine, for the inauguration of an off-street parking program in the commercial areas in Portland, making use of a local improvement district law.

Discussion: Inasmuch as there was disagreement that this matter should be referred to the Council at this time, and that the parking problem should first receive further study, the motion as moved and seconded was withdrawn.

Mr. Sroufe felt that we should go on record as being behind some sort of assessment district to provide off-street parking throughout the City. Mr. Thompson felt the problem was more of one in instructing the people of the need for a Parking Authority.

ACTION: The Commission voted to call attention to the Council of the importance of parking areas in commercial districts, and to state that a suggestion on this matter will be later submitted.

Mr. Sroufe stated that a committee would be named within a few days to review the parking problem.

*****

ST. JOHNS COMPREHENSIVE PLAN BRIEFING

This matter was referred to the next Planning Commission meeting at which time a briefing on St. Johns will be given by Robert Keith.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:lmk

MINUTES OF MEETING
Zoning Committee
June 12, 1958
2:45 p.m.

The Zoning Committee of the City Planning Commission met on Thursday, June 12, 1958, at 2:45 p.m. in the office of the Zoning Supervisor at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Robertson and Prichard; Building Inspections Director Benard; Planning Director Keefe; Assistant Director Nims; and reporter Kaplan.

*****

P.C. File No. 3343 was the application of the Pacific Power and Light Company for Council approval of the construction of a new building with no enlargement of the property for the substation now established and maintained at 41st Avenue and SE Harold Street.

Mr. Nims stated that he thought the Zoning Committee had recommended approval on this matter previously, but that no record could be found to the effect. Mr. Windnagle recalled that it was recommended that screening be provided but that it was not made a condition to approval. Mr. Nims said that there is a question on what the Company plans to do with a 30-foot section along Harold Street as its use is not illustrated on the drawing submitted. He added that the strip in question has not been dedicated, and he asked the Committee to consider whether to make the dedication a conditional to approval.

ACTION: The Committee unanimously voted to recommend approval on the condition that the north part of Harold Street be dedicated to the City and that, in the letter to the applicant, it be suggested that it would be an improvement if screening were provided.

*****

P.C. File Nos. 3354 and 3355. It was the Planning Commission staff's observation that two parcels in the Lloyd tract are in the wrong zone for the use intended. Therefore, the Lloyd Corporation is requesting that the 100' x 100' strip of the hotel site and the parcel on NE Weidler Street at 13th Avenue be changed to Zone III.

ACTION: It was moved and seconded that an amendment be initiated to the original ordinance that granted the change to Zone III so that those conditions would also be applicable to these two parcels in question.

It was moved to amend the motion by inserting the condition that they dedicate 10 feet along NE 9th Avenue and 10 feet along Multnomah Street for widening purposes in accordance with Ordinance No. 101650. The motion as amended passed unanimously.

*****

P.C. File No. 3234. Mr. Nims reported that recently the Planning Commission had recommended approval of the application for Council approval for construction of an addition to the church located between NE 35th Place and NE 35th Avenue at Killingsworth Street. He stated that the architect was having trouble with these conditions because of a misinterpretation of the setbacks so that he could not get his building permit.

ACTION: It was moved and seconded to initiate an amendment to Ordinance No. 106852 by substituting for Condition No. 1 the following condition:

1. An off-street parking area shall be immediately provided and thereafter maintained on the north 32 feet of Lot 14, Block 9, Kennedy's Addition. Before issuance of an occupancy permit by the Bureau of Buildings for the proposed addition, the space now existing between the original church building and the property line on the westerly portions of Lots 1, 2, and 3, Block 9, Kennedy's Addition, shall be improved and thereafter maintained for off-street parking.

Motion passed unanimously. Mr. Robertson suggested that in the letter, we also refer them to the plot plan in question.

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Meeting adjourned.

*****

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

CRN:lmk

MINUTES OF MEETING
Zoning Committee
June 17, 1958

The Zoning Committee of the City Planning Commission met on Tuesday, June 17th at 3:00 p.m. at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Robertson and Prichard; Assistant Director Nims and reporter Hazle.

Others present were: Mr. Therkelsen (Pet. #3338); Mr. Lucke and Dan Divis (Pet. #3346); Mr. Reese and Mr. McCormick (P. C. File #3307); Mr. Fred Meyer and Hal White(Pets. #3333, 3334, 3335).

* * * * *

Petition #3338 was the petition to change from Zone II to Zone III the property located 85' east of SE 82nd Avenue on the north side of SE Insley Street to construct a post office and use the remaining part for off-street parking for the adjacent service station.

The McKales Corporation, owner of Lots 1, 2 and 3, which front on SE 82nd Ave. and on which is built a service station, also own Lots 4 and 5. They propose to sell Lot 5 and the east 41' of Lot 4 to the U. S. Post Office Department. The Post Office Department proposes to construct a one-story, masonry building approximately 60' x 87' with 20' side yards and a 5' setback from the street property line leaving 58' at the rear of the property for a concrete apron and maneuvering area. There will be approximately 30 to 40 employees, and a maximum of 20 small delivery trucks, some of which would be stored at the rear of the property overnight. The McKales Corporation would use the remaining strip on the westerly side of Lot 4 for parking for their service station.

The area is mostly developed with commercial uses with the Fred Meyer shopping center on the northwest corner of SE 82nd Avenue and SE Foster Road. A new bank occupies the northeast corner of SE 82nd Avenue and SE Foster Road, with commercial uses extending northward to SE Insley Street along 82nd Ave. This zone change is a logical expansion into vacant property in the vicinity of a major street intersection.

ACTION: The Zoning Committee unanimously voted to recommend approval subject to the following conditions:

1. One off-street parking space for every 700 sq. ft. of gross floor area in buildings.

2. Dust-proof the parking.

3. Screening along east boundary separating the zone change area from residential property.

4. No wall shall be constructed closer than 10' to the east property line.

5. The South 5' of Lots 3, 4 and 5, shall be dedicated for the widening of SE Insley Street. This dedication shall be made prior to the issuance of any building permit on the zone change area.

* * * * *

Petition #3339 was the petition to change from Zone II to Zone III the property located on the west side of SE 92nd Avenue approximately 220' south of the south line of the Portland Traction Company's right-of-way line to construct a small shop to build trampolines.

The zone change area now contains an older, two-story home. Just across SE 92nd Avenue and north to the Portland Traction Company tracks is a larger Zone III area containing a steel tank company. Five or six houses exist along both sides of SE 92nd Avenue between these tracks and the city limits at SE Flavel Street. The rest of the property lies vacant, is level, and could be served by trackage from the interurban line.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. One off-street parking area of 250 sq. ft. shall be provided for every 700 sq. ft. of gross floor area.

2. Such off-street parking shall be paved with a dust-proof material.

* * * * *

Petition #3340 was the petition to change from Zone I to Zone II the property located 95' south of E. Burnside Street on the west side of SE 66th Avenue for the construction of a duplex.

The zone change area is composed of two, 25 x 100' lots which are now vacant. SE 66th Avenue contains a small, brick, one-story apartment at the southeast corner of the intersection of E. Burnside Street. Just east of this is a larger apartment. Along both sides of SE 66th Avenue south of E. Burnside Street are 7 or 8 well-maintained, single-family homes. West of the zone change area along E. Burnside Street are five other multi-family units and two commercial uses.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. A mimimum of 2500 sq. ft. per dwelling unit
2. One off-street parking space per dwelling unit
3. Dust-proof the parking
4. No wall of any structure closer than 15' to the street property line of SE 66th Ave.

* * * * *

Petition #3346 was the petition to change from Zone II to Zone III the property located 100' north of NE Glisan Street on the west side of NE 66th Avenue for the construction of a one-story warehouse and office.

The proposed drug warehouse is approximately 51,000 sq. ft. in size with an attached office of 6,000 sq. ft. The balance of the level property would be black-topped for parking. The zone change area is slightly less than 5 acres in size. Of this, approximately one acre is in slopes and would require filling and retaining walls to develop.

Upon most of this property, fill material from the Banfield Expressway was dumped. The ground was raised so that it approximates the level of NE Glisan Street along the south and along NE 67th Avenue to the east. Along the west and north, however, the land was raised to approximately 30' above the residences which are adjacent. The zone change area and the balance of the petitioner's property including unimproved NE 66th Avenue is now just a large, vacant, gravelled area with abandoned building materials and equipment scattered around.

This is another example of an attempt to obtain a zone change for a new use of the property following an extensive earth moving operation. The property is and has always been in Zone II except for the southerly 100' which is in Zone III. The mere fact that it is a large area should not qualify it for a change to a commercial zone. Approximately 20 lots could be platted here for single-family use. Since there is a scattering of apartments around this tract, a more reasonable change might be to permit it to be developed for a low-density apartment project.

ACTION: The Committee unanimously voted to view the property and to hold any action in abeyance until the property was viewed in the field.

Subsequently, the Committee met in the field on July 3rd and voted to recommend denial of the petition on the grounds that

although it was a large, vacant area it was not the proper place for such a large warehousing operation. It is surrounded by residences and multi-family residences and should not be zoned for commercial use. (Deny)

* * * * *

Petition #3348 was the petition of the U. S. National Bank to change from Zone I to Zone III the southwest corner of SE 48th Avenue and SE Knight Street to construct a new bank with off-street parking.

The new bank will be constructed primarily on Lot 2 which is in Zone III. A 20 x 40' lunchroom and boiler room portion of the building would extend onto Lot 1 which is now in Zone I. The easterly half of Lot 2 and virtually all of Lot 1 would be in parking with a drive-in banking lane along the center of the tract. There would be an access on Woodstock Boulevard and one on SE 48th Avenue. No access is indicated onto umimproved SE Knight Street.

The four block area between SE 44th and SE 48th Avenues seems to be a logical shopping center and it would be more desirable that this commercial district extend back for a full block from SE Woodstock Boulevard with adequate parking and a concentrated variety of businesses, than that commercial uses should extend in both directions along Woodstock Boulevard and create a scattered ribbon of commercial. The new and well-maintained homes just east of the bank might form an effective block to further commercial expansion in this direction. The older homes and vacant lots between SE 44th Avenue and SE 48th Avenue and Woodstock and Knight Street appear to be the kind of area needed for internal expansion. Even some of the properties north of Knight Street are in a condition that might offer opportunities for conversion to parking under a "P" zone similar to a recent zone change in the Moreland district.

ACTION: The Committee unanimously voted to recommend approval subject to the following conditions:

1. One off-street parking for every 250 sq. ft. of gross floor area.
2. Dust-proof the parking
3. A 5' planting strip along SE 48th Avenue.
4. A 15' setback from SE Knight Street
5. Within this yard no structure shall be built and no activities of a business nature shall be conducted. No entrance or exit shall be constructed across this required yard and planting screen

6. Screen along the west property line of the zone change area.

7. No other use than off-street parking shall be permitted on those portions of Lot 1, Block 13, Woodstock which are not built upon, and the bank buildings shall be constructed substantially in accordance with the plans presented with the application.

* * * * *

P.C. File #3307 was the application of the Sellwood Methodist Church for Council approval for the property located on the southwest corner of SE 15th Avenue and SE Tacoma Street. This was considered at a meeting on March 10, 1958.

Mr. Reese, architect and Mr. McCormick, representative from the church were present to present the churches views on the proposed conditions. They said they were not now able to meet all the conditions but hoped to in the long range plan for the church.

ACTION: The Committee unanimously voted to recommend approval of the application subject to the following conditions:

1. An off-street parking area shall be provided within 5 years.

2. The parking area shall be paved with a dust-proof material.

3. Along the parking lot provided by the church there shall be a screen separating the parking area from adjoining residential property.

4. Within 5 years, the church shall have acquired sufficient additional property that the ground covered by the church buildings shall not exceed 30% of the total site area owned by the church.

5. No wall of any structure shall be closer than 15' to SE Tacoma Street nor closer than 13' to any interior property line.

6. The applicant shall furnish written evidence of agreements with the owners of other private off-street parking areas within 300' of the church, permitting the church to use such parking areas until the permanent parking areas required under Condition No. 1 have been met.

* * * * *

Petitions No. 3333; 3334; 3335; were petitions by the Sixth Avenue Corporation (Fred Meyer) to change from Zone I to Zone II property located west of the Burlingame Fred Meyer Store on SW Bertha Boulevard; SW Caldew Street; SW 13th Drive; and SW Nevada Terrace. These had been considered at a previous meeting on May 15, 1958.

ACTION: The Committee voted to meet in the field with Mr. Meyer and Mr. White to view the property before making a recommendation.

* * * * *

P. C. File #3235 was the application of the Mt. St. Joseph Home for Council approval for the construction of a nursing unit; laundry; boiler room; chapel; sisters' quarters; and a manor with an enlargement of property located between SE Stark Street and SE Washington Street and between SE 30th and SE 32nd Avenues.

The application was considered at a meeting on August 16, 1957 at which time it was approved with conditions. Now the home wishes an amendment to the ordinance varying the setbacks as shown in the plot plan submitted.

ACTION: The Committee unanimously voted to recommend that the ordinance be changed as requested.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

CRN:rh

MINUTES OF MEETING
Zoning Committee
July 14, 1958

The Zoning Committee of the City Planning Commission met on Monday, July 14, 1958 at 526 SW Mill Street.

Those present were: Members Robertson and Prichard; Chairman Windnagle, being ill, was polled by telephone. Also present were Cyrus Nims, Assistant Director; Mr. Benard, Building Inspections Director; and reporter Hazle.

* * * * *

P. C. File #3313 was the request for Council approval by the Ascension Parish for the construction of a convent and a four-classroom addition on the property located on the north side of SE Alder Street between SE 74th and SE 76th Avenues.

The church proposes to add four more classrooms onto the classroom building which now contains nine classrooms, and to build a new convent on Lots 6 and 7 with 12 sleeping rooms which will be one-story with a daylight basement. The old convent will be removed and the area paved with blacktop for additional playground.

The school is located on SE 76th Avenue between SE Yamhill and SE Alder Streets. Postwar growth of the parish has necessitated a significant building program. In 1951 they constructed the new school building with two classrooms on the south end of the property and removed an old church and school building. In 1955 they added seven new classrooms. The Planning Commission suggested at that time the desirability of obtaining more property to the north and perhaps the eventual vacation of SE Alder Street to enlarge the school grounds. The present property owned by the applicant is 3.1 acres. This would permit 12.4 classrooms at a ratio of four classrooms per acre.

ACTION: The Committee unanimously voted to recommend approval of the application subject to the following conditions:

1. A ratio of not more than four classrooms per acre shall be maintained.

2. In addition, a minimum of 5,000 sq. ft. of ground area shall be provided for the convent.

3. No building shall be constructed closer than 15' to any property line.

* * * * *

Petition #3345 was the petition to change from Zone I to Zone II to construct two duplexes on the west side of SW Capitol Highway near SW Troy Street. (Raz property)

The zone change area lies along the westerly side of SW Capitol Highway at the northeast corner of Tax Lot 9, a practically vacant tract of land approximately seven acres in size. At the southeast corner of this tract is a church school building approximately half finished. Across Capitol Hill Road from the zone change area are a number of fairly new single-family homes and one new duplex on Tax Lot 148 which was changed to Zone II by Council on July 8, 1957 after the Planning Commission had recommended denial.

SW Multnomah Boulevard is an excellent thoroughfare which will connect into the new Baldock Freeway and which should be improved to expressway standards as soon as possible. The south side of SW Troy Street just north of the zone change area is quite well built up with single-family homes, as is the district generally to the west, north and northwest.

ACTION: The Committee instructed the staff to get more information concerning the plans for the school and also plans from the optional purchaser as to how he would construct the duplexes. The Committee would like to see plans as to how the whole tract is proposed to be developed.

* * * * *

Petition #3350 was the petition of Louis Galatz to change from Zone II to Zone III the property located 100' west of SE 17th Avenue on SE Tacoma Street to enlarge an existing service station now located on Lots 1 and 2.

In addition to enlarging the existing service station, the petitioner also wishes to construct two rest rooms for an adjoining tavern. This is required by the Liquor Commission. He then wishes to make alterations to the gas station and to construct a new lubrication room and sales office behind the tavern on the southwest portion of Lot 2, which would extend onto the zone change area.

The zone change area now contains an older residence which will remain. The new construction would cut into the rear yard of the residence. The side yard of the residence would be reduced to 5 or 6 feet by a 3' or 4' high retaining wall along the westerly side of the paved parking area separating the new service station from the residence.

The general area is one of older, single-family homes with a few churches interspersed. SE 17th Avenue is composed of some older homes with business buildings interspersed. This zone change would seem to be a logical expansion of business at a major intersection.

ACTION: The Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. One off-street parking space for every 250 sq. ft. of ground area of buildings.
2. Pave the parking area
3. Screen along the property line separating the zone change area from adjacent residence, and a screen separating the commercial activities from the residence on Lot 18.
4. Lot area for the residence remaining on the zone change area shall not be reduced below 4,000 sq. ft.
5. Side yard for the residence shall not be reduced below 6 feet.

* * * * *

P. C. File #3351 was the request for Council approval to construct a residence within 200' of SW Terwilliger Blvd. at approximately SW 8th Avenue.

The applicant proposes to construct the residence on the westerly portion of the property. The plans show a distance of approximately 40' between the building and the south property line which is the boundary of the park along Terwilliger Blvd. The applicant is in the nursery business and states that he intends to retain the site in as natural a condition as possible--retaining the natural vegetation.

ACTION: The Committee unanimously voted to recommend approval of the application providing the Park Bureau does not want to acquire the property for park purposes, and providing the City Attorney has no objection to access to Terwilliger Blvd.

Subsequent investigation disclosed that the applicant's property abutting Terwilliger Blvd. carries the deed right-of-access reserved by the original grantor of Terwilliger Blvd. to all of his successors and assigns. Mr. Buckley stated that he has no objection to the use of this property for residenital purposes so long as his office can control the driveway location and improvements. He also is not in a position to acquire the property for park purposes.

The conditions attached to the Council approval application are as follows:

P.C. File #3352 was the application for Council approval for the construction of a residence within 200' of SW Terwilliger Blvd. to be established at 4112 SW 4th Avenue.

The applicant proposes to construct a single-family residence with a daylight basement. The house would have 1300 sq. ft. of ground floor area. The plans show a distance of approximately 140' from the east property line along SW Homestead Drive and the closest portion of the structure. The lot is now covered with a dense growth of trees and brush. The park area between Homestead Drive and Terwilliger at this point is also kept in a natural landscaped condition.

ACTION: The Committee unanimously voted to recommend approval of the application subject to the following conditions:

1. The residence shall be located at least 100' from the east property line facing Terwilliger.

2. The easterly portions of the property shall be maintained in a natural landscaped condition.

3. Not more than one single-family residence shall be constructed on the zone change area.

4. All access to the property shall be from SW 4th Avenue.

* * * * *

P.C. File #3353 Council initiation to change from Zone I to Zone III a lot located 150' north of SE Knight Street on SE 17th Avenue for the expansion of a service station.

The Planning Commission recommended denial of the petition to change from Zone I to Zone III to make legal a non-conforming service station on SE 17th Avenue and SE Knight Street. The Council granted the zone change and also decided to initiate a petition to change the lot to the north also to Zone III.

The Planning Commission was asked by Council to recommend conditions for this change of zone.

1. One off-street parking for every 250 sq. ft. of gross floor area in buildings.

2. Pave the parking

3. Screen along the east property lines.

4. No building closer than 15' to the east, north and west property lines.

* * * * *

P.C. File #3359 was the application for Council approval of the Trans-Video for the alteration of an old non-conforming radio transmitter into a Television transmitting station to be established at 4636 SW Council Crest Drive.

The applicant wishes to remodel an old 22' x 33' concrete block radio transmission building into a TV station so that they can continue broadcasting on Channel 27. The existing 110' tower along the side of the building will be replaced by a new 248' self-supporting tower. The building will house only the transmitting equipment and only 3 to 5 employees. The studio would be elsewhere. The entire installation would be on the westerly approximately 75' of the tract.

There is only one home that will be affected by the tower and that is located 250' away from the tower. The area is occupied by several other radio towers.

ACTION: The Committee unanimously voted to recommend approval of the application subject to the following conditions:

1. One off-street parking space of 250 sq. ft. for every 250 sq. ft. of gross floor area.

2. The tower shall be equipped with deicing equipment.

3. The installation shall be substantially in accordance with the plans submitted.

* * * * *

Petition 3270 is the petition from the West Hills Lodge to change property on Barbur Blvd. from Zone II to Zone III. The Planning Commission recommended denial of the petition but the Council reversed the recommendation and granted the zone change. The City Attorney was instructed to write up the ordinance and the Planning Commission was instructed to recommend conditions to be imposed on the property. These are the conditions:

1. The following conditions shall be applied to those properties for which the zone is being changed, and to other properties owned or subsequently purchased by the petitioner lying along SW Barbur Blvd. between the city-owned park properties and SW Hooker Street.

2. One off-street parking space of 250 sq. ft. shall be provided for each guest room or suite of any motel constructed on the above mentioned properties. For commercial uses other than a

motel, off-street parking shall be provided for at a ratio of one space of 250 sq. ft. for every every 250 sq. ft. of gross floor area.

3. All off-street parking spaces shall be paved with a dust-proof material.

4. No wall of any structure hereafter erected on the zone change area shall be constructed closer than 30' to the north property line which adjoins Duniway Park nor closer than 10' to SW Hooker Street and SW Barbur Blvd.

5. Ingress and egress from the above mentioned properties to SW Barbur Blvd. shall be confined to SW Hooker St. in a location satisfactory to the Traffic Engineer's Office.

ACTION: The Committee voted to recommend these conditions on the zone change petition subject to the Park Bureau and the Traffic Engineering office designating an access to the park. If access is adequately provided for, then the Committee voted to adopt the conditions. If not, then the parties involved should try to work out some dedication to make an access adequate.

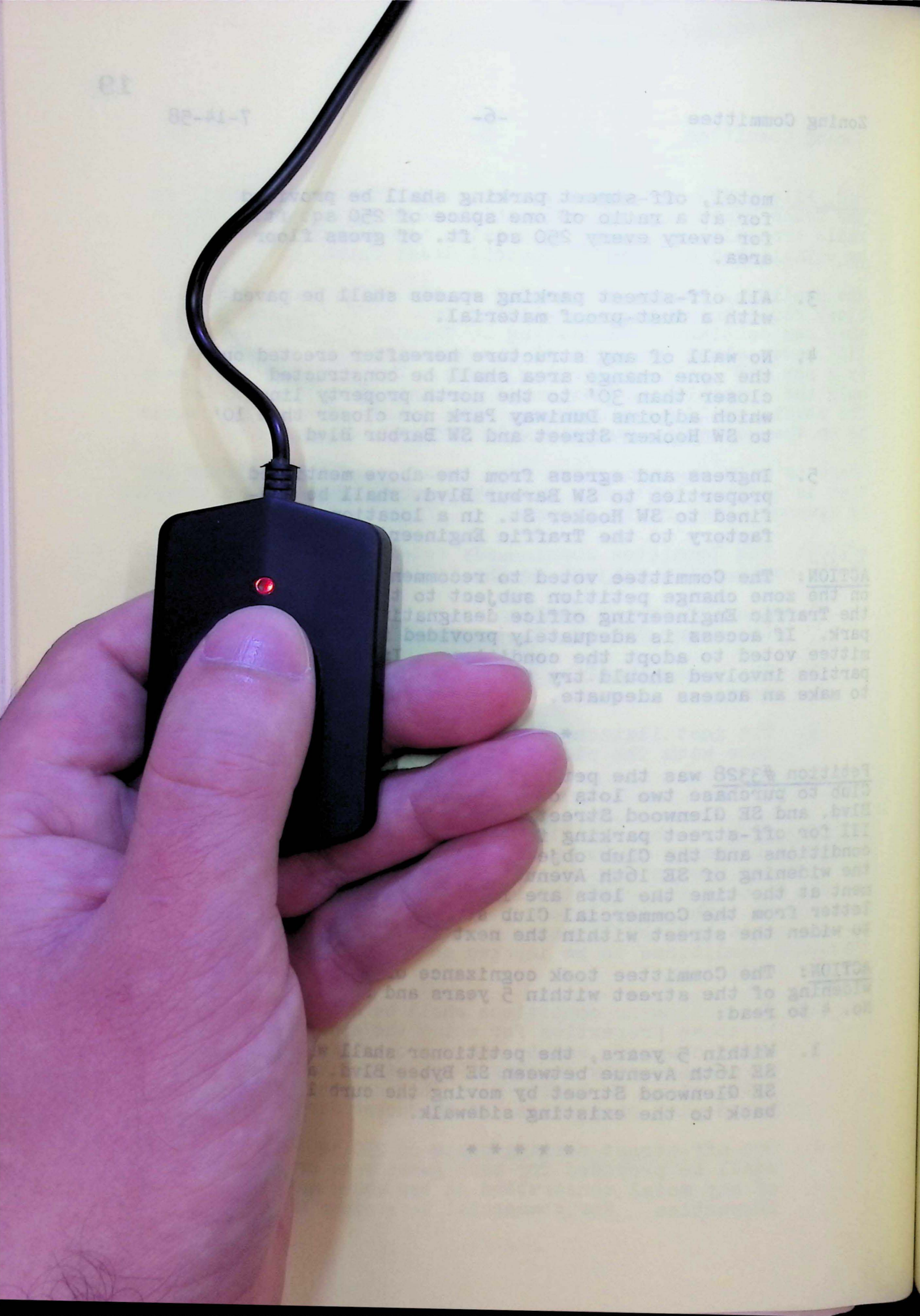
* * * * *

Petition #3328 was the petition of the Moreland Commercial Club to purchase two lots on SE 16th Avenue between SE Bybee Blvd. and SE Glenwood Street to change from Zone II to Zone III for off-street parking for the Club. We had recommended conditions and the Club objected to the condition asking for the widening of SE 16th Avenue to be paid for by the businessment at the time the lots are improved. We have received a letter from the Commercial Club stating they will be willing to widen the street within the next five years.

ACTION: The Committee took cognizance of the agreement to the widening of the street within 5 years and so changed condition No. 4 to read:

1. Within 5 years, the petitioner shall widen SE 16th Avenue between SE Bybee Blvd. and SE Glenwood Street by moving the curb line back to the existing sidewalk.

* * * * *



Petitions #3333; 3334; 3335 are petitions from the Sixth Avenue Corporation (Fred Meyer) to change from Zone I to Zone II certain properties located south of SW 13th Drive west of SW 10th Avenue; between SW Caldew Drive and SW Bertha Blvd. on top of a high bluff that extends along SW Bertha Blvd. and behind the commercial activities on Block 19; on the east side of SW Bertha Blvd. between SW Chestnut Drive and SW Nevada Terrace. These zone changes had been discussed at the meeting on June 17, 1958.

ACTION: The Committee unanimously voted to recommend approval of the petitions subject to conditions:

Pet. #3333:

1. A minimum ratio of 250 sq. ft. of ground area per dwelling unit shall be maintained.

2. One off-street parking space shall be provided for every dwelling unit hereafter constructed on the zone change area.

3. Such off-street parking spaces shall be paved with a dust-proof material.

4. No vehicular access shall be permitted from SW 13th Drive to the zone change area.

5. No building shall be constructed greater than two stories in height.

6. No wall of any building hereafter constructed on the zone change area shall be erected closer than 15' to any adjoining street property line; nor closer than 6' to any side or rear property lines.

* * *

Pet. #3334: The conditions are the same as above except Condition No. 4 shall be as follows:

4. Prior to the issuance of any building permit, all points of vehicular ingress and egress to the zone change area shall be specifically shown on building plans and must be approved by the City Traffic Engineer.

* * *

Pet. #3335: The conditions are the same as for Pet. #3334.

* * * * *



Petition #3336 was the petition to change from Zone II to Zone III the property located on the northwest corner of NW 25th Avenue and NW Northrup Street for the conversion of an existing two-story dwelling to offices.

The Planning Commission had recommended denial of the petition but the Council reversed the recommendation and approved a change to Zone III Special--Clinics and Professional Offices. The staff was instructed to work up conditions to be attached to the zone change ordinance.

ACTION: The Committee unanimously voted to recommend the following conditions be attached to the ordinance:

1. All uses and operations except off-street parking shall be confined, contained and conducted wholly within completely enclosed buildings.

2. The number of professional people using the clinic or offices on a particular site shall not exceed five (5).

3. The number of employees using such clinic or office shall not exceed one (1) per professional person, plus one (1).

4. No merchandise shall be displayed, handled, or sold on the premises.

5. No sign shall be placed on the building site, except for each professional person, one sign not exceeding 6 by 8 inches in size may be placed flat against the building, which sign shall have only the name of the professional person and his profession thereon.

6. One (1) off-street parking space of 250 sq. ft. shall be provided for every 250 sq. ft. of gross floor area.

7. The parking area shall be paved with a dust-proof material.

8. Screening shall be provided and maintained between any parking area and a street line or adjacent Zone I or Zone II property. Such screening shall be sufficiently dense to obscure motor vehicle head lights. It shall be at least three (3) feet and not more than four (4) feet high along any other property line. Such screen may be placed along the boundary of the parking area or along a property line but not closer than five (5) feet to a street line. Such screening



shall be composed of a masonry wall, an ornamental wooden fence, a compact evergreen hedge, or a cyclone type wire fence with evergreen hedge.

* * * * *

Mr. Palumbo had changed the zone on property located on SE Gladstone Street near SE 34th Avenue several years ago to construct multiple residences. His financing fell through and he now wishes to construct single-family homes on the property. He has been refused a building permit because of conditions imposed for the Zone II property.

ACTION: The Committee was of the opinion that the City Attorney could write a letter to the Building Bureau stating that Mr. Palumbo could construct single-family residences in the area providing the homes meet all the requirements for Zone I.

* * * * *

Mr. Nims explained a proposed subdivision in the Walther Tract area near Bridlemile incorporating lot sizes less than 10,000 sq. ft. The lot size was incorporated in the annexation ordinance.

No action was necessary.

* * * * *

Meeting adjourned.

* * * * *

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

CRN:rh

MINUTES OF MEETING
Streets Committee
July 16, 1958
4:45 p.m.

The Streets Committee of the Portland City Planning Commission met Wednesday, July 16, 1958, at 4:45 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Chairman Thompson, members Stanton and Donaugh; Right-of-Way Engineer Welch; Planning Director Keefe; City Planner I Becker; and reporter Kaplan.

*****

V15-58 -- Vacation of a portion of a 10-foot lane abutting Lots 18, 25, and 26, Hessler Hills, near SW Hessler Drive. Petitioner: Douglas McGuire.

Staff Report: The portion of a 10-foot lane abutting Lots 18, 25, and 26, Hessler Hills, which is near SW Hessler Drive, has been petitioned for vacation for convenience. The lane is part of an alley system included in Hessler Hills Addition. All the 10-foot lanes in the area are unimproved. The slope from SW Hessler Drive down to SW Northwood Avenue is extremely steep.

Staff Recommendation: That the 10-foot lane abutting Lots 18, 25, and 26, Hessler Hills, be vacated as petitioned.

Action Taken: The Committee voted to recommend that the 10-foot lane as petitioned be vacated.

*****

16-58 -- Subdivision at SW 41st Avenue, SW 47th Avenue Drive, and SW Shattuck Road. Sponsor: Ward Cook, Inc. No. of lots: 96.

Staff Report: Tax Lots 56, 57, 195, and 37 of Section 8, T 1-S, R 1-E, are restricted to 10,000 square feet per lot by Ordinance No. 104706, passed at the time of the annexation of the Bridlemile area. The general street layout of this subdivision was approved by the Planning Commission in 1955 in conjunction with the Bridlemile School and Park development.

All proposed streets have a 50-foot width, and all lots abutting the creek, which traverses through the property, have sufficient depth to allow adequate building area. Both proposed SW 46th Avenue and SW 47th Avenue have been extended north to the property line for future connections with the undeveloped area to the north. The Multnomah County Planning Commission staff has been conferred with regarding the suggested street development, and is in agreement with the connections. Since the Bridlemile School attendance district will probably include the area to SW Patton Road and west to about SW 58th Avenue, street connections

across the creek were considered necessary, along with the 10-foot right-of-way between Lowell Street and the turn-around on 46th Avenue.

A 10-foot dedication on the east side of SW Shattuck Road for street-widening purposes will give a total 60-foot right-of-way.

County zoning on the north, west, and south sides is R10 except for a small R7 area directly south of Hamilton Road.

Staff Recommendation: Approve the preliminary plat as submitted with lot sizes 10,000 square feet or greater.

Action Taken: The Committee voted to approve the staff recommendation.

*****

V17-58 -- Vacation of a 50' x 68.1' portion of SE 41st Avenue between SE Knapp and SE Henderson Streets. Petitioner: Joseph S. Smoley.

Staff Report: The 50' x 68.1' portion of SE 41st Avenue between SE Knapp and SE Henderson Streets is, at present, unimproved as a street. The adjoining owners have, however, improved the area with shrubs and flowers. The possibility of extending 41st Avenue through to SE Henderson Street is very remote as a new house has been built on Lot 1, Block 11, Eastmoreland Heights.

Staff Recommendation: Approve the vacation of the 50' x 68.1' portion of SE 41st Avenue between SE Knapp and SE Henderson Streets as petitioned.

Action Taken: The Committee voted to recommend that the vacation of the 50' x 68.1' portion of SE 41st Avenue between SE Knapp and SE Henderson Streets be approved as petitioned.

*****

D18-58 -- Dedication of triangular portions on the northerly corners of NW Balboa Avenue at NW St. Helens Road and NW Doane at NW St. Helens Road. Petitioner: Northern Pacific Railway Company.

Staff Report: The City Engineer's office has received deeds for triangular parcels on Northern Pacific Railway property at the intersection of NW Balboa Avenue and NW Doane Avenue at St. Helens Road.

The State and City plan to improve these northerly corners to allow the north-bound truck and trailer traffic a refuge lane before proceeding onto St. Helens Road.

Staff Recommendation: That the dedication of the two triangular portions on the northerly corners of NW St. Helens Road at NW Balboa Avenue and NW Doane Avenue be accepted.

Action Taken: The Committee voted to accept the dedication of the two triangular portions on the northerly corners of NW St. Helens Road at NW Balboa Avenue and NW Doane Avenue.

*****

Meeting adjourned.

*****

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

DCB:lmk

AGENDA 182

PORTLAND CITY PLANNING COMMISSION MEETING

September 16, 1958

3:00 p.m.

Page

1. Approval of Minutes and Committee Reports

   a. Planning Commission.....August 21, 1958..... 1
   b. Zoning Committee.....August 7, 1958..... 5
   c. Streets Committee.....August 21, 1958..... 14

2. St. Johns Comprehensive Plan
   (Consideration of staff report mailed previously)

3. E-R Commission request on closing of NE Multnomah Street 16
   (See letter on page 16)

4. City Attorney's opinion on rezoning of riverfront adjacent to E-R Center 17
   (This very important opinion is reproduced for information only)

5. Multnomah Shopping Center Plan
   (Preliminary report distributed at August meeting. Modifications and suggestions are requested at this time before printing of staff report is completed.)

6. Public hearing on Kelton Gulch
   (Progress report)

7. Workable Program 23
   (Letter to Mayor Schrunk)

MINUTES OF MEETING
PORTLAND CITY PLANNING COMMISSION
August 21, 1958
3:00 p.m.

The Portland City Planning Commission met Thursday, August 21, 1958, at 3:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: President Sroufe, members McKinley, Thompson, Stanton, Prichard, Windnagle, and Donaugh; Planning Director Keefe; Assistant Director Nims; Oregonian Reporter Bob Sever; Journal Reporter Jack Ostergren; City Planner III Keith; and reporter Kaplan.

*****

APPROVAL OF MINUTES AND COMMITTEE REPORTS

a. Planning Commission.....July 16, 1958.....approved

b. Zoning Committee.....June 12, 1958.....approved

c. Zoning Committee.....June 17, 1958.....approved

d. Zoning Committee.....July 14, 1958.....approved

e. Streets Committee.....July 16, 1958.....approved

*****

PRESIDENT'S REPORT ON MEETING TO CO-ORDINATE WORK OF CITY BOARDS AND COMMISSIONS

Mr. Sroufe related that the Mayor had called representatives from the E-R Commission, Housing Authority, Development Commission, Dock Commission, and Planning Commission to attend a meeting at which the Mayor expressed his desire for better co-ordination among the commissions. The Mayor emphasized that any proposals or studies for physical development in Portland should be referred to the Planning Commission. Mr. Sroufe stated that a meeting is scheduled for September 24 for the various commissions at which the Planning Director and Chairman will make a report on the aims and accomplishments of the Planning Commission, as well as covering the work of the various groups connected with the Planning Commission. It is planned to have a monthly meeting with the above commissions in hopes that better co-ordination can be achieved.

Mr. Sroufe stated that all Planning Commission members are invited to attend the September 24 meeting but that thereafter, it is intended that only representatives from the commissions need be present. The meeting is scheduled for 8:00 p.m. in the Council Chambers.

It was the consensus of the Commission that the series of meetings scheduled for the commissions was a step in the right direction for better co-ordination among these groups.

*****

ESTABLISHMENT OF REGULAR MONTHLY MEETING DATE

Mr. Thompson suggested that the Planning Commission adopt a regular monthly meeting date for the convenience of those commissions who wish to present any proposals or items for consideration. It was felt that this would enable the commissions to prepare their proposals for inclusion in a future agenda.

ACTION: It was moved and seconded that there be a Planning Commission meeting on the third Tuesday of every month at 3:00 p.m. Motion passed unanimously.

*****

PROCEDURES FOR PROCESSING REQUESTED CHANGES IN NEW ZONING CODE DURING HEARINGS

Mr. Keefe reported that it is Commissioner Bowes' idea that any requests that come up for changes be referred to the Planning Commission for its recommendation. After deliberation by the Planning Commission, they will then be submitted to the Council for consideration and action on September 24.

It was the consensus of the Commission that these matters should be reviewed by the Zoning Committee.

Mr. Keefe reported that the hearings on the new Zoning Code have gone well so far, and he urged each member of the Planning Commission to attend the remainder of the hearings.

*****

REQUEST FOR TIME TO STUDY RELATIVE ADVANTAGES AND DISADVANTAGES OF BURRAGE AND MINNESOTA ROUTES FOR U.S. 99 FREEWAY ACROSS PENINSULA DISTRICT

Mr. Keefe reported that the State Highway Department is considering an alternative route for the freeway across the northern part of the City. For several years, there was a general agreement on the route paralleling Greeley Avenue. However, just recently, the State is considering the Minnesota Avenue route for this freeway. He pointed out that there are some distinct disadvantages to the Minnesota route, and he felt that a study should be made as to the advantages and disadvantages of the Minnesota route in relation to the Burrage (Greeley) route.

Mr. Keefe stated that the Planning Commission should request the City Council for time, in addition to the regular 30 days, to make a study on the relative advantages and disadvantages of the Burrage and Minnesota routes for the U.S. 99 Freeway across the Peninsula district. Such study will extend, it is estimated, until November 15.

It was the consensus of the Commission that any proposals or recommendations on this matter should be directed through the Streets Committee.

The Commission also stated its approval for such a letter to be written to the Council, which is to be sent out under the signature of the President of the Commission.

*****

MARKET-CLAY ROUTE

In regard to the Market-Clay route, Mr. Keefe reported that all the requirements as far as grade, curvature, and merging points have been worked out in accordance with requirements of the Bureau of Public Roads. Two points of access have also been worked out. Mr. Keefe further explained the provisions of the plan as presented by Mr. Fowler.

Mr. Keefe stated that a request for time to make a justification study on the advantages and disadvantages of the Foothills route versus the Market-Clay route will be included as a part of our recommendation to the City Council in our letter regarding the Burrage versus Minnesota route.

*****

CAPITAL IMPROVEMENT PROGRAM

Mr. Keefe reported that Mr. Nims and he had been asked by Council to sit in on the final deliberations on the Capital Budget. A Land Acquisition Fund has been agreed to by Council in the amount of $500,000, to be raised over a period of ten years. Mr. Keefe reviewed the provisions of the Capital Budget as agreed to by the City Council. That which is to be raised by bond issues totaled $16,305,000 and the sum to be acquired through special tax levies totaled $23,250,000.

*****

SERIES OF TALKS ON WORK OF PLANNING COMMISSION

Mr. Keefe has been asked by Commissioner Bowes to put on a series of talks on the work of the Planning Commission, covering its accomplishments, aims, and objectives. The groups he has been asked to talk before include the City Club, Chamber of Commerce, as well as City Council. Mr. Keefe stated that it is planned to have similar talks before other such groups.

*****

MULTNOMAH SHOPPING CENTER REPORT

A preliminary study of the Multnomah Shopping Center was distributed at the meeting to the members of the Planning Commission. Mr. Keefe reported that a meeting had been held with the Multnomah Park and Shop organization, and that they were quite pleased with the recommendations contained in the report. Resolutions have been passed by the Park and Shop organization in order to carry out the plan as proposed.

*****

HILLSDALE SHOPPING CENTER STUDY

Mr. Keefe reported that the Hillsdale Shopping Center study is at a standstill inasmuch as construction is now taking place in the area by Mr. Wardin, which is blocking access to the proposed shopping center from the west. An inquiry is therefore being made as to whether the Hillsdale people are still interested in the idea of a unified shopping center.

*****

ST. JOHNS COMPREHENSIVE PLAN

Mr. Robert Keith gave an oral presentation on the St. Johns Comprehensive Plan report. This report will be ready for distribution to the Planning Commission about a week from this date.

*****

Meeting adjourned.

*****

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:lmk

MINUTES OF MEETING
Zoning Committee
August 7, 1958
3:00 p.m.

The Zoning Committee of the Portland City Planning Commission met on Thursday, August 7, 1958, at 3:00 p.m. in the conference room at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Robertson and Prichard; Building Inspections Director Benard; Assistant Director Nims; City Planner II Frost; and reporter Hazle.

Also present were: Mr. Luhr, Mr. Diamond, and Mr. Ortner -- Petition No. 3357.

*****

Petition No. 3349 was the requesr to change from Zone I to Zone II the property located on the north side of N. Russett Street between N. Burrage Avenue and N. Peninsular Avenue.

The petitioner wishes to move a duplex onto this vacant lot. A store building exists at the northeast corner of N. Russett Street and N. Peninsular Avenue. Except for a two-story apartment-type building on Lot 4 offering room and board, the remainder of the block on the north side of Russett Street is almost solidly built up with older single-family residences. The Zone III property on the south side of N. Russett Street is almost completely devoted to parking for stores and a large market on N. Lombard Street. This parking is screened along the sidewalk, and a loading area on Lots 27 and 28 has also been screened and developed without direct access to N. Russett Street. Lots 29 and 30 contain one single-family residence. In spite of the buffer treatment for business activity on the south side of N. Russett Street, there is some impact from traffic on the residential property on the north side of the street.

This petition appears to be a logical transition area for A2.5, and it is suggested that the proposed zoning map be changed where we have the opportunity.

ACTION: The Zoning Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. A minimum ratio of 2500 square feet of ground area per dwelling unit shall be maintained.

2. One off-street parking space shall be provided for every dwelling unit hereafter located on the zone change area.

3. Off-street parking areas shall be paved with a dust-proof material.

4. No wall of any structure hereafter erected on the zone change area shall be closer than 15 feet to N. Russett Street.

*****

Petition No. 3357 was the request to change from Zones I and II to Zone III the property located on the southeast corner of NE 33rd Avenue and NE Killingsworth for the construction of a supermarket.

The petitioner, Columbia Markets, which is the optional purchaser, proposes to construct a supermarket-type shopping center in the block at the southeast corner of NE 33rd Avenue and Killingsworth Street. Lots 20 through 25 and 30 and 31 contain well-maintained single-family homes which would remain as is in Zone I. The market buildings, containing 16,625 square feet of floor area, would be in an "L" shape around Lots 20 through 25 which contain three good residences. By a signed agreement with the owners of Lots 20 through 23, brick or redwood colored wooden pickets will be attached to the back of the market which is on their rear property line. By a similar agreement with the owners of Lots 24 and 25, these pickets will be installed and, in addition, the buildings along the common lot line, for the front 75 feet of the lot, will be set back 5 feet and a fence will be constructed. Approximately 95 parking spaces are shown. Three access driveways are shown from NE 34th Avenue; one from NE Emerson Street; and one over an easement from NE 33rd Avenue near Killingsworth Street at the rear of an existing service station.

The intersection of NE 33rd Avenue and NE Killingsworth Street has been in Zone III for some time and contains a drugstore, two service stations, and miscellaneous small shops. The surrounding districts are almost solidly built up with single-family homes. NE 34th Avenue, abutting the zone change area to the east, contains fairly new and very well-maintained homes. Four of these along the west side of the street and four along NE 33rd Avenue would have to be removed for the market development.

This appears to be a logical location for a local shopping center providing buffering measures can be utilized which would protect adjacent homes from undue impact from commercial activities, traffic, and parking. The NE 33rd Avenue and NE Killingsworth Street corner is scheduled for C2 under the new Zoning Ordinance, requiring one off-street parking space for each 500 square feet of gross floor area, which would require 30 spaces. The development thus provides approximately three times the standard in parking. The most serious problem resulting from this request is that NE 34th Avenue is a fine residential street. Only buffer conditions would give these homes sufficient protection from undue impact of commercial activities, parking, and traffic.

Another serious problem associated with this request is that the fine home on Lots 30 and 31 will be surrounded on three sides by a parking lot. This would indeed be depriving this owner of the protection of Zone I, which he has enjoyed for many years.

ACTION: The Zoning Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. One off-street parking space of 250 square feet shall be provided for every 500 square feet of gross floor area of buildings hereafter constructed on the zone change area.

2. Such off-street parking spaces shall be paved with a dust-proof material.

3. A yard 15 feet in depth shall be maintained along the entire NE 34th Avenue frontage of the zone change area. Such yard shall be in lawn and landscaping. A screen of evergreen planting at least 5 feet high shall be provided along a line 15 feet westerly of the NE 34th Avenue property line. No structure shall be built, no vehicles parked, and no commercial activities shall be carried out within this 15-foot yard. No pedestrian or vehicular exit or entrance to the zone change area from NE 34th Avenue shall be permitted across this 15-foot yard except within 100 feet of NE Killingsworth Street.

4. If Lots 30 and 31, Block 26, Willamette Addition, are not purchased and made a part of the supermarket project within 45 days after the date of this meeting (August 7, 1958),* then a screen shall be immediately provided and thereafter maintained separating the parking area and supermarket from the residence on Lots 30 and 31. This screen shall be a masonry wall, a lattice fence with openings not less than 30 per cent nor more than 50 per cent, a woven wire fence with evergreen vines or an evergreen hedge. Such wall, fence, or hedge shall be at least 5 feet but not more than 6 feet high.

*At a special meeting of the Zoning Committee on September 4, action was taken to reword that portion in condition No. 4 which is underlined as follows: "prior to December 1, 1958", then a screen.....

The following condition was inadvertently omitted in our letter to the petitioner of August 12, 1958 and in our letter to the Council of August 20, 1958:

5. No motor vehicle on a storage parking lot shall be parked closer than 5 feet to the street property line of NE 33rd Avenue, and this 5-foot strip along the street property line shall be planted with shrubs, flowers or grass except for necessary driveways.

*****

P.C. File No. 3358 was the application of the Piedmont Friends Church for Council approval for the use of a residence as a Sunday School to be located on N. Borthwick Avenue between N. Simpson and N. Jessup Streets.

The applicant's proposal is to use a residence on Lot 15, located on N. Borthwick Avenue, for a Sunday School. This lot is directly behind their existing church located on N. Albina Avenue between N. Jessup and N. Simpson Streets.

The existing church building on Lot 4 and the parsonage on Lot 5 are in Zone III. N. Albina Avenue in this vicinity is improved predominantly with single-family residences with a few duplexes. N. Borthwick Avenue is quite solidly built up with older but well-maintained single-family residences.

ACTION: The Zoning Committee unanimously voted to recommend approval of the application as submitted.

*****

P.C. File No. 3360 was the request by Dr. Horace Miller to amend Ordinance No. 82336 to use the residential portion of the structure located on the northeast corner of NE 15th Avenue and NE Weidler Street for expansion of the medical clinic.

In May, 1946, Dr. Horace Miller was granted a zone change by Ordinance No. 82336 at the northeast corner of NE 15th Avenue and NE Weidler Street to erect a single-family dwelling and attached thereto, a dental clinic. This ordinance carried the condition that no other commercial use be made of the property and that four off-street parking spaces be provided. The doctor now desires to have this ordinance amended to permit the use of the residential portion of the home by doctors as a medical office. No exterior changes would be made to the building, but the interior would be remodeled to suit the doctors.

A 100' x 100' vacant lot lies between this property and NE Broadway. The district along NE Weidler Street contains a scattering of single-family homes and apartments. The property lies approximately a block east and a block north of the Lloyd Center development. NE 15th and NE 16th Avenues and NE Broadway and NE Weidler Street are both scheduled to be converted into one-way couplets. The property has been placed in an AOP Zone under the new Zoning Ordinance. Professional or business offices are permitted as an accessory use in an AO Zone, with parking required at one space for each 300 square feet of gross floor area.

ACTION: The Zoning Committee unanimously voted to recommend that the Planning Commission initiate an amendment to Ordinance No. 82336 to permit existing residences to be occupied without exterior modification by medical offices. Approval of the request will be recommended subject to the following conditions:

1. One off-street parking space of 250 square feet shall be provided for every 300 square feet of gross floor area in those portions of the building being converted from residential to medical purposes. These parking spaces shall be in addition to the four (4) spaces required in Ordinance No. 82336.

2. Such off-street parking spaces shall be paved with a dust-proof material.

3. A 10-foot strip shall be dedicated along the west and south sides of the property for the widening of NE 15th Avenue and NE Weidler Street.

*****

Petition No. 3361 was the request to change from Zone I to Zone III the property located on the north side of SW Idaho Street near SW Macadam Avenue to construct an open and covered lumber storage warehouse.

The petitioner now conducts a wholesale cedar and plywood business in a warehouse building on Lots 13 and 14 in the same block. He desires to pave and fence Lots 8, 10, and 12 and to use this property for the storage of lumber supplies. Some of his open storage is now located on Zone III property at SW Macadam Avenue and SW Vermont Street, two blocks to the south.

SW Macadam Avenue has been in Zone III for many years, approximately 100 feet deep along the westerly side. A number of businesses mixed in with residences are now located here between SW Dakota and approximately SW Nevada Streets. Among them are lumber warehouses and storage yards, a paper box warehouse, machine works, metal roofing fabricators, and small metal screen and metal door manufacturers.

To the west of Zone III is Zone I, containing a fairly well built-up district of older single-family houses, some quite well maintained. The zone change area is vacant except for a burned-out and abandoned home on Lot 12. A small non-conforming neighborhood grocery store exists on the northwest corner of the block. Lots 4 and 6, west of the zone change area, are vacant as are Lots 5 and 11, across SW Idaho Street from the zone change area. A small new residence is located on Lot 7 in this block.

This residential neighborhood, extending from SW Barbur Boulevard down to SW Macadam Avenue and from SW Taylors Ferry Road to approximately SW Hamilton Street, needs special protective measures to maintain its values. The Planning Commission estimates that the Terwilliger School, which is only three blocks away on Block 24, will need to have a larger ground area and building when the Failing School is abandoned. The preservation of this school and the neighborhood which it serves requires that heavier industrial uses be prevented from expanding to the west. The Planning Commission feels that this request for Zone III, extending 270 feet from



SW Macadam Avenue, is not reasonable in terms of the long range effect of such encroachments into the adjacent residential areas. While the east side of SW Macadam Avenue, next to the river, is devoted to the heavier manufacturing uses, the narrow strip along the west side of SW Macadam Avenue should be restricted to lighter uses which will have less impact on nearby homes.

ACTION: The Zoning Committee unanimously voted to recommend that the petition be denied.

*****

Petition No. 3362 was the request to change from Zone I to Zone II the property located on the north side of SE Holgate Boulevard between SE 42nd and SE 43rd Avenues.

Fairly recently-constructed single-family residences adjoin the zone change area to the north and east. Five single-family residences front SE Holgate Boulevard on the south side facing the zone change area. These also are of recent construction. An older residence, a church, and a two-story apartment house with ground store frontage occupies the southeast corner of SE 42nd Avenue and SE Holgate Boulevard. An old vacant service station is located on the northwest corner of this intersection. On the southwest corner of this intersection is a restaurant and off-street parking area. The surrounding residential area is composed predominantly of older, well-maintained single-family residences.

In 1956, the same person petitioned the Planning Commission for a change of the same property from Zone I to Zone II for transitional parking to serve an adjacent eight-plex which was built on Lots 22 and 23, Block 10, Lenox. However, this zone change was never carried out.

This appears to be a logical location for a duplex next to the existing court apartment and being located on SE Holgate Boulevard, adjacent to some local businesses.

ACTION: The Zoning Committee unanimously voted to recommend approval of the petition with the following conditions:

1. A minimum of 2,500 square feet of ground area per dwelling unit shall be maintained.

2. One off-street parking space shall be provided for each dwelling unit.

3. Such off-street parking spaces shall be paved with a dust-proof material.

4. No wall of any structure shall be constructed closer than 15 feet to the front property line.

*****



Petition No. 3363 was the request to change from Zone I to Zone II the property located on the north side of SE Ivon Street between SE 41st and SE 43rd Avenues to construct a four-unit apartment.

The petitioner operates a clinic in a large residential building on Lots 11 and 13, located on SE Division Street, just north of the zone change area upon which he proposes to construct a four-unit court apartment. The property is vacant and is now used partly as a rear yard by the clinic at the back. The zone change property is 7,410 square feet in size, giving a lot area per dwelling unit of 1,850 square feet. Utilizing just the zone change area, the proposed front yard would be 8 feet and the rear yard 3 feet - 2 inches, both of which are well below the standard of surrounding homes. Four off-street parking spaces are indicated.

Along the north side of SE Ivon Street, between SE 41st and SE 43rd Avenues, are six older, well-maintained single-family residences, some being fairly large. Across the street are eight single-family residences; among them, one quite large and a somewhat smaller new one. A court apartment is located at the southwest corner of SE 41st Avenue and SE Ivon Street in Zone II. A tract approximately 100' x 150' at the northwest corner of SE Ivon Street and SE 43rd Avenue is vacant. Adjacent to this is another vacant tract approximately 100' x 250' lying directly east of the clinic on Lots 12 and 14, Block 3, Richmond. The Zone III property in the vicinity of the jog in Division Street is improved with two gas stations, a large market with off-street parking, a malt shop, and a two-story plant producing caskets and printing ink. Nearer to the SE 41st Avenue and SE Division Street intersection are store buildings, a Portland General Electric substation, and a new one-story clinic with parking. The petitioner's property and nearby vacant lots to the east might be a logical transition between single-family uses south of SE Ivon Street and the businesses along Division Street.

ACTION: The Zoning Committee unanimously voted to recommend approval of the petition with the following conditions:

1. Not more than three (3) dwelling units shall be constructed on the zone change area.

2. One off-street parking space shall be provided for each dwelling unit.

3. Such off-street parking space shall be paved with a dust-proof material.

4. No wall of any building hereafter constructed on the zone change area shall be constructed closer than 15 feet to the front property line.

*****

Petition No. 3368 was the request to change from Zone I to Zone III the property located on the south side of NW Kearney Street between NW 19th Avenue and NW 20th Avenue to use the first floor of an existing residence for an office and the second floor for one apartment.

A large, older but well-maintained two and one-half story structure now occupies this 90' x 100' tract. The first floor has already been converted to and has been used for a lumber broker's office and an architect's office. An apartment is located on the top floor. In May, 1957, a zone change petition was filed but never completed to make legal the office use which was in violation of the Zoning Code.

A driveway along the west boundary of the property is sufficiently large to accommodate two cars. Additional area could be improved to accommodate one or two more parked cars.

A large, old and very well-maintained residence abuts the zone change area to the west. The eastern approximately 180 feet of the petitioner's block is in Zone III but is occupied by two large old mansions, one of which is now occupied by an advertising agency. Lots 9, 10, 11, 14, 15, and 16, which are now in Zone I, reflect this isolated little area of large old mansions, most of them still being occupied as single-family homes. This area is scheduled for AO in the new ordinance. The north side of NW Kearney Street, between NW 20th and NW 19th Avenues, is occupied by a number of motion picture offices and a recently-constructed clinic is located on the northeast corner of NW 20th Avenue and NW Kearney Street. A new two-story convalescent hospital and drugstore are located on the southwest corner of NW 20th Avenue and NW Kearney Street. The uses described above are typical of the variety of uses which predominate in this area.

ACTION: The Zoning Committee unanimously voted to recommend approval of the petition subject to the following conditions:

1. One off-street parking space of 250 square feet shall be provided for every 500 square feet of gross floor area in offices hereafter constructed or converted on the zone change area.

2. One off-street parking space shall be provided for each dwelling unit.

3. Such off-street parking spaces shall be paved with a dust-proof material.

*****

Petition No. 3350 was the request of Louis Galatz to change from Zone II to Zone III the property located 100 feet west of SE 17th Avenue on SE Tacoma Street to enlarge an existing service station. This petition was considered at a meeting on July 14, 1958 at which time the Zoning Committee recommended approval of the petition with conditions. An objection was raised by Mr. Galatz to the following condition:

4. The lot area for the residence remaining on the zone change area shall not be reduced below 4,000 square feet.

Mr. Galatz is objecting to this condition on the grounds that he does not want to tie the architect or engineer down to any specific dimensions.

ACTION: The Zoning Committee unanimously voted to recommend approval of the petition as originally approved with condition No. 4 remaining as stated, and to point out that 4,000 square feet is substandard for a duplex.

*****

Petition No. 3345 was the request to change from Zone I to Zone II the property located on the west side of SW Capitol Hill Road, 150 feet south of SW Troy Street, to construct two duplexes.

This was considered at a meeting on July 14, 1958 at which time the Zoning Committee instructed the staff to find out the plans for the school as well as the plans for the entire seven acres. Mr. Frost contacted the school and Mrs. Raz and was told that, due to a sewer assessment of $10,000, that piece of property was being sold to help pay the assessment.

ACTION: The Committee was undecided, and Mr. Windnagle said he would like to go out to view the property before making a final decision.

The staff raised the question of whether the Planning Commission, according to the law, should be consulted not only on original zone change ordinances but on any subsequent amendments to those ordinances. The subject was discussed but no action was taken.

*****

Meeting adjourned.

*****

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

CRN: lmk

MINUTES OF MEETING
Streets Committee
August 21, 1958
4:30 p.m.

The Streets Committee of the Portland City Planning Commission met Thursday, August 21, 1958, at 4:30 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Chairman Thompson and members Stanton and Donaugh; Right-of-Way Engineer Carl Short; Chief Civil Engineer Rosenthal; Planning Director Keefe; City Planner I Becker; and reporter Kaplan.

*****

V19-58 -- Proposed vacations of 10-foot and 20-foot alleys located in Overlook Park. Petitioner: Portland Park Bureau.

Staff Report: The proposed vacation is again part of the Park Bureau's program of vacating dedicated streets within parks. Multnomah County has consented to this vacation, and the Council, by Resolution No. 27347, has authorized the Commission in charge of the Park Bureau to sign the consent to the vacation.

A Mr. Ell, contract purchaser of Lot 4, Block G, Overlook Addition, has no objection to the proposed vacation but refuses to sign any papers to that effect; therefore, vacation proceedings now will be initiated by resolution.

Both alleys are not improved.

Staff Recommendation: That the vacation of the 10-foot and 20-foot alleys located in Overlook Park be approved as petitioned.

Action Taken: The Committee voted to recommend that the vacation of the 10-foot and 20-foot alleys located in Overlook Park be approved as petitioned.

*****

20-58 -- Preliminary subdivision plat located near W. Barnes Road and NW Irving Street. Proposed Zone: R10. Sponsor: William F. Van Laeken.

Staff Report: The 20-lot preliminary plat is situated in a very steep area. Forty feet is proposed for NW Irving Street. Proposed NW Hilltop and NW Seblar are to be 34 feet, 30 feet curb to curb and a 3-foot sidewalk on the uphill side, with one foot for curbs.

The area is in proposed R10. Lots 6, 7, 8, 9, 10, 12, and 18 will be substandard under the R10 requirements as they are less than 100 feet deep.

Discussion: Mr. Rosenthal, Chief Civil Engineer, did not feel that there was any justification for the 20-foot extension of proposed NW Hilltop. He suggested that a turn-around, 30 feet in radius, be provided at the end of Hilltop Street. Mr. Becker stated that, due to the topography, it is physically impossible to put a turn-around in at this point.

Action Taken: The Committee voted to approve the subdivision as submitted on condition that a 30-foot radius curb-to-curb turn-around at the end of Hilltop Street be provided and terminated at that point, and that the 20-foot right-of-way extending from NW Hilltop be eliminated.

*****

Meeting adjourned.

*****

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

DCB:lmk

C O P Y

16

EXPOSITION-RECREATION COMMISSION
of the City of Portland, Oregon

September 3, 1958

City Planning Commission
City of Portland
526 SW Mill Street
Portland, Oregon

Attention: Mr. Lloyd Keefe

Gentlemen:

It has come to our attention that the plan for the East Bank Freeway as published by the Oregon State Highway Commission, dated February, 1958, proposes the closing of NE Multnomah Street at NE First Avenue, two blocks east of the site of the Portland Exposition-Recreation Center. Throughout the planning for the Center, NE Multnomah Street has been considered as one of the principal means of access to the Exposition-Recreation Center parking area from the east. In addition, NE Multnomah Street provides the most direct link between the E-R site and the new Lloyd Center and Sheraton Hotel, and it is our opinion that the completion of these structures will result in considerable traffic being generated between the Lloyd Center area and the E-R site.

In duscussions with our architects, it is their opinion that the proposed closing of NE Multnomah Street will interfere with proper access to the parking areas on the site by vehicles arriving from the east, and will result in congestion at the intersection of NE Hassalo Street and N. Williams Avenue. It is their further opinion that considerable traffic will be generated between the E-R site and the Lloyd Center area and that the closing of NE Multnomah Street would have a serious effect on this circulation.

At a meeting of the Exposition-Recreation Commission on August 19, 1958, the Commission went on record as protesting the closing of Multnomah Street. We are therefore writing you formally to request that the City Planning Commission file a protest with the State Highway Commission against their proposed plan in this respect.

Very truly yours,

/s/

Gale Livingston
Chairman

JM
jn

OFFICE OF CITY ATTORNEY
PORTLAND 4, OREGON
ALEXANDER G. BROWN
CITY ATTORNEY

17

August 20, 1958

TO THE COUNCIL
Portland, Oregon

Gentlemen:

The Council has referred to this office for an opinion the recommendation of the City Planning Commission that Lots 4 and 5, Block 1, Sarah Shaver's Addition, and all of Blocks 1 to 4, inclusive, McMillen's Addition, and Tax Lot 4 of Block 4, McMillen's Addition, and Block 53, Holladay, except such portions of said properties taken for street or highway purposes, be changed from Zone III to Zone I Special. Because of the upgrading of this area and its relation to the E-R Center now under construction, a number of questions are raised which are of fundamental importance in the light of modern zoning.

The area which it is proposed to change may be roughly defined as that area lying along the east bank of the Willamette River east of N. Margin Avenue and between N. Margin Avenue and N. Crosby Avenue, east and west, and between N. Cherry and N. Holladay Streets, north and south. At the outset, attention is invited to the fact that while the property is now zoned as Zone III, the use is that of Zone I Special. Premises which were originally single-family are presently used for multiple-family occupancy without material change in the structures. We believe it is important to keep this in mind as this opinion is being developed.

Attention is also invited to the proposed new Planning and Zoning Code of the City which is now before the Council for its consideration. Under this proposed Code the area is classified as "C 2 DS." "C 2" is a general commercial zone, and "D" relates to design zone, which is defined as an area in which the design of structures is controlled, and "S" is a signboard control zone. It follows, therefore, that under the proposed Code, general commercial use can be made of this property so long

as the design of structure is in accord with standards to be determined, and signboards may be located therein, subject to limitation and control.

The change to Zone I Special of this property would serve to preserve the river bank approach to the E-R Center and, admittedly, it is the hope of various persons and groups that ultimately this property may be acquired and developed as an adjunct to the E-R development, or as a part of the City's park system. While it may appear elementary, we are of the opinion that it is worthwhile to give somewhat of a general review of zoning in order for the Council and others interested in this situation to fully understand the problem and our opinion in relation thereto.

Zoning is an exercise of the police power and the City of Portland has authority to exercise police power within its corporate limits in the same manner and to the same extent as the state may exercise such power generally. (Sec. 2-105 (a) (1), Charter of the City of Portland) In the exercise of the police power in zoning, as well as in all other aspects, it must be done to promote or secure the public health, safety, morals or general welfare of the community. (Holt v. City of Salem, 192 Or 200, 234 P2d 564) In this case the Supreme Court of Oregon held that lawful zoning is a proper exercise of the police power, and in Berger v. City of Salem, 131 Or 674, 284 P 273, the Oregon Supreme Court recognized that the adoption and enforcement of a zoning plan when fairly conceived and equitably supplied, is within the scope of police power.

The validity of a zoning plan is dependent upon the circumstances of each case and the character of the regulation, whether arbitrary or reasonable, and whether actually designed to accomplish a legitimate public purpose. (Shaffner v. City of Salem, 201 Or 45, 268 P2d 599) To like affect see Kroner v. City of Portland, 116 Or 141, 240 P 536. The crux of this case is whether the desired protection of the E-R Center from uses which might be made of this property as Zone III and to preserve it in a manner which will be complimentary to the E-R Center, is in the public interest and enforceable as an exercise of the police power for the general welfare. This brings into the picture the question of aesthetics.

A refinement of this question is whether in the promotion of the general welfare the property of an individual may be restricted in its use so as to inflict some limitation upon his use and enjoyment of his own holding. Under our Constitution, no rights are absolute and in a series of decisions by the Supreme Court, going back to very early days, that Court recognized that under the police power restrictions could be imposed not only upon the use and enjoyment of property, but, as Mr. Justice Harlan said in 197 U.S., page 26: "Even liberty itself, the greatest of all rights, is not unrestricted."

When zoning laws first came into existence, the laws themselves and the court decisions gave very little recognition to aesthetics. However, more and more this factor has become an important, if not controlling one in many zoning decisions. This is demonstrated by Metzenbaum, "Law of Zoning," 1930 Edition, and the latest three-volume work on this subject by the same author published in 1955. In the 1955 publication, Volume 2, page 1577, we find a whole page which discloses how the public welfare clause has expanded with regard to aesthetic considerations.

Several courts have commented that the police power, like the general welfare clause and the commerce clause of the Constitution, is not a static thing, but grows and expands with changes in our social and economic life. The cases cited in the chapter on aesthetic consideration in the 1955 edition of Metzenbaum do not, in and of themselves, prove that aesthetic considerations alone are sufficient to warrant a restriction upon the use of property, or a zoning of property, so as to limit its use or enjoyment, but, when combined with any other factor, it has an important bearing upon the legality of such a zone change. Therefore, it is the opinion of this office that aesthetic consideration in connection with the E-R site and its protection, and the proposed rezoning of the tract in question in accordance with present use, certainly provides the basis for such a zone change being upheld by the courts.

It is true that the Oregon Supreme Court has not particularly expressed itself on the aesthetic considerations of zone changes, nor has it had the question squarely before it, but a reading of the cases cited in Metzenbaum, Law of Zoning, 1955 Edition, pages 1577 through 1587, gives a very definite review of the trend

of the courts today and the trend of zoning restrictions based upon aesthetics.

McQuillin, Municipal Corporations, 3rd Edition, Revised, Volume 8, page 67, recognizes the tendency to justify zoning on aesthetic basis. This authority upon municipal law states:

> "There is a definite tendency in support of the position that aesthetic considerations alone may justify the exercise of the police power, at least under certain circumstances. This is true with respect to zoning and it is particularly true with respect to areas in and about public parks. (Citing cases) Undoubtedly in this respect the law has undergone a decided change in recent years. (Citing cases) Aesthetic considerations are particularly relevant in determining the validity of zoning restrictions in vacation places where people are interested and engaged primarily in the pursuit of pleasure, since the continued success of the community as a pleasure resort may be particularly dependent upon retaining its beauty as a lure to travelers. (Citing cases) Preservation of the historic interest of a neighborhood may be the object of legislation restricting all exterior construction and alteration of buildings to a style in conformance with the neighborhood's traditional architecture. (Citing cases, including the declaratory opinions of the Supreme Court of Massachusetts approving proposed statutory restriction on certain historic districts in Boston and Nantucket.)

The latest text upon municipal law which was recently cited with so much approval by the Supreme Court of the United States, is Rhyne, "Municipal Law" (1957). The subject of aesthetics begins on page 889 and takes up a number of specific cases, particularly those designed to preserve historic sites such as the so-called "Vieux Carre" regulations, an ordinance designed to preserve the area around a historic part of New Orleans, the decisions of the Massachusetts courts designed to preserve the area around Beacon Hill in Boston, and the recent Supreme Court case of Berman v. Parker, 384 U.S. 26, 99 L ed 27 (1954).

In this case the Supreme Court of the United States upheld the District of Columbia Redevelopment Act of 1945, and said in part:

> "The concept of the public welfare is broad and inclusive. The values it represents are spiritual as well as physical, aesthetic as well as monetary. It is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well-balanced as well as carefully patrolled."

To like affect see State v. Wieland, 269 Wis 262, 69 NW2d 217 (1955), certiorari denied, 350 U.S. 841, 100 L ed 750.

Another well-known authority in the field of zoning is E. C. Yokley, former City Attorney of Nashville, Tennessee, and in his second edition of "Zoning Laws and Practice," he too gives recognition to the changing times and the recognition of aesthetic factors today which were little thought of when zoning first came into being. He holds this to be a natural and progressive step: "The concentration of population in urban areas has forced a readjustment in our thinking respecting some of our former concepts of zoning."

The National Institute of Municipal Law Officers has had this problem before it each year, and through reports of its Committee on Zoning and Planning, the growth and recognition of aesthetics has been very much in evidence. The present trend caused Richard Waltz, City Attorney of Beverley Hills, California, and a member of the Committee last year, to comment: "To an old-timer, schooled in constitutional law as it existed 35 years ago, it seems that the right of property is being whittled away under the general theory of greatest good for the greatest number."

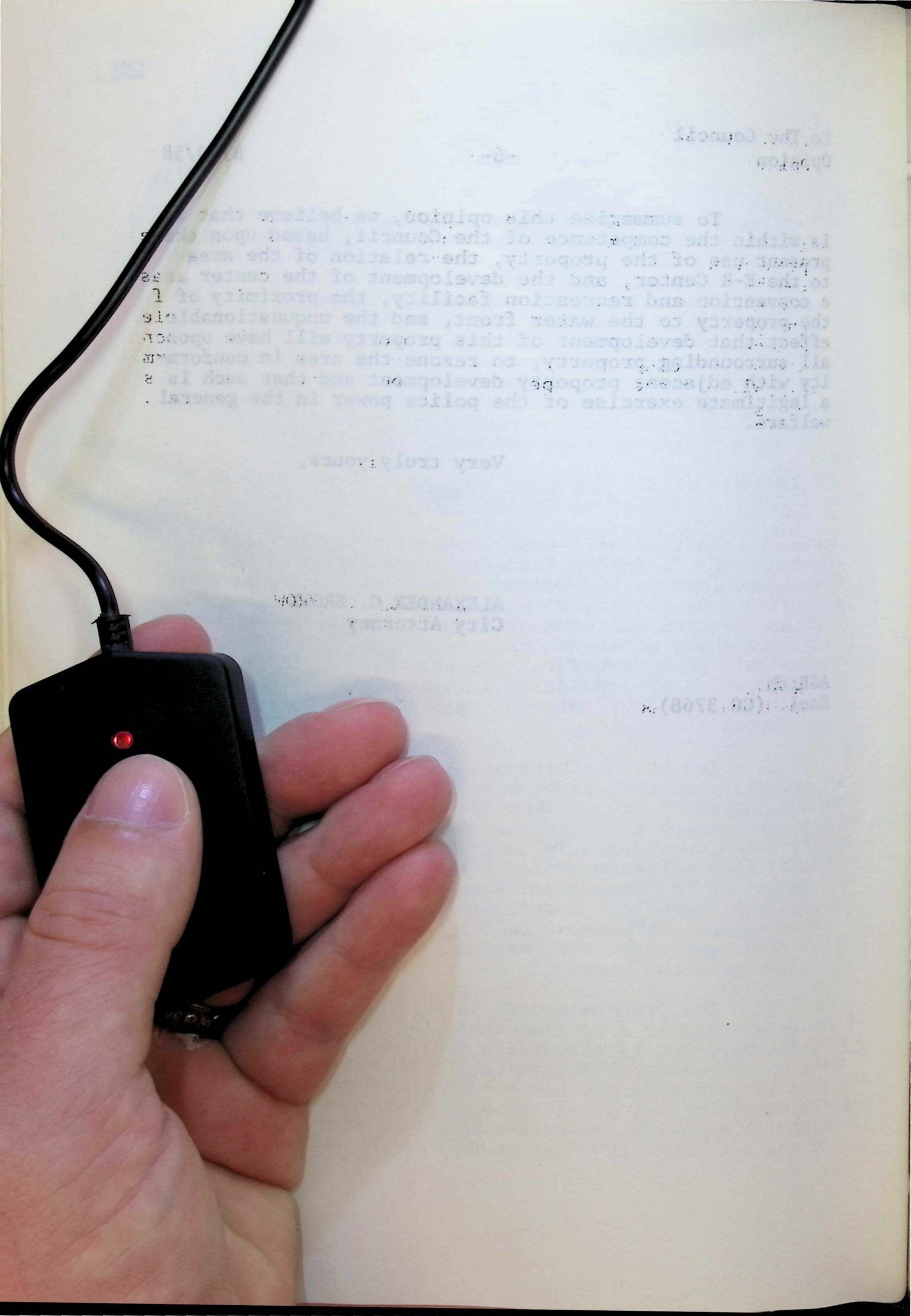
The present owners of this property using it, in fact, as Zone I Special cannot be heard to complain if the property is rezoned in conformity with its use. A property owner is always confronted with the possibility that his property may be rezoned in the public interest. The owners of the property in question have no vested right to a special advantage resulting from the location of the E-R facility adjacent to their holdings.

To summarize this opinion, we believe that it is within the competence of the Council, based upon the present use of the property, the relation of the area to the E-R Center, and the development of the center as a convention and recreation facility, the proximity of the property to the water front, and the unquestionable effect that development of this property will have upon all surrounding property, to rezone the area in conformity with adjacent property development and that such is a legitimate exercise of the police power in the general welfare.

Very truly yours,

ALEXANDER G. BROWN
City Attorney

AGB:dh
Encl. (CC 3768)



CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

23

September 10, 1958

orm Dept. of Public Works, City Planning Commission

Dept. of Public Safety, Office of Mayor Schrunk

ddressed to Mayor Terry D. Schrunk

bject Workable Program Recertification

Dear Mayor Schrunk:

Relative to your request that the City Planning Commission prepare Portland, Oregon's 1958-59 Workable Program, enclosed is a progress report in the form of a chart on the year's accomplishments under each of the seven elements comprising the Workable Program.

It appears that there are a few activities proposed last year which yet have not received attention, and which are important and necessary undertakings in a city-wide urban renewal endeavor. These generally involve codes pertaining to housing and their enforcement, additional local legislation for implementing the city's comprehensive development plan, and the completion of work on the neighborhood renewal analysis of the city.

If some progress is shown in these areas, the city will be able to present a good record of achievements and to formulate satisfactory goals for next year's workable program, thus satisfying the requirement that a locality must show evidence that it has an active local and total urban renewal program before it can receive federal financial aid.

Owing to the fact that the programs and policies of several city bureaus and departments and the Portland Development Commission are involved in formulating the Workable Program, it appears necessary that the parties concerned should make the following determinations: 1) whether the preliminary assessment of achievements which follow is correct; 2) whether the city wishes to complete all of the activities programmed for last year; and 3) what goals the city should set for next year.

Respectfully submitted,

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

RLO:lap

Enclosure

PORTLAND'S WORKABLE PROGRAM -- 1957-1958

Activities Programmed	Progress to September 1958
CODES AND ORDINANCES	
1. Clarify dwelling heat regulations in the Housing Code.	The meaning of Section 8-1403 governing the heating of dwelling units yet needs to be clarified.
2. Eliminate conflicting standards in the Housing and Health & Sanitation Codes.	Minimum space occupancy standards contained in Housing and Health & Sanitation Codes are now in conformance.
3. Provide that dwelling units be equipped with hot running water.	Portland yet does not require that dwelling units be supplied with hot running water. Portland's Housing Code does require that dwelling units be equipped with sinks and water closets. A majority of codes in the important American cities in addition require that a bath tub or shower be supplied. Also, many codes stipulate that both potable and hot running water be supplied to each facility with exception of the water closet. There may be other areas in which Portland's Housing, Health and Sanitation, Building, Plumbing, Electrical and Fire Codes need strengthening in order that the best possible job of housing conservation and blight elimination can be performed by the local community.
COMPREHENSIVE PLAN	
4. Complete the important phases of a comprehensive development plan.	The City Planning Commission is completing several reports important to a comprehensive development plan for Portland, i.e. Economic Prospects, St. Johns Comprehensive Development Plan, Land for Schools, Multnomah Center, Hillsdale Center, Vanport Development Plan. Also, extensive studies and base maps have been prepared for illustrative purposes of residential neighborhood patterns and tentative alignments of the future major highway system in and near Portland.

Activities Programmed	Progress to September 1958
COMPREHENSIVE PLAN (cont.)	
5. Adopt new zoning ordinance.	The text and delineation of land use zones on maps were prepared and presented to City Council. Hearings will soon be completed on the proposed Zoning Ordinance and it is expected that the new code will govern Portland's development by January 1959.
6. Adopt subdivision regulations.	A set of subdivision regulations has been formulated by the Planning Commission staff but has yet not been presented for official adoption by the Planning Commission, City Engineer, or City Council.
7. Adopt procedure of yearly review of a capital improvements budget and program.	An annual procedure of review of public improvements occurring in the city yet has not been inaugurated. The Planning Commission, upon a request of the City Council, prepared a report on the long range capital improvement needs of the city and surveyed the financial structure and future of the city. A tax levy and bond issue for a comprehensive capital improvement program is being submitted to the voters.
8. Participate with Multnomah, Clackamas and Washington Counties in a Metropolitan Planning Program.	The governing bodies of the city of Portland and the three counties in the vicinity, Multnomah, Clackamas, and Washington, all have approved of a Portland metropolitan planning program and have budgeted funds for its support. An application for Federal 701 matching funds has been submitted to the HHFA.
NEIGHBORHOOD ANALYSIS	
9. Rate all residential blocks in the city for varying categories of blight using census data as criteria.	An analysis of the condition of Portland's residential neighborhoods at this date has not been completed. The Planning Commission has delineated the city's 90 neighborhoods and studied the quality of schools serving

Activities Programmed	Progress to September 1958
NEIGHBORHOOD ANALYSIS (cont.)	
10. Classify residential areas or neighborhoods using block ratings and environmental influences as blight criteria. 11. Establish a treatment priority schedule.	those residential areas and, in some cases, their park and recreation needs. However, the important aspect of the Neighborhood Analysis, the condition of housing in the city's neighborhoods yet must be done. The Planning Commission, owing to staff vacancies, has recommended that outside expert help (Clark-Coleman & Associates) be retained to complete this important phase of the Neighborhood Analysis.
CITY ADMINISTRATION	
12. Inaugurate planned inspection program (housing).	The city has not inaugurated a planned inspection program as done in other cities where dwelling units are inspected for conformance to the occupancy, plumbing, maintenance, etc., standards contained in the Housing and Health & Sanitation Codes. The Fire Bureau does make safety inspections in the city's dwelling units. Owing to a staff shortage, the Bureau of Building is not able to make a similar systematic survey, but must rely on complaints in order to detect and eliminate substandard housing and living in Portland.
13. Establish a permanent urban renewal staff to aid in public relations and urban renewal administration regarding rehabilitation, clearance and relocation programs.	The newly created Development Commission has been designated as the agency which will administer the urban renewal program in Portland. A permanent staff has been retained. A city-wide program has not as yet been formulated.
14. Seek to amend state redevelopment legislation so as to allow cities to enjoy all the benefits made available by recent Federal urban renewal legislation.	The State Enabling legislation for urban renewal was amended in the last legislature and the city now can participate in Neighborhood Rehabilitation as well as clearance programs.

Activities Programmed	Progress to September 1958
FINANCE	
15. Seek to raise the city's tax base on which the allowable yearly 6 per cent increase is calculated.	There has been no measure presented to the voters to raise the city's tax base.
16. Submit to the voters a proposal for special tax levies or bond issue for financing public improvements and urban renewal on either a project or city-wide renewal basis. Such proposals would be integrated with other governmental units' long range special tax levy proposals.	The City Council did propose a special levy principally to finance the South Auditorium Project which received a majority vote by the electorate. Also, a comprehensive capital improvement program soon is to be voted upon. If enacted, several features will benefit the residential areas of the city and, thus, are important to urban renewal.
17. With additional revenue obtained from increasing the tax base and/or special tax levies, inaugurate a capital budget procedure whereby funds would be designated specifically for urban renewal projects on a yearly basis.	The yearly capital budget procedure is not yet in operation in Portland, but the city is studying all the aspects of such a program, and the inclusion of a sum of money specifically to be used on city-wide urban renewal program is being considered.
18. Co-ordinate current public works and facilities improvement expenditures with urban renewal projects so as to gain local grants-in-aid benefits for a specific project and thus decrease the amount of capital grant needed to defray the local share of write-down costs of a renewal project.	The city yet has had no opportunity to employ such means for obtaining financial credits, but the Planning Commission has appraised the School and Park Administration of the importance of coordinating their programs with the urban renewal endeavor in order to realize local grants-in-aid benefits.

Activities Programmed	Progress to September 1958
FINANCE (cont.)	
19. Seek to amend the State Constitution so as to allow cities to issue bonds which would be repaid by the increased amount of tax revenue accrued from a renewal area.	The State Legislature passed a measure placing before the voters a constitutional amendment which would allow cities to issue such revenue bonds.
20. Explore the possibility of using Housing Authority's surplus funds as a partial source of financial assistance to urban renewal in Portland.	Housing Authority funds have been expended for urban renewal purposes, both to support the public information effort during the recent and successful campaign for an urban renewal tax levy, and to sustain a temporary staff.
RELOCATION	
21. Determine the number and socio-economic characteristics of families to be displaced by governmental programs.	The total number of families which may be displaced as a result of various governmental programs has yet to be determined. The early completion of the Neighborhood Analysis, therefore, is necessary in order to determine accurately the timing and magnitude of the rehousing problem.
22. Determine amount of safe, decent, sanitary housing available within the financial means of the displaced families.	The staff of the new Portland Development Commission has made some studies on availability of clean, decent and safe housing in the central areas of the city in order to determine the resources available to occupants displaced from the South Auditorium project.
23. Determine amount of suitable vacant land available for construction of relocation housing.	The City Planning staff has recorded an inventory of Portland's land use which also shows the location of available vacant parcels in the city. The total number of potential housing sites has been calculated for each of the city's neighborhoods.

Activities Programmed	Progress to September 1958

RELOCATION (cont.)

24. Establish a relocation staff as part of a permanent urban renewal staff whose duties would be to offer rehousing assistance to people displaced by various governmental programs.	The new Portland Development Commission will have a staff to deal specifically with the rehousing needs of people displaced from the South Auditorium project, but not necessarily to serve those displaced by other governmental programs in the city.

CITIZEN PARTICIPATION

25. Develop and assist community leadership which may exist so as to assist in promoting renewal programs.	The Portland Development Commission staff, while being charged specifically with the execution of the South Auditorium project, have attempted to inform the community at large of the need for a city-wide urban renewal program and to encourage the leaders in various areas of the city to activate local interest in the conservation and rehabilitation aspects of urban renewal.
26. Organize community councils consisting of members of blocks within urban renewal areas.	There has yet been no formal organization of the local people or participants in an urban renewal project as is being done in other cities. This sort of activity is more prevalent in the conservation and rehabilitation types of urban renewal activity which should soon get underway in Portland.
27. Expand public relations activities through brochures, newspaper stories, TV and radio addresses and film and slide shows to neighborhood groups.	A comprehensive public information campaign on urban renewal was conducted preceding the recent election and vote on the urban renewal tax levy.

AGENDA 183

PORTLAND CITY PLANNING COMMISSION MEETING

October 21, 1958

3:00 p.m.

Page

1. Approval of Minutes and Committee Reports

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2. Parallel Ross Island Bridge

(Staff report to Streets Committee) 47

3. St. Johns Comprehensive Plan

(Meetings with bureau chiefs and public hearing have been held.)

4. Charter Amendments

(The City Attorney has asked for suggestions in overhauling the City Charter. Does the Planning Commission have any?)

MINUTES OF MEETING
PORTLAND CITY PLANNING COMMISSION
September 16, 1958
3:00 p.m.

The Portland City Planning Commission met Tuesday, September 16, 1958, at 3:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: President Sroufe and members Windnagle, Thompson, Prichard, Stanton, Robertson, and McKinley; Highway Engineering Coordinator Fowler; R. Anthony DuBay of the E-R Commission; Building Inspections Director Benard; Urban Renewal Director Kenward; Dock Commission representative; Planning Director Keefe; Assistant Director Nims; Acting Zoning Supervisor Frost; City Planner III Keith; Journal Reporter Jack Pement; Oregonian Reporter George Spagna; and recorder Kaplan. Also in attendance was a delegation from the St. Johns area.

*****

APPROVAL OF MINUTES AND COMMITTEE REPORTS

a. Planning Commission.....August 21, 1958.....approved

b. Zoning Committee.....August 7, 1958.....approved

c. Streets Committee.....August 21, 1958.....approved

Mr. Thompson reported that, at the September 11 meeting of the Streets Committee, a discussion was held on the petition which has been received by the City to eliminate the 5-foot plug located between SW 10th Avenue and SW 13th Drive and to vacate the turn-around on SW 13th Drive, thus extending SW 13th Drive to SW 10th Avenue. The Streets Committee has referred this matter to the Planning Commission, suggesting that either the Planning Commission or the Streets Committee hold a public hearing in the area prior to Council consideration. Ordinance No. 103199 requires that a public hearing be held prior to the opening of the plug lot. Mr. Windnagle felt that this is a matter primarily concerned with the Streets Committee and stated that he felt the public hearing should be held by this committee rather than the Planning Commission as a whole. Mr. Thompson, however, felt that this situation entailed a great many complications and should be reviewed by the entire Planning Commission.

ACTION: It was moved and seconded to refer the matter back to the Streets Committee and that its findings and recommendations be submitted to the Planning Commission at a later date. Motion passed unanimously. The staff was instructed to arrange for the public hearing, and all arrangements are to be directed through Mr. Nims, Assistant Director of the Planning Commission, inasmuch as there has been conflict on this matter in the past.

*****

E-R COMMISSION REQUEST ON CLOSING OF NE MULTNOMAH STREET

Mr. R. Anthony DuBay, representing the E-R Commission, appeared at the meeting to request that the Planning Commission consider the question of the closure of Multnomah Street. Mr. DuBay pointed out that the closure of Multnomah Street would have a serious effect on the E-R site inasmuch as this street provides the most direct link between the E-R site and the new Lloyd Center. The matter of ingress and egress to the site is of vital concern to the Planning Commission. Due to the time element, Mr. Robertson suggested that the matter be referred to the Streets Committee for its immediate consideration.

Mr. DuBay pointed out that the E-R Commission is strongly recommending that the Planning Commission protest this closure not only for the purpose of providing a throughway to the Steel Bridge but also to insure that the Lloyd Center will have at least four main ways of ingress.

Mr. Keefe referred the Commission to the E-R Commission's letter on page 16 of Agenda 182.

The possibility of the continuation of Multnomah Street by perhaps a different grade was then discussed. Mr. DuBay stated that it could either provide access by an overpass or be subterranean.

ACTION: Mr. Sroufe ruled that the matter be referred to the Streets Committee for its immediate consideration. The staff of the Planning Commission was directed to prepare a recommendation for consideration by the Streets Committee.

*****

ST. JOHNS COMPREHENSIVE PLAN

Mr. Keefe reported that the St. Johns Comprehensive Plan report is being referred to the Planning Commission at this time for its consideration, modification, and approval. He explained that the report would be used as a comprehensive guide for the best development of the area. The recommendations of the staff were then reviewed, as contained in summary in the report. Mr. Keefe stated that this is one element of our Comprehensive Development Plan. He reported that the staff has worked closely with several groups in St. Johns and that there has been an excellent response.

Mr. McKinley asked whether those City bureaus which would be affected by the plan had been contacted. Mr. Keith stated that the School District, the Highway Engineering Co-ordinator, and the Park Bureau had all been contacted in regard to this plan, and that there was general agreement to the proposals contained in the report. A field trip was also held in the area with the Development Commission who has indicated its agreement with the report.

The staff is recommending that the report be adopted by the Planning Commission and that it then be transmitted to City Council. Prior to Council presentation, Mr. McKinley felt that all City bureaus should be contacted to express their approval or doubts. Mr. Sroufe stated that he felt the report was ready for adoption at this time.

Mr. Keith stated that the only complaints registered were those of the Park Bureau and the Dock Commission, and added that the complaint of the Dock Commission is being worked out. The matter with the Park Bureau is one on the principle of neighborhood parks. It is the Park Bureau's feeling that the community parks provided for in the area are sufficient to care for the needs of the children, while it is the Planning Commission's contention that additional play space is needed and that the function of the community park is more of a passive spot for adults. Mr. Robertson stated that he felt the provision of adequate open areas was far more important than the use of such area, which could be planned for at a later date.

A delegation from the St. Johns area appeared at the meeting to express their interest in such a plan and to learn of the proposals for the area. Mr. Thompson suggested that a meeting be held at some time in the future to inform the people in the area of these various proposals. Mr. Keith reported that such a meeting had been scheduled previously but, due to some misunderstandings, it was canceled although it drew approximately 30 people. The Commission felt that there was a very definite need for another such public hearing.

ACTION: Mr. Sroufe ruled that we delay action on this matter until a public hearing is held with the people in the area. The staff was instructed to hold such a public hearing, and Mr. Sroufe stated that all Planning Commission members are required to attend. The staff was also authorized to leave copies of the notification of such hearing at the schools in the St. Johns area as well as at the library.

*****

CITY ATTORNEY'S OPINION ON REZONING OF RIVERFRONT ADJACENT TO E-R CENTER

Mr. Keefe reported that this matter was included in the agenda for the information of the Planning Commission.

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MULTNOMAH SHOPPING CENTER PLAN

Mr. Keefe stated that the Multnomah Shopping Center study had previously been distributed to the Planning Commission. He asked if the Commission had any suggestions or modifications. No suggestions were offered by the Commission.

*****

PUBLIC HEARING ON KELTON GULCH

Mr. Keefe reported on what progress has taken place to date in regard to the violations existing in the Kelton Gulch area. So far, a hearing has only been held with the people in the area from SE 26th Avenue to SE 33rd Avenue. Those people in the area between SE 33rd Avenue to SE 39th Avenue have not been contacted as yet for a public hearing. He stated that the plan for the area was previously approved by the Planning Commission and was then transmitted to the bureau heads. The people in the area feel that, before any new zoning pattern is agreed to or considered, the present violations should be attended to.

Mr. Stanton asked whether we should inform the Bureau of Buildings of such violations in order to make the violators cognizant. Mr. Keefe stated that there is the possibility of making the zone change now so that we could require that screening be provided.

It was suggested that a formal letter be sent from the Planning Commission to Commissioner Earl to notify the Bureau of Buildings of such violators of the Zoning Code. Mr. Benard stated that the violators have been notified several times to clean up the existing use.

Motion: It was moved and seconded to make a formal report to the City Council on this plan and to include an appropriate denial of the zone change in question, stating that this is to supersede the existing land use pattern and is intended to clear up the violations in the area. The letter should also point out that the recommended plan for the area was considered in regard to the best street pattern and development of land as well as the matter of schools and parks.

Mr. Sroufe suggested that we hold up this matter until the passage of the new Zoning Ordinance.

ACTION: Mr. Sroufe ruled that we table the report on this matter until after the final hearing has been held.

*****

BRIDGE PARALLELING ROSS ISLAND BRIDGE

Mr. Keefe reported that he felt the proposal for a bridge paralleling the Ross Island Bridge was a matter relating to the Planning Commission. The Commission indicated that this matter was inter-related with our trafficways considerations, and felt that a study should be made.

ACTION: Mr. Sroufe instructed the Streets Committee to proceed with a study of the Ross Island Bridge situation and to make a report to the Planning Commission as soon as possible.

*****

EAST END OF MARQUAM BRIDGE

Mr. Fowler stated that an agreement has been reached between the Bureau of Public Roads and the State Highway Department in that there will be a connection from McLoughlin Boulevard to the East Bank Freeway. The area at the east end of the Marquam Bridge would be a point of interchange between the U.S. 99 and the future Mt. Hood Freeway and the present U.S. 99E. The Bureau of Public Roads does not want a connection to the existing City street system at this point. Mr. Fowler stated that, after the approval of these connections has been made, the agreement states that no future connections can be approved. He added that the relief of the Ross Island Bridge by the 7th Avenue and Division Street connections was of major concern.

Mr. Fowler stated that the Marquam Bridge foundation is to be under contract late next year. It will be a six-lane bridge and will have no connections on the west side except to the Baldock Freeway. This bridge is not intended to relieve any of the other bridges. If the Marquam Bridge is started next year, it would be eight to ten years before there would be any connections from the downtown west side area to the Marquam Bridge.

*****

WORKABLE PROGRAM

Mr. Keefe reported that the letter on page 23 of Agenda 182 was included for the information of the Commission only. This letter, addressed to the Mayor, was submitted to Mr. Ivancie who recommends a few minor changes in the text. Mr. Keefe stated that the Planning Commission has not met one of the commitments required in the Workable Program, that being "neighborhood analyses". He added that the suggestion was made to Commissioner Bowes that the salary left over from Mr. McAbee's position be used to acquire the needed manpower to make such a study. Mr. Keefe reported that Commissioner Bowes was not quite sure that this study should be made by the Planning Commission.

*****

REPORT ON SERIES OF ZONING CODE HEARINGS

Mr. Sroufe reported that, on the whole, the public hearings on the new Zoning Code have been very successful. Mr. Prichard stated that some of the members of the Citizens Advisory Committee felt there should be another meeting held with the Planning Commission as there is some dissatisfaction among the group. A meeting is scheduled for 3:00 p.m. Wednesday, September the 17th. Mr. Tom Stoddard has delegated Mr. McCloud to represent the Realty Board at this meeting. Mr. Sroufe suggested that Mr. Tom Stoddard's speech, which he used at the hearing, be lifted from the Council minutes for use at the September 17 meeting. Mr. Myron Martin would like to bring another member of the Home Builders

Association, as a representative of this group, to the meeting. Mr. Prichard related that the Citizens Advisory Committee has expressed concern over the treatment of the new Zoning Code in the newspapers. The Committee felt that it would receive greater coverage. Mr. Sroufe and Mr. Stanton both felt that the newspapers had sufficient notice to the public that the entire printing of the new Zoning Code would be contained in the Daily Journal of Commerce and pointed out where copies could be obtained. Mr. Sroufe stated that he felt no issue should be taken with the newspapers.

Mr. Prichard stated that the Citizens Advisory Committee was under the impression that those people whose property was to be upgraded would be notified prior the public hearing. Mr. Keefe related that all those people who were in Zone III and were to be upgraded to a residential use were notified four years ago.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:lmk

MINUTES OF MEETING
Zoning Committee
September 4, 1958
1:00 p.m.

The Zoning Committee of the Portland City Planning Commission met on Thursday, September 4, 1958, at 1:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Chairman Windnagle and member Prichard; Planning Director Keefe; Assistant Director Nims; Acting Zoning Supervisor Frost; and recorder Kaplan.

*****

Petition No. 3357 was the petition to change from Zones I and II to Zone III the property located on the southeast corner of NE 33rd Avenue and Killingsworth Street for the construction of a supermarket. The Zoning Committee recommended to City Council, in its letter of August 20, in condition No. 4 that "if Lots 30 and 31, Block 26, Willamette Addition, are not purchased and made a part of the supermarket project within 45 days after the date of this meeting (August 7, 1958), then a screen shall be immediately provided and .....". The City Auditor is concerned that it is not clear that the 45 days stipulated indicates after the Planning Commission meeting rather than the City Council hearing. It was his suggestion that the mention of the 45 days be omitted from the condition.

Discussion: The Committee was hesitant in omitting the 45-day restriction inasmuch as the screening might not be provided for a considerable time, if not stipulated in the condition.

ACTION: The Committee voted to reword condition No. 4 to state that "if Lots 30 and 31, Block 26, Willamette Addition, are not purchased and made a part of the supermarket project prior to December 1, 1958, then a screen shall be immediately provided and thereafter maintained .....".

*****

The Committee met to consider the following zoning requests for changes on the new zoning map for the west side of the City:

WI -- Riverview Abbey Mausoleum. Mr. Keefe explained that the Mausoleum has requested to be exempted from zoning. Due to mausoleums being under constant construction, the Mausoleum is concerned that a new building permit would have to be issued for each future expansion. Mr. Keefe stated that, if a plot plan was submitted at the time of the first expansion proposal, the area of expansion could be specified on such plot plan, which could take place over a period of years. The Committee stressed concern over the nearness of the existing building to Taylors Ferry Road, blocking the view of oncoming traffic from the Mausoleum's parking lot.

ACTION: The Committee voted to recommend that the Riverview Abbey Mausoleum be retained in R10 under Conditional Uses.

Points to Stress to Council: Plot plans to be submitted for expansion proposals; protection to the property owners by having some idea of where the Mausoleum's buildings are going to be placed in the future; and traffic considerations.

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W2 -- Grocery at SW 11th and Taylors Ferry Road.

ACTION: The Committee voted to recommend that the grocery in question be placed in C4 rather than R5 as previously proposed as it was generally felt that it was an oversight.

*****

W3 -- One-family houses located up the hill from the Vista St. Clair. The area in question is frontage on Vista Avenue from Park Place to SW Madison Street. It was brought out that three individuals in the area desire the neighborhood to be placed in AO. However, the Committee felt that, since the residential area as a unit desires that it be placed in R5 to be maintained as a single-family district, the home owners should be entitled to the protection of their investments.

ACTION: The Committee voted to recommend that the area be placed in R5 in accordance with the requests of the home owners there.

Points to Stress to Council: Area is presently in Zone I single-family district; any recent purchases were made with knowledge of area being zoned single-family; and home owners should be entitled to protection of their investments.

*****

W4 -- Vacant lots and old houses near Barbur Boulevard. Mr. Keefe pointed out that this property is well separated from the commercial area on Barbur Boulevard. He stated that there are no tall apartments built in the area.

ACTION: The Committee voted to recommend that the area remain in A1 as proposed.

*****

W5 -- Vacant area near Hillsdale. Mr. Keefe stated that, if the Hillsdale plan is approved, this area would be needed for street purposes. If access could be provided on Cheltenham Street rather than from Capitol Highway, he felt it would be satisfactory to place the area in C5 as requested.

Mr. Keefe suggested that we perhaps postpone our decision on the zoning classification for a period of six months in which time the State Highway Department will have an opportunity to go over the Hillsdale plan.

ACTION: The Committee voted to recommend that the property be zoned A2.5 as proposed. It was felt that, if it were to be placed in C5 at this time, no conditions could be placed on the property for access at a later date.

Points to Stress to Council: Matter of access; Hillsdale plan; A2.5 is used as a transitional area from the residential district (reservation of land for future use; Mr. Windnagle thought this a weak point as an argument); and change to C5 at a later time should only be made after plot plan is submitted indicating a use which is practicable.

*****

W6 -- Vacant area near Hillsdale. This area is a triangular piece of property located at the end of Fanno Creek and is, in effect, a ravine. Mr. Keefe suggested that a postponement be held on this zoning classification until the State Highway Department has considered the proposal for Hillsdale.

ACTION: The Committee voted to recommend that the area be placed in A2.5 as proposed previously.

Points to Stress to Council: A2.5 allows more than Zone I now permits; and property is critical from the standpoint of traffic hazards. Mr. Windnagle felt we should await any future proposals for the use of this property before the Committee should consider a reclassification of the zoning.

*****

W7 -- Vacant area located near St. Helens Road on Wilson Street. Mr. Keefe explained that a revocable permit was previously issued for this property to allow truck parking on the premises. He described the area as being adjacent to a group of apartments. The staff is recommending that this area be placed in AIP, which would allow the parking of customers' and employees' cars. If the area were placed in M2B, screening would have to be provided. The building adjacent to the vacant area is leased as an industrial plant.

ACTION: The Committee voted to recommend that the area be placed in AIP.

Points to Stress to Council: It is the only manufacturing use south of Nicolai Street in this area; and apartments have been developed across the street and across the corner, under the protection of Zone II, whose protection and investments should be insured.

*****

W8 -- Location of Charlton Testing Laboratory, near Vista Bridge. The Charlton Testing Laboratory is used by chemists, bacteriologists, and engineers. The area to the left of the building is in Zone I, but the building itself is located in Zone III. It was stated that C2 does not permit a laboratory use. However, there was some question as to whether this particular use was actually of the same category.

ACTION: The Committee voted to recommend that the whole triangle, including the building and parking area, be placed in C2 as requested.

*****

W9 -- Properties adjoining Clay and Market ramps. Commissioner Bowes has requested that this property be placed in an M2S zone rather than, as proposed, in M2. A discussion followed on the problem of signboard control.

ACTION: The Committee voted to recommend that the area be placed in M2S as requested.

*****

W10 -- Small old houses located on Taylors Ferry Road. Mr. Keefe reported that the owner is afraid that, if his house were to burn down while zoned in R10, he would be unable to rebuild because of his undersized lot. He related that this is a matter that could very well be taken up with the Variance Committee at the time of such disaster. It was felt by the Committee that a letter should be written to the owner, explaining the procedure by which the Variance Committee should be contacted at the time of such event, as well as the reason behind our recommending R10 for this area.

ACTION: The Committee voted to recommend that the area be placed in R10 as proposed and that a letter be sent to the property owner to justify our recommendation as well as an explanation of how the matter could be settled by the Variance Committee at the time of such hardship.

*****

W11 -- Park property south of Sellwood Bridge, Willamette Moorage, the residential property to the north, and Staff Jennings. It was generally felt that the area south of the Sellwood Bridge should not be zoned M2 as proposed but that it actually falls in an R10 zone. There was agreement also in that Staff Jennings should be zoned C2 while the area to the north of the Bridge should fall in R5.

ACTION: The Committee voted to recommend that the area south of the Sellwood Bridge be zoned R10; north of the Bridge, R5; and Staff Jennings, C2.

*****

W12 -- Area west of Park Blocks fronting on 10th Avenue, between Mill and Market Streets.

Mr. Keefe stated that he thought the proper zoning for this area should be AO if the area is to be reserved for apartment use. If a request were made for parking, it could be zoned AOP. It was stated that half of the block is in apartment use and the other part is used for parking for the apartment. It was felt by the Committee that, if the property should be commercialized, it would have a downgrading effect on the rest of the area.

ACTION: The Committee voted to recommend that the property be zoned AO as proposed. If parking is desired, they can request that it be re-zoned AOP.

Points to Stress to Council: What we are trying to do for Park Blocks and adjacent property; and downgrading effect C2 would have on the rest of the area.

*****

W13 -- Property located right on turn of Montgomery Drive. Mr. Keefe explained that there are proposals for two large apartments in this area, one at the top of the rock bluff at the turn of Montgomery Drive and the other to be located in the bottom of the ravine below. Eighty units are proposed for the apartment in the ravine. The problem of access was then discussed, as well as the provision of off-street parking.

ACTION: The Committee voted to recommend that the area lying below Montgomery Drive be placed in AO. However, a decision was postponed on a zoning classification for the area above the rock bluff at the same location until such time as plans are submitted for study of the area by traffic authorities.

*****

W14 -- Huntington Rubber Manufacturing Company located on Macadam Avenue.

Mr. Keefe reported that the Huntington Rubber Manufacturing Company operates more of a specialized use than is characteristic of the usual rubber products manufacturing company. He stated that rubber products manufacturing is permitted in MI only; however, it was proposed that this company be placed in M2. The Company desires that it be placed in MI for expansion purposes. Mr. Keefe stated that he felt the manufacture of rubber products should be permitted in M2.

ACTION: The Committee voted to recommend that the Huntington Rubber Manufacturing Company property be placed in M2, and that the M2 Zone be expanded to permit the manufacturing of rubber products.

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12

W15 -- Property located across the street from the Huntington Rubber Manufacturing Company on Macadam Avenue.

The Committee felt that the area should be placed in M3 as requested.

ACTION: The Committee voted to recommend that the property be placed in M3.

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W16 -- Property located on SW 18th Drive - concerning deed restriction.

The Committee was in agreement that the property located on SW 18th Drive, which was previously in Zone I and is proposed for A2.5, should be placed in an R5 zone inasmuch as the surrounding houses in this area are proposed for R5.

ACTION: The Committee voted to recommend that this property be placed in R5 as requested.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:lmk

MINUTES OF MEETING
Zoning Committee
September 16, 1958
4:30 PM

The Zoning Committee of the Portland City Planning Commission met on Tuesday, September 16, 1958, at 4:30 P.M. in the conference room at 526 SW Mill Street.

Those present were: Chairman Windnagle, members Robertson and Prichard; Planning Director Keefe; Acting Zoning Supervisor Frost; and recorder Kaplan. The Committee met to consider three protests on the proposed zoning for the North Section of Portland.

* * * * *

N1 - Union Pacific Railroad property located north of Swift Blvd. The staff recommends that the area be placed in R5 until certain dedications are made which were agreed to previously. It was stated that, if the area were to be placed in M2 as requested, no conditions could be placed on the property in that zone. The Union Pacific Railroad Company had previously agreed to the dedication of a 90-foot buffer strip and for the widening of Swift Boulevard. The Committee felt that such a commitment should be obtained in writing from the Railroad Company if the property were to be zoned beyond its intended use.

Mr. D. J. Callahan of the Union Pacific Railroad Company should be contacted so that a written agreement on the dedications can be obtained. Mr. Windnagle felt that we should state, in our letter to Mr. Callahan, that the Union Pacific Railroad Company did agree to certain very definite conditions previous to the time of purchase, which were made orally, and that a zone change at this time to M2 would supersede these conditions; therefore, the Planning Commission can see no solution to the matter but to leave the property in R5 until some such time as the Union Pacific does make the dedications and meets those conditions made previously, whereupon the Planning Commission would complete their part of the agreement.

ACTION TAKEN: The Zoning Committee unanimously voted to recommend that the property be left in R5, and that the Union Pacific Railroad Company be contacted.

Points to Stress to Council: A change now to M2 would release the Union Pacific Railroad Company from obligations previously agreed upon.

* * * * *

N2 - Drive-in ice cream store and house located on south corner of N. St. Louis Avenue and Seneca Street.
Mr. Keefe explained that the area in question had previously been proposed for an A1 use, a portion of which was later proposed for C2, while at a later date, the entire area was again placed back in A1. The Citizens Advisory Committee recommended that it be placed in A1 to avoid ribbon development on one particular street. Mr. Keefe stressed that there are only three businesses in the stretch in question.

ACTION TAKEN: The Zoning Committee unanimously voted to recommend that the area be placed in A1 as proposed.

Points to Stress to Council: Very liberal non-conforming use provisions; and only three businesses in this stretch other than the ice cream store.

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N3 - Leather goods manufacturing and store located on east side of N. Interstate near Beech Street and the southwest corner of N. Interstate and Buffalo.
The staff is recommending that the property be placed in C2, but that the C2 Group 3 uses be expanded under Section 6-2102 to include "Production, fabrication, or assembly of goods or articles from previously prepared materials primarily for retail sale on the premises." Also, the staff recommends that Section 6-2108 which governs the maximum floor area permitted, be amended to permit 3,000 square feet of gross floor area as a limitation for this use. Mr. Keefe explained that the expansion of the Group 3 uses would permit such establishments as wrought-iron shops and toy manufacturing, as long as the products are primarily sold at retail.

ACTION TAKEN: The Zoning Committee unanimously voted to place the property in the C2 Zone as proposed and to accept the staff's recommendation that the Group 3 uses under Section 6-2102 be expanded to include "Production, fabrication, or assembly of goods or articles from previously prepared materials primarily for retail sale on the premises" as well as to amend Section 6-2108 to limit the maximum floor area for this use at 3,000 square feet.

* * * * *

Mr. Keefe presented a letter to the Zoning Committee, which was sent to us by the City Attorney's office, in reference to the interpretation of Section 6-3903 (a) under Non-Conforming Uses in C2, C1, M3, M2, and M1 Zones, in which the statement is made that "In general, a use at the same level of classification is one which is permitted in the zone where the use being replaced would be a conforming use." The City Attorney states that the

sentence is ambiguous and feels it should be reworded to make the intent clearer. Mr. Keefe stated what was implied by the sentence and pointed out that the interpretation of this was brought about by someone protesting a zone change.

ACTION TAKEN: The Zoning Committee unanimously voted to have the matter cleared up through the City Attorney's office and that it be referred back to the Zoning Committee as to a final report.

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Meeting Adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:lb

MINUTES OF MEETING
Zoning Committee
Sept. 19, 1958

The Zoning Committee of the City Planning Commission met on Friday September 19, 1958 at 5:30 PM in the Council Chambers at the City Hall.

Those present were Chairman Windnagle, members Robertson, Prichard, Building Inspections Director Benard, Acting Zoning Supervisor Frost and reporter Brown.

Also present were: Mr. Raz and Mr. Bitar.

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Petition #3326 was the petition by Congregation Shaarie Torah for Council approval for the construction of a synagogue on the west side of SW Park Avenue between Clifton and Jackson Streets.

In August 1957 the application of the congregation of Shaarie Torah was considered by this committee; the Planning Commission recommended approval subject to conditions. These conditions were:

1. Setbacks of the proposed synagogue shall conform to and be identical with those shown on the architects drawing, Sheet #A-2 dated 1-10-57 submitted with the application by Harry A. Herzog.

2. One off street parking space shall be provided for every 12 seats in the main auditorium.

3. Such off street parking area shall be paved with a dust proof material.

The applicant objected to condition #2, maintaining that in accordance with their religious belief 95% of the congregation walk to the synagogue.

The City Council approved the application subject to conditions 1 and 3, but allowed the proposed 50' x 100' parking lot as adequate. Since the time of that Council approval,a new architect has been engaged by the congregation and an entirely new floor plan developed; consequently condition #1 which stipulated that the proposed synagogue shall conform to and be identical with the former architects drawing makes it impossible that a building permit be issued.

The congregation through their achitect now requests that the Planning Commission initiate an amendment to Ordinance No. 106649, substituting the new floor plan for the drawings referred to in the old condition #1.

The new plot plan is of course entirely different than the one formerly considered. There is no major change however in either yards or total lot coverage. The parking provided remains identical.

ACTION: The Committee voted unanimously to initiate an amendment to Ordinance No. 106649 substituting the new plot plan submitted by Jensen and Gilham architects, for the sheet #A-2 dated 1-10-57 referred to in the ordinance.

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Petition #3344 was the petition by E. and G. L. Wirth to change from Zone II to Zone III for the enlargement of existing business on the west side of SE 94th Avenue north of Foster Road.

The applicant has a retail building supply store and storage yard located on Lots 1 and 2 adjoining the petition area on the south. The proposed zone change is to allow an enlargement of that building and the yard. All frontage on Foster Road is in Zone III now. Adjoining the zone change area on the west is an old, well kept single family house built in a Zone III area. To the north a vacant 40' lot immediately adjoins; then there are several older single family houses. Across 94th to the east fronting on Foster Road is a machine shop with its parking and loading facilities on 94th Avenue. Immediately north of that is a vacant lot, then a well maintained single family house.

The proposed building is to be an extension of the existing building, no set backs from the west and north property lines are indicated on the proposal.

ACTION: The Committee unanimously voted to recommend approval of the application as considered, subject to the following conditions:

1. Setback 5' from north property line.
2. All activities other than loading and parking to be conducted within the building.
3. Dust proof the parking-loading area.
4. Provide screening from residential properties to the north.

* * * * * * * * * * *

Petition #3345 was the petition by Calvin Raz to change property on Capitol Hill Road from Zone I to Zone II to construct two duplexes. (This item continued from the last meeting.)

The petitioner is an optional purchaser who wishes to construct two duplexes on the zone change area. He has presented no plans of his project. The zone change area lies along the westerly side of SW Capitol Highway at the northeast corner of Tax Lot 9, a practically vacant tract of land approximately 7 acres in size. At the southeast corner of this tract is a church school building approximately half finished. Across Capitol Hill Road from the zone change area are a number of fairly new single-family homes and one new duplex on Tax Lot 148 which was changed to Zone II by Council on July 8, 1957 after the Planning Commission had recommended denial. South of the zone change area is a long strip of sparsely developed land lying along the north side of Multnomah Boulevard between SW 22nd Avenue and approximately SW 28th Avenue. These properties along the north side of Multnomah Boulevard are somewhat lower than surrounding developed areas. This land now contains a telephone company warehouse on SW 25th Avenue and a trailer court on Tax Lots 12 and 138. The trailer court and Tax Lots 72, 123, 73, 85 and 128 will be in A2.5 zone. The army plans to construct an Army Reserve Training Center along Multnomah Boulevard at approximately SW 27th Avenue.

SW Multnomah Boulevard is an excellent thoroughfare which will connect into the new Baldock Freeway and which should be improved to Expressway standards as soon as possible. The south side of SW Troy St. just north of the zone change area is quite well built up with single-family homes, as is the district generally to the west, north and northwest.

ACTION: Mr. Raz appeared before the committee and answered questions the Committee had about the construction of the duplexes. The Committee decided to accept the petition of Mr. Raz with the usual off-street parking, set backs and A2.5 density requirements.

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Petition #3365 was the petition by George and Caroline F. Glynn to change from Zone II to Zone III for a used car lot, lots 1 and 2 on the west side of SE 82nd Avenue between Clinton and Taggert Streets.

The applicant proposes to construct a 20' x 20' sales office building in the northwest corner of the property set back 6' from both the north and west property lines. The lots are to be black topped. The site measures 119' along the 82nd Avenue frontage by 110 feet deep. Adjoining the property on the south are several real estate offices. Adjoining on the north is a small concrete structure, apparently a warehouse, adjoining it on the north is a drive in restaurant. SE 82nd Avenue serves as the city limits at this point. Uses on the east side of the street also reflect a general business character. There is no other property fronting on the west side of 82nd Avenue for about 1/2 mile north and 1/2 mile south of the petitioner's lots that is not now in Zone 3.

ACTION: The Committee unanimously voted for approval, but stating conditions according to the plan submitted which provides for setback and dust proofing.

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Petition #3366 was the petition by Irving G. & Jeanette R. Gallucci to change from Zone I to Zone II for construction of a 5-unit apartment on the Southwest corner of SE 52nd and Ramona Street.

NOTE: Subsequent to the Committee's action an error in the description of surrounding conditions was discovered on the form I. Chairman Windnagle was consulted and the petition will be reconsidered at the next meeting.

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Petition #3367 was the petition of Pearl Brown requesting Council approval of a medium sized home for the aged to be established and maintained in an existing residence in a Zone I residential district at NE Highland and NE 24th Avenue.

The applicant presently operates a home for the aged on the property. The present home cares for five elderly persons in addition to the family of the owner and operates under permit issued through local option. The home has been in operation for about five years. The house has been extensively remodeled to make it usable for this purpose. Facilities are available to care for seven elderly people. The maximum under local option is five persons. This request for Council approval is to allow the applicant to make use of the two additional rooms.

The home is located on the southeast corner of the intersection of NE 24th and Highland. It is a 76' x 100' corner. The property backs to a 14' alley on the east. Surrounding this property in all directions are very good well maintained single-family residences. The surrounding blocks are almost solidly built up and give every appearance of a substantial, quiet, high quality residential neighborhood.

The applicant states that none of the elderly people residing there now own automobiles and most of them do not even have regular visitors. Because this is an existing home in a built up neighborhood there is little possibility of acquiring additional land to provide off street parking facilities. It would be possible however, to provide some parking accessible from the alley directly behind the existing garage.

ACTION: The Committee unanimously agreed to adopt the recommendation subject to the following conditions:

1. Parking to be provided at the rate of one space per 5 beds provided for elderly people plus one space for the resident family.

2. Dust proof the parking.

3. Screening from adjoining residential property.

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Petition #3371 - was the petition by St. Peters Parish for Council approval for the construction of a new church building and an enlargement of the property of the existing church now located in a Zone II residential district on the west side of SE 82nd Avenue between SE Ash and SE Pine Streets.

The applicant proposes to construct a new church building attached to an existing building now used as the church. Lot size, lot coverage and parking as proposed all meet the requirements as set up in the proposed zoning code. With the exception of about 16½ feet of one corner of the proposed building that is shown as 11' 6" from a side property line, all set backs proposed are ample. Adjacent to this 16½' section is situated a garage. Consequently little or no adverse impact can be anticipated.

Adjacent to and surrounding the church property on the west and south are modest but well kept single family houses. To the north across Ash Street fronting on 82nd Avenue is a fairly large grocery store. The remainder of the block to the north, including the frontage on 82nd Avenue is developed in single family houses.

ACTION: The Committee unanimously voted to recommend approval of the application as submitted subject to the following conditions:

1. Parking - one per 12 seats in the auditorium.

2. Dust proof the parking.

3. Minimum set back from adjoining street property line of 15' 0".

4. Minimum set back from interior property line of 11' 6".

5. A 5' planting bed between parking area and adjoining streets.

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Petition #3376 was the petition of Robert A. and Frank A. Bitar for Council approval of a sand and gravel yard to be established and maintained in a Zone III district on the west side of SE 26th Avenue at SE Francis Street.

The applicant proposes to use the lot as a contractor's storage yard for sand and gravel. The petitioner states that this is to be a small operation, no crushing, no conveyors or bunkers. Material is to be handled by mechanical loaders. The lot is located on the west side of SE 26th Avenue and consists of a gently sloping 0.6 acres. All developed property on the west side of 26th is in industrial uses. The Libby plant is located immediately north and west of the lot. Grand Rapids Store Equipment Corp., a furniture and fixture manufacturing plant lies just south of the Libby plant and Fowler Manufacturing Co., just south of that. The east side of 26th Avenue is developed with older but still well maintained single family houses.

At this point 26th Avenue serves as the dividing line between industrial and residential development. In the proposed zoning code the frontage along the west side of 26th for a depth of 100 feet is classified M-3, beyond this depth it is M-1. The zone change lot has a depth of 150'.

The proposed use is of course allowable with Council approval in the present Zone III. In the new code, gravel storage is an allowable use in Zone M1, but not in M3. Existing trees along the front property line will help considerably in screening any activity from the houses across the street and should be retained.

Particular attention was given by the Committee to the problem of dust being produced by such an operation to the detriment of surrounding houses.

ACTION: The Committee unanimously voted to recommend approval of the application subject to the following conditions:

1. Require 5' planting or retain existing trees and shrubs as a screen.
2. Dustproof the lot.
3. No crushing, no conveyors, or no bunkers to be used at this location.

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Petition #3377 was the petition by St. Michael's Lutheran Church for council approval for the construction of a new church in a Zone I residential district at the southeast corner of NE 29th Avenue and Dekum Street.

The applicant proposes to construct a new church on the above described property now vacant and lying approximately at street grade. The side is adjacent to Faubian School. Yards 10' wide are proposed along the east lot line and along NE 29th Avenue on the west. A 60' front yard along NE Dekum Street on the north is proposed. A 40 space parking lot is planned at the southern end of the lot. The parking, lot size and lot coverage proposed, all meet Planning Commission standards.

The proposed 10' side yard along the east property line, while less than standard for the nave portion of the building, will have little or no ill effect on Faubian School since the school yard adjoining is a service and access area only. The closest portions of the school building are the windowless ends of the gym and the multi-purpose room both of which are back some 20 feet from the property line.

A ten foot front yard is being proposed for the 29th Avenue side of the building also. This too will have little effect on neighboring property. The three houses across 29th from the proposed church building all face either Dekum or Junior Street, and turn their sides to 29th. None of these side yards are receiving any highly developed use at this time.

The site is an unusual parcel of land 107 feet wide by 531 feet long. The plan submitted seems to make exceptionally good use of a somewhat difficult site.

ACTION: The Committee unanimously voted to adopt recommendation for approval subject to the following conditions:

1. Parking - one per 12 seats in the auditorium.
2. Dust proof the parking.
3. Screening from the adjoining residential property to the north.
4. A 5' planting strip between parking area and street.
5. Set backs - 10' from east property line and west street line, 15' from other property lines.

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P.C. File #3379 was a request by City Council for the Planning Commission to recommend appropriate zone and conditions which will allow construction of a proposed office building at the intersection of SW Barbur Boulevard and SW Condor Avenue.

The sale of this lot by the City to the firm of Wolfe and Zimmer, Architects for the construction of an architect's office was considered by this committee on June 12th. As a result of that meeting the Planning Commission recommended against the sale of the property. The City Council however, reversed the Planning Commission recommendation, decided to sell the property and has requested that the Planning Commission recommend an appropriate zone and conditions as necessary to allow the construction of the proposed building.

The building, as proposed, is to be a 22' 0" x 68' 0" office structure. The long axis of the building is to run parallel with Barbur Blvd. It is a two story building with the entrance opening from the upper level on to SW Condor. No access to Barbur is shown. A six foot set back from Barbur is indicated. The proposed building will sit at an angle with the south property line and with SW Condor. The set backs proposed will of course vary along these lines because of the angle of the building. Along the south property line this proposed set back varies from 1' 0" to 9' 6" with the average being about 5' 3". Along the SW Condor Avenue line the set back varies from about 2' 6" to 28' 6". A parking lot shown which would be adequate for no more than two cars is located in the front yard area. Approximately 40% lot coverage is being proposed. Adjacent to the property on the north is a fairly old single-family house, adjacent to that is another single-family house, then a duplex. Across Condor Avenue single family houses are the rule.

The lot now abuts residential property; when the new zoning code is adopted, surrounding properties will be zoned A-1. Any future building on neighboring lots will be expected to provide adequate yards and off street parking. It seems only fair that this property should also provide reasonable yard space, particularly where it abuts neighboring property. Providing parking in the front yard area also seems an undesirable procedure.

ACTION: The Committee unanimously voted to continue this item until the next meeting and directed the staff to get additional information.

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Petition #3373: was the petition of Fred Meyer to change from Zone I to Zone II for the construction of a parking lot in conjunction with a projected 6-unit apartment on the north side of SW Bertha Boulevard west of 13th Drive.

This petition is to construct a parking lot in connection with a projected six unit apartment building which is to be located on Lot 11, Block 2, Barbur Heights, which was recently rezoned from Zone I to Zone II has approximately 10,000 square feet of area. The portion of Lot 10 Block 2 which is the subject of this petition has approximately 5000 square feet of area giving a total of approximately 15,000 square feet for the two areas. A six unit apartment building constructed on these lots would therefor have a density of approximately 2500 square feet per dwelling unit. The portion of Lot 10 Block 2 that is the subject of this petition has been graded down to a level with Lot 11, making it considerably lower in elevation than the remainder of the lot. As a result of this regrading it becomes a logical extension of Block 11, and consequently should probably be designated for the same use.

ACTION: The Committee voted approval subject to the usual A2.5 conditions:

1. 2500 square feet of lot area per dwelling unit.
2. One off street parking space per dwelling unit.
3. Dust proof the parking.
4. Set backs - 15' from street and 6' from side or rear property lines.

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Meeting adjourned.

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Lloyd T. Keefe
Planning Director

FNF.1

(25)

MINUTES OF MEETING
CITIZENS ADVISORY ZONING COMMITTEE
Sept. 17, 1958
3:00 P.M.

The Citizens Advisory Zoning Committee met Wednesday September 17, 1958 in the City Planning Commission conference room at 526 SW Mill Street.

Those present were: Planning Commission President Sroufe; Chairman Prichard; members Newkirk; Dubach; Benard; Martin; King; Walstrom; Moore; Richardson; Johnson; Windnagle; Logan; McMonies; and Harrison substituting for Sterrett; Planning Director Keefe; Acting Zoning Supervisor Frost and reporter Brown.

The meeting was called to discuss the progress of the proposed Zoning Code and particularly to discuss objections that have been raised.

Mr. Burnett said he had been present at a meeting of the Realty Board when the objection was raised that too many people were unaware of what was happening to their property. The Realty Board suggested that a more thorough job of publicity should be done, and further suggested that personal notices be sent to everyone whose property is being affected.

Johnson and Newkirk were in agreement that a great deal of newspaper publicity had already been given and little more could be done by the press.

Mr. Logan presented the position of the American Institute of Architects asking that the City go slow in adopting this code and particularly that a grace period of six months be allowed during which projects could be started under either the old or new code, and that for a period of one year the new code be liberally interpeted.

Mr. Windnagle explained the proceedure followed in processing remonstrances against the proposed code.

Mr. Moore moved that a recommendation be made to the Planning Commission that serious consideration be given to the suggestion of the Oregon Building Congress, the American Institute of Architects and the Home Builders that a six month period following the effective date of the Ordinance be allowed during which plans already under way under the present ordinance could be completed. Motion passed.

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Meeting Adjourned.

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Lucille G. Brown
Lucille G. Brown,
Acting Secretary.

LGB

MINUTES OF MEETING
Streets Committee
September 11, 1958
4:00 p.m.

The Streets Committee of the Portland City Planning Commission met on Thursday, September 11, 1958, at 4:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Chairman Thompson and members Stanton and Donaugh; Assistant Director Nims; Right-of-Way Engineer Carl Short, Chief Civil Engineer Rosenthal; Traffic Engineer Weller; City Planner I Becker; and recorder Kaplan. Also in attendance were Mr. Clarence Hall and Mr. Olman who appeared in regard to File D21-58.

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D21-58 -- Discussion of proposed street dedication for 61 apartment units located at SE Mall Street extending from SE 36th Place near SE Holgate Boulevard. Petitioner: Prescott Corporation (Mr. Olman and Mr. Robert Coates). Clarence Hall, Architect.

Staff Report: The Prescott Corporation is proposing a 61-unit apartment project located on Tax Lots 106 and 79, the northerly part of Tax Lot 107, and Lot 10, Williams Addition No. 2. The area is to be served by a dedicated street extending westerly from SE 36th Place with a 40-foot right-of-way and a 40-foot radius turn-around. Access and parking for individual units will be by a 24-foot combination parking and private service road.

The basic point of consideration pertaining to this area is eventual access to the interior property to the north (Tax Lot 1 and the westerly ends of the lots fronting SE 37th Avenue).

Access from SE Gladstone Street has been cut off because of recent construction of a four-plex and a relatively old three-plex unit on the northerly end of Tax Lot 1. The 30-foot wide strip to Gladstone Street is not dedicated and is a portion of Lot 7, Palumbo's First Addition.

In the event that SE Mall Street was dedicated as petitioned, two alternatives would be available to develop Tax Lot 1 and the west ends of the adjoining lots. First, the developer could purchase sufficient property from individual owners to provide access right-of-way. Second, the developer or owner could request the Council to initiate street extension proceedings. This would entail the purchasing of property by the City and the dedication of property by individual owners for additional right-of-way. If sufficient opposition is met during the acquisition proceedings, the whole project would probably be dropped.

As an alternative and positive way of insuring access to the properties to the north, the staff suggests that an alignment of Mall Street turning to the north be considered. With this alignment, the same lineal

paved street frontage could be incorporated. One unit would be lost due to the additional right-of-way. Improvement of the northerly 70 feet would not be necessary because of the private access road arrangement suggested by the designer. The 70-foot unimproved right-of-way would be improved at the time the street is extended in the development of the northerly properties.

Staff Recommendation: Because of the uncertainty of street extension procedure, the staff feels that the alignment to the north in the proposed development area is the most positive way of insuring access to the northerly properties. It is also suggested that the right-of-way be 50 feet.

The recommendation is similar to the original plan presented by the Prescott Corporation when they were considering including Tax Lot 1 in their development plan. Apparently, the property was not available for purchase and the alignment now being considered is a revision.

Discussion: Mr. Thompson stated that Dedication D21-58 is to be discussed only at this time, and no decision is expected at this meeting.

The Streets Committee's main concern is to see that the interior lots do not reach a "dead" state due to the lack of access. Mr. Keefe suggested that the property owners in the area be invited to a meeting at which a plan could be worked out for the best access of the area.

Action Taken: The Committee instructed the staff to work out a plan and to contact the owners of property in the interior of the block and to inform them of the present situation and get an indication, in writing if possible, of whether or not they are interested. If much interest is displayed, then street extension proceedings could be initiated.

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D22-58 -- Proposed dedication of a connection between SW View Point Terrace and SW Condor Avenue. Petitioner: Oregon State Highway Department.

Staff Report: The Oregon State Highway Department has proposed to purchase Lot D of Block 9, Portland Homestead, and the property within the westerly extension of the north and south lines of Lot D. They propose to improve the 42.5-foot right-of-way with a 24-foot curb-to-curb street in exchange for the closing of SW Condor Avenue and the left-turn median strip opening on SW Barbur Boulevard. The closing of Condor Avenue to Barbur Boulevard would be physical and not entail vacation proceedings.

Accessibility to and from Condor Avenue to Barbur Boulevard is somewhat hazardous due to the high-speed traffic and congestion in the area. Because of the terrain, a service road could be extended adjacent to Barbur Boulevard to allow access between SW Slavin Road and Barbur Boulevard. The area is proposed, in the new Zoning Ordinance, as an A2.5 apartment

zone. SW Seymour Street and adjacent platted streets could be vacated since the area has approximately a 35 per cent grade. Any new building in this area has undoubtedly suffered because of the poor access.

Staff Recommendation: That the dedication and proposed connection between SW View Point Terrace and SW Condor Avenue be approved.

Discussion: The problem of access to the Rasmussen Village apartments was discussed. Mr. Weller stated that a previous request was made for the closing of SW Condor Avenue at Barbur Boulevard several years ago. He urged the Streets Committee to recommend to the proper authorities that a point of access to the Rasmussen Village be considered. A discussion followed on the need for such access.

Action Taken: It was moved and seconded to recommend approval of the proposed connection between SW View Point Terrace and SW Condor Avenue and to further recommend to the proper authorities the development of access roads to the property paralleling Barbur Boulevard as far as the Rasmussen Village apartments. Motion passed unanimously.

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20-58 -- Reconsideration of preliminary plat located at W. Barnes Road and NW Irving Street. Sponsor: William F. Van Laeken. No. of lots: 20. Legal Description: Tax Lot 82, $\frac{1}{4}$ Section 3025.

Staff Report: The 20-lot preliminary plat was approved August 21, 1958. At that time, it was suggested that a 30-foot radius turn-around be included on the end of proposed Hilltop Street.

Since the date of approval, Mr. Van Laeken has indicated that such a turn-around would be impractical due to the nature of the terrain to give access to Lots 1 and 4. As an alternative, Hilltop Street has been eliminated and two 17-foot extensions from Lots 1 and 4 have been substituted in the revised preliminary plat.

Lot 4 has legal access from proposed Seblar Street to the south but would use the 17-foot strip for actual access. Lot 1 would have its only access through the 17-foot frontage. The Building Bureau will issue a building permit for one structure with frontage of only 10 feet. Mr. Van Laeken plans to improve both driveways with a 15-foot surface and curbs on both sides.

Staff Recommendation: Approval of resubmitted preliminary plat with the following changes: that the 34-foot wide proposed Hilltop Street be eliminated and that two 17-foot wide extensions from Lots 1 and 4 be substituted.

Action Taken: It was moved and seconded to approve the preliminary plat as revised. Motion passed unanimously.

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68-55 -- Petition to vacate turn-around and eliminate 5-foot barrier lot on SW 13th Drive to connect to SW 10th Avenue. Petitioner: Sixth Avenue Corporation (Fred Meyer).

Staff Report: The City Council, through the Commissioner of Public Works, has referred a petition to remove both the barricade and the plug lot between the west line of SW 10th Avenue and the east line of the turn-around on SW 13th Drive.

The petition presented by the Fred Meyer Corporation is signed primarily by Fred Meyer; Commerce Investment; Emil Hirning, a contractor building houses on 11th Drive; and fourteen house owners on 11th Drive. No owner or resident living on the east side of 10th or in any other location within the Burlingame subdivision has signed except one employee of the Fred Meyer Corporation.

This petition has also been referred to the Traffic Engineer for a report.

The barrier was placed by order of the City Council after it was obvious that the Fred Meyer Corporation did not intend to comply with the provisions of Ordinance No. 103199. The curb on the cul-de-sac was constructed so low that cars can easily drive across it. The curb along the west side of 10th Avenue has not been constructed. Gravel was dumped and graded over the plug lot so that passage approximated street travel. The barrier has been in place less than one year. It extends only 50 feet, and some cars still drive around it across Fred Meyer property. The Planning Commission originally recommended that the plug lot be 100 feet long, but Ordinance No. 103199 specified only 50 feet.

Recently, the Commerce Investment Corporation failed to get a 50 per cent petition to repave SW 10th because of opposition of all property owners on the east side of 10th and that of Fred Meyer who stated he would not sign unless SW 13th Drive were connected to 10th and Burlingame Avenues. Presumably, the present petition is preliminary to circulation of another petition to pave 10th. It now has a blacktop pavement without curbs, similar to the other streets in north Burlingame.

The original reasons why the Planning Commission recommended that 13th Drive should not connect to SW 10th Avenue are still valid:

1. 13th Drive enters Bertha Boulevard on the inside of a curve where sight distance is most restricted because of topography. Thus, 13th Drive should serve only a very limited number of dwellings.

2. Burlingame Avenue (as well as 10th) is a poor street to attract more traffic. It is narrow, has steep grades on a curve, and a most restricted sight distance at SW Texas Street (now unimproved).

3. Introduction of extraneous traffic from Wilson High School or other districts over 10th and Burlingame can only lead to lowering of property values and creating a hazard to pedestrians (primarily small children).

Additional factors to consider are:

1. Investors in property on 10th and Burlingame did so with the knowledge that the previous Carson Heights plat provided no direct connection to Bertha Boulevard.

2. Property owners on 11th Drive will not be affected by increased traffic if 13th Drive is connected to 10th. Also, they will only slightly be convenienced because the same routes now available to the Burlingame area are also available to them.

3. Owners of the other lots in Wilson Park or Barbur Heights would find using the 13th-10th connection out of their way going either to Bertha Boulevard or to Wilson High School.

4. Most of Block 4, Barbur Heights, has been changed to Zone 11 which will more than double the number of cars using the hazardous 13th-Bertha intersection even without adding more from 10th and Burlingame Avenues.

5. The claim by the petition that the barricade serves no reasonable public purpose is obviously invalid.

6. The Planning Commission's original recommendation to the subdivider, City Engineer, and the Council extended Burlingame Avenue to connect to SW 12th Drive, and 13th Drive was made a short cul-de-sac off of Bertha serving only five lots. The City Traffic Engineer also recommended this plan. It would have given Fred Meyer more lots than the present plat.

In all residential areas of Portland, the Planning Commission, to prevent the hastening of blight, is striving to decrease traffic using residential streets and to give residential neighborhoods seclusion and isolation from any element which disrupts conditions of good home living and enjoyment of safety and quiet. To do otherwise invites a declining tax base and increased service costs.

Ordinance No. 103199 requires that, before any change of status of the plug lot, a public hearing shall be held and a report and recommendation shall be made by the Planning Commission.

Discussion: Mr. Thompson stated that he felt it would be an untenable position to forever prohibit the access at SW 10th Avenue. He added

that the plug lot was the result of a great many considerations and compromises. He suggested that a public hearing be held for the people in the Burlingame area.

Action Taken: It was moved and seconded to refer this matter on September 16 to the Planning Commission for its recommendation on whether or not the Streets Committee or the Planning Commission as a whole should schedule a public hearing for the people in the Burlingame area prior to the recommendation of the City Council. Motion passed unanimously.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

DCB:lmk

MINUTES OF MEETING
Streets Committee
September 22, 1958
4:00 p.m.

The Streets Committee of the Portland City Planning Commission met in the field on September 22 at 4:00 p.m. to consider a proposal for a fire station in the Hillsdale area.

Those present were: Members Stanton and Donaugh; Right-of-Way Agent Ahern; Fire Bureau Chief Simpson and other representatives of the Fire Bureau; Highway Engineering Co-ordinator Fowler; City Engineer Burt; Planning Director Keefe; and Assistant Director Nims.

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Job No. 5816 -- Fire Stations

Action Taken: The Streets Committee voted to approve the site on the north side of DeWitt Street, between Sunset Boulevard and Cheltenham Street, for a proposed fire station.

Previously, in a letter addressed to Commissioner Bowes, dated August 1, 1958, the Planning Commission recommended an alternate site for the proposed fire station, to be located on the west side of SW Sunset Boulevard in the vicinity of SW DeWitt Street.

After consideration by the Fire Bureau of our proposal of August 1, 1958, the Bureau indicated it favored the site located on the north side of DeWitt Street over that recommended in our letter of August 1.

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Lloyd T. Keefe
Planning Director

CRN: lmk

MINUTES OF MEETING
Streets Committee
September 25, 1958
4:00 p.m.

The Streets Committee of the Portland City Planning Commission met on Thursday, September 26, 1958, at 4:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Acting Chairman Stanton and member Donaugh; Chief Civil Engineer Rosenthal; Right-of-Way Engineer Carl Short; Assistant County Roadmaster Huget; Assistant Traffic Engineer Bergstrom; Planning Director Keefe; Assistant Director Nims; City Planner III Keith; City Planner I's Austin and Becker; and recorder Kaplan. Also, Mr. Clarence Hall and Mr. Olman of the Prescott Corporation appeared in reference to File D21-58.

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Job No. 5821 -- Proposed twin Ross Island Bridge span proposed by County.

Discussion: Mr. Howard Huget, Assistant County Roadmaster, appeared at the meeting to speak on the County's proposal for a bridge paralleling the Ross Island Bridge. He stated that the County's proposal, which has been submitted to the Board of County Commissioners, was based on consideration of the existing traffic lanes across the river at this time, the future population growth, existing traffic counts, and the projected plans of the State Highway Department in regard to their freeway program. He stated that the traffic counts alone indicated a very definite need for such a bridge.

The County feels that the Broadway, Steel, and the Burnside Bridges will be relieved in the future by the construction of the Marquam Bridge; this consideration helped determine the location for a new bridge across the river. Mr. Huget stated that the possibility of widening the Ross Island Bridge was also taken into consideration; however, this was substantiated as being unfeasible because of the piling foundation for the existing bridge piers which could not support additional lanes. The County's proposal is to provide a three-lane structure north of the Ross Island Bridge for west-bound traffic. The Ross Island Bridge is proposed for four 11-foot lanes going east-bound by cutting the existing sidewalk. Mr. Huget stated that the County is proposing that the Ross Island Bridge be four lanes going east-bound due to the amount of traffic generated from the Macadam area.

Mr. Keefe asked whether or not Powell Boulevard is proposed for widening near the approach. Mr. Huget stated that it is not, and that Powell Boulevard is now 75 feet curb to curb. The question was raised on whether or not the County would have complete jurisdiction over the approach to the Ross Island Bridge. Mr. Huget said that he thought that the limitations of the bridge would have to be designated by the City in an ordinance to the effect, perhaps declaring the street a County road. He

reported that he thought the County has no jurisdiction over the west line of Water Avenue and the east line of Front Avenue. Mr. Keefe pointed out that, under the State Throughway Law, the City can reject or approve such a proposal as this.

Mr. Huget reviewed those traffic counts which were taken to help determine the location of a new bridge across the Willamette River. Mr. Keefe felt that the two major bottlenecks were: trying to get from Arthur Street and Harbor Drive into the very sharp curve, as well as the east side approach to the Ross Island Bridge via Powell Boulevard. Mr. Huget stated that the design speed of the bottleneck Mr. Keefe pointed out on the west side was 30 miles per hour.

When asked about whether the County has prepared a report on this proposal, Mr. Huget stated that it has and that one will be sent to the Planning Commission for its information.

In regard to the traffic being generated on Powell Boulevard, Mr. Rosenthal, Chief Civil Engineer, noted the problem of the loading and unloading of bus passengers. He felt that, if additional width for the provision of such loading and unloading was established, it would greatly facilitate the flow of traffic.

Action Taken: Mr. Stanton asked Mr. Keefe to write a summary of the explanation given by Mr. Huget on the reasons behind the proposal for the bridge paralleling the Ross Island Bridge for consideration at the next Streets Committee meeting at which the Chairman will be present.

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In regard to the Mt. Hood Freeway, Mr. Huget stated that the State favors, at this time, the Fremont Freeway over the Mt. Hood Freeway. Mr. Keefe pointed out, however, that, as a local community, we cannot overlook the need for the Mt. Hood Freeway. Mr. Huget agreed, but said that he is only reporting on the State's latest thinking on this matter.

*****

D21-58 -- Proposed dedication of street for access to proposed 61-unit apartment project. Petitioner: Prescott Corporation.

Staff Report: The Prescott Corporation is proposing a 61-unit apartment project located on Tax Lots 106 and 79, the northerly part of Tax Lot 107, and Lot 10, Williams Addition No. 2. The area is to be served by a dedicated street extending westerly from SE 36th Place with a 40-foot right-of-way and a 40-foot right turn-around. Access and parking for individual units will be by a private service road, 24 feet wide. The basic point of consideration, as discussed at the September 11, 1958 Streets Committee meeting, is the eventual access to the interior properties to the north.

The general consensus of the property owners along SE 37th Avenue, when recently interviewed, was that they have at present no intention of

improving the westerly portions of their properties. They felt that the amount of profit derived from selling their lots, less the cost of dedicating and improving an access street, would not offset the value of the present open spaces used for back yard activities (growing of flowers, gardens, etc.) which they enjoy.

Two basic access routes are available to service the interior portion of the Prescott property:

1. To request that the proposed dedication of SE Mall Street be aligned to the north.

2. To approve proposed SE Mall Street (with a 50-foot right-of-way and 50-foot radius turn-around) and assume that access may be obtained between Tax Lot 170 and the northwest lot of Lot 9 from SE Gladstone Street when the larger portion of Lot 9 is developed.

If SE Mall were required to be extended to the north, approximately two or three 24' x 32' units would be eliminated, and the remainder could be relocated in the area formerly used by the turn-around and part of the proposed street.

Staff Recommendation: With the uncertainty of assuming access from either SE Gladstone Street, SE 37th Avenue, and the extension of SE 36th Place by street extension proceedings, the staff feels that the alignment to the north in the proposed development area is the most positive way of insuring access to the northerly properties.

The recommendation is similar to the original plan presented by the Prescott Corporation when they were considering including Tax Lot 1 in their development plan. Apparently, the property was not available for purchase, and the alignment now being considered is a revision.

Discussion: At the last Streets Committee meeting, the staff was instructed to canvass the neighborhood in the proposed development area in regard to the possible future development to the back ends of the property in question. Mr. Becker stated that he had contacted seven of the owners; in general, they were not in favor of any development of the back ends of their property. Mr. Keefe stated that, if the ownership should change in the future, provision should be made for such owners to have the opportunity to obtain the necessary access if they wished development to occur at the back ends of their property.

The question of street extension proceedings for only one property owner coming in from Gladstone Street was brought up. Mr. Rosenthal stated that it would be very expensive. He felt that the concern lies in whether the City is being benefited.

Action Taken: The Streets Committee voted to recommend approval of the Prescott Corporation's proposal of extending SE Mall Street westerly from SE 36th Place with a 50-foot right-of-way and a 50-foot radius turn-around.

*****

V23-58 -- Relocation of turn-arounds on N. Emerson and N. Webster Streets -- Mocks Bottom area. Petitioner: Union Pacific Railroad.

Staff Report: Petitions have been received by the City from the Union Pacific Railroad to vacate turn-arounds at the ends of N. Emerson Street and N. Webster Street. New turn-around rights-of-way on the ends of Emerson and Webster Streets and a 40' x 360' strip along N. Going Street will be dedicated in exchange, as required within 2,000 feet of the harbor line.

Trackage now extends across both turn-arounds.

Staff Recommendation: Approve the vacations and dedications as petitioned by the Union Pacific Railroad.

Discussion: The reason for this proposal is that the yards of the Union Pacific Railroad are being expanded. The vacation will enable the Railroad to move certain tracks. Mr. Carl Short, Right-of-Way Engineer, stated that the Union Pacific Railroad will be dedicating more land than is being vacated. Mr. Becker explained that N. Webster Street is improved to the tracks, and N. Emerson Street is graveled to the tracks.

Action Taken: The Streets Committee voted to recommend approval of the vacations and dedications as petitioned by the Union Pacific Railroad.

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D24-58 -- Purchase of Lot 8 in Lot 10 Marysville to extend SE Schiller Street to SE 80th Avenue. Petitioner: City of Portland.

Staff Report: The City of Portland is in the process of purchasing Tax Lot 8, Lot 10 Marysville Addition, to extend SE Schiller Street to SE 80th Avenue. The Multnomah Park Cemetery is directly to the north, and the private roads within the cemetery are not available to through traffic. SE 80th Avenue from SE Raymond Street to the south line of the cemetery is 670 feet and dead-ended. The City has the opportunity to purchase Tax Lot 8 and is in the process of buying the lot.

Staff Recommendation: Because of the extremely long dead-end street (SE 80th Avenue) and the opportunity to extend SE Schiller Street to SE 80th Avenue via Tax Lot 8, the staff recommends that the lot be purchased for the extension of SE Schiller Street.

Discussion: At the time of the issuance of a building permit, the City saw the opportunity to extend SE Schiller Street to SE 80th Avenue, and has instructed Mr. Ahern to purchase the lot.

Action Taken: The Streets Committee voted to recommend approval of the purchase of Lot 8 by the City to extend SE Schiller Street to SE 80th Avenue.

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D25-58 -- Purchase of small triangular portion of Tax Lot 34 near Barbur Boulevard, Multnomah Boulevard, and SW 19th Avenue to facilitate turning movement. Petitioner: Oregon State Highway Department and City of Portland.

Staff Report: The State Highway Commission and the City are in the process of purchasing the 24-foot sided triangle of Tax Lot 34 to facilitate the right-turn traffic movement to the SW 19th Avenue Bridge.

Staff Recommendation: Approve as submitted.

Action Taken: The Streets Committee voted to recommend approval of the dedication and purchase as petitioned.

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Meeting adjourned.

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Lloyd T. Keefe
Planning Director

DCB:lmk

MINUTES OF MEETING
Streets Committee
October 13, 1958
3:30 p.m.

The Streets Committee of the Portland City Planning Commission met Monday, October 13, 1958, at 3:30 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Chairman Thompson and member Stanton; Right-of-Way Engineer Carl Short; Highway Engineering Co-ordinator Fowler; Mario Martini of the Traffic Engineering Bureau; Planning Director Keefe (who appeared following the public hearing); Assistant Director Nims; City Planner III Keith; and recorder Kaplan. Those appearing for the public hearing were as follows: H. M. White; Mesdames William B. Hansen, W. L. McNichols, John F. Conway, Lloyd T. Keefe, Glenn R. Houde, Otto Ridder, A. L. Lukens, H. G. Phipps, William Pattee, Kenneth Ross, and Lars Haugen; Mr. C. C. Hotelling; Mr. M. E. Morrison; Mr. W. R. Gilpin; Mr. J. G. Van Laningham; Mr. Gene Archer; Mr. Laurence Brown; Mr. Rychen Paddock; Mr. G. M. Young; and Mr. Oran Robertson.

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68-55 -- Public hearing in regard to petition filed by Fred Meyer Corporation to eliminate 5-foot barrier lot between SW 13th Drive and SW 10th.

For staff report and previous actions on this matter, please refer to Streets Committee minutes of September 11, 1958 and Planning Commission minutes dated September 16, 1958.

Discussion: Mr. Thompson pointed out that this public hearing is initial to one that will be held by the City Council as required by Ordinance No. 103199. He stated that this public hearing is being held for the information only of the Streets Committee and that its use will help determine the Streets Committee's recommendation on the question of the removal of the 5-foot barrier lot between SW 13th Drive and SW 10th.

Two communications were received at the meeting in regard to the removal of the barricade. One letter was from Mr. Richard Dehaan, residing at 10625 SW Canyon Road, who holds an option on Lot 5, Block 3, Barbur Heights, requesting the removal of the barricade. He asserts that the barricade stands as an eyesore and is a hindrance to fire and police protection as well as mail deliveries. The other communication was received from Lorna and John Conway, owners of Lots 5 and 6, 18 and part of 19, Block 32, Burlingame, objecting to the removal of the plug lot, as well as the barricade. This communication was signed by a total of seven property owners besides the signatures of John and Lorna Conway.

Mr. Hal White, representing the Fred Meyer Corporation, stated that the petition circulated for the removal of the barricade and the plug lot included a total of 27 signatures, two of which were those of

corporations, and that these signatures represented those property owners directly affected by the removal of the barricade. Mr. White felt that the condition to vacate SW 13th Drive was made to satisfy the people living on Burlingame Avenue who feared additional traffic being generated if the street were left open. He stated that the Fred Meyer Corporation had been trying to get rid of this cul-de-sac for a period of three years, and that finally, in order to obtain approval of the necessary plat, they had agreed to dead-end the street and have developed it with all the utilities essential for a modern residential section. He stated that the salability of the Fred Meyer properties are endangered due to the lack of access. He added that the streets in question, Burlingame Avenue and 10th Avenue, are public streets and that the property owners along 13th Drive should not be deprived of the use of such streets.

Mr. Stanton stated that we recognize, in City planning, that the majority does not necessarily make the rules. The matter of how a particular thing fits into the scheme of the neighborhood pattern is the major concern. He pointed out that we try to preserve the residential character of the neighborhood rather than trying to make it into a traffic lane. Many people are attracted to a neighborhood such as this due to the peace and quiet offered by a dead-end street.

The following are comments made by those who appeared at the public hearing to speak in favor of the removal of the barricade:

Gene Archer, Lot 4, Block 3, Barbur Heights. Mr. Archer spoke of his concern of the distance from Bertha Boulevard to the turn-around at 13th Drive in regard to fire protection. He pointed out also that access to the high school from his property is hindered.

Oran B. Robertson, 7240 SW Burlingame Avenue, Lots 1, 2, and 3, Block 25, Burlingame (the only owner east of the center line of 10th Avenue to favor the removal of the plug). He stated that he has been a resident of the area for a period of six years and is an employee of Fred Meyer. He did not feel that an increased amount of traffic would be generated by opening the plug, or that it would cause a threat to the safety of children. Due to the slopes of 10th Avenue and Burlingame Avenue, he reported that during the snowy season, he was forced to put on chains to get out, which has been a personal annoyance to him. Mr. Robertson further stated that he has observed many cars driving around the existing barrier, which he felt served no useful purpose.

Laurence Brown, owner of two lots on SW 13th Drive. Mr. Brown stated that the barricade seemed to serve no useful purpose to him and that many cars proceed to pass around this barrier.

Rychen N. Paddock, 6820 SW 11th Drive, Lot 7, Block 8, Woodrow Wilson Park. He stated that he favors the removal of the plug lot and barricade because it is presently impossible for him to come directly to town or to other shopping facilities without having to cross Vermont Street or wind throughout the area by way of Chestnut Street.

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The following are comments made by those who appeared at the hearing to speak in opposition to the removal of the barricade and plug lot:

M. E. Morrison, 7115 SW Burlingame Avenue. Mr. Morrison stated that he has been a resident of the area for many years and owns property on 10th Avenue. During previous consideration by the Planning Commission and City Council on this matter, he recalled that all of the people on Burlingame Avenue to Slavin Road and also on 10th Avenue objected to the removal of this barricade and plug lot. The traffic from Slavin Road would be coming down Burlingame Avenue and Chestnut Street to go to 13th Drive. Mr. Morrison, who is in the real estate business, pointed out that many people will pay a premium for the peace and quiet offered in such a neighborhood. He further suggested that perhaps the cul-de-sac could be made wider.

G. M. Young, resident on 11th Drive. Mr. Young stated that, if the cul-de-sac were put through, the amount of traffic generated by high school children going down 11th Drive to the favorite restaurant in the neighborhood would be unfavorable.

Mrs. A. L. Lukens, 6801 SW Burlingame Avenue, resident at corner of Burlingame Avenue and Chestnut Street. Mrs. Lukens stressed concern over the safety of her children to and from school if the plug were opened up.

Mrs. William B. Hansen, 7025 SW Burlingame Avenue. Mrs. Hansen stated that she received information from reliable sources that, at the time of Fred Meyer's construction, if the barricade were not put in, permission would be granted for improvements in the area such as the widening of the street and change of grade of the existing street, thereby encouraging more traffic into the area.

Mrs. Glenn R. Houde, 7109 SW Burlingame Avenue. Mrs. Houde spoke of the many residents in the area who purchased their homes with the intent of the area being a quiet neighborhood due to the dead-end street. She added later that not only is 13th Drive and Bertha Boulevard a blind corner but that Burlingame Avenue at 10th Avenue is also in such a state.

Helen Ross, 7030 SW Burlingame Avenue. Mrs. Ross expressed concern that high school children would be invited to drive down the street, usually at excessive speed, if the cul-de-sac were opened up. Mrs. Ross further stated that, at the time Fred Meyer sold his lots, the proposed purchasers were aware of the cul-de-sac in question.

C. C. Hotelling, 6832 SW 10th Avenue. Mr. Hotelling related that his property is located at the peak of 10th Avenue and that he has been a resident in the area for 20 years. He stated that he favors the quietness of the neighborhood and wishes it to remain as so. Mr. Hotelling stated that much ill will is being agitated by Fred Meyer by the circulation of his petition for the removal of the barricade. He pointed out that the home owners in this area desire that the barricade be left as is.


WILSON
PARK
HILLS
FLORIDA ST.
DRIVE
S.W. 11TH
S.W. 12TH AVE.
S.W. CHESTNUT AVE.
S.W. 10TH AVE.
S.W. 8TH AVE.
S.W. BURLINGAME DRIVE
S.W. CALDEW
S.W. 13th
B'L'V'D.
BERTHA
BLVD.
S.W. LOGAN
FULTON PARK
ROLAND ST. ADD.
S.W. NEVADA TERR.
CUSTER ST.
BARBUR
Curb Lines 20 & 80' from
Property Line
Easterly and Southerly
Vacated
Ord 94773
Ord 94713
PROPOSED CONNECTION OF
S.W. 13 TH DR. TO S.W. 10 TH AVE.
PETITION PRESENTED BY THE FRED MEYER CORPORATION
scale 1" = 200'
N
Portland City Planning Commission

Mrs. Lloyd T. Keefe, 7100 SW Burlingame Avenue. Mrs. Keefe spoke of her concern of the blind intersection at 13th Drive where it enters Bertha Boulevard. She expressed concern also of the many high school students driving at excessive speeds in the area, which would use Burlingame Avenue to 13th Drive if the plug lot and barricade were removed. Mrs. Keefe read from the Streets Committee minutes of October 31, 1955 in regard to this Fred Meyer subdivision, as follows: "Mr. White stated that the Fred Meyer Corporation had no intention of opening up this street, and Commissioner Bowes asked him to confer with Mr. Meyer to see if he would dedicate the 5-foot street plug to the City so that it may be barricaded. Mr. Thompson stated that the Committee wished to accomplish the blocking of the street at this point, and to make sure that the street plug was permanent, and that this matter would not come up with further controversy resulting".

Lorna Conway, 6727 SW Peyton Road. Mrs. Conway stated that she had been a resident of the area for a period of 17 years but that she had moved away three years ago because of the congestion there. She stated that her husband and she still own property on 13th Street.

W. R. Gilpin, 7214 SW 10th Avenue.
John Van Laningham, 7133 SW Burlingame Avenue.
Pamela Phipps, 6823 SW Burlingame Avenue.
Mrs. W. L. McNichols, 7014 SW Burlingame Avenue.
Helen Pattee, 7006 SW 10th Avenue.
Helen B. Ridder, 6925 SW Burlingame Avenue.

The above persons indicated that they are opposed to the removal of the barricade and plug lot, and presented reasons similar to those previously presented. (See page 7 of minutes for action on this matter.)

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8-56 -- Proposed extension of SE 84th Avenue north through SE Cora Street in preparation for access to the proposed Eastport Plaza Shopping Center.

Staff Report: Over the past year, the Planning Commission staff has been reviewing proposals submitted by Norris, Beggs & Simpson pertaining to the required dedication of a street extending north from SE Holgate Boulevard to the proposed Eastport Plaza Shopping Center.

One of the conditions in the zone change for the Shopping Center required that a street be dedicated from SE Holgate Boulevard to the south line of SE Cora Street, and from the north line of SE Cora Street 127.5 feet to the Shopping Center's parking facilities no further east from SE 82nd Avenue than SE 84th Avenue.

The plan was submitted with two moving north-bound lanes on the east side of the traffic island and four out-bound lanes at SE Holgate Boulevard.

In a report submitted by the Traffic Engineer, two "left-turn onto Holgate Boulevard only" lanes were recommended to be eliminated. The two remaining lanes will be able to handle the estimated traffic flow to SE Holgate Boulevard. In their plans, a sign pylon island is shown. This island is to have a two-fold purpose: one, to act as a median strip; and secondly, to provide an area for a large raised sign advertising the Shopping Center.

Because of the Sign Code, advertising signs cannot be erected on public right-of-way. Therefore, it was suggested to Norris, Beggs & Simpson that the pylon island not be included as part of the street right-of-way. It was further suggested that instead of a blacktop surface in the island, that it be planted in grass and/or low shrubs for a more pleasing entrance to the Shopping Center, to which they were agreeable.

The question of a sign location has been of some concern. The first proposal was to locate the pylon sign on the east side of the proposed street. This seemed objectionable because of the residences immediately to the east. A sign on the west side was suggested by the staff, but opposition was encountered from the property owners adjacent to the proposed street.

Staff Recommendation: That the basic dedication be approved as submitted with the following change and condition: that the two "left-turn only" lanes be eliminated and the traffic island be expanded to include one of the eliminated lanes on condition that the interior area of the island be planted with grass and/or low shrubbery.

Discussion: Mr. Nims reported that, at the time of the zone change, the Zoning Committee ruled against a new street at 87th Avenue because of sight conditions and required one at 84th Avenue. The street is 100 feet wide on Holgate Boulevard, but narrows down to 55 feet nearer the Shopping Center. The unusual feature of this proposal is that the people would like to put a large sign pylon advertising the Shopping Center in the middle of the major thoroughfare. Mr. Nims reported that a sign cannot be placed on the property until it is rezoned. The Traffic Engineering Bureau suggests that one of the left-turning lanes be eliminated. It is felt by this bureau that there is too much movement in this area at the present time.

Mr. Thompson felt that this dedication is adverse to City planning inasmuch as he did not feel that an island should be set up for advertising purposes. He did not feel that the Streets Committee should establish a precedent of permitting an advertising island in the middle of a major thoroughfare. It was brought out that there is no provision for signs being permitted in public right-of-way. If such an island were permitted, would it be maintained as a park if it were landscaped with low shrubbery as recommended by the staff? The Committee generally felt that the control of such plant growth would be a problem. Mr. Fowler suggested that the petitioner could reserve a strip on one side of the thoroughfare for advertising purposes rather than in the middle of such thoroughfare.

Action Taken: It was moved and seconded to refer the matter back to the staff to negotiate a dedication without an island. Motion passed.

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Job No. 5821 -- Discussion and staff report on proposed Ross Island twin bridge span.

Discussion: The following questions were raised in regard to the proposed parallel Ross Island Bridge: the amount of projected flow across the Willamette River; the capacity of Powell Boulevard to accommodate any additional traffic; the capacity of the two lanes leading north from the west end of the Ross Island Bridge; congesting influence of the two lanes approaching the Ross Island Bridge from the north; will $7,000,000 solve the entire problem or will additional money be needed to widen streets and improve approaches?; if additional money will be needed, shouldn't it all be included in one ballot measure?; and since the State's estimate of the 1975 flow across the Ross Island Bridge, with the Mt. Hood Freeway constructed, is approximately the same as the present flow, wouldn't the construction of a parallel bridge now be short range rather than long range planning?.

Mr. Keith suggested several possible alternate proposals which should be more thoroughly investigated before a recommendation is made:

1. Construction of part of the East Bank Freeway.

2. The extension of the Marquam Bridge approaches to at least 11th or 12th Avenues.

3. A different location for the proposed parallel Ross Island Bridge.

4. Improvement of the Hawthorne Bridge.

Mr. Keefe pointed out that the merging of McLoughlin Boulevard traffic with Powell Boulevard is a congesting point.

Mr. Fowler stated that he has conferred with the County and the State on this matter, and he related that he is in favor of the proposal. He added that the County will not contribute to the building of highways inside of the City limits. Their funds are limited strictly to bridges. Mr. Fowler pointed out that the improvement of any streets will not be done by the County. He felt that, if we do not accept the County's proposal for the twin span north of the Ross Island Bridge, we will be left with the Ross Island Bridge as is for the next twenty years.

Mr. Stanton asked whether any relief would be afforded the present approaches to the Ross Island Bridge. Mr. Fowler pointed out that the congesting point is not the approaches but that of the bridge itself.

Mr. Keefe asked Mr. Fowler whether the possibility of extending the Marquam Bridge approaches eastward had been explored. Mr. Fowler stated that he felt the City should have some funds available in order to co-operate with the State in regard to such proposals. The need for the Mt. Hood Freeway was then discussed.

Mr. Thompson felt that any action taken by the Streets Committee in regard to this matter would have an effect on the passage of this proposal by the voters.

Action Taken: The staff was instructed to prepare a written statement and a recommendation in regard to the proposal for the parallel Ross Island Bridge. That portion of the minutes pertaining to discussion on this matter, as well as the discussion held at the public hearing, is to be reproduced and submitted to the three Streets Committee members at their next meeting.

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Job No. 5814 and Job No. 5304 -- Discussion and staff report on the extension of Multnomah Street to the E-R Center.

Inasmuch as time did not permit a discussion on this matter, it was postponed until the next Streets Committee meeting.

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Mr. Thompson suggested that a Streets Committee meeting be arranged for the latter part of this week for the purpose of discussing the staff's written recommendation for the Ross Island proposal and to consider the matter of the extension of Multnomah Street.

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68-55 -- Petition filed by Fred Meyer Corporation to eliminate 5-foot barrier lot between SW 13th Drive and SW 10th.

Action Taken: Following the meeting, a poll was taken by telephone in regard to the removal of the 5-foot plug lot and barricade located between SW 10th Avenue and SW 13th Drive. Mr. Thompson stated that he favored the removal of the plug lot and barricade; however, Mr. Stanton indicated that he favored the barricade to remain as is. Therefore, the matter will be referred to the Planning Commission as a whole for its recommendation to the City Council.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

CRN: lmk

MINUTES OF MEETING
Streets and Schools and Parks Committees
October 2, 1958
3:00 p.m.

The Streets Committee and the Schools and Parks Committee met Thursday, October 2, 1958, at 3:00 p.m. in the conference room of the Planning Commission at 526 SW Mill Street.

Those present were: Chairmen McKinley and Thompson; members Stanton and Donaugh; City Engineer Burt; Highway Engineering Co-ordinator Fowler; Superintendent of Parks Buckley; Traffic Engineer Weller; Planning Director Keefe; and City Planner III Keith.

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Job No. 5616 -- St. Johns Comprehensive Development Plan

The staff presented orally the schools and parks proposals included in the St. Johns staff report. Since the school proposals have already been accepted by the School Board in the Land for Schools report, there was no discussion on schools. In general, the principle of neighborhood parks was approved by Mr. Buckley and the joint Schools and Parks-Streets Committee. Questions were raised about the exact boundaries of the proposed neighborhood parks, but it was agreed that this report was a general indication only and that sites acquired might vary from the specific proposals. Mr. Buckley agreed that the City should accept the dedications of the proposed buffer strips and that the improvement and maintenance of these strips are a proper function of the Park Bureau.

There was some discussion of the feasibility of the proposed Smith Lake marine park. It was questioned whether the possibilities of silting, water pollution, flooding, nearness to industrial development, and access would make this proposal impractical.

Since time did not permit a discussion of the trafficways proposals at this meeting, a subsequent meeting was held with Mr. Burt, City Engineer; Mr. Fowler, Highway Engineering Co-ordinator; Mr. Bergstrom, Assistant Traffic Engineer; and staff members on October 8. In general, all bureau heads approved of the trafficways proposals in the St. Johns report. It was decided that some additional study might be necessary for the first stage development pattern. However, it was agreed that this could be worked out between the staff of the Planning Commission and the Traffic Engineering Bureau.

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Lloyd T. Keefe
Planning Director

REK:lmk

MINUTES OF MEETING
Schools and Parks Committee
August 12, 1958

The Schools Committee, Chairman McKinley and members Donaugh and Stanton, were polled by telephone on August 12, 1958 for the following item of business:

P.C. File No. 3372 -- Addition to Jefferson High School.

School Board Proposal: To construct an addition with no enlargement of the property for Jefferson High School now established and maintained at 5210 N. Kerby Avenue in Zones II and III.

Staff Report: This proposal is for the construction of a connecting corridor and stairway between the girls' gymnasium and the main building. As shown on the attached plot plan, the addition is to be situated within the perimeter of the total building; yard requirements are obviously not a factor. This connecting corridor was part of the original plans for the girls' gym but was not built at the time of its construction.

This is a very minor addition and should pose no problems.

Staff Recommends: Approval of the proposal as submitted.

Action Taken: The Committee unanimously voted to accept the staff's recommendation for approval.

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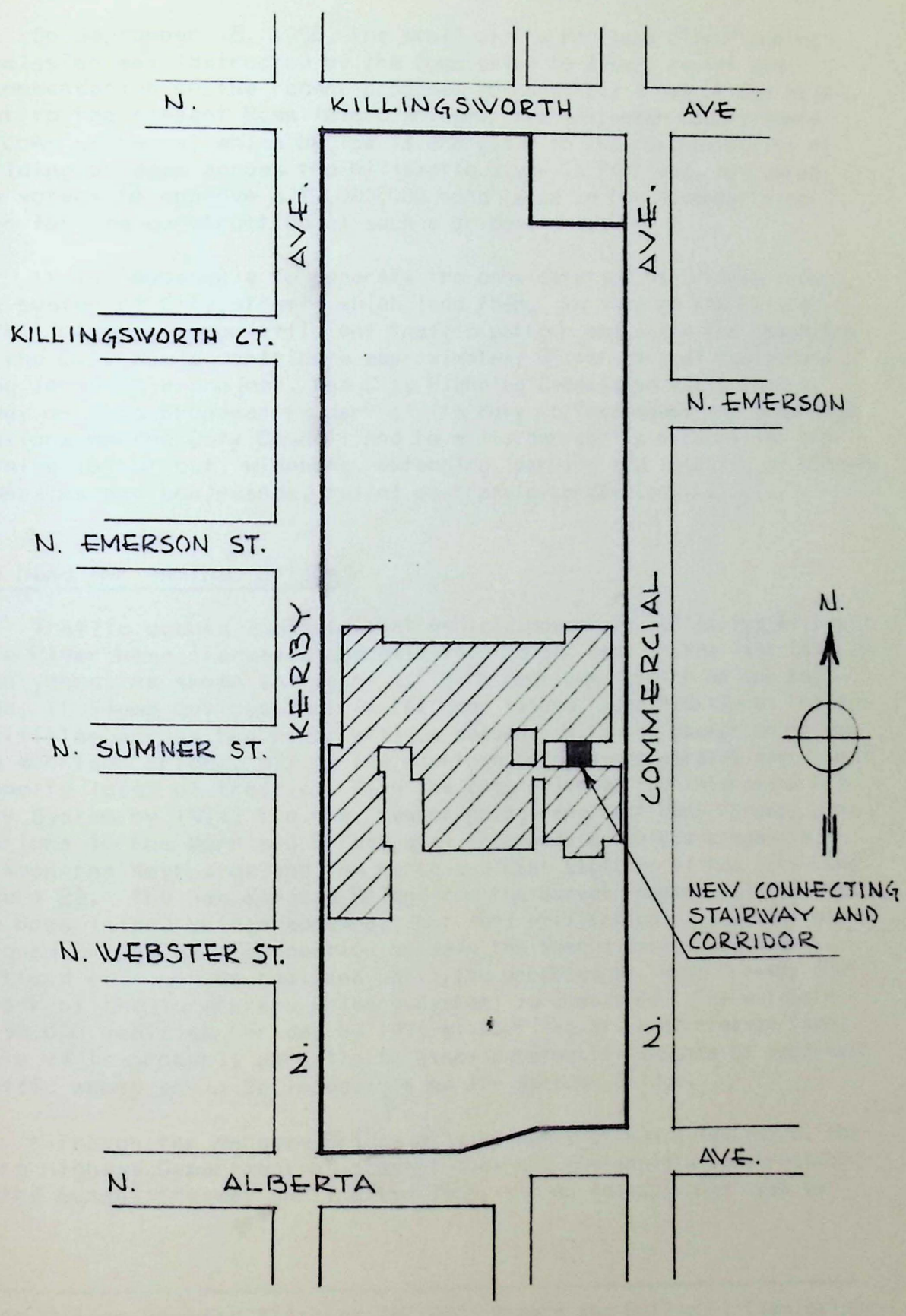
Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

FNF:lmk

JEFFERSON HIGH SCHOOL SITE

AUG 8 1958 P.C. FILE # ~~3370~~ 3372 SCALE 1" = 200'



END

REPORT ON PROPOSED
PARALLEL ROSS ISLAND BRIDGE

On September 18, 1958, the staff of the Portland City Planning Commission was instructed by the Commission to make a report and recommendation on the recent proposal to construct a new bridge adjacent to the present Ross Island Bridge. The Multnomah County Board of Commissioners, which by law is charged with the responsibility of building bridges across the Willamette River in Portland, has asked the voters to approve a $7,000,000 bond issue in the November election for the construction of such a bridge.

It is impossible to separate the consideration of bridges from the system of City streets which feed them. In view of the City's vital interest in an efficient traffic pattern and since the taxpayers of the City would contribute approximately 85 per cent of the financing for such a project, the City Planning Commission feels that a study of this proposal is part of its duty to "recommend and make suggestions to the City Council and to all other public authorities concerning layout out, widening, extending, parking and locating of streets, sidewalks and boulevards, relief of traffic congestion.....".[1]

The Need for Another Bridge

Traffic counts indicate that vehicle movements across the Willamette River have increased approximately 48 per cent in the last thirteen years, as shown in Figure 1. With continued growth on the East side, it seems obvious that in the near future, some additional traffic facilities across the river will be needed. With the exception of the new Morrison Bridge, all of the downtown bridges are already carrying capacity loads of traffic. With the completion of the Interstate Primary System by 1971, the new Fremont Bridge and East Bank Freeway connections to the Morrison Bridge will accommodate vehicle movements between the West side and the North and East sections of the City (see Figure 2). The new Marquam Bridge and the Sunset Freeway will relieve the Ross Island Bridge somewhat, but full utilization of the six-lane Marquam Bridge as a connection between the West side and Southeast Portland will not be realized until the proposed Mt. Hood Freeway (not a part of the Interstate Primary System) is completed. The estimate of 56,000 vehicles per day by 1975 without the Mt. Hood Freeway (see Table 1) is probably unrealistic since substantial amounts of east-west traffic would still be impossible on the Marquam Bridge.

Although the Marquam Bridge will be built within a few years, the State Highway Department at present does not contemplate construction of the Sunset Freeway until after 1965, and no schedule has been set

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[1] From Oregon Revised Statutes 227.090, Powers and Duties of Commission.

for the Mt. Hood Freeway. Thus, for several years the Marquam Bridge will serve only as a north-south connection on U.S. 99 and will not carry any significant amount of traffic until both the Sunset and Mt. Hood Freeways are connected to the bridge.

The Proposal

The County Roadmaster's office proposes that a new bridge, parallel in direction and design, be constructed immediately north of the Ross Island Bridge (see Figure 3). The structure would be 40 feet between curbs, with a 5-foot sidewalk and would accommodate three moving lanes of west-bound traffic. Also included in the proposal is the removal of the sidewalk on the north side of the present bridge to permit four 11-foot lanes of east-bound traffic on the bridge to the McLoughlin ramp.

The principal objectives which would be accomplished by this proposal are:

(a) The increased bridge capacity across the Willamette River.

(b) The elimination of congestion caused by the merging of west-bound traffic from McLoughlin Boulevard and Powell Boulevard (see position A, Figure 3).

(c) The elimination of congestion caused by the merging of four east-bound lanes to two lanes at the west end of the bridge (see position B, Figure 3).

Questions on Proposal

After investigation, the Planning Commission feels that there are some rather serious questions which must be raised as to the ability of the proposed new Ross Island Bridge to significantly alleviate the congestion of traffic crossing the river. The following are specific problems which, in the opinion of the Planning Commission, have not been given sufficient consideration:

(a) Traffic counts of existing traffic on Powell Boulevard, as shown in Figure 4, show that as far east as SE 50th Avenue, there is a flow of 750 vehicles or more per lane during the peak hour. Any increase would overload this thoroughfare for its entire length. The separation of the railroad grade crossing on Powell near 17th would eliminate the periodic stoppages of traffic, but would do little to increase the basic capacity of Powell. Thus, in order to fully utilize the proposed additional capacity across the bridge, it would be necessary to increase the carrying capacity of Powell from the east end of the bridge to 50th.

(b) Although there is provision for three moving lanes of west-bound traffic across the bridge, 83 per cent of the traffic turns north at the west end of the bridge onto two lanes (position C, Figure 3). At present, the peak hour flow over this section is 1,200 vehicles per lane, which is above the design capacity of the facility. Even if this ramp were widened to three lanes, the merging of Macadam Avenue traffic at SW Kelly would necessitate the further widening at that point. The length of SW Kelly between SW Corbett and SW Arthur is too short to provide adequate weaving distances for four lanes of traffic. These considerations lead to the conclusion that provision for north-bound movements from the west end of the Ross Island Bridge, which are inadequate even today, would become intolerable with additional traffic. Providing adequate facilities for this movement would involve the redesign of the entire section from the west end of the bridge to Arthur Street.

(c) The approach for the majority of east-bound traffic from Arthur Street and Front Avenue (Harbor Drive) to the bridge is over two lanes, having a sharp curve (position D, Figure 3). At present, this approach carries about 1,200 vehicles per lane during the peak hour and cannot accommodate any additional traffic. Additional lanes for this movement do not appear feasible. Full utilization of the east-bound capacity of the proposed bridge system would necessitate a prohibitively expensive revision of this approach.

(d) Estimates by the State Highway Department (see Table I) indicate that if the Marquam Bridge, the Sunset Freeway, and the Mt. Hood Freeway were built by 1975, the flow across the Ross Island Bridge would be approximately 44,000 vehicles per day or very near what it is today. Unless a better connection between McLoughlin Boulevard and the Ross Island Bridge is made, the 1975 flow across the Ross Island Bridge under the above conditions would probably be less than it is at present.

Possible Alternates

Further investigation of the possibility of utilizing the Marquam Bridge for east-west movements soon after its construction seems justified. Ultimately, this bridge is intended to serve primarily as a connection between Southeast and Downtown Portland, and the need for this connection is becoming more urgent every day. In view of these considerations, it is reasonable that the means of accomplishing east-west connections to the Marquam Bridge should be explored more thoroughly

before any substantial public funds are allocated for immediate relief.

On the West side, since the Sunset Freeway has already been approved by the Bureau of Public Roads as part of the Interstate Primary System, it may be possible to build a short section of this route at the same time as the Marquam Bridge to provide access to the West side downtown area.

On the East side, there are several possibilities. Although the Mt. Hood Freeway is not part of the Interstate Primary System (92 per cent Federal and 8 per cent State financed), it is designated as a Federal-aid Primary Route (60 per cent Federal and 40 per cent State financed). If the $7,000,000 proposed expenditure for the new Ross Island Bridge were used by the State for this purpose, it would be possible to construct $17,500,000 worth of the Mt. Hood Freeway. This should carry it out to at least 39th or 50th Avenue. By intercepting the large amounts of traffic beyond 50th on the Mt. Hood Freeway and routing them over the Marquam Bridge, the number of vehicles using the Ross Island Bridge would be reduced considerably.

Other possibilities include the construction of the Mt. Hood Freeway to 17th Avenue and the use of Division and Clinton Streets as one-way couplets, or simply the connection of the East side Marquam Bridge approaches into Division and Clinton Streets. The connection of the bridge to Division Street alone would undoubtedly afford some relief for the Ross Island Bridge. However, since the majority of traffic on Division Street, which is now used nearly to capacity, turns north to the Hawthorne and Morrison Bridges, the relief on the Ross Island Bridge would not be too great.

Conclusions

There can be little doubt that additional lanes for traffic across the river will be needed in the near future; however, it appears that the amount of flow of traffic across the Willamette River projected by the State Highway Department and County Roadmaster's office may be high. Their projections are apparently based on a 3 per cent compound annual increase. Although this is approximately the rate of increase for the past ten years, it is questionable if a compounded increase can be used for future traffic projection. It is probable that the rate of increase of river crossings will decline as automobile ownership per family reaches a peak, and as more large shopping centers and industrial districts are developed on the East side. A straight line projection of the increase in traffic over the bridges for the last thirteen years (see Figure 1) indicates an increase of 117,000 vehicles per day by 1975 compared to the State Highway Department projection of 224,000 additional vehicles per day by 1975.

In view of the existing capacity flow on Powell Boulevard as far out as SE 50th Avenue, and also the present utilization of the two major

EXISTING AND PROJECTED WILLAMETTE RIVER BRIDGE TRAFFIC

BRIDGE	1945 A.D.T.	1958 A.D.T.	1975 EST.(1)	1975 EST.(2)	CAPACITY(3)
St. Johns	9,775	13,892	22,000	30,000	35,000
Fremont	--	--	76,000	76,000	80,000
Broadway	44,649	39,969	50,000	50,000	34,000
Steel	14,639	43,276	44,000	44,000	42,000
Burnside	28,518	48,298	50,000	50,000	36,000
Morrison	18,712	26,629	64,000	64,000	80,000
Hawthorne	25,483	29,161	36,000	36,000	33,000
Marquam	--	--	52,000	62,000	80,000
Ross Island	23,520	41,130	56,000	44,000	40,000
Sellwood	5,370	18,080	22,000	20,000	9,500
TOTAL	170,859	255,435	472,000	476,000	469,500

(1) Estimate by Multnomah County Road Department -- Assumes Fremont Bridge, Marquam Bridge, and Sunset Freeway built.

(2) Estimate by State Highway Department -- Assumes Fremont Bridge, Marquam Bridge, Sunset Freeway, and Mt. Hood Freeway built.

(3) Estimate by State Highway Department.

Table 1
Portland City Planning Commission
October 16, 1958

TRAFFIC FLOW on WILLAMETTE RIVER BRIDGES

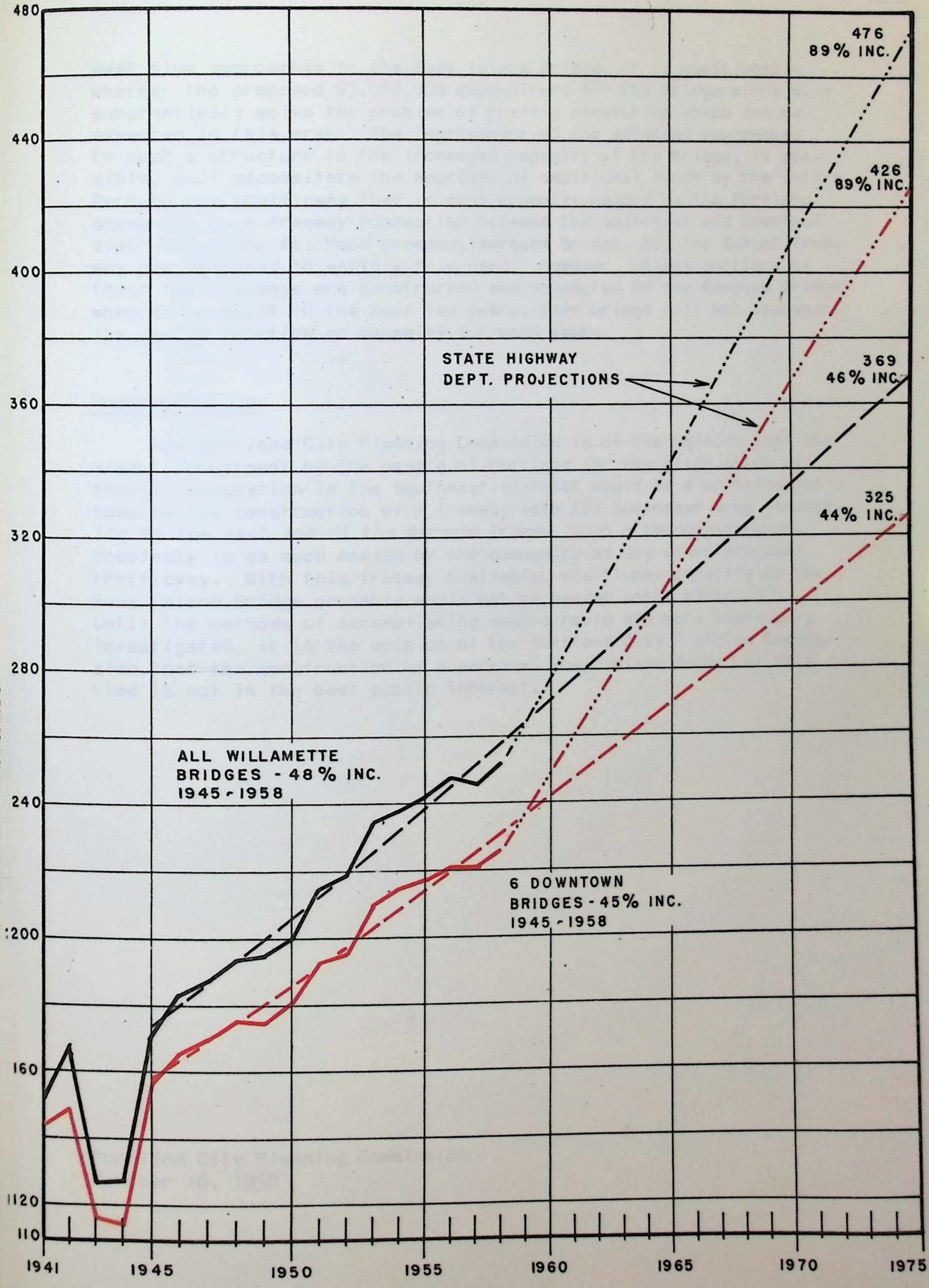


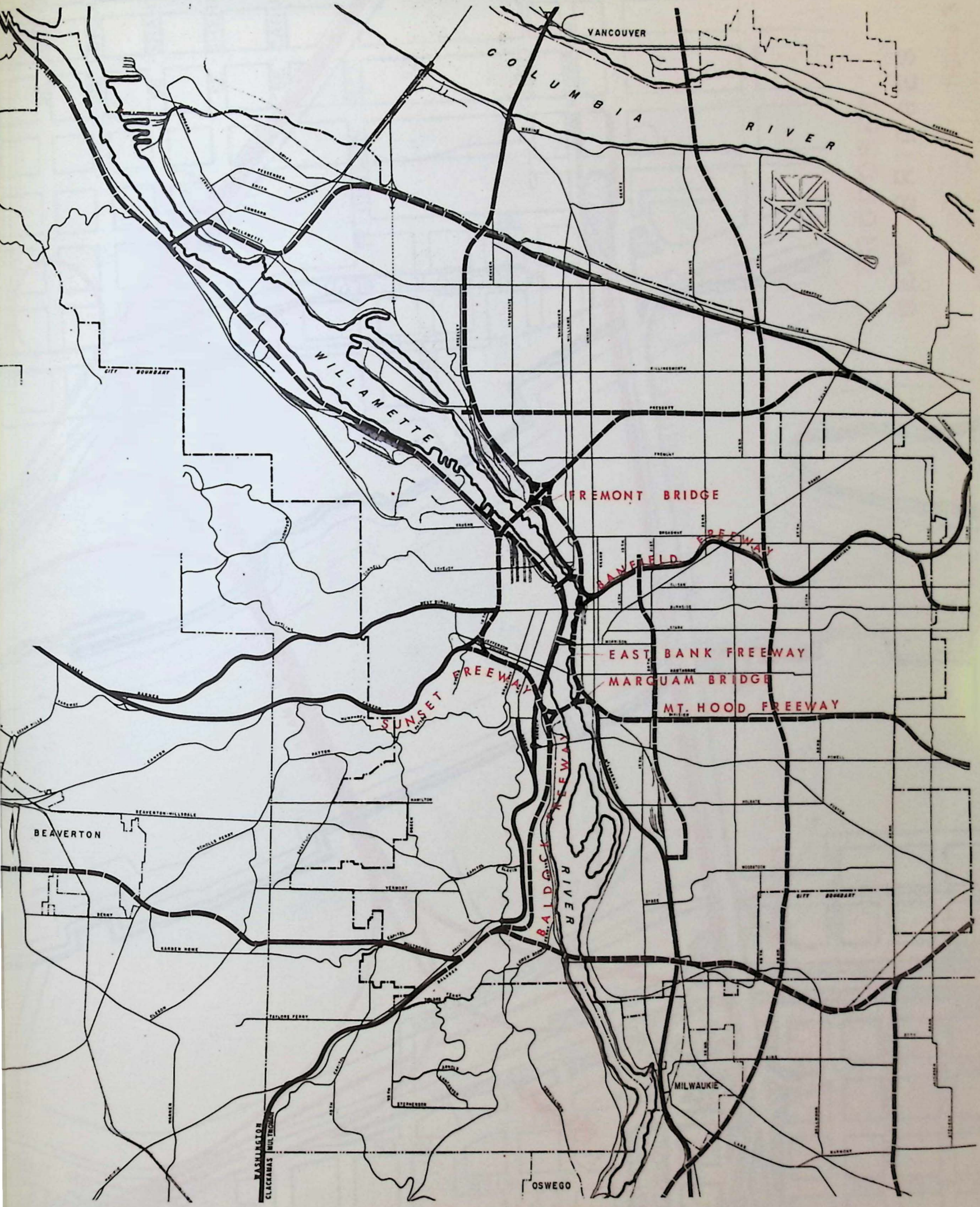
figure 1

West side approaches to the Ross Island Bridge, it is questionable whether the proposed $7,000,000 expenditure for the bridge alone will substantially solve the problem of traffic congestion which can be expected in this area. The improvement of the extended approaches to such a structure to the increased capacity of the bridge, if possible, will necessitate the approval of additional funds by the voters. Perhaps the trafficway that is most urgently needed by the Portland community is a freeway connection between the Southeast and Downtown districts. The Mt. Hood Freeway, Marquam Bridge, and the Sunset Freeway are designed to satisfy this need. However, unless portions of these two freeways are constructed and connected to the Marquam Bridge when it is built in the next few years, that bridge will not approach its design function or capacity for many years.

Recommendation

The Portland City Planning Commission is of the opinion that the wisest investment by the people of Portland for the alleviation of traffic congestion in the Southeast district would be a contribution towards the construction of a freeway into the Southeast area connecting to the east end of the Marquam Bridge. Such a thoroughfare undoubtedly is as much needed by the community as any other proposed trafficway. With this freeway available, additional capacity on the Ross Island Bridge probably would not be needed until after 1975. Until the methods of accomplishing such a route are more thoroughly investigated, it is the opinion of the Portland City Planning Commission that the construction of a parallel Ross Island Bridge at this time is not in the best public interest.

Portland City Planning Commission
October 16, 1958



FREEWAYS & EXPRESSWAYS
PORTLAND METROPOLITAN AREA

figure 4
2

MARQUAM BRIDGE

ROSS ISLAND BRIDGE

SW HARRISON

SW WATER

SW KELLY

CORBETT

SW MOODY AVE

FAILING SCHOOL

PORTER

WOODS

SW FRONT AVE

SW WHITAKER

SW CURRY ST

GROVER

GIBBS ST

1ST AVE

SE HARRISON

SE LINCOLN

SE GRANT

SE SHERMAN

SE CARUTHERS

SE DIVISION PL

4TH AVE

IVON

SE McLAUGHLIN BLVD

6TH

TAGGART

WOODWARD

A

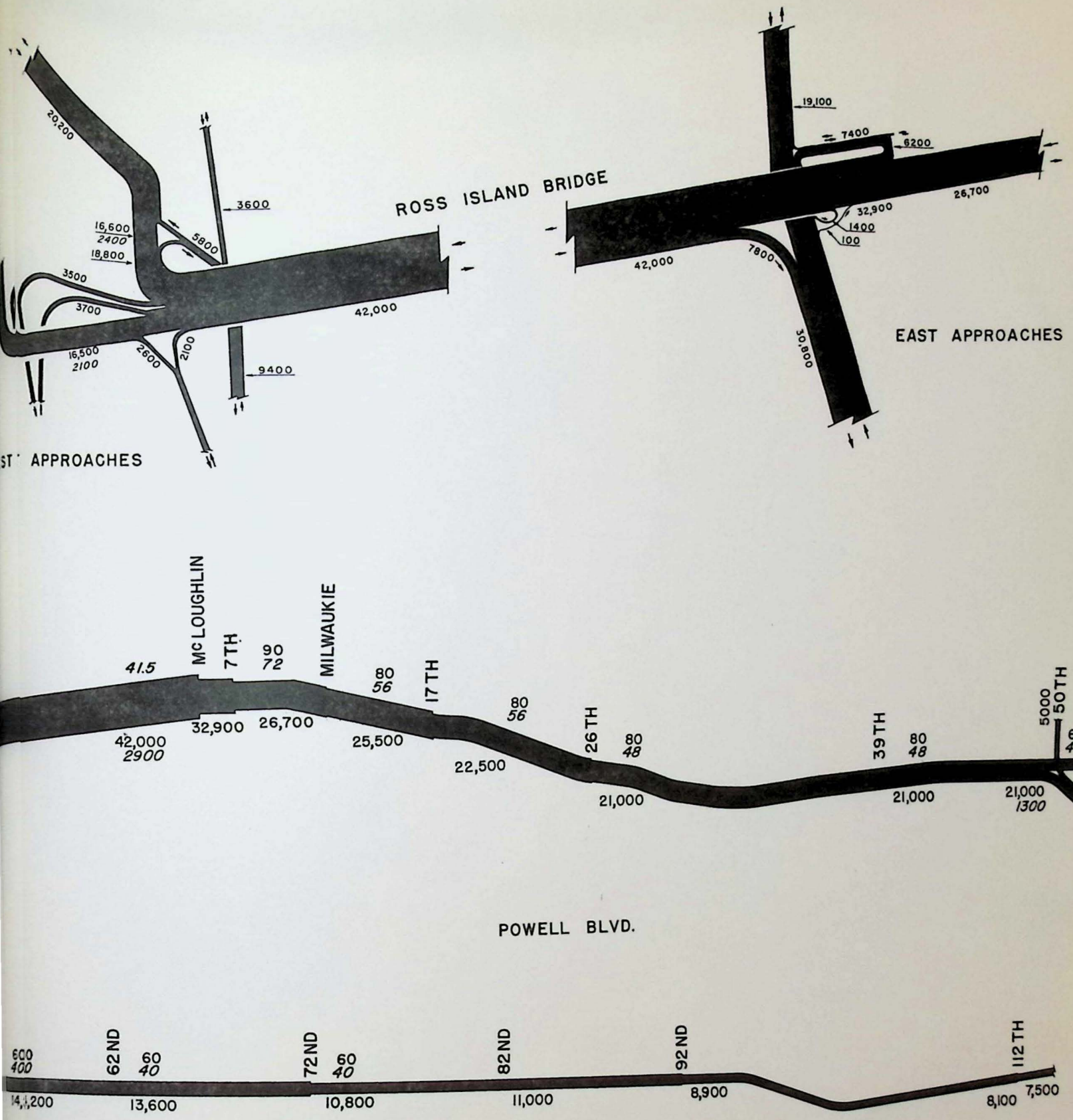
B

C

D

PROPOSED NEW BRIDGES

figure 3



TRAFFIC FLOW ON POWELL BOULEVARD AND ROSS ISLAND BRIDGE

LEGEND

80 – RIGHT-OF-WAY WIDTH
48 – PAVEMENT WIDTH

21,000 – AVERAGE DAILY TRAFFIC 1975
700 – ONE-WAY PEAK HOUR FLOW

TLAND CITY PLANNING COMMISSION

figure 4

AGENDA 184

PORTLAND CITY PLANNING COMMISSION MEETING

November 18, 1958

3:00 p.m.

Page

1. Approval of Minutes and Committee Reports

a. Planning Commission.....October 21, 1958..... 1
b. Zoning Committee.....October 28, 1958..... 7
c. Joint Zoning and Industrial Development Committee.....October 20, 1958..... 19
d. Streets Committee.....October 31, 1958..... 21

2. Committee Appointments

(Changes in membership require new committee appointments. These are to be announced by the President.)

3. Staff Work Program

(The Council has asked for a presentation of what is being done and what is planned. The Council may want to suggest priorities. Perhaps the Commission or a special committee will want to review the present staff assignments and those proposed next before the presentation to the Council.)

4. Workable Program

(Copies of the Program as approved by the Council will be distributed.)

5. Progress on New Zoning Code Remonstrances 27

6. Next Steps on St. Johns Comprehensive Development Plan

(A review of meetings on questions recently raised by Dock and Development Commissions.)

7. Market-Clay versus Foothills Freeway Routes

(Report on recent meeting with Bureau of Public Roads, State Highway Department, Highway Co-ordinator, and Development Commission.)

MINUTES OF MEETING
PORTLAND CITY PLANNING COMMISSION
October 21, 1958
3:00 p.m.

The Portland City Planning Commission met Tuesday, October 21, 1958, at 3:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: President Sroufe and members Windnagle, McKinley, Thompson, Stanton, and Robertson; Planning Director Keefe; Assistant Director Nims; Building Inspections Director Benard; Highway Engineering Co-ordinator Fowler; City Planner III Keith; Journal Reporter Jack Pement; Oregonian Reporter George Spagna; and recorder Kaplan. Two resignations of the Planning Commission have been accepted from Mr. Donaugh and Mr. Keller.

*****

APPROVAL OF MINUTES AND COMMITTEE REPORTS

a. Planning Commission.....September 16, 1958.....approved

b. Zoning Committee.....September 4, 1958.....approved

c. Zoning Committee.....September 16, 1958.....approved

d. Zoning Committee.....September 19, 1958.....approved

The question of the processing of zoning map changes was brought up. Mr. Sroufe stated that the reports on these zoning map changes should be referred to the City Council as soon after consideration by the Zoning Committee as possible. Mr. Brown, the City Attorney, has, however, questioned as a matter of procedure whether the Zoning Committee's recommendation represents the recommendation of the entire Planning Commission.

Both Mr. Stanton and Mr. McKinley indicated that it was their understanding that the Planning Commission would review the recommendations of the Zoning Committee prior submittal to the City Council. Mr. Windnagle stated that he recalled that such was to be done but that it unintentionally had been overlooked. Due to the time schedule, however, Mr. Windnagle felt that it would be impossible for the entire Planning Commission to review all of the map changes. He stated that the City Council has set aside every Friday afternoon for the consideration of these changes. If the entire Planning Commission wishes to consider these changes, the question of asking the City Council to delay its meetings or to have one meeting a week planned for the Planning Commission to review these requests should be considered. Mr. McKinley felt that it would be a worthwhile thing for the Planning Commission to review these zoning requests but did not feel it necessary inasmuch as the processing of regular zone change requests is handled by the Zoning Committee, and he felt the principle of the mapping requests was similar to that of zone change

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requests. Also, although he did not agree with some of the spot zoning principles adopted by the Commission, it was his feeling that the Zoning Committee should continue to process these changes.

It was the feeling of the Commission that the Zoning Committee should continue to process the zoning map changes and present recommendations as soon as possible to the City Council for its consideration. However, on borderline matters deemed controversial by the Zoning Committee, the cases should be help up for final review by the full Planning Commission.

f. Streets Committee.....September 11, 1958.....approved

g. Streets Committee.....September 22, 1958.....approved

h. Streets Committee.....September 25, 1958.....approved

Mr. Stanton referred the Commission to page 35 of the Agenda, Streets Committee minutes dated September 25, 1958, and pointed out that the action taken on File D21-58 was taken only reluctantly.

i. Streets Committee.....October 13, 1958.....approved

Mr. Thompson reported that, at the October 13 meeting of the Streets Committee, a public hearing was held on the question of the removal of the barricade between SW 13th Drive and SW 10th. Inasmuch as the Streets Committee was split on its decision, the matter is being referred to the Planning Commission for its consideration. Mr. Thompson stated that the staff recommends that the plug be maintained. He added that he voted for the removal of the barricade in question inasmuch as he felt that the basic intention is to obtain communication between one area and another. He felt that a very basic error in city planning had been made in permitting a subdivision to have a turn-around so close to an existing street, such as SW 13th Drive. However, it was his feeling that more traffic would be coming through there from Wilson High School and that whatever street in this area is improved the best, it is only natural that more traffic will be encouraged.

Mr. Stanton reported that it is his understanding that city planning, including zoning, is not determined by the majority but is based rather on principles, in this case to divert through traffic and preserve the residential character. He stated that previously, the Fred Meyer Corporation, represented by Mr. Hal White, had agreed to the cul-de-sac in question and had gone on record that no further changes on this matter would be made. Mr. Stanton felt that the barrier in question should be defined as to heighth and permanence in order to make it effective.

Mr. Robertson felt that the plug should be left as is unless the Planning Commission determines that this is a proper location for a traffic arterial, and added that residential districts are intended, in good city planning, to protect the property owner and to permit the

use of the street in front of his home without having to encounter through, fast traffic. He stated that it would be a mistake to open up the plug, thereby attracting more traffic from the Wilson High School neighborhood.

Mr. Windnagle recalled that, in previous consideration on this matter, the Planning Commission was opposed to the connection of SW 13th Drive to Bertha Boulevard. He stated that it is a residential area and, as such, has the right to be maintained in this manner rather than have superimposed a through street.

The consensus of the Commission was that a basic error was made in ever allowing the cul-de-sac to be as close to SW 13th Drive as it is.

ACTION: It was moved and seconded to sustain the first action and to ask that effective barricades be erected which cannot be bypassed. Motion passed unanimously.

j. Joint Streets and Schools and Parks Committee.....October 2, 1958.....approved

k. Schools and Parks Committee.....August 12, 1958.....approved

*****

MEETING ON ST. JOHNS WOODS AND PARKSIDE HOMES

Mr. Sroufe reported that a meeting had been held on October 20 with the Dock and Development Commissions, the Industrial Development Committee, the Chairman of the Zoning Committee, and himself on the St. Johns Woods and Parkside Homes tracts. He stated that the Dock Commission is concerned that the area be zoned industrial rather than residential as proposed by the staff. The Development Commission supported the Planning Commission's stand on the matter, and the suggestion was made by the staff that the Development Commission postpone disposal of this land for a period of six months.

*****

PARALLEL ROSS ISLAND BRIDGE

At the October 13, 1958 Streets Committee meeting, the staff was instructed to prepare a statement on the Ross Island parallel bridge proposal for consideration at the next Streets Committee meeting. Mr. Sroufe expressed concern in that this proposal was released to the press prior to having been considered by either the Streets Committee or the Planning Commission as a whole. He stated that we should consider at this meeting whether the report is to be adopted. He felt that, in the future, all reports of this nature should plainly be labeled "staff report" and should be indicated as preliminary to approval by the Planning Commission.

Mr. McKinley felt that it would be extremely hard to place a control over reports to be included in the agenda inasmuch as a great deal of material is sometimes necessary in the way of staff reports to the Commission in preparation for the Planning Commission meeting. Mr. Sroufe stated that, if necessary, these reports could be distributed separate from the agenda itself. Mr. Nims pointed out that this matter would normally have been referred to the Streets Committee prior to consideration by the Planning Commission but that, due to this matter being slated on the November 4 ballot, it was felt that immediate consideration by the Planning Commission was necessary.

Oregonian Reporter George Spagna stated that, regardless of the fact that this material on the Ross Island proposal was available in the agenda, there is no restriction that this information would not have been used if obtained from another source.

Motion: It was moved and seconded to adopt the report of the staff.

Discussion: Mr. Robert Keith proceeded to review the Ross Island Bridge report. The County's proposal is for a bridge paralleling the Ross Island Bridge that would have three lanes going west bound. The Ross Island Bridge would serve east-bound traffic over four lanes. The report as proposed by the staff is contained on pages 47 through 51 of Agenda 183. Due to considerations such as the saturation of Powell Boulevard, it was brought out by Mr. Keith that it might be a wiser investment for the relief of the Ross Island Bridge if a portion of the Mt. Hood Freeway were built rather than the proposed parallel Ross Island Bridge.

When asked whether Mr. Fowler has made any issue on this report, Mr. Keith stated that he had commented in regard to the sentence contained on page 4 of the proposal, third paragraph, which reads as follows: "If the $7,000,000 proposed expenditure for the new Ross Island Bridge were used by the State for this purpose, it would be possible to construct $17,500,000 worth of the Mt. Hood Freeway." Mr. Fowler's concern was that the sentence should not imply immediate construction. One correction to be made to the report is in the text on page 1 of the proposal, third paragraph, where the statement is made that "The estimate of 56,000 vehicles per day.....". This figure should be substituted by 52,000 vehicles per day.

Mr. Windnagle felt it very important that the issue of whether the bridge itself or the approaches are the congesting point should be settled. Mr. Fowler added that it is his considered opinion that the Mt. Hood Freeway will not be built due to financial reasons. He stated that most of the Federal urban money now allocated for the State will go towards the construction and improvement of the Sunset Freeway and Macadam Avenue, which leaves little money left for the improvement of approaches to the Marquam Bridge. He felt that if the approach to the Marquam Bridge could be extended to 12th Avenue, the first major point of interchange, he would favor the proposal. Mr. Fowler stated that he realized that, if the measure for the Ross Island parallel bridge passes, the City will be faced with the problem of improvement of streets and approaches for the expected increase in traffic.

The motion passed unanimously.

Mr. Sroufe instructed the staff that, hereafter, the opinions and reports of the staff should not be released to the press until after having been considered by a Committee of the Commission or the Commission as a whole. Such reports of the staff are to be labeled as such and are to be indicated as being in a preliminary status. If necessary, these reports are to be kept out of the agenda.

*****

ST. JOHNS COMPREHENSIVE PLAN

Mr. Sroufe reported that the St. Johns Comprehensive Plan report has been postponed because of the question of restudy of Parkside Homes and St. Johns Woods.

*****

EXTENSION OF MULTNOMAH STREET

The question of the extension of Multnomah Street was brought up by Mr. Stanton. The staff was instructed to arrange a meeting later this week for the Streets Committee to consider this matter.

*****

CHARTER AMENDMENTS

Mr. Keefe related that the City Attorney's office is planning to give the City Charter a thorough overhauling and study. Due to the fine relationship attained between the City Engineer's office and the Planning Commission on the matter of street vacations, dedications, and subdivisions, he felt that the matter of subdivision plats and vacations should be included in the City Charter as well as the question of capital improvements, and he pointed out that the Planning Commission is the only commission of the City whose name is not mentioned in the City Charter. He felt that such reference should be made in regard to the above items.

*****

Meeting adjourned.

*****

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

CRN:lmk

MINUTES OF MEETING
Zoning Committee
October 28, 1958
1:30 PM

The Zoning Committee of the City Planning Commission met on Tuesday, October 28, 1958 at 1:30 PM at 526 SW Mill Street.

Those present were: Chairman Windnagle, member Prichard, Building Inspections Director Benard, Acting Zoning Supervisor Frost and reporter Brown.

* * * * * *

P. C. File #2758 was the request by Floyd B. Case for an amendment to Ordinance No. 101728 to allow construction of a larger building than condition (a) of that ordinance provided for.

The Zoning Committee felt there was no justification for changing the requirements. If the business now requires the sort of expansion Mr. Case outlined in his letter to the Council the Committee feels that this is the time to locate otherwise. Conditions in the neighborhood generated by the Sunny Brook Dairy causing traffic congestion, and general penetration of industry into otherwise residential property, that it was not advisable to modify the conditions outlined by the City Council in their previous review of the situation and upon enactment of Ordinance No. 101728.

Action: The Zoning Committee declined to recommend any modifications of the conditions. One of the main reasons being they could not forsee any possibility of giving any adequate protection to the adjoining property. The applicant proposes to get 30,000# trucks into the lot.

* * * * * *

P. C. File #3360 was the request by Dr. Horace Miller for reconsideration of Amendment to Ordinance No. 82336 in order to use the residential portion of the house located on the NE corner of 15th Avenue and NE Weidler Street for additional space for a dental clinic. Since the request was originally considered it has become apparent that certain inequities would have resulted from the imposition of the conditions proposed at that time.

The Planning Commission recommended an amendment to the Ordinance subject to the following conditions:

1. One off-street parking space for each 300 square feet of floor area used for medical purposes in the portion of the residential portion of the existing residence in addition to the four required under the original ordinance.

2. 10 Feet shall be dedicated for the widening of NE 15th Avenue and NE Weidler Street.

Dr. Miller did not approve of condition #2 and replied as follows:

"I will cooperate as legal points come up regarding widening of Fifteenth and Weidler Streets. There seem to be two or three different proposals, each slightly varied, on this problem, and each will require consideration."

Some of the pertinent information and considerations which have developed are as follows: The existing structure lies two feet within the proposed dedication on NE 15th Avenue. The City has been paying for property for street widening in the same vicinity which perhaps would make it unfair to ask Dr. Miller to give his property without reimbursement. Dr. Miller's property is already in Zone III and he has only requested that an amendment be passed to use the residential portion of the building for clinic purposes. The Lloyd Corporation, which has made many of the dedications in the vicinity, has been compensated for these by a number of other streets which have been vacated for them.

ACTION: The Committee unanimously voted to recommend approval of the application as submitted subject to the following conditions:

1. One off-street parking space for each 300 square feet of floor area used for medical purposes in the portion of the residential part of the existing building in addition to the four required under the original ordinance.

2. Such off-street parking space shall be paved with a dust proof material.

3. No structure shall be built within 10 feet of the street property line of NE 15th Avenue and NE Weidler Street.

4. The petitioner shall execute a waiver that in the event that NE 15th Avenue or N. E. Weidler Streets are widened, he will not remonstrate against such widening procedures.

* * * * * *

Petition # 3366 was the petition of Irving G. and Jeanette R. Gallucci to change from Zone I to Zone II to construct a 5-unit apartment building on the SW corner of SE Ramona Street and SE 52nd Avenue.

The applicants propose to construct a 5-unit court apartment building totalling 3,498 square feet of floor area on his 100'x 100' corner lot. The proposed density of the development therefore, would be 2000 square feet of lot area per dwelling unit.

SE 52nd Avenue is at the present time the dividing line between Zone I property on the west, in which the applicant's property is located and Zone II on the east. The existing developments reflect the zoning pattern quite closely. The land to the west of SE 52nd Avenue appears to be a well-kept neighborhood of good single-family homes. To the east of 52nd the character is very similar. In this Zone II district to the east, although development is predominantly single-family homes of good quality, there are several duplexes, two of which are located directly across 52nd Avenue from the zone change area.

Two blocks to the south of the zone change area the frontage on Woodstock Boulevard has been developed for business uses. The NW corner closest to the petitioner's property contains a service station. The entire block on the NE corner of 52nd and Woodstock contains Our Lady of Sorrow parochial school and church.

SE 52nd Avenue in this area of the city is a fairly heavily travelled street, its frontage however, is quite fully developed for single-family houses. The two duplexes previously mentioned, the applicants' property, and one additional vacant lot being the only property fronting on 52nd for a distance of five or six blocks. that is not developed for single-family use. In the proposed zoning code this entire area, both east and west of 52nd Avenue is proposed for R5. This proposed pattern is based on the conditions explained above, primarily the preponderance of single-family development.

ACTION: The Committee unanimously voted denial.

* * * * * *

P. C. File #3369 - was the request for Council approval for the construction of an Army Reserve Center, including armory, maintenance shop, and rifle range in a Zone II residential district, which is located North of Chatauqua Boulevard between North Alaska Street and North Willis Boulevard.

The U.S. Army Reserve proposes to construct a training center at this site. The site was chosen with the aid of the Planning Commission after considerable study and negotiation by the Planning Comission staff, the Housing Authority, and representatives of the Army. The site lies in the old University Homes housing project area, and has been designed as an integral part of the plan for replatting the University Homes project. Adjoining the site to the southwest is property owned by the GUEST store, which they intend to develop as a parking lot. Adjoining the site to the west is University Park, to the north, east and southeast property is now lying vacant. Part of this surrounding property has been platted

for single-family use; the remainder is now in the platting process, and will soon be complete. It too, will be designated for single-family use at an R7 density.

The original plan for the training center had the Army Reserve owning the entire triangular piece bounded by Chatauqua Boulevard on the SE, and Alaska Street on the north, the park on the west and the GUEST property at the SW corner. However, budgetary restrictions made it impractical for the Army to purchase the entire piece. Consequently, the frontage on Alaska Street to the depth of 125' has not been purchased by the Army Reserve, and will be used for single-family development. The Army Reserve has indicated a willingness to provide a planting screen between their property and this residential property to the north, as well as between their property and University Park to the west. The site as finally purchased contains 4.93 acres of property.

The siting of the buildings and facilities seems entirely adequate to provide sufficient protection for surrounding properties. The Army Reserve building will be set back 40' from Chatauqua Boulevard, and 90' from the SW property line. Behind the building in the NW portion of the property will be a maintenance shop, set back 50' from the west property line, and 135' from the north property line.

Between the reserve center building and this maintenance shop is proposed a gravelled hard stand to be used for the storage of motor vehicles. These vehicles which the Army Reserve intends to store in this area include 2½ ton trucks, squad cars and jeeps. It has been emphasized by Captain McKenzie that this hard stand area will not be used for maneuvering, but only for storage. The only maneuvering is to be driving into and out of the area, and into and out of the shop, even these movements he emphasizes are not daily occurrences. At the Northeast corner of the property he has proposed a parking lotfor 112 cars. Dust-proof paving is proposed for this lot, as is an adequate planting strip between the lot and the street. Two driveways are proposed, one at the Northeastern end of the parking lot and the other 160' southwest of that. It is true that Chatauqua Boulevard as replatted has a gradual curve at the point of the northernmost driveway. The curve however, is gradual and there is practically no change in elevation, consequently sight distances should not be a problem.

ACTION: The Committee unanimously voted for approval.

* * * * * *

Petition # 3374: was the petition of Mt. Sinai Community Church by M. C. Cheek for Council approval for the construction of a new church building in a Zone II residential district, located on the NE corner of NE Mallory Avenue and NE Failing Street.

The applicant proposes to construct a new church building on a 100'x150' corner lot. The proposal as submitted indicates a lot size, lot coverage, off-street parking and proposed yards, all within Planning Commission standards. Ingress to the parking lot is from NE Mallory Street with egress on NE Failing Street. Both curb cuts would be well removed from the intersection and should produce no undue traffic hazard.

This church site is in a proposed A2.5 area in the new code. Surrounding the church property, development is predominantly old, single-family houses. These houses are largely still well maintained. South of the property across Failing Street, the entire block is developed as a large court apartment. Two blocks to the east is Northeast Union Avenue with its strip of commercial development.

This proposed church seems to engender no particular problems.

ACTION: The Committee recommends approval of the application subject to the following conditions:

1. One off-street parking space of 250 square feet shall be provided for every 84 square feet of floor area in the main auditorium, or where seating is fixed to the floor, one space for every 12 seats or 24 feet of bench length in the main auditorium.

2. Such off-street parking spaces shall be paved with a dust-proof material.

3. No motor vehicle on such off-street parking space shall be parked closer than 5' to any street property line, and the 5' strip along the street line shall be planted with shrubs, flowers or grass, except for necessary driveways.

4. Screening shall be immediately provided and thereafter maintained, screening the parking area from adjoining residential property. This screen shall be a masonry wall, a lattice fence with openings not less than 30% nor more than 50%, a woven wire fence with evergreen vines, or an evergreen hedge. This wall, fence or hedge shall be at least 5', but not more than 6' high.

5. No wall of any structure hereafter erected on the property shall be closer than 15' to abutting street property lines, nor closer than 15' to any interior property line.

* * * * * *

P. C. File #3379 was a request by City Council for the Planning Commission to recommend appropriate zone and conditions which will allow construction of a proposed office building at the intersection of SW Barbur Boulevard and SW Condor Avenue.

The building as proposed, is to be a 22'0"x 68'0" office structure. The long axis of the building is to run parallel with Barbur Blvd. It is a two story building with the entrance opening from the upper level on to SW Condor Avenue. No access to Barbur Boulevard is shown. A six foot set back from Barbur is indicated. The proposed building will sit at an angle with the south property line and with SW Condor Avenue. The set backs proposed will of course vary along these lines because of the angle of the building. Along the south property line this proposed set back varies from 1'0" to 9'6" with the average being about 5'3". Along the SW Condor Avenue line the set back varies from about 2'6" to 28'6". A parking lot shown which would be adequate for no more than two cars is located in the front yard area. Approximately 40% lot coverage is being proposed. Adjacent to the property on the south is a fairly old single-family house, adjacent to that is another single-family house, then a duplex. Across Condor Avenue single-family houses are the rule.

The lot now abuts residential property; when the new zoning code is adopted, surrounding properties will be zoned A1. Any future building on neighboring lots will be expected to provide adequate yards and off-street parking. It seems only fair that this property should also provide reasonable yard space, particularly where it abuts neighboring property. Providing parking in the front yard area also seems an undesirable procedure.

ACTION: The Committee agreed that the preliminary sketch indicates too large building for the area of the lot and that they were of the opinion that the residences along Condor Avenue would require a 6' side yard, with one parking space per 700 square feet of gross floor area and the necessary set backs. If these are provided we see no reason for objecting.

* * * * * *

Petition #3380 was the petition of T. Abraham to change from Zone II to Zone III to construct a dental clinic and dental laboratory located on the NE corner of SE 27th Avenue and SE Clinton Street, and is legally described as Lots 11 and 12, Block 2, East Portland Heights.

The petitioner desires to construct a dental clinic and dental laboratory for two dentists and eight employees. The petitioner's property is situated one block east of the small business concentration at the intersection of SE 26th & Clinton, and 300 feet south of SE Division Street which is developed with a business strip. Surrounding the property to the west, north and east, old, fairly well-kept single-family homes are the rule. To the south

across Clinton Street there are several very old single-family homes, and one 4-unit apartment building. The petitioner's lot is a vacant 100' x 100' corner.

A block to the west at the intersection of SE 26th and Clinton, all four corners are developed for business. This is a very compact, close-knit, small neighborhood shopping center, having a full complement of neighborhood type facilities, barber shop, beauty shop, drug store, tavern, theatre, grocery store, cleaners, etc. The majority of the business uses located at this intersection are obviously neighborhood business in character. The proposed dental laboratory on the other hand is a city wide operation, having no particular relationship to neighborhood service. The petitioner's offices are now located in the central business district.

If the Zone III area, and in turn the C2 zone in the proposed code, which encompasses the intersection of 26th and Clinton were to be extended a full block east to include the petitioner's property, it should in all reason be extended to all four corners of the intersection of 27th and Clinton which would approximately double the size of the C2 zone in this area, and would extend the business zone to include seven or eight houses in addition to the petitioner's vacant lot. This extension would include no other vacant lot. There are a considerable number of vacant lots located south of Clinton Street just to the east of petitioner's property. These would become extremely vulnerable to future zone change request, by virtue of their availability as vacant land, and their contiguity to business zoning.

Considering the great amount of business zoning, Zone III today and Zone C2 in the proposed code, along Division Street only one long block to the north, it seems a completely unwarranted intrusion into a residential neighborhood, to begin the expansion of another business district here.

ACTION: The Committee recommends denial in as much as there is adequate property in other locations already zoned C2 in the proposed new ordinance.

* * * * * *

Petition # 3381 was the petition of Minnie E. Gowdy to change from Zone I to Zone II, to construct an eight-plex apartment, located on the NW corner of NE 29th & Killingsworth, legallydescribed as Lots 40, 42, 44 and 46 Block 31, Irvington Park.

The applicant's property is a 100'x100' corner lot. In addition to the two fronting streets there is a 14' alley along the west side of the property. The proposal is for an 8-unit apartment building; the proposed density therefore, is 1250 square feet of lot area per dwelling. The applicant proposes a 15' set back from 29th Avenue, a 10' set back from Killingsworth St., a 6' set back from the north property line, and a 15' set back from the alley to the west. This yard area adjacent to the alley is to beblack topped and used for the required off-street parking. Six off-street parking spaces are proposed.

These are designed as diagonal parking spaces to be entered directly from the alley.

The applicant's property is located one block west of the intersection of NE 30th & Killingsworth which has a concentration of business uses, including a service station, drug store, tavern, grocery store and cafe. The property to the north of petition area is developed exclusively for single-family houses, generally modest in size but well kept. The frontage along Killingsworth Street in this general vicinity contains many single-family houses and several multiple dwelling units. A block and a half to the west are located a duplex on the north side of Killingsworth and a four-plex on the south side. Further to the west numerous apartment buildings are to be found. The applicant's property together with all frontage on Killingsworth, both on the north and south side of the street in this general vicinity is proposed to be zoned AlL in the new zoning code.

ACTION: The Zoning Committee recommended approval subject to the following conditions:

1. A minimum ratio of 1000 square feet of ground area per dwelling unit.

2. One off-street parking space shall be provided for every dwelling unit hereafter constructed on the zone change area.

3. Such off-street parking area shall be paved with a dust proof material.

4. No wall of any structure hereafter erected on the zone change area shall be constructed closer than 15' to the NE 29th Avenue property line, nor closer than 10 feet to the NE Killingsworth Street property line, nor closer than 6 feet to any side or rear property line.

* * * * * *

Petition # 3382 was the petition of Holy Trinity Lutheran Church by Ernest F. Hinkle for Council approval for the construction of a parking lot, for a church to be constructed in a Zone III district; the proposed parking lot being on adjoining Zone I property located at the SE corner of the intersection of SE Ogden Street and SE 39th Avenue.

The applicant proposes to construct a church building and off-street parking lot on a site which measures 100'x200'. The southern one-half of the site is in Zone III, this is the area on which the church building is to be constructed. The northern one-half of the church property where the parking lot is to be situated is in Zone I. This application is to allow the construction of that parking lot on the Zone I portion of the property.

The entire property is now vacant with the exception of a small building in the SE corner which is to serve as the chapel, when the entire development is complete. The quantity of parking proposed, the lot size, lot coverage and set backs are all well within the standards set up in the proposed zoning code. Access to the parking lot is proposed from SE Ogden Street only. Lot frontage along 39th falls approximately 15' in elevation between S E Ogden Street and SE Knapp Street. However, there seems to be no difficulty with sight lines at the intersection of Ogden and 39th. Adjacent to the proposed parking lot on the east are several good well-maintained single-family homes, property to the north and west is also developed for substantial single-family use. The intersection of SE Knapp Street and SE 39th Avenue is at the present time in Zone III. The NW corner has a service station, the SE corner has an apartment building, the church is to be located on the NE corner, a parochial school playground takes up the SW corner, with the exception of the Zone III corners, all surrounding property seems to be developed as good single-family residences.

ACTION: The Zoning Committee recommended approval subject to the following conditions:

1. One off-street parking space of 250 square feet shall be provided for every 84 feet of floor area in the main auditorium of the church, or where seating is fixed to the floor one space per 12 fixed seats, or 24 feet of bench length in the main auditorium.

2. Such off-street parking shall be paved with a dust-proof material.

3. No motor vehicle on the parking area shall be parked closer that 5' to a street property line, and the 5' strip along the street property line shall be planted with shrubs, flowers, or grass, except for necessary driveways.

4. Screening shall be immediately provided and thereafter maintained, separating the parking area from adjoining residential property. The screen shall be a masonry wall, a lattice fence, with openings of not less than 30%, nor more than 50%, a woven wire fence with evergreen vines, or an evergreen hedge. This wall, fence or hedge shall be at least 5', but not more than 6' high.

5. Street access to the parking lot shall be from SE Ogden Street only.

* * * * * *

P. C. File # 3384 was the request by East Side Church of Christ by Andrew F. House, for Council approval for the construction of a new church in Zones II and III, located at the SW corner of the intersection of NE 91st and Glisan.

The applicant's property is a corner lot measuring 101' by 145' The northernmost 80' x 101' of this property is located in Zone III where Council approval is not required. Adjoining this property on the south is the Columbia Bible School, the school owns a very large tract of property extending as far south as Burnside Street. The school building however, is situated at the north end of the property. Arrangements have been made between the Church of Christ and the Columbia Bible School granting the church exclusive use of 18,000 square feet of parking space owned by the school. The plot plan submitted shows this 18,000 square feet of black top parking area, divided into 60 parking spaces. The church plans to seat some 840 people, at the ratio of one parking space per 12 seats, 70 parking spaces would be required. It would however, be possible to provide the additional ten spaces required by simply redesigning the parking lot. The church building proposes to continue the same set back on the east as is provided by the Columbia Bible School building now existing, ten feet from the street property line. Thirteen feet is proposed as the side-yard adjacent to the Bible School. The Bible School itself is providing a ten-foot side yard, therefore there would be twenty-three feet between the two buildings. To the west, a seven foot side yard is proposed. The property adjoining to the west is owned by the Portland Traction Company and is surfaced and used as a turn-around for their busses. A ten foot front yard along Glisan Street to the North is also proposed. This frontage however, is in Zone III where no yards would normally be required. The total area of the building will be about 9,665 square feet on a 14,500 square foot lot. A 67% lot coverage is therefore being proposed.

There is a very close relationship between the Church of Christ and the Columbia Bible School. They are legally separate organizations, however they are run by the same people. Across 91st Street to the east there are several single-family houses. To the north across Glisan Street there is a mixture of single-family houses, duplexes and marginal business buildings. Further to the west there is located the Central Bible Church. On the south side of Glisan Street across 90th Avenue there is a small cemetery. The impact of the proposed building therefore would be felt directly only by the two or three houses on the east side of 91st Avenue.

The proposal represents an obvious case of overbuilding a lot, however, because of the unusual surrounding circumstances, the relationship of the siting of this building to that of the existing school building and the close operating relationship between the Church and School, it is perhaps not as serious a problem as might normally be expected.

ACTION: Recommendation denial, with the suggestion that more property be acquired so that it would be possible for them to meet the necessary set backs and standards that are required.

* * * * * * *

Petition #3383 was the petition of C. N. Custer to change from Zone I to Zone II for the construction of a four-plex apartment building located on NE corner of SE 41st and Taggart Street, and is legally described as Lots 2 and 4, Block 9, Richmond Addition.

The applicant proposes to construct a 4-unit apartment building on the zone change property. He has submitted no plans for the project in his proposal. The zone change property is situated in a well-maintained neighborhood of mixed single-family houses and apartment buildings. Directly across SE 41st Avenue from the zone change property is a large court apartment, in the next block to the north, also across 41st Avenue is a grocery store and another apartment building. On the east side of 41st there is one duplex located in the block to the north and another situated in the middle of the block across Taggart Street to the south.

The zone change property along with all frontage on SE 41st Avenue in the immediate vicinity is proposed for A2.5 in the new zoning code.

ACTION: Approval subject to the usual A2.5 conditions.

* * * * * * *

Petition # 3386 was the petition of Donald S. Belles and Mrs. Nadine D. Belles, and Edwards Manufacturing Co to change from Zone I to Zone III property on the east bank of Johnson Creek just north of SE Umatilla St., to construct a restaurant and parking area.

The applicant is the owner of a restaurant recently constructed on Tax Lot 10 immediately to the east of the zone change area. The restaurant building fronts on SE McLoughlin Boulevard. The zone change area is a narrow strip of land between the restaurant and Johnson Creek which the applicant proposes to use for parking, and outdoor eating space in conjunction with the restaurant. The property across Johnson Creek to the west is undeveloped vacant land. Immediately to the north of the restaurant is Edwards Manufacturing Co., a small manufacturing plant that produces pumps. Immediately to the south of the restaurant and the proposed zone change area, at the intersection of SE Umatilla at the McLaughlin intersection is a service station. Across McLaughlin Boulevard, Oregon Worsted Co. has its yarns and fabrics plant. The zone change area lies approximately 1½ blocks south of the Tacoma-McLoughlin intersection where there is a concentration of business uses. The proposed zoning code places the zone change area along with the restaurant in an M2 zone.

The proposed development as part of the restaurant is certainly a most desirable and logical use for the property.

ACTION: The Zoning Committee recommended approval subject to the following conditions:

1. No wall of any structure hereafter erected on the zone change area shall be constructed closer than 5' to the westerly property line.

2. Any portion of the zone change area to be used for the parking or maneuvering of motor vehicles shall be paved with a dust proof material.

* * * * * *

Meeting adjourned.

* * * * * *

Lloyd T. Keefe
Planning Director

FNF.lb

Lloyd T. Keefe
by F.N.F.

MINUTES OF MEETING
JOINT ZONING AND INDUSTRIAL DEVELOPMENT COMMITTEE
October 20, 1958
3:00 p.m.

The Zoning Committee and the Industrial Development Committee of the Planning Commission met Monday, October 20, 1958, at 3:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Zoning Committee Chairman Windnagle; Industrial Development Committee member Prichard; President Sroufe; Planning Director Keefe; Chairman Keller and member Jack Caufield of the Development Commission; Development Commission Director Kenward; General Manager Thomas Guerin and member Fritz Timmons of the Dock Commission; Acting Zoning Supervisor Frost; and City Planner III Keith.

*****

Job No. 5616 -- St. Johns Industrial Areas

This meeting was arranged at the request of the Dock and Development Commissions to review proposals made by the Planning Commission for the disposition of Parkside Homes and St. Johns Woods tracts in the St. Johns area. Lloyd Keefe presented briefly the reasoning of the staff in recommending that these two parcels be developed for residential purposes. There is sufficient potential industrial property in the St. Johns area to accommodate over 50,000 workers. At the same time, residential property in the St. Johns area is being rapidly used up. It would require development of all the existing vacant residential property in the City to provide homes for one-half of the potential 50,000 workers in the St. Johns area. For these reasons, the staff of the Planning Commission considers that the best long range use of Parkside Homes and St. Johns Woods is for residential purposes.

Mr. Keller presented the problems which are facing the Development Commission in the disposal of this property. Their appraisers estimate that the property has a value of $5,000 an acre if sold for industrial purposes, but only $2,000 an acre for residential purposes. Some concern was expressed over the proposal that the Development Commission dedicate a 300-foot buffer strip in the Parkside Homes area.

Mr. Guerin stated the thinking of the Dock Commission on the reservation of these two tracts for industrial use. That Commission is of the opinion that there is a need for some industrial land which can be immediately developed adjacent to Terminal No. 4. Mr. Guerin felt that the problem of housing employees could be solved later. In the development of Portland as a port, it is essential that adequate industrial areas be provided for dock-oriented industries. The peninsula district is one of few remaining areas which can satisfy this need.

It was the consensus of members present that some additional study was necessary with regard to the needs of the Dock Commission. The staffs of

the Planning and Development Commissions were instructed to consult with the staff of the Dock Commission to arrive at recommendations which would be in the best interests of the City as a whole.

Mr. Keller stated that the Development Commission could delay action on the disposal of this property for at least six months. Mr. Sroufe said that the Planning Commission report on the St. Johns area could be delayed until further studies of the industrial needs of the area were made.

Mr. Guerin invited all members present on a conducted tour of the Dock Commission's facilities. No date was set, but all present expressed a desire to take such a tour.

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Meeting adjourned.

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Cyrus R. Nims
Assistant Director

REK:lmk

MINUTES OF MEETING
Streets Committee
October 31, 1958
4:00 p.m.

The Streets Committee of the Portland City Planning Commission met on Friday, October 31, 1958, at 4:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Chairman Thompson and member Stanton; Superintendent of Parks Buckley; Assistant Traffic Engineer Bergstrom; Right-of Way Engineer Short; Assistant Director Nims; City Planner III Keith; City Planner I Becker; and recorder Kaplan. Mr. L. C. Pardue appeared in regard to File 28-58.

*****

Job No. 5814 -- Progress report on proposed extension of Multnomah Street, by Robert Keith.

Robert Keith stated that the profile of Multnomah Street is such that its extension underneath the East Bank Freeway is extremely difficult. He pointed out the possibility of a connection at Multnomah and Hassalo Streets, east of the freeway. Those matters of principal concern are that Multnomah Street is a through street into the Lloyd Shopping Center and that Hassalo is a through street connection to Interstate. It is possible that Multnomah Street could be extended underneath the East Bank Freeway if the vertical alignment of the freeway were changed.

Mr. Keith reported that the State Highway Department is going to work on this proposal. He suggested that no recommendation be made by the staff until the State Highway Department has investigated this further.

It was the consensus of the Streets Committee to postpone action on this proposal until the State Highway Department has looked into the matter.

*****

16-57 -- Resubdivision of University Homes. Blocks 8 to 19, inclusive, Dahlke Addition. No. of lots: 186. Sponsor: Housing Authority of Portland, Oregon.

Staff Report: Mr. James Caufield has been authorized by the Housing Authority to present for consideration the northwest 50 acres of University Homes for replatting. The area to be platted is all of the remaining portions available in the University Homes area. The present preliminary plat generally is in agreement with previously accepted plans. Minor changes are described below:

1. Nine additional lots have been laid out on the south side of Alaska Street between Chautauqua Place and Chautauqua Boulevard, adjacent to the Army Reserve Training Center.

2. Portion of Fessenden Street previously retained for park area, now included in adjoining lots.

3. Area near intersection of Juneau Street and Chautauqua Boulevard to be included as lots in lieu of indefinite plans pertaining to overpass at Chautauqua Boulevard and Columbia Expressway.

4. Small block at intersection of N. Trenton and N. Alaska Streets to be included in street right-of-way.

5. The through connection of Aleutian Street to Chautauqua Place.

6. All lots will conform to R7 standards under the new Zoning Ordinance.

Staff Recommendation: That the preliminary plat, including the above mentioned changes, be approved as submitted.

Discussion: Mr. Becker reported that, as proposed, Block 18 would be dedicated by the Housing Authority to the Park Bureau, and Block 19 would be dedicated to the City for park and other public purposes. Mr. Buckley reported that the triangular piece of property would be sufficient to be used for small play apparatus. He pointed out the possibility of leasing additional adjoining area for approximately $1.00 a year from the Railroad Company, whereby more use could be made of the property.

Action Taken: It was moved and seconded to approve the preliminary plat with the changes suggested by the staff, and to urge, in connection with the dedication to the Park Bureau, that the Park Bureau attempt to lease additional land from the Union Pacific Railroad at a favorable rate. Motion passed.

*****

V26-58 -- Vacation of NE Killingsworth Court between NE Union Avenue and NE 6th Avenue. Petitioner: Walnut Park Company (Fred Meyer).

Staff Report: The Fred Meyer Corporation plans to expand their Walnut Park store in the very near future. In conjunction with their proposed store expansion, Fred Meyer has proposed to vacate NE Killingsworth Court between Union and 6th Avenues to consolidate their parking areas and to use some of the vacated right-of-way for expansion of their Walnut Park store. In return for vacating this portion of Killingsworth, a 20-foot dedication and improvement on the east side of NE 6th Avenue, between NE Killingsworth and NE Roselawn Streets, has been offered by Fred Meyer.

The additional right-of-way on 6th Avenue will, in the future, be needed in the event that the Union-Grand couplet is extended to the north. At

present, Union Avenue traffic wishing to use the parking facilities provided by Fred Meyer uses Killingsworth Court for their access point.

If Killingsworth Court were vacated, a major part of this traffic would be forced to use NE Emerson Street for access to the consolidated parking area. At present, NE Emerson Street has a 40-foot right-of-way and has a 24-foot curb-to-curb street improvement compared to Killingsworth Court's 38-foot and 34-foot improvement.

Staff Recommendation: Therefore, the staff recommends that the vacations and dedications be approved with the following exception:

> That the Fred Meyer Corporation be asked to dedicate and improve a 10-foot strip on the north side of NE Emerson Street, between Union and 6th Avenues, in lieu of the dedication and improvement of the proposed 20-foot strip between NE Emerson and NE Roselawn Streets.

Discussion: Mr. Becker stated that the three 20-foot strips proposed for dedication by the Walnut Park Company are roughly half the area of the proposed vacation area.

Action Taken: It was moved and seconded to recommend approval of the vacation of NE Killingsworth Court between Union and 6th Avenues and to request the dedication of the 20-foot strip on the east side of 6th Avenue, from Killingsworth Street to Roselawn Street, and the dedication of a 10-foot strip on the north side of NE Emerson Street. All dedications recommended above are to be made with improvements. Motion passed.

*****

V27-58 -- Vacation of street right-of-way between Lloyd Boulevard and Union Pacific Railroad right-of-way and between 12th and 6th Avenues. Petitioner: Lloyd Corporation.

Staff Report: The Lloyd Corporation has filed petitions for the vacation of portions of NE 7th, NE 8th, NE 9th, NE 10th, NE 11th, NE Oregon, NE Irving, and NE Hoyt Streets. In return for vacating this street right-of-way, the Lloyd Corporation has offered to dedicate to the City the slope area not already included in street right-of-way.

The filled area, now being completed, will be approximately the same level as existing Lloyd Boulevard. The bank area to the railroad right-of-way will have a $1\frac{1}{2}$ to 1 slope. The Lloyd Corporation has indicated that the use of the filled area will be for parking for several years to allow settling before construction of buildings.

In considering the vacation of these streets, the possibility of relocating Lloyd Boulevard south to the filled area arose.

Several points considered were as follows:

1. By relocating Lloyd Boulevard, proposed parking and/or buildings could be consolidated and grouped into larger areas, thus eliminating the congestion of pedestrian crossings, parking lot access points, and cross traffic on existing Lloyd Boulevard.

2. Elimination of small triangular blocks and streets not necessary in the over-all traffic pattern of the Shopping Center area.

The relocation of Lloyd Boulevard would, however, complicate the proposed Oregon to 16th by-pass which is considered part of the over-all plan.

Staff Recommendation: The staff feels that, with the possibility of relocating Lloyd Boulevard to the south, the vacation of the streets in the possible relocation area should not be acted upon at this time, thus allowing additional time for the City Engineer, Traffic Engineer, Highway Engineering Co-ordinator, and the Lloyd Corporation to analyze the merits of traffic flow problems, advantages of consolidating areas in respect to the Lloyd Corporation, and other aspects.

It is further suggested that a meeting of the above mentioned departments, the Lloyd Corporation, and the staff of the Planning Commission be held to co-ordinate their findings prior to a final recommendation by the Planning Commission.

Discussion: Mr. Stanton suggested that one of the matters to be looked into might be the stabilization of the sloping bank. Mr. Becker suggested that, if Lloyd Boulevard is moved, the Lloyd Corporation should improve it since the Lloyd Corporation would be gaining a paved parking area and would have to grade and pave the filled area for parking anyway. Mr. Short also reported that there are dedications still to be made by the Lloyd Corporation, and that perhaps these could be tied into the Lloyd Boulevard vacations.

Action Taken: The Committee voted to accept the staff's recommendation for postponement on this matter until further discussions have been held with the City Engineer, the Traffic Engineer, the Highway Engineering Co-ordinator, and the Lloyd Corporation.

*****

28-58 -- Subdivision near SW Dosch Road. No. of acres: 4. No. of lots: 12. Sponsors: L. C. Pardue and F. A. Kocher.

Staff Report: Mr. Kocher and Mr. Pardue have presented a preliminary plat which combines their properties with a central street access. Mr. Kocher, Tax Lots 13 and 302, will realize six lots as will Mr. Pardue.

The general plan is to include two existing houses in the platted area and to service the area with a cul-de-sac.

The basic problem in the area is Tax Lot 17 of about twelve acres located to the rear, owned by Mrs. David Campbell. Mrs. Campbell has indicated that she does not plan to subdivide in her lifetime but to keep the area in its natural state. Both Mrs. Campbell and Mr. Richenberg (owner of the nursery on Tax Lot 209) have indicated that they would prefer to be able to connect a street at their westerly property line in the future.

The staff's suggested future subdivision plan for the Campbell-Richenberg property has its major access street extending from SW Sunset Boulevard to SW Dosch Road with an intercepting extension of the proposed Kocher-Pardue cul-de-sac. However, both Mr. Pardue and Mr. Kocher have indicated that they prefer not to extend their proposed cul-de-sac to the easterly property line.

Staff Recommendation: The staff recommends that the proposed cul-de-sac be extended to the property line with a temporary 40-foot radius turn-around.

Discussion: Mr. Pardue reported that Mr. Kocher and he had presented the preliminary plat with the turn-around coming short of the easterly property line for the following reasons: (1) Mr. Pardue desires that Lot 8, in the northeast corner, be retained for himself; (2) so that no through traffic would come through the subdivision area, which would destroy its quiet residential character; (3) a reduction in the number of lots would result; and (4) Mr. Pardue pointed out the difficulty in splitting Lot 8 into two lots inasmuch as there is a drainage problem near the east property line.

Mr. Carl Short, Right-of-Way Engineer, stated that, if it were extended to the property line, he felt a dedication should be required of Mrs. Campbell. He further stated that, with a 40-foot radius, no sidewalks will be required around the radius of the turn-around.

Action Taken: It was moved and seconded to approve the preliminary plat as presented by Mr. Pardue and Mr. Kocher, which includes a 40-foot radius turn-around and a 15-foot dedication along the east side of Dosch Road. Motion passed.

*****

V29-58 -- Vacation of 50' x 100' portion of NE Hassalo Street between NE 67th Avenue and NE 68th Avenue. Petitioner: Thompson and Wysong Construction Company.

Staff Report: The Thompson and Wysong Construction Company has proposed a 16-unit apartment on Lots 15 to 20, inclusive, Marchmont, adjacent to the proposed vacation.

NE 68th Avenue is approximately 25 to 30 feet above NE 67th Avenue with the general bluff line running parallel to 68th Avenue and approximately down the middle of Lots 15 to 20. Improvement of Hassalo Street from 67th to 68th Avenues would be almost impossible due to the steep bank. The property north of Hassalo Street is owned by the County and is part of the Juvenile Home property.

The Thompson and Wysong Construction Company does not plan to use its half of the vacated street for the apartment structure but plans to add a duplex on the north side eventually.

Staff Recommendation: Approval of the vacation as submitted.

Action Taken: The Committee voted to recommend approval of the vacation as petitioned.

*****

V13-58 -- Discussion on Sears Roebuck & Company vacation.

Mr. Nims reported that the Sears Roebuck & Company parking plan came in a week ago. He added that the City Engineer's office, the Traffic Engineer, and the City Planning Commission staff are working on this proposal for the vacation of Irving Street.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

CRN:lmk

PROGRESS ON REMONSTRANCES TO NEW ZONING MAP

Map No.	Identification	Staff Work Completed	Planning Comm. Recommend.	Council Dec. at Informal Session
	NW 19th & Irving	X	AO	AO
W19	NW 18,19,Flanders,Glisan	X	C2	C2
W20	NW 29,30 Wilson	X	A1P	A1P
W7	SP&S RR	X	T	T
W18	Supove (Westover Road)	X	C2	C2
W21				
	Berg's Chalet	X	AO	AO
W35	W Burnside West of King	X	C2	C2
(W35)	Ardmore Area	X	R5	R5
W3	N Side Park Place	X	A1	A1
(W3)	Cedar-Cactus	X	A1	A1
(W3)				
W13	Montgomery to Market	X	AO	AO
W13	Montgomery to Hall	X	R7	R7
W23	Duffy	X	A1	A1
W17	Bingham	X	A1	A1
W24	1221 SW Market	X	AO	AO
W25	924 SW Clay	X	AO	AO
W27	SW 10th & Market	X	AO	AO
W12	SW 10th & Mill	X	AO	AO
W8	Charlton Lab.	X	C2	C2
W9	Market-Clay Ramps	X	M2S	M2S
W22	Supove (Cascade Terrace)	X		
W46	Portland Heights	X	R5	R5
W4	SW Corbett & Abernethy	X	A1	A1
W44	SW Kelly & Abernethy	X	A1	A1
W28	SW Curry & Water			
W43	Fire Sta. on SW Front	X	A1	A1
W5	Tatum (Hillsdale)	X	A2.5	A2.5
W40	Ward (Hillsdale)	X	A2.5	A2.5
W41	Wardin (Hillsdale)	X	A2.5	A2.5
W42	Wardin (Hillsdale)	X	A2.5	A2.5
W16	Residential lots (Hillsdale)	X	R7	R7
W6	Chadburn (Hillsdale)	X	A2.5	A2.5
W29	SW Virginia & Carolina	X	A2.5	M3
W14	Huntington Rubber			M3
W15	WS Macadam Rd.	X	M3	M3
W31	SW Virginia & Taylors Ferry	X	M3	R7
W34	Tom Turner	X	R7	C2S
W39	SW 25th & Spring Garden Rd	X	C2S	R7
W36	2718 SW Spring Garden	X	R7	T
W1	Riverview Abbey Mausoleum	X	T	C4
W2	SW 11th & Taylors Ferry	X	C4	

* T- To be handled by text change

Map No.	Identification	Staff Work Comp.	Planning Comm. Recom.	Council Dec. at Informal Session
W10	SW Front & Taylors Ferry	X	R10	R5
W11	Powers Marine Park	X	R10	R10
W30	Wilson Park			
W32	Coleman Lumber	X	C2B	C2B
W33	SW 31 & Multnomah	X	A1	A1
W37	SW Barbur & Alice	X	C2S	C2S
W38	SW Terwilliger & City Limits	X	R5	R5
W45	F Meyer, (Burlingame)	X	R7	R7

Map No.	Identification	Staff Work Comp.	Planning Comm. Recom.	Council Dec. at Informal Session
N1	St. Johns Woods (UP)	X	R.5	R.5
N2	Shields Ice Cream	X	A1	A1
N6	N St. Louis & Windle	X	A1	A1
N4	St. Johns Woods	X	R5	R5
N5	Parkside Homes	X	A2.5	A2.5
N7	N. Columbia & Bayard	X	R5	R5
N10	N Knowles near Lombard	X	R5	R5
N11	N Delaware near Lombard	X	R5	R5
N3	Frisbie	X	T	T
N8	N Albina & Watts	X	M3B	M3B
N14	YMCA (North Branch)	X	C2 & A1	C2 & A1
N13	Safeway (Portland Blvd.)	X	A1P & R5P	A1P & R5P
N12	N. Greeley & Portland	X	C2	C2
N15	Safeway (Mason)	X	A1P	A1P
N16	N. Interstate & Overlook	X	C2	C2

Map No.	Identification	Staff Work Comp.	Planning Comm. Rec.	Council Dec. at Informal Session
E26	NE 9th	X	R5	
E28	Safeway (Emerson)	X	C2	
E27	NE 33 & Killingsworth	X	C2LB	
E1	Mobilgas (33 & Killingsworth)	X	C2LB	
E2	Alberta District	X	R5	
E3	NE 42 & Prescott	X	C5L	
E6	NE Fremont, 13-15	X	C4L, R5 and A2.5L	
E29	NE 23 & Fremont	X	R5	
E30	NE 33 & Knott	X	C5	
E4	NE Fremont 40-Alameda	X	R5	
E40	Safeway (71 & Sandy)	X	C2	
E7	Bitar (71 & Sandy)	X	C2	
E5	NE 75 & Sandy	X	C2L	
E8	Bitar (Fremont & 81)	X	R5P	
E9	NE 82 & Siskiyou	X	R5	
E41	NE 81 & Siskiyou	X	A2.5	
E31	Rose City Sand & Gravel	X	R7,M1,& C2.	
E11	Lloyd Center	X	AOPS	
E37	Jantzen	X	M2 and M2B	
E20	Bitar (28th & Glisan)	X	M3	
E21	Bitar (27th & Glisan)	X	C2	
E22	Bitar (26th & Couch)	X	M3	
E23	Bitar (29th & Couch)	X	A2.5P	
E24	Bitar (29th & Couch)	X	A2.5P	
E32	NE 47th & Halsey	X	A1	
E34	NE 47th & Multnomah	X	R5	
E12	NE 48th & Multnomah	X	R5	
E13	UP (53rd)	X	A2.5	
E38	NE 55 and Hoyt	X	A1	
E14	Clackamas 60 - 63	X	A2.5	
E35	NE 63 & Halsey	X	C2	
E15	Cristal & Grady (68)	X	A1	
E16	Cristal & Grady (69)	X	A2.5	
E17	Cristal & Grady (Halsey)	X	A2.5	
E18	Newport Const. (70)	X	A2.5	
E36	Supove (69 & 70)	X	R5	
E19	Cristal & Grady (79)	X	M3B	
E33	NE 78th & Halsey	X	A2.5	
E10	Bitar (Hancock)	X	R5	
E25	Burnside & NE 72nd	X	A2.5	
E39	Gibbons & Reed (Glisan)	X	A1,R5 &C2	

AGENDA 185

PORTLAND CITY PLANNING COMMISSION MEETING

December 16, 1958

3:00 p.m.

Page

1. Approval of Minutes and Committee Reports

a. Planning Commission.....November 18, 1958..... 1
b. Zoning Committee.....November 21, 1958..... 6
c. Streets Committee.....December 2, 1958..... 16
d. Metropolitan Planning Comm.....December 2, 1958..... 21

2. Redraft of last chapter in St. Johns Report

3. Contract with Clark-Coleman on neighborhood analyses

4. Progress report on freeway routes across Peninsula district

5. Letters from Development Commission on Sunset Freeway routes and the adoption of a comprehensive trafficways plan 23

MINUTES OF MEETING
PORTLAND CITY PLANNING COMMISSION
November 18, 1958
3:00 p.m.

The Portland City Planning Commission met Tuesday, November 18, 1958, at 3:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: President Sroufe and members Windnagle, McKinley, Stanton, Robertson, Prichard, and Kochendoerfer; Richard Spear of the Traffic Engineering Bureau; Planning Director Keefe; Assistant Director Nims; City Planner III Keith; City Planner I King; Oregon Journal Reporter Jack Ostergren; Oregonian Reporter Herb Penny; and recorder Kaplan.

*****

COMMITTEE APPOINTMENTS

Due to changes in the Planning Commission's membership, Mr. Sroufe made new appointments to the following committees:

Zoning Committee: Mr. Kochendoerfer to serve in place of Mr. Prichard.
Committee to consist of: Windnagle, Chairman
Robertson
Kochendoerfer

In the absence of Mr. Sroufe, Mr. Windnagle, who subsequently chaired the meeting, asked Mr. Prichard to remain in his present capacity on the Zoning Committee until the processing of the new zoning map changes has been completed. Mr. Prichard consented.

Streets Committee: Mr. Prichard to serve in place of Mr. Donaugh, who resigned.
Committee to consist of: Thompson, Chairman
Stanton
Prichard
(Fowler)
(Burt)

Schools & Parks Committee: New member to be appointed to the Commission.
Committee to consist of: McKinley, Chairman
Stanton
New member

Budget Committee: Mr. Windnagle to serve in place of Mr. Donaugh, who resigned.
Committee to consist of: Thompson, Chairman
Sroufe
Windnagle

Industrial Development Committee: Mr. Stanton to serve in place of Mr. Keller, who has resigned, and to function as Chairman of this committee.
Committee to consist of: Stanton, Chairman
Thompson
Prichard

Urban Renewal Committee: No new appointment made to this committee.
Committee consists of: Robertson
Thompson

*****

APPROVAL OF MINUTES AND COMMITTEE REPORTS

a. Planning Commission.....October 21, 1958.....approved

Reference was made to page 1 of the agenda, October 21, 1958 minutes of the Planning Commission, under Approval of Minutes and Committee Reports, second paragraph, third sentence, which reads as follows: "Due to the time schedule, however, Mr. Windnagle felt that it would be impossible for the entire Planning Commission to review all of the map changes." The word impractical is to be substituted for the word impossible.

b. Zoning Committee.....October 28, 1958.....approved

c. Joint Zoning and Industrial Development Committee.....October 20, 1958.....approved

d. Streets Committee.....October 31, 1958.....approved

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ST. JOHNS COMPREHENSIVE DEVELOPMENT PLAN

Mr. Keefe stated that the St. Johns report should not be put off too long inasmuch as the material becomes outdated. The Dock Commission has requested that the Parkside Homes and St. Johns Woods tracts be placed in an industrial zone for the purpose of having land immediately back of the docks where industries might locate. The industries they have in mind are rather of a heavy type, and there is concern of such development so close to a residential development.

Mr. Keller has expressed an opinion that this area might be a good location for a planned industrial district, which would include buffering, setbacks, and other restrictive requirements. Mr. Keefe added that a planned industrial district must attract lighter industries than planned by the Dock Commission. He pointed out that a 300-acre tract in the Ramsey Lake area, which is above the 1948 flood level and is owned by the Port of Portland, is available for development of heavy-type industry.

Mr. Robert Keith reported that Mr. Nims, Mr. Snyder, and himself of the staff and Mr. Timmen of the Dock Commission have taken a tour of the Dock Commission's facilities and the entire harbor. He added that this was preliminary to a tour that would be taken by the Planning Commission members. He reported on the amount of land available for industrial development. Since that tour, he stated that a report has been made by the engineering firm of Cornell, Howland, Hayes, and Merryfield on the development of vacant areas outside the City on the peninsula. It was pointed out, however, that this report has not been acted upon yet by the Port of Portland. In general, the report substantiates the Planning Commission's conclusions and recommendations as contained in the St. Johns report. Initial industrial development of about 1,500 acres west of the Columbia Slough has been proposed in the report. They have also gone into the possible industries that might be attracted to this location, near Terminal No. 4. Mr. Keith reported that, from the standpoint of dock-oriented industries, the only type of industries that could fully utilize the terminal facilities are extremely heavy.

Mr. McKinley expressed concern over whether the St. Johns report would be disadvantaged if its publication were delayed due to further study on St. Johns Woods and Parkside Homes. He questioned whether approval should be given to the rest of the report, prior to final consideration of the remaining area.

Mr. Keefe reported that the Planning Commission has been asked by the Development Commission the question of "What industries should Portland be attracting?". Mr. Stanton felt that the staff should continue its present study, and that the Planning Commission should support the development of St. Johns as recommended in the St. Johns report. It was pointed out that the Planning Commission has not formally adopted the report as yet.

Mr. McKinley suggested that the Planning Commission postpone approval of the St. Johns report until the study has been completed on the matter of the St. Johns Woods and Parkside Homes tracts. Mr. Windnagle suggested that the staff could write up a short statement of their current findings, utilizing the material as contained in the Cornell, Howland, Hayes, and Merryfield report, for presentation at the next Planning Commission meeting, at which time both the St. Johns report and this supplemental study could be approved. The suggestion was then made for incorporating this new material into the St. Johns report rather than presenting two studies for consideration.

ACTION: The staff was authorized to include their conclusions on the area in question in the final chapter of the St. Johns report, to be ready for presentation to the Planning Commission at its meeting of December 16, and was further instructed to arrange a date with the Dock Commission for a tour of the area by the Planning Commission. Mr. Windnagle asked that each Planning Commission member confirm any appointments or obligations with the staff, which have previously been scheduled, so that the staff may attempt to arrange the tour on a date satisfactory for all Planning Commission members.

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STAFF WORK PROGRAM

Mr. Keefe related that the Council has expressed concern in being unaware of what the Planning Commission does and what its work program will be. They have therefore requested that a presentation be made of the work of the Planning Commission. Mr. Keefe then reviewed the staff's present work assignments and the work program adopted by the City Planning Commission in 1953, comprising Portland's Comprehensive Development Plan.

It was the consensus of the Commission that a display of the various reports and maps of the Commission, as well as a briefing on the work program, should be held in the office of the Planning Commission for the City Council. Mr. McKinley felt that the Budget Committee should be one group to meet with the City Council on this matter.

A discussion was then held on the matter of tree planting in Portland. Mr. Nims reported that there is an Art Commission Street Tree and Outdoor Advertising Committee that has been working on such a program.

ACTION: It was moved and seconded that the City Council be asked to attend a meeting in the office of the Planning Commission for a briefing and presentation on the work of the Planning Commission. Motion passed unanimously. Mr. Windnagle instructed the staff to send the invitation out under the signature of the President of the Commission, and to further notify each member of the Planning Commission of the date of such meeting. Each member was then requested to attend such a meeting.

*****

WORKABLE PROGRAM

Mr. Keefe explained that the City of Portland is required to recertify its Workable Program each year. He then distributed copies of this year's report, which has already been adopted by the City Council and submitted to the Housing and Home Finance Agency. He further explained that the Workable Program is one where the local community sets up certain goals toward the prevention of blight, and the Housing and Home Finance Agency holds the community to these pledges. The Workable Program report was distributed to the Commission for its information only as no action was required on this matter.

*****

PROGRESS ON NEW ZONING CODE REMONSTRANCES

Mr. Windnagle reported that, since the last meeting of the Planning Commission, the Zoning Committee has met two times and has completed its presentation to the Council on all of the remonstrances of the various districts with the exception of the Southeast Section. He reported that

the Southeast Section involved about 60 cases. He added that another meeting has been scheduled with the City Council for November 28. He reported that the City Council has approved all of the zone change recommendations of the Planning Commission without question, with the exception of one case out of a total of 90.

Mr. Stanton asked Mr. Windnagle whether the Zoning Committee is planning to recommend that a waiting period of about six months be allowed, prior to the code becoming effective, for those architects who now have projects on the boards. Mr. Windnagle stated that it is the Zoning Committee's intention to make such a recommendation, but he added that the Planning Commission would have to be notified by such architects of these plans.

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MARKET-CLAY VERSUS FOOTHILLS FREEWAY ROUTES

Mr. Keefe reported that, at the request of the Development Commission, a meeting was held with the Bureau of Public Roads; the State Highway Department; Mr. Fowler, Highway Engineering Co-ordinator; and the Planning Director on the question of the Market-Clay versus the Foothills route. Due to the indecision on a route, the Development Commission will have difficulty in the disposal of land in the urban renewal area. In acquiring the land in the urban renewal area, the Development Commission is faced with the cost of obtaining land with structures on it. In order to be used by the State Highway Department, this area would have to be cleared as well. The State Highway Department did agree to pay the Development Commission full cost for the freeway right-of-way through the area, which includes the cost of buildings as well as clearance.

Mr. Keefe pointed out that the major cost difference between the two routes would be between $3,000,000 and $4,000,000, the Clay-Market route costing approximately $18,000,000 and the Foothills route costing about $14,000,000. Detailed work is proceeding on this proposal by the staff, and a recommendation should be forthcoming in a few months. A public hearing will be held following a recommendation by the Planning Commission. Mr. Keefe pointed out that the Planning Commission previously went on record recommending the Clay-Market route over the Foothills route. Mr. Williams, the State Highway Engineer, feels that a decision will be reached for the best route in about eight months. Mr. Keefe stated that the Foothills route is almost depressed for its entire distance while the Clay-Market route, as presented on Mr. Fowler's plan, is elevated over Harbor and Front and then is depressed until 14th Street, and then goes up in the air again.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:lmk

MINUTES OF MEETING
Zoning Committee
November 21, 1958
3:30 PM

The Zoning Committee of the City Planning Commission met on Friday, November 21, 1958 at 3:30 PM at 526 SW Mill Street.

Those present were: Chairman Windnagle, Members Kochendoerfer and Robertson, Building Inspections Director Benard, Zoning Supervisor Frost and reporter Brown.

Also present was Mrs. Urbigkeit.

Petition #3115 was the petition of E. C. Urbigkeit and Ella Urbigkeit to change from Zone I to Zone III for construction of some office buildings, or perhaps some shops on the south side of SW Barbur Boulevard, between SW 4th and SW 5th Avenues, legally described as Lots 3,4,5 and 6, Block 54 Fulton Park.

The applicant states that the property was purchased with the assumption that it was Zone III property. Planning Commission records show that at the time the petitioner purchased the property there was on file in this office a request for a zone change from Zone I to Zone III for the construction of a motel, restaurant and bar. The use contemplated by the new owner, and now petitioner, appears to be somewhat indecisive. The petitioner maintains that the property is completely unsuited to residential uses, and must be developed for some other purpose. She is requesting Zone III to allow her to construct offices, perhaps a clinic or shops. She has submitted no plans for her purported development maintaining that until such time as she knows what use will be permitted she cannot make a specific proposal.

A zone change petition for this piece of property was first filed in this office on November 21, 1956 exactly two years ago. At that time there was also on file a zone change request for the property in the adjoining block to the east for the development of a service station. As a result of these two zone change requests the Planning Commission staff initiated a study of this general area in an attempt to determine the most desirable use for the property between Barbur Boulevard and the Baldock Freeway, from SW Terwilliger Boulevard to SW Hamilton Street. As a result of that study it was recommended that the property be acquired by the State Highway Department and deeded to the Park Bureau in exchange for some of the Park property acquired by the Highway Department for the new Baldock Freeway right-of-way. As a result of this recommendation the existing Fulton Park is being extended to the west as far as SW Fourth Avenue. However, the petitioner's property still remains in private ownership and Mr. Buckley states that funds are not available for its purchase. He further states that sufficient property has been, or is now being acquired to provide a satisfactory park for this vicinity.

The zone change request has been held up two years as a result of these studies and negotiations. The original petitioner is no longer the property owner; the new owner however, wishes to pursue the zone change request, and has been waiting for a final decision by the Park Bureau as to whether they wished to purchase the property or not. As a result of a definite decision against the purchase by the Park Bureau, the petitioner requests reactivation of this zone change request.

The petitioner's property is vacant. It slopes down hill away from Barbur Boulevard, and is consequently almost all below the grade of Barbur Boulevard. Adjacent to the petition area on the south are located two single-family houses, to the east across SW Fourth Avenue lies Park property and to the west Across SW Fifth Avenue there is vacant land. Further to the west at the intersection of SW Terwilliger Boulevard and Barbur Boulevard, the SE corner is developed for business and contains a service station. Across SW Barbur Boulevard to the north, a tract of land between SW Fifth Avenue and SW Terwilliger Boulevard is Zone III. It is however, undeveloped. From SW Fifth Avenue east the land is of considerably higher elevation that the street grade of Barbur Boulevard, and is developed solidly with single-family houses. The Baldock Freeway right-of-way runs roughly parallel with Barbur Boulevard about 200 feet south of the petitioner's property. The petitioner's property therefore, along with the remainder of the block and Block 55, is an island lying between Barbur Boulevard and the Freeway.

This section of Barbur Boulevard carries approximately 30,000 cars per day and even with the completion of the new Baldock Freeway, population and traffic projections indicate that SW Barbur will continue to maintain approximately the same volume in the future. In November, 1956 in connection with the original filing of this zone change request, and the zone change request in the block to the east, Mr. Weller, Traffic Engineer, reported on the traffic problem in the vicinity of SW Third and Barbur Boulevard, one block to the east of the petitoner's property. His report at that time indicated that a speed study had been made showing average speeds of 34 miles per hour on SW Barbur Boulevard for north bound traffic and that the intersection of SW Third Avenue and Barbur Boulevard is one of the highest accident locations on SW Barbur Boulevard. A two year total of accidents for 1954-55 shows a total of 84 automobile accidents in the vicinity of this intersection.

The petitioner's property, being located on a high speed, high accident problem section of Barbur Boulevard is in a position where control of ingress and egress traffic to and from the property is of vital importance to the City as a whole. Both SW Fourth Avenue and SW Fifth Avenue, flanking the petitioner's property on the east and west are partially improved streets that enter Barbur Boulevard at a considerable grade, and consequently present severe problems of visability for drivers attempting to enter the Barbur Boulevard traffic stream. It would most certainly be against the best interests of the City of Portland to grant an unrestricted Zone III to petitioner's

property, and since the petitioner presented no specific development plans on which conditions could be written to provide the safeguards needed for the area the staff recommendation must be denial. The basic problem however, still exists: Here are two blocks of privately owned property, largely undeveloped, that are sandwiched in an island between Barbur Boulevard and the Freeway. Property to the east is Park land and property to the west is zoned and used for business purposes.

It is certainly not desirable residential land, and on the other hand any business use which would represent a traffic generator of any significant proportions would certainly be intolerable from the point of view of traffic movements and traffic safety. The proposed zoning code places this area in R5, obviously to avoid any harmful developments along this section of Barbur Boulevard. Since this is obviously land which will not see development for single-family purposes, attempts at changing the zone must be anticipated in the future. It would perhaps be well at this time to consider what would be the most intensive use that would be desirable on this property, such consideration being directed toward either the modification of the proposed zoning ordinance, or simply as a guide to property owners in making specific proposals for the use of this property.

The Zoning Committee felt that further study should be made to determine the maximum use of the property. They did not feel inasmuch as the petitioner had no specific use for the property that it should be thrown into Zone III because of the location and its unrestricted business zoning might add greatly to the present traffic hazards.

ACTION: The Zoning Committee decided to postpone action until further study could be made and maximum use could be recommended.

* * * * *

Concordia College was seeking Council approval for the building of a dormitory and agreed to all conditions. So far they have complied with all conditions with the exception of dust proofing the parking lot. They now seek extension of time, and because of the administrative policy of the Bureau of Buildings they hesitate to grant this because they feel if this leniency is granted, others will seek relief under certain conditions. However, the Zoning Committee decided to grant a two year moratoriumto January, 1961 on the parking lot, and in the meantime these four lots are to be dust proofed according to the specifications, or cars are to be kept off the lot.

* * * * *

Petition #3385 was the petition of Charles E. and Gladys E. Laing for changing from Zone II to Zone III Special Business District to construct a one-story insurance and dental office located on the NW corner of NE 15th and Schuyler, legally described as Lots 5 and 6, Block 259, Holladay Addition.

The petitioner proposes to construct a one-story building to house an insurance and dental office. The petitioner's plans are for the insurance office to employ 7 persons and the dental office to employ 2. The petitioner's property is a 100' x 100' corner presently occupied by a large old residence situated on Lot 6. Lot 5, the corner lot, is vacant. The petitioner proposes to place the dental and insurance office building on this corner lot. There are no plans at present, for any construction on Lot 6. The large old residence that is located on that lot is now being used as a duplex and the petitioner intends to continue that use.

The building to be located on Lot 5, as proposed by the petitioner, would be a 30' x 50' structure, set back 4' from each of the street property lines. There would then be a 16' side yard to the north and 46' to the west. A parking lot capable of holding about five cars would be located on the western portion of the lot.

The petitioner's property is located one block north of NE Broadway within an intensely built apartment house district. All property adjoining the applicant's lots is developed with apartment houses, either large converted residences or buildings constructed originally for apartment purposes. There is practically no vacant property in the area with the exception of the petitioner's corner lot.

NE 15th Avenue is a major street and certainly a desirable neighborhood boundary. The considerable amount of traffic now carried by NE 15th Avenue is almost certain to increase considerably with the completion of the Lloyd Center only a few blocks to the south. Despite its major traffic proportions however, NE 15th Avenue is almost completely free of any commercial development. Frontage on both sides for several blocks north of the Broadway business strip is solidly built with apartment houses. A dental clinic or dental office as proposed by the petitioner for one-half the building is a logical and even desirable use as a service to this highly populated portion of the city. The location of such a professional use along a major street such as N.E. 15th Avenue would be highly desirable. An insurance office however, which is planned to occupy the other half of the building can by no means be considered a neighborhood service. It is obviously a general business use, although Zone III Special Clinics would be a reasonable zone classification along a major street such as this; the petitioner's proposed use does not fit this classification. Zone III Special Business District, which would allow the insurance office would allow numerous other commercial uses as well. In view of the large amount of business zoning just one block to the south there seems to be little justification for allowing the penetration of a spot business zone within this densely built, substantial apartment house district.

The Zoning Committee felt that due to the fact that there are many blocks to the north and east, and half blocks to the west and south that are presently in Zone II and were place in A1 zone in the proposed new ordinance, an inclusion of such business at this spot would constitute flagrant spot zoning and entirely defeat zoning in this area as proposed by the Citizens Committee.

ACTION: Denial according to the staff recommendation.

* * * * *

Petition #3388 was the petition of Lincoln Street Baptist Church by E. R. Jacks Pastor, for Council approval for the construction of an addition with no enlargement of the property for a church now located in a Zone I residential district, located on the SW corner of SE 32nd Place and Lincoln Street, legally described as Lots 1, 2 and 3, Block 6, Chestnut, and Lot 4, Block 6, SW Sunnyside.

The applicant's property consists of three lots comprising the NE corner of the block and an additional lot forming an "L" with these which extends through the block to SE 32nd Avenue. There are two lots at the NW corner of the block that are in private ownership and developed with residences. These two houses are surrounded on two sides by church property, and on the other two sides by street. The existing church, newly remodeled, is situated in the extreme northeast corner of the property. Attached to the church building on the south is an existing education unit. The total floor area of the existing buildings is 4212 square feet which covers approximately 24% of the site. The proposed addition is to be attached to the existing church building to the west and is to be used for an expansion of the education facilities. It is proposed to measure 3855 square feet. The total lot coverage, with this addition built as proposed would be 45.6%. The proposal for the addition includes a side yard of approximately 9' on the west, approximately 11½' at the south and a front yard varying from about 2' to 14' along the north.

The applicant states that the church board has formally adopted a long range plan aimed at acquiring the two corner lots to the northwest that are now occupied by single-family houses. They have not as yet made either acquisition, although they have made several attempts at negotiating for the lot adjoining the proposed addition. The applicant states that this property owner so far has refused to sell.

Planning Commission standards for churches as set down in the proposed zoning Code would include for a building of this size, a front yard of 15 feet, and side yards of 10 feet. The applicant's proposed side yards of 9' and 11½' approximately would seem to be so close to the standard that the adjustment necessary to bring them within the required distance would not adversely affect the proposed building. The front yard as proposed by the applicant would present a considerable relaxation of standards.

It is the opinion of the staff that provided the usual requirements for front and side yards are adhered to the high percentage of lot coverage proposed would probably not have a serious effect on neighboring properties. When and if the church acquires the additional property that they have said they intend to acquire in the future, there will of course be no deficiency in total lot coverage.

ACTION: The committee disagreed with the staff opinion as to the desirability of relaxing the 30% total lot coverage provision and voted approval subject to the following conditions:

1. A 15' front yard along SE Lincoln Street.

2. 10' side or rear yards.

3. Not to exceed 30% lot coverage of the church property.

* * * * *

Petition #3390 was the petition of the St. Johns Assembly of God by Cecil B. Slaughter for Council approval for the construction of an addition with no enlargement of the property for a church, now located in a Zone II district located on the NE corner of N. John Avenue and N. Ivanhoe Street legally described as Lots 3 and 4, Block 2, P. T. Smith's Addition.

The applicant's existing church is located on a site measuring 100' x 100', the church is built to within two feet of the N. John Street property line, and within two feet of the side property lines. It is set back 11' from the N. Ivanhoe Street property line. The applicant's proposal is to construct an addition extending the church up to the property line along N. Ivanhoe Street.

The applicant's property, although Zone II, is situated in a predominantly business district. It is surrounded on three sides by Zone III property developed for Zone III uses at the present time. N. Ivanhoe Street is one block south of N. Jersey Street, the main business street of St. Johns. Adjoining the applicant's property on the north is an old residence, now unused and in a state of extreme dilapidation. Adjoining that on the north is a restaurant and other business uses along N. Jersey Street. Across N.John Street from the applicant's property is a lodge building, adjoining that on the north is a furniture store. All of these uses with the exception of the old house are built up to the property lines. To the south across N. Ivanhoe Street both corners are developed as parking lots. The one on the SE corner is in conjunction with a large super market. On either side of the parking lots on N. Ivanhoe are situated service stations.

Adjacent to the church on the east are two single-family houses, the only residential property in the immediate area. This entire area is proposed to be in Zone C2 in the new Code. In the C2 zone there are no requirements for yards, maximum lot coverage or minimum site size. There is however, a requirement of the provision of off-street parking based upon the seating capacity of a church. This proposed enlargement will not increase the seating capacity of the main auditorium of this church, the enlargement being for the purposes of providing a nursery, increased space in the vestibule, and more convenient entrances and passageways. The church now provides a small off-street parking area immediately to the east of the building.

ACTION: The Zoning Committee recommended approval.

* * * * *

Petition #3391 was the petition of Grace M. Powell, 666 SE Main Street Hillsboro, Oregon and James Lisle, 3217 N. Bryant Street to change from Zone I to Zone III to construct a retail tire sales store on the north side of SW Canyon Road just east of the Vista Avenue Bridge, legally described as S. 40 feet of Lot 3, S 40 Ft. of Lot 4, West 4' of the N 80' of the S 70' of Lot 4, S 70' of Lot 5, except that part lying in Vista Avenue and in the railroad right-of-way all in Block 6, Ardmore.

The applicant has leased the petition area as well as Lots 8, 9 and 10 immediately to the south which are now in Zone III, for the construction of a tire sales outlet.

The applicant states that his sales will be primarily automobile tires and any truck tire sales will be secondary to that trade. The northern portions of the lots comprising the petition area are occupied by single-family houses fronting on SW Kings Court. There is considerable change in elevation between the northern portion of these lots which contain the houses, and the southern portion which is the subject of the zone change petition. Topographically the southern portions of these lots are related to the frontage along SW Canyon Road rather than to the single-family properties on the hill above. The proposed zoning ordinance recognizes this topographical change by placing the southern one-half of all of these lots in C2 so that they can be developed with frontage along Canyon Road. Adjoining applicant's property on the east are several other commerical uses fronting on Canyon Road, a saddle shop, two service stations and a food market.

To the west of the applicant's property the line of the bluff approaches SW Canyon Road very rapidly and the frontage on Canyon Road is not developed commercially. All development on those lots takes the form of single-family homes fronting on Madison Street on the hill above. Across SW Canyon Road to the south the frontage on Canyon Road is undeveloped although it is presently in Zone III and is proposed to be placed in C2 in the new Code.

ACTION: The Zoning Committee recommends approval subject to the following condition:

1. All portions of the zone change area to be used for the maneuvering or parking of motor vehicles shall be paved with a dust-proof material.

* * * * *

Petition #3392 was the petition of Augusta Wehoffer of 1800 SE 39th Avenue for Council approval for a home for the aged for not to exceed 10 elderly persons to be established at 1800 SE 39th Avenue in Zone I residential district, to be located on the east side of SE 39th Avenue between SE Market Street and SE Stephens Street, legally described as Tax Lot 273, Section 1, 1S 1E.

Applicant's property is a 50' x 161.5' lot fronting on SE 39th Avenue. It now contains a large brick building designed and used as a Chiropractor's office and living quarters. The applicant proposes to move her office and quarters to a house on an adjoining lot, and turn this structure into a home for the aged exclusively. The building is set back 25' from the street property line, 9' from the north property line, and 6' from the south property line. There is a rear yard 58.5' deep, a service drive runs the full length of the building on the north side. Surrounding the applicant's property both to the north and south are single-family residences. Across SE 39th Avenue to the west there is a church at the NW corner of 39th Avenue and Stephens Street, and several single-family houses fronting on 39th Avenue to the north of the church. SE 39th Avenue is a major street and a very desirable neighborhood boundary. The grouping of service facilities such as this along the bounding streets of a neighborhood is a very desirable practice. This proposal would seem to present no unusual problems to the surrounding community.

ACTION: The Zoning Committee recommends approval.

* * * * *

PETITION #3393 was the petition of Hinson Memorial Church by R. E. Nettler, 1137 SE 20th Avenue, for Council approval of the use of additional property for a parking lot for a church now established in Zone II and III, located on the north side of SE Salmon Street, just west of SE 19th Avenue, legally described as Lot 7, Block 1, Woodworth's Addition.

The applicant's proposal is to extend the existing church parking lot (now located on Lots 4, 5 and 6) one additional lot to the west. The parking lot is located in a Zone II area, although a portion of the church located at the corner of SE 20th and Salmon Street is in Zone III. The applicant's property now contains an old single-family house which will be removed. Adjoining the applicant's property on the west is a 4-unit apartment building, adjoining that on the west is a duplex, and to the south across SE Salmon Street are several older single-family houses. Abutting the applicant's property on the north are old single-family houses. The general development in this vicinity is one of older single-family houses, many conversions to apartments and apartment buildings. The applicant's property is now some 4-feet higher than the grade of the parking lot to the east, or the apartment building to the west. The proposal is to grade this property down to the level of the remainder of the parking lot, which would put it slightly below the grade of the

apartment house property to the west. The applicant proposes a hedge along this western property line, along the northern property line the proposal is for an extension of the fence that now exists along the north property line of the existing parking lot.

ACTION: The Zoning Committee unanimously voted approval subject to the following conditions:

1. Dust proof the parking.

2. Screen the parking from adjoining residential property.

* * * * *

Petition #3395 was the petition of Marjorie E. Besson, 1036 SE Sellwood Boulevard requesting to change from Zone I to Zone II to construct a parking lot located on the NW corner of SE 17th & Bybee legally described as Lots 13, Block 3, Westmoreland.

The applicant requests a zone change in order to lease this lot for development as a parking lot to be used by customers of businesses located on Milwaukie Boulevard directly to the west. The adjoining lot to the north is already developed as a parking lot. It is a non-conforming use in Zone I. Adjacent to this parking lot on the north is a fairly new duplex. The remainder of the development along both sides of SE 17th Avenue, both to the north and south of the petitioner's lot is developed for single-family residences. Generally speaking all the residences in this area are very sound, very well-maintained houses. Immediately to the west of the petitioner's property all of the frontage along SE Milwaukie Avenue for a considerable distance is developed for business uses. SE Milwaukie Avenue, SE 17th Avenue and SE Bybee Boulevard, are all heavily travelled streets. Both the intersections of Bybee Boulevard and Milwaukie Avenue, and Bybee Boulevard and 17th Avenue are four way stops controlled by flashing red lights.

The City Traffic Engineer's office has inspected this property and recommends that access from SE Bybee Boulevard be prohibited. The applicant had proposed an access to the lot at the extreme SW corner, which would be almost midway between Milwaukie and 17th Avenue. Access at this point would be quite blind, would involve conflict with the bus stop that now exists along this curb, and would encourage turning movements at a point where the streets are very congested. By far the most desirable method of developing this lot for parking purposes would be as a joint development with the lot to the north. In this way a consierably more efficient layout could be arrived at, and access could be restricted to the driveway now existing some 58' north of the intersection.

Both property owners involved have been contacted by the staff and indicate a willingness to develop the lots jointly.

ACTION: The Zoning Committee recommends approval subject to the following conditions:

1. Access to the parking lot shall be limited to the location of the existing driveway on Lot 14.

2. Lot shall be paved with a dustproof material.

This lot was also shown for parking in the Moreland Shopping Center study.

* * * * *

PETITION #3403 was the Planning Commission initiation of an amendment to Ordinance No. 81180, which changed from Zone II to Zone III the property located at the NW corner of SE 82nd Avenue and SE Market Street legally described as Lots 13 and 14, Block 18, Taborside Addition.

This property was changed to Zone III on June 28, 1945 by Ordinance No. 81180. In that zone change ordinance however, use of the property was restricted to the construction of a grocery store. The petitioner now desires to use the property for the establishment of a Used Car Lot.

Nearly the entire length of SE 82nd Avenue is proposed for M3 in the new Code. With the adoption of the new Code the petitioner's property would bear the M3 classification, which would allow the use of the property for a Used Car Lot. The petitioner's request for an amendment is to allow him to make use of this property for Used Car Lot purposes as quickly as possible rather than making it necessary for him to await the adoption of the new Code. He leased the property as Zone III, unaware of the restriction, which would prevent its use for his purpose. To allow him the use already recommended by the Planning Commission as part of the new Code, is the object of this request.

ACTION: The Zoning Committee recommended that he be allowed to use the property for a used car lot, and recommended Planning Commission initiation of an amendment to Ordinance No. 81180 striking out the portion of the final paragraph which reads: "Provided that if said property be used for any purpose other than a food store, as represented by the petitioner Felix R. Wagner, said property shall revert to the zone classification of the adjacent and surrounding property."

* * * * *

Meeting Adjourned.

* * * * *

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

MINUTES OF MEETING
Streets Committee
December 2, 1958
4:00 p.m.

The Streets Committee of the Portland City Planning Commission met on Tuesday, December 2, 1958, at 4:00 p.m. in the conference room of the Commission at 526 SW Mill Street.

Those present were: Acting Chairman Stanton and member Prichard; Chief Civil Engineer Rosenthal; Right-of-Way Engineer Carl Short; Civil Engineer II Grondahl; Traffic Engineer Weller; Assistant Director Nims; Acting Zoning Supervisor Frost; City Planner I Becker; and recorder Kaplan.

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Job No. 5810 and D6-58. Discussion on possible widening of 23rd Place between NW Westover Road and W. Burnside Street.

This item was placed on the agenda in order for all City bureaus concerned to discuss a proposed new bank building at NW 23rd Place and Westover Road.

Discussion: Mr. Nims reported that the area near NW Westover Road and 23rd Place has been involved with a great deal of excavation in connection with the expansion of the Uptown Shopping Center. A revocable permit has been issued allowing such excavation until such time as the zone change has been approved; however, the zone change pending on this matter has come to a standstill. A condition to the zone change, which has been considered, is that NW 23rd Place be widened by a dedication from the Uptown property. The staff will further investigate the status of this zone change.

Mr. Nims then explained the plans of the proposed bank to be made from the old Lyon's storage building. Mr. Grondahl stated that, if the loading dock is used for sidewalk purposes only, it will not be a standard sidewalk inasmuch as it does not parallel the grade of the street. There is a legal question as to whether the bank should be permitted to continue to use the sidewalk loading dock within the street.

Mr. Weller expressed concern over the loading platform in that it would be impossible for a driver to get out of his car next to the bank building, and he stressed that no parking should be allowed on that side of the street if the raised sidewalk were retained. He stated that he favored additional width on 23rd Place, but that the necessity for sufficient sidewalk was equally important.

The Committee felt that the loading dock should be removed and the sidewalk be laid to agree with the grade of the street and that the sidewalk be as narrow as the pedestrian traffic load would permit.

Mr. Stanton felt that it was very important that regulations be adopted for the control of excavations on public as well as private property, and that the staff should contact the City Attorney in this regard and report back to the Planning Commission regarding the status of the proposed fill and excavation control ordinance.

Inasmuch as no formal referral was made to the Planning Commission on this matter, no action was taken by the Committee.

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8-56 -- Resubmission for proposed dedicated street. Location: Extension of SE 84th Avenue north through SE Cora Street in preparation for access to the Eastport Plaza Shopping Center. Petitioner: Stephen Emery of Norris, Beggs & Simpson. Previous consideration: September 23, 1958.

Staff Report: Over the past year, the Planning Commission staff has been reviewing proposals submitted by Norris, Beggs & Simpson pertaining to the required dedication of a street extending north from SE Holgate Boulevard to the proposed Eastport Plaza Shopping Center. One of the conditions in the zone change for the Shopping Center required that a street be dedicated from SE Holgate Boulevard to the south line of SE Cora Street, and from the north line of SE Cora Street 127.5 feet to the Shopping Center's parking facilities no farther east from SE 82nd Avenue than SE 84th Avenue.

Basically, the proposed right-of-way will have a 55-foot minimum width except the southerly 126-foot portion joining SE Holgate Boulevard, which will be 65 feet.

The previous dedication plan included a sign pylon within the street right-of-way. This plan has been modified, and the sign, advertising the Shopping Center, will occupy the westerly 35' x 126' portion of Tax Lot 305. Norris, Beggs & Simpson has petitioned to change this portion of Tax Lot 305 from Zone II to Zone III.

Staff Recommendation: Approve as resubmitted.

Action Taken: The Committee recommended that the proposed right-of-way extending north from SE Holgate Boulevard through SE Cora Street to the southern property line of the proposed Eastport Plaza Shopping Center be accepted.

*****

13-57 -- Reconsideration of preliminary plat previously presented and approved on June 24, 1957. Location: Extension of SW Altadena Avenue from the intersection of SW Washouga Avenue. Legal Description: ¼ Section 3426, Section 8, T 1-S, R 1-E. Sponsor: Lyle Nosler. No. of lots: 13.

Staff Report: The preliminary plat was approved on June 24, 1957. Since over one year has elapsed, Mr. Nosler has resubmitted the preliminary

Action Taken: The Committee voted to recommend approval of the vacation of the 15'± x 200' portion of NE Bryant Street between NE Grand Avenue and NE 6th Avenue.

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V31-58 -- Vacation of N. Humboldt Street between N. Commercial and N. Gantenbein Avenues and portions of N. Haight Avenue and adjacent alleys. Petitioner: School District No. 1.

Staff Report: School District No. 1 has requested the City to initiate vacation proceedings to vacate the following streets and alleys: a portion of N. Humboldt Street between N. Commercial Avenue and N. Gantenbein Avenue, a portion of N. Haight Avenue, and alleys adjacent to Humboldt Street. This general area will be the first stage of development for the proposed Humboldt School. In the first stage of development, N. Haight Avenue and the alleys connecting N. Alberta Street and N. Blandena Street will be dead-ended. A turn-around on Haight Avenue and through connections on the alleys have been offered by the School District until the acquisition of the southern portion for expansion is completed.

The new right-of-way will either be dedicated or an easement given for public use. The proposed faculty parking to the north will be one way from Gantenbein to Haight Avenues. It has been suggested to the School District that the overflow parking be relocated to the northerly boundary line to facilitate two-way access on Haight Avenue and one way to N. Commercial Avenue.

Alley access north of the proposed school site will be from N. Alberta Street only.

Staff Recommendation: That N. Humboldt Street, between N. Commercial Avenue and N. Gantenbein Avenue, and that portion of N. Haight Avenue and the alley adjacent to Humboldt Street be vacated as requested; that sufficient right-of-way be dedicated by School District No. 1 to permit a 50-foot radius turn-around right-of-way on Haight Avenue abutting the south property line of the proposed school site; and that adequate right-of-way be provided to connect both dead-ended alleys to adjacent streets or the recommended turn-around. It is also suggested that the proposed overflow parking area be relocated to extend the faculty parking west to N. Commercial Avenue.

Discussion: Mr. Nims explained that this proposal is the result of a great many negotiations with the School District and City agencies for a new elementary school in this area to relieve enrollment problems at Beach, Ockley Green, Boise, and Highland Schools. The main item of concern, in regard to approval of the proposed vacations, is what will happen to the dead-end streets. Mr. Nims stated that the staff of the School Board has agreed to buy two additional lots for a 100-foot turn-around.

Action Taken: The Committee voted to recommend approval of the vacations and dedications as petitioned.

*****

D32-58 -- Cul-de-sac extension of SE Market Street between SE 72nd Avenue and SE 74th Avenue. Sponsor: William A. Stafford.

Staff Report: The proposed cul-de-sac will have a 40-foot width, which is the same as abutting Market Street, and a 40-foot radius turn-around. Mr. Stafford plans to divide Tax Lots 33 and 34 into three lots, thus eliminating the platting procedure. The three lots situated between 72nd Avenue and the proposed cul-de-sac have structures, thus eliminating a westerly connection to SE 72nd Avenue.

Staff Recommendation: Approve the proposed dedication of the westerly extension of SE Market Street as presented.

Action Taken: The Committee voted to recommend approval of the dedication of the westerly extension of SE Market Street as presented.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

DCB:lmk

MINUTES OF MEETING
Metropolitan Planning Committee
December 2, 1958
3:20 p.m.

The Metropolitan Planning Committee of the City Planning Commission met on Tuesday, December 2, 1958, at 3:20 p.m. in the office of the Planning Director at 526 SW Mill Street.

Those present were: Chairman McKinley and member Stanton; President Sroufe; and Planning Director Keefe.

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Mr. Keefe informed the Committee that the Federal matching money is now available with which to start the metropolitan planning project. He pointed out that the original proposal for supervision and staff organization had apparently been lost sight of. Currently, the Bureau of Municipal Research is proposing that a planning organization be formed which, in effect, would give the Portland metropolitan area a fifth planning commission with its separate staff. He said the original idea was that a supervisory committee would be composed of one member of each governing body of the three counties and the City and one member of each of the four planning commissions.

The agreement, as drawn up, does not include any members of the planning commissions to be on a supervisory body. Also, the original idea was that staff members of the present commissions, who are experienced and are familiar with the metropolitan area, would be utilized as project leaders. The staff supervision would be in the hands of an executive committee composed of the planning directors of the four existing planning commissions.

Apparently, the desire of the four members of the legislative bodies which now compose the Metropolitan Planning Commission is to have a director answerable directly to the Commission. That being the case, Mr. Keefe suggested that the four planning directors could compose an advisory committee who, with the director of the Metropolitan Planning Commission, would decide the technical aspects of the planning work. Mr. McKinley felt that this latter arrangement would be acceptable to the Metropolitan Planning Commission.

It was the consensus of those present that the Metropolitan Planning Commission should have members of the four planning commissions on it.

Concern was expressed by Mr. Sroufe over the future status of the City Planning Commission. He felt the metropolitan planning work should be done under contract to the City Planning Commission. Mr. McKinley said that such would not be acceptable by the counties.

After discussions on the several problems presented by having a fifth planning organization in the metropolitan area, it was decided that

Mr. Sroufe should confer with Commissioner Bowes prior to the scheduled meeting of the Metropolitan Planning Commission on December 5.

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Meeting adjourned.

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Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK:lmk

C O P Y

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PORTLAND DEVELOPMENT COMMISSION
2130 SW Fifth Avenue
Portland 1, Oregon

December 1, 1958

Mr. J. H. Sroufe, President
Portland City Planning Commission
Room 414, City Hall
Portland, Oregon

Dear Mr. Sroufe:

Whenever the Portland Development Commission has discussed the subject of a freeway route with officials of the Oregon State Highway Department and the Bureau of Public Roads, there has been a very apparent need for some official over-all streets and highways plan for the City of Portland.

In the case of the development of the South Auditorium Project, the City of Portland's position relative to freeway routes has not been absolutely clear due to the absence of such a plan, even though the Redevelopment Plan, approved by the City Planning Commission and the City Council, calls specifically for the Clay-Market freeway route.

Recent meetings have more than ever highlighted the need for an official major streets and highways plan prepared and approved by the City Planning Commission and officially adopted as a guide by the City Council. Such a plan no doubt would be subject to modification from time to time according to an established procedure, but would always constitute Portland's official plan as far as future street and highway development is concerned.

In consideration of the need for such a plan, the Portland Development Commission, at a special meeting held November 17, 1958, requested that the City Planning Commission be asked to seek Council approval of an over-all streets and highways plan.

Very truly yours,

/s/

John B. Kenward
Executive Director

JBK:lap

C O P Y

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PORTLAND DEVELOPMENT COMMISSION
2130 SW Fifth Avenue
Portland 1, Oregon

December 5, 1958

Mr. Lloyd T. Keefe
Planning Director
Portland City Planning Commission
414 City Hall
Portland, Oregon

Dear Mr. Keefe:

Mr. Fred Fowler, in his discussions with us on November 25, 1958, informed us that he would submit his plans and recommendations, in regard to the following alternate Sunset Freeway routes, to the Planning Commission for its further study and analysis.

Route No. 1 - crossing the northern part of the Urban Renewal Project and continuing west between Clay Street and Market Street.

Route No. 2 - crossing the southern part of the Urban Renewal Project and continuing northwesterly along the foothills.

We would like to be informed as to your conclusions on the following:

1. The planning considerations and future benefits to the City of Route No. 1 and of Route No. 2.

2. The estimated cost difference between the two routes, and the possibility of compliance with the Bureau of Public Roads standards on construction of Route No. 1.

3. The desire and willingness of various community organizations to support the recommendation of Route No. 1.

Yours very truly,

/S/

John B. Kenward
Executive Director

JBK:lap

PROPOSED FINAL CHAPTER FOR THE ST. JOHNS REPORT TO REPLACE CHAPTER ENTITLED "HOUSING AUTHORITY PROPERTY" IN THE PRELIMINARY REPORT

STAFF REPORT

PUBLICLY OWNED PROPERTIES

Excluding the 675 acres in parks, schools, and streets, there are about 1,200 acres of land in the Study Area which are in public ownership. The size, location, and agencies controlling these properties are shown in Figure 28.

At present, only about 20 per cent of this acreage is developed or being actively used. It is evident that the future development and use of these publicly-owned areas should be in accordance with a plan providing for maximum benefit to the entire community. Such a plan should co-ordinate the development or disposition of the public land areas to achieve the optimum usage of the property in the public interest. The proposals for the various parcels of property described in the following section are recommended as a guide to be adopted for the accomplishment of the above objectives.

Commission of Public Docks

In the performance of its responsibilities, one of which is the provision and maintenance of adequate marine terminal facilities in Portland, the Dock Commission has established Municipal Terminal 4 on approximately 160 acres of waterfront property as indicated in Figure 28. The specialized equipment for bulk handling of cargo and heavy lifting are unequaled anywhere else on the Pacific Coast. Grain, ore, coal, chemicals, oil, scrap metal, and molasses are typical of the types of commodities handled through this terminal. Although some warehousing space is available for the storage and assembly of general cargo (boxed, baled, barreled, and prepackaged goods), this type of cargo is more adequately provided for in Terminals 1 and 2 on the west side of the river.

Although no expansion of the municipal terminal properties in this area will be needed in the near future, it is apparent that the location of new industries in the area, which would use the terminal facilities, would be advantageous to the community. In this respect, some of the other publicly-owned properties on the peninsula may well be developed in such a way as to stimulate the growth of industries utilizing Portland's harbor facilities, particularly those which could use the unique capabilities of Terminal 4.

Port of Portland

As mentioned in a previous section of this report, the Port of Portland is charged with the maintenance of the channel in the Willamette River, and the spoil from dredging operations is being deposited in low-lying areas along the river bank. The Port Commission owns over 300 acres in the Ramsey Lake area (see Figure 28) which have been substantially filled to above flood danger by this method. About 225 acres are now filled to elevation 32 (U.S. Corps of Engineers datum) and an additional 80 acres will be filled to the same elevation within two to three years. Test borings indicate that the subsurface conditions of the soil on this property are such that it can support substantial structures.

Inasmuch as this property is now ready for development, the Port Commission, realizing that any development should be related to a plan for the utilization of the entire peninsula area, hired the engineering firm of Cornell, Howland, Hayes, and Merryfield to prepare such a plan. The Study Area considered by this firm corresponds approximately to the Secondary Study Area as defined in this report. The results of the study were submitted to the Port Commission in September, 1958 and consist of a thorough analysis of present conditions, possible uses, and proposed development of the area. The recommendations contained in the report of Cornell, Howland, Hayes, and Merryfield are substantially in agreement with the proposals of this study.

They have recommended that initially the 1,250 acres west of the Columbia Slough and north of the Bonneville Power Administration right-of-way be developed primarily for heavy industries which would utilize the harbor and water facilities that are available in that location. Road access, trackage, sewage, and water facilities necessary for this first stage of development would be integrated with the pattern for the ultimate development of the district.

The Portland City Planning Commission believes that the proposals made by the firm of engineering consultants represent a plan which is highly desirable and in the best public interest, and therefore recommends that the Port Commission carry out the plan insofar as is possible in the development of that area.

Bureau of Public Works - City of Portland

Approximately 425 acres in the northern part of the City (see Figure 28) is owned by the City of Portland and is being used or reserved for refuse disposal. At present, most of the refuse is being deposited in the area northeast of the municipal incinerator.

It must be recognized that the problem of disposing of wastes in a large growing city is one of increasing importance. Since

the incineration of all refuse is an extremely expensive process, it is virtually essential that adequate areas be reserved for future needs for sanitary refuse fills. In general, it appears that garbage and refuse disposal for the City of Portland, based on present population and a fill depth of 20 feet, might require about 15 acres per year.[1] From this estimate and the forecast of Portland's growth, it is possible to appreciate the scale of the problem of waste disposal.

However, in spite of the above facts, the reservation of all the area now designated for refuse disposal in the St. Johns district may be questioned. In terms of the maximum utilization of land in the interest of the entire community, the following facts must also be considered in the establishment of a plan for the development of this area:

1. The availability of water and harbor facilities to the vacant land in the Secondary Area makes this a unique area. To take full advantage of this natural asset, the property should be reserved for uses such as port and water-oriented industries, marine parks, etc., which can utilize the inherent characteristics of the area.

2. The 118-acre strip of City property west of the Columbia Slough and north of the Bonneville Power Administration right-of-way is essential to the initial development of the Ramsey Lake industrial district planned by the Port of Portland.

3. Although complete test borings have not been made, indications are that the bearing capacity of the subsoil changes markedly between Vanport and the west side of Smith Lake. The area to the west can support substantial structures while the area to the east cannot. Since the placing of refuse fill in itself creates serious foundation problems for structures, it seems logical that this type of fill should be placed in areas that are already unbuildable rather than increase foundation difficulties on potentially buildable land. The present area held for refuse fill could be expanded to the east. Selective filling in the Smith Lake area could aid the development of the proposed marina. Additional area to be used for refuse disposal is planned in the West Vanport area located east of North Portland Road.

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[1] Public Works Magazine, "Sanitary Refuse Fills", December, 1955.

Portland Development Commission

Recently, the Housing Authority of Portland transferred the ownership of the Parkside Homes tract and the portion of St. Johns Woods south of N. Swift Boulevard to the Portland Development Commission.

Originally, the St. Johns Woods housing project consisted of 145 acres of land located on both sides of Swift Boulevard in the northern part of the Primary District. In April, 1957, approximately 93 acres lying north of Swift Boulevard were sold to the Union Pacific Railroad Company for the development of an industrial district. At that time, the bid submitted by the Union Pacific Railroad Company for the purchase of the tract was predicated on the future dedications of property to the City for street widening and a buffer strip. Specifically, a strip 20 feet wide along the north side of N. Swift Boulevard from N. Burr Avenue to a point about 450 feet west of Oswego Avenue, and a strip 10 feet wide along the north side of N. Swift Boulevard from a point about 850 feet west of N. Oswego Avenue to the north boundary of the tract, are to be dedicated to the City for future widening of Swift Boulevard. In addition, a strip 90 feet wide north of the street-widening dedication from N. Burr Avenue to a point 450 feet west of N. Oswego Avenue is to be given to the City. This 90-foot strip is intended to be landscaped and will serve as a buffer between the proposed industrial development north of Swift Boulevard and existing residential properties south of Swift Boulevard in accordance with the principle of community green belts outlined in the section on parks.

The remaining 52 acres of the St. Johns Woods project is located on the south side of Swift Boulevard and is in the ownership of the Portland Development Commission. This vacant tract, which is adjacent to Pier Park and residential areas to the south and southeast, slopes up approximately 50 feet from Swift Boulevard to Pier Park.

The 43.8 acres comprising the former Parkside Homes public housing project is now vacant. This vacant residentially-zoned tract is adjacent to the west side of Pier Park and abuts the single-family area north of Sitton School.

Several possibilities have been proposed by various agencies for the development and disposition of these two tracts.

One such proposal is that the property be zoned and developed for industrial uses which would utilize the harbor and Terminal 4 facilities. Advantages of this proposal are that the utilities and access are already provided to the sites so that immediate development could take place.

Proximity to the dock is a factor in transportation costs, but how determining this factor is remains conjectural. Virtually

all of the bulk material handled at Terminal 4, with the exception of the grain, has to be transferred to or from the dock by rail or truck, and it is hauled for distances of a few to hundreds of miles. Just what the effect on costs would be of a haul of one or two miles, as compared with a haul of four or five miles, is a technical question which is difficult to generalize on. It would appear, however, that the effect is a marginal one, and that any difference in transportation costs for hauling materials from Parkside Homes to Terminal 4, as compared with the cost from other industrial sites in the St. Johns area, would be negligible.

Generally speaking, the types of industry supporting Terminal 4 which make use of bulk commodities -- oil refineries, smelters, steel mills, etc. -- are the very heaviest (MI Zone) industries requiring large sites, which would not be compatible with the areas adjacent to Pier Park. Industries of a lighter nature may still be "dock-oriented" in the sense of either importing materials or exporting products via ship, but their commodities tend to be packaged general cargo, rather than the bulk material in which Terminal 4 is specializing.

At present, the industrial uses in St. Johns are practically all confined to the lower elevations along the river and outside the perimeter of Swift Boulevard. If such uses are permitted to penetrate into the residential plateau, it will be difficult to limit the expansion of industrial growth into the residential areas of St. Johns.

A second proposal for the use of these properties owned by the Development Commission is that they be developed as a planned industrial park for light industries. Such projects are part of the function and purpose of the Development Commission.

The types of industries that would locate in such a development would not be likely to use the Terminal 4 facilities to any great extent. As for sites immediately available, which can provide alternatives to the use of the Parkside Homes and St. Johns Woods tracts adjacent to Pier Park for industry, there are at least 1,300 acres throughout the urban area being actively promoted at present by companies or agencies concerned with industrial development. Included are the Union Pacific's Rockwood site along the Banfield Expressway (238 acres); the Union Pacific's St. Johns Woods site just north of Swift Boulevard (93 acres); the Southern Pacific's industrial tract at Beaverton (260 acres still vacant); the S.P.&S. RR's Guilds Lake tract (about 40 acres still vacant); the Tektronix tract at Beaverton (300 acres still vacant); Swan Island (200 acres); and the Portland Traction Company's Kellogg Park site (180 acres).

A third proposal for the use of these two tracts is that they be developed for single-family or multi-family residential purposes. Both properties have always been used and zoned for this type of use.

It appears that, all factors considered, the heavy industries connected with the harbor would be best located in the Ramsey Lake area. The development of all or part of the Development Commission property as a planned industrial district would be an excellent project, but in view of the abundance of industrial land and the scarcity of residential land in the area, as revealed in previous sections of this report, the community would probably derive the greatest benefits if these tracts were rebuilt for residential purposes.

It is therefore recommended that the St. Johns Woods property be sold or developed for single or multi-family residential use. However, before any of the tract is sold by the Development Commission, the School District and Park Bureau should be given the opportunity to acquire the proposed school and park sites as indicated in Figure 18. In addition, a 100-foot strip the full length of the tract along the south side of Swift Boulevard should be dedicated to the City for street widening and a landscaped buffer strip.

It is further recommended that the Parkside Homes tract be sold or developed for multi-family residential use, after first dedicating a 300-foot wide buffer strip along the northern boundary and a 130-foot buffer strip along the eastern side of N. Burgard Street to the City. An alternate to this proposal is that about 11 acres at the northern end of the property could be sold for industrial development. The buffer strip would then be dedicated between this industrial area and the remaining part of the tract.

Housing Authority of Portland

The 10.3-acre tract called the Fir Court public housing project is located immediately to the north of the railroad cut and generally between N. Sedro Street and N. Central Street. This project, which is owned by the Housing Authority, now has 71 dwelling units on it; however, deprogramming of these units is now taking place.

Although the future public housing needs cannot be predicted with any accuracy now, there are indications that the demand for such housing can be expected to increase within the next decade. It is estimated that approximately 7,200 dwelling units will be eliminated in the next 10 to 13 years as a result of the freeway and school construction programs, Exposition-Recreation Center development, and the urban renewal project on the South Auditorium site. A need for additional housing could result from increased code enforcement and future urban renewal projects. Since many of these projects will occur in areas having a high per cent of low-income families, the relocation of the people living in the structures to be eliminated will probably require expanded public housing facilities.

Many of these displaced people will be of older age groups having no children, who wish to live near the central part of the

City. For this reason, the St. Johns area, which is relatively far removed from the downtown district, may not be a satisfactory location for large amounts of future public housing. However, the increasing employment opportunities in the Study Area will undoubtedly result in more residential construction in the area, some of which could be public housing units. If it becomes obvious that the land owned by the Housing Authority in the Study Area is not suited for public housing, it can be used to advantage in trading for more suitably located tracts.

It is recommended that the Housing Authority retain the property in the Fir Court project until future needs for public housing become more clear. The advantage of having property available for probable expansion of public housing to meet the needs of the community seems to outweigh the disadvantage of not having that land on the tax rolls. It has been demonstrated[1] that developed residential areas contribute, on an average, only about $100 per dwelling unit per year to City and School District taxes. Therefore, the retention of some potential residential property in public ownership would not deprive the City of a significant amount of tax revenue.

State of Oregon

There are approximately 213 acres of vacant land in the Smith Lake area which are owned by the State of Oregon and are under the control of the State Land Board. This Board has indicated that they are willing to sell this acreage for public use, but will not sell it for private development or use. The proposed marine park in this area is in accordance with their requirement for public usage of the land.

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[1] Portland City Planning Commission, Municipal Costs and Revenues for the Broadway-Steel Bridge E-R Tract, August, 1957.

PORTLAND CITY PLANNING COMMISSION

SUMMARY OF ACCOMPLISHMENTS 1958

In 1958, the Portland City Planning Commission met 13 times, and 48 separate committee meetings were held. Zoning cases processed numbered 119, down almost one-third from 1957. Subdivisions, street vacations, and dedications numbered 43, up slightly from 1957. Nine studies were made concerning new developments for the School District. The staff presented the Commission's program in 58 public speeches.

Comprehensive Development Plan Adopted

A most significant step toward guiding Portland's future was taken in 1958. The City Planning Commission adopted a Comprehensive Development Plan. This plan is a dynamic, living instrument. It shows three sets of proposals: (1) those officially adopted by the City Council and other agencies such as the State Highway Commission and the School Board, which have the finances to construct such proposals in the near future; (2) recommendations approved by the Planning Commission but not necessarily sufficiently documented for submission to official bodies having the power to carry out these recommendations; and (3) tentative proposals needing more thorough analysis and justification prior to adoption by the Planning Commission.

This Comprehensive Plan was presented to the Council, all bureau heads, and all City commissioners at two meetings. The plan is not to be considered the final word, but it records on one map the accumulation of decisions made so far on the planned development of Portland.

Urban Renewal Underway

Plans for the South Auditorium Project were completed by the Planning Commission and approved by the Council and the Housing and Home Finance Agency. In May, the public voted favorably on financing this project and the formation of the Development Commission to carry out a continuing urban renewal program.

School Plan Approved

The School Board adopted the Planning Commission's comprehensive plan for elementary schools published in the report "Land for Schools". Ten sites on vacant land have already been purchased, according to the plan, at great savings to the taxpayers. More significantly, the Board acquired three sites occupied almost entirely by buildings, as recommended in the plan, so that older neighborhoods within the interior of the City could be provided with schools of the same high quality now enjoyed by the newer residential areas. This is a great step forward, taken by very few cities in the past, toward arresting further deterioration of values in these older neighborhoods.

New Zoning Code Passed

The 1924 Zoning Code, outmoded and inadequate, was replaced by an entirely new one. This new code, in preparation off-and-on over a twelve-year period, represents a community-wide effort. Thousands of property owners and civic leaders as well as a special Citizens Advisory Committee, the Planning Commission, and the City Council formulated both the new map and text. Symbols and provisions are coordinated with Multnomah County's code so that zoning regulations covering most of the Portland urban area will be uniform in the future.

Workable Program Extended

Important gains toward preventing blight under Portland's Workable Program were made during 1958. The Council, assisted by the Bureaus of Health, Building, and Fire and the Planning and Development Commissions, selected new goals and objectives and extended the Workable Program through 1959.

Capital Improvements Proposed

A complete statement of Portland's capital improvement needs was assembled by the Planning Commission for the Council. A yearly capital improvement budgeting procedure was proposed. The Council submitted a $40,000,000 program to the voters. The vote was not favorable on the first try.

1960 Census

Portland became the first city of the nation to become fully prepared for the 1960 census, according to word received in November from the U.S. Census Bureau. The Planning Commission extended census tracts to the entire four-county metropolitan area; and enumeration districts, which are to have stable boundaries hereafter, were worked out within the City. Users of statistical information will be greatly aided by this standardization.

Vanport Plan Proposed

At the request of the Mayor and Council, the Planning Commission prepared a schematic development plan for Vanport as a joint project with the Park Bureau and the City Engineer's office. The purpose of the plan is to provide a basis for acquisition from the Federal Government of this key 640 acres at Portland's northern front door. The plan proposes multiple uses essential to Portland's welfare, economy, and appearance.

New Fire Stations Approved

The Planning Commission investigated and recommended approval of seven sites for the new fire stations authorized by the May, 1957 vote.

In Progress

At the end of 1958, the Planning Commission staff had completed several projects which are awaiting more detailed consideration by the Commission and operating agencies before official adoption. These are:

Portland's Economic Prospects
St. Johns Comprehensive Plan
Setbacks for East 82nd Avenue
Development and Rezoning Plan for Kelton Gulch

Staff studies about ready for publication at the end of 1958 are:

Multnomah Shopping Center Development Plan
Hillsdale Shopping Center Development Plan
Location for Peninsula Freeway (Burrage or Minnesota)
Location for Sunset Freeway (Foothills or Market-Clay)

Job No. 5818
LTK
11-24-58

PORTLAND OREGON

Workable Program for Urban Renewal

1958 - 59

OFFICE OF THE MAYOR
DEPARTMENT OF
PUBLIC SAFETY



TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

November 14, 1958

Mr. Albert M. Cole, Administrator
Housing and Home Finance Agency
Office of the Administrator
1626 K Street Northwest
Washington 25, D. C.

Dear Mr. Cole:

The Portland City Council, on November 13, 1958, adopted the attached report, which constitutes the city's second Workable Program for Urban Renewal.

Covered in the report is a resume' of the measures which have been undertaken to effect a total urban renewal program -- prevention and elimination of blight -- since adoption of Portland's first Workable Program in June of 1957. The report also contains the additional steps which the city expects to take in 1959 to strengthen its renewal program.

In Portland's first Workable Program, it was illustrated that the city had long employed certain measures and procedures which had helped prevent physical deterioration of its housing. At the same time, it was acknowledged that there were some activities and programs which needed review, and perhaps alteration or acceleration, in order to make Portland's urban renewal program more successful.

During the past year, Portland has moved well forward on each of the elements which comprise the Workable Program. The outstanding achievements have been on those matters necessary for getting a complete blight prevention and elimination program under way, namely, finance and citizen participation. From this strong base of adequate local finances for urban renewal and active citizen support, the city expects to move ahead with other phases of its local program.

As Portland's first urban renewal project is well under way, active redevelopment or rehabilitation of other areas soon will be considered. The city wishes to be eligible for Federal housing mortgage insurance programs relating to urban renewal and financial assistance to a future urban renewal project.

1959 CENTENNIAL EXPOSITION AND TRADE FAIR

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CODES & ORDINANCES

PAST YEAR'S PROGRESS

As stated in Portland's previous Workable Program, and acknowledged by the Housing and Home Finance Agency in certification of that report, the City's codes relating to housing occupancy are, as a whole, very modern with quite adequate minimum sanitation, health, and safety standards. The City's new Building Code, adopted in 1956; the Electrical Code, adopted the same year; the Plumbing Code; the Housing Code, rewritten and adopted in 1948; and the Health and Sanitation Code cover regulations pertaining to housing and building.

It was further mentioned in last year's report that the City would consider certain amendments to its housing and building regulations in order to make them even more effective instruments for preventing and eliminating blight.

To this end, regulations in the Health and Sanitation Code regarding minimum size of sleeping rooms have been clarified. The Bureau of Health, which administers the Health and Sanitation Code, also has just completed an extensive study of this code using the model Housing Code prepared by the American Public Health Association as

a reference. Several proposed revisions have been made, and the recommended amendments will soon be submitted to the City Council for consideration.

GOALS FOR NEXT YEAR

The City bureaus administering Portland's codes pertaining to housing occupancy will continue to review these regulations, check them against other nationally recognized codes, and recommend to the City Council any amendments which may be deemed necessary to facilitate the urban renewal program in the City.

An extensive study will be made of the City's Plumbing and Heating and Ventilating Codes, and any amendments needed to strengthen these regulations will be made.

A five-man committee composed of members of the Fire Code Appeal Board will make an extensive study of the technical aspects of Portland's Fire Code, and will alter regulations in the Fire Code so as to be in conformance with the Building Code.

COMPREHENSIVE PLAN

PAST YEAR'S PROGRESS

In last year's Workable Program Report, it was shown that Portland has long had an active City planning program well supported by its citizens. It was indicated that the many planned public improvements, made as a result of the school, park, housing, and major street proposals of the Planning Commission, had provided the City with the best possible insurance against the occurrence of badly blighted housing areas.

It was pointed out that, in recent years, the staff and budget of the Planning Commission has increased in order to complete plans co-ordinating the many land use and circulation developments anticipated in the City. The 1957-58 budget of the Planning Commission was $123,111 and the staff numbered 17, exclusive of the staff of 8 which prepared plans for the South Auditorium Renewal Project financed by a Federal survey and planning grant.

The following list of activities constitutes the performance of the Planning Commission since submittal of the previous Workable Program Report in June of 1957:

Census Tracts

To help provide a more detailed statistical basis for planning, the staff of the City Planning Commission during 1957-58 extended census tracts to cover the entire Portland Standard Metropolitan Area -- Multnomah, Washington, Clackamas, and Clark Counties. Data from the 1960 census will be published for each of these tracts, with the result that detailed statistics concerning population and housing will be available not only for neighborhoods within Portland but also for small areas of a few thousand people throughout the SMA. The tracts, drawn with consideration for economic and topographical boundaries, will remain unchanged for future censuses so that statistics can be used to study development trends within these tracts.

Within the City, the staff encouraged several agencies to tabulate their statistics by census tract. Records now being kept by census tract include business licenses, births, deaths, building permits, and police reports. The possibilities of correlating all of these statistics will increase our understanding of conditions and trends within the small areas and will facilitate planning.

Economic Prospects

The Planning Commission completed an important and basic piece of planning research, Portland's Economic Prospects (Exhibit 1). This study is a detailed analysis of Portland's present economy by industry and of future employment prospects. The report provides the basic foundation for public, as well as private, decisions for Portland's development. It can serve as a guide for capital expenditures, set the scale and determine the needs in planning all types of public facilities, and help to indicate the amount of land which will be required for residential, commercial, and public use as well as industrial development in the future.

St. Johns Development Plan

The staff of the Planning Commission recently concluded a report, St. Johns Area (Exhibit 2), which, in detail, recommends a future development plan for a section of Portland. Included in the report are proposals for school, park, residential, commercial, industrial, and major trafficway improvements. As the St. Johns area is a unified or well-demarcated section of the City and is soon expected to experience a considerable amount of industrial growth, the report, being comprehensive in scope, is extremely timely and valuable to the City. The realization of the suggested optimum development plan will be good insurance against the occurrence of blight in the area.

Central Commercial Area

In 1957-58, the main efforts directed toward a long range development plan for the commercial core of Portland have dealt with some of the major traffic arterials to be located in this area. Portland's South Auditorium Urban Renewal Project, which is adjacent to the "downtown" area of the City, has been replanned in detail, and redevelopment is imminent.

Local Business Centers

The Planning Commission has carried on its program of providing development plan studies for community business centers in the City. In addition to the Moreland Shopping Center Study, cited in last year's Workable Program Report, the Planning Commission staff has just concluded studies of the Multnomah and Hillsdale business districts (Exhibit 3). Also, the recently completed St. Johns Area Report contains detailed proposals for commercial renewal of the St. Johns business center. Several meetings have been held with the businessmen in each of these local shopping areas in order to obtain their advice and later to gain acceptance of plans which were devised for the centers.

Neighborhood Plan

The Planning Commission has completed an important phase of its neighborhood development plan. In the course of this study, the City was divided into some 87 planning units or neighborhoods, and an intensive survey was taken of each neighborhood to determine its residential growth potential. Future elementary school enrollment forecasts were made by the Planning Commission and the School District, and the future classroom and school site needs for each of the City's neighborhoods then estimated. The report, Land for Schools (Exhibit 4), contains the recommendations for meeting future building and site needs. Twelve school sites have been acquired in accordance with recommendations of this study.

Special Reports

The Planning Commission, in addition to the studies outlined in last year's Workable Program Report, did undertake some special studies as the result of referrals from the City Council on impending developments in the City, i.e., school and street improvements, Vanport, etc. (Exhibit 5).

Trafficways

Construction of major segments of the new Interstate highway network in the Portland region is imminent; therefore, the final

determination of the entire alignment of Interstate Highways No. 5 and No. 80, which pass through large portions of the City, needs to be made soon. The Planning Commission is at present preparing an analysis of various freeway alignments with the aim of recommending routes which would be economical, have the least deleterious effect on adjacent development, and offer the most benefit to the sizable amount of interstate traffic originating and terminating in existing and potential commercial and industrial centers in the Portland area. The Planning Commission has completed, in the last year, some brief reports (Exhibit 6) on specific problems relating to Portland's traffic circulation and parking.

Comprehensive Plan Implementation

As stated in the previous Workable Program Report, a new Zoning Ordinance for the City was prepared by the Planning Commission, reviewed by a Citizens Committee, revised, and sent to the City Attorney for final review before public hearings. Following this review, the text and delineation of land use zones on maps were prepared and presented to the City Council (Exhibit 7). Day and evening hearings were recently held. The Planning Commission is at present preparing studies and recommendations on remonstrances which have been filed on the new ordinance. It is expected that Portland's new Zoning Ordinance will be in effect early in 1959.

A set of subdivision regulations has been formulated by the Planning Commission staff but has not been presented yet for official adoption by the Planning Commission, City Engineer, or City Council.

A capital budget study was undertaken by the staff during 1958. Lists of capital improvements needed over the next ten years were obtained from the various City bureaus. A financial projection was made, with estimates of City income and expenditures through 1965. This initial study pointed up the need for the City to do such capital budgeting on an annual and continuing basis (Exhibit 8).

GOALS FOR NEXT YEAR

The work program of the Planning Commission this coming year will be partially integrated with that of the new Portland metropolitan planning agency. As related in last year's Workable Program, the City and the three counties in the Portland Standard Metropolitan Area decided to combine their efforts and prepare certain basic studies which were prerequisite to the completion of accurate development plans for any locality in the Portland urban area. Federal matching money under the 701 program of the 1954 Housing Act has been assured and, with such a grant, the metropolitan program will be soon underway. It is expected that the metropolitan planning

efforts will be directed this year to the following studies:

1. Estimate of population prospects.

2. Estimate of population distribution.

3. Metropolitan industrial plan.

In addition to contributing to the foregoing studies, the Planning Commission will make substantial progress on the following planning studies which are essential to the City's Comprehensive Development Plan and thus to making valid recommendations on public and private improvements in the City:

1. Central commercial area plan.

2. Neighborhood plan.

3. Trafficways plan.

NEIGHBORHOOD ANALYSES

PAST YEAR'S PROGRESS

As mentioned in the Comprehensive Plan section of this report, the Planning Commission has completed an important phase of its neighborhood development plan studies. The City has been divided into 87 planning units or neighborhoods using an analysis of potential development of vacant land, natural boundaries, existing patterns of land use, existing and tentative future school and park improvements, and proposed major traffic arteries as considerations for neighborhood delineation (Exhibit 9).

An extensive analysis of the future school needs of each neighborhood has been made, and the School District is basing its school site purchases on the recommendations of the Planning Commission.

In most cases, the present elementary school attendance districts in the City extend across major traffic arteries and other hazards to school children. One of the major recommendations in the Planning Commission report, Land for Schools, is that the attendance areas be realigned so as to conform with the recommended pattern of school neighborhoods. If this plan is realized, neighborhood consciousness will be reinforced, and the rehabilitation and

conservation types of urban renewal will have a greater chance of success in the City. Another neighborhood plan precept of the Planning Commission is that, where possible, elementary schools should be developed in close proximity or adjacent to neighborhood parks for reasons of convenience to school children and economy to the taxpayer.

The Planning Commission has met with the School District, Portland Development Commission, and the City Park Bureau to discuss coordinated development of school and park facilities in the City with special reference to neighborhoods which might qualify as urban renewal areas. It appears that a number of neighborhood rehabilitation areas may receive substantial local cash expenditures and thus partially defray the City's cost of urban renewal.

GOALS FOR NEXT YEAR

The City Planning Commission will continue to survey the community facility needs of Portland's residential neighborhoods and will also facilitate the urban renewal program in the City by conducting the following studies:

1. A survey of blight conditions in each of Portland's neighborhoods, as delineated recently in the Planning Commission's studies, will be completed this coming year.

2. Renewal plans will be devised for at least three neighborhoods which, from the City-wide studies, will be scheduled for early redevelopment, rehabilitation, or conservation.

ADMINISTRATION

PAST YEAR'S PROGRESS

As stated in last year's report, the City of Portland's local government, which has the responsibility for promoting the health, safety, and general welfare and thus urban renewal of the City, is a commission form of government. This system has been in effect continuously since 1913. The government consists of a Mayor and four Commissioners elected at large by the voters for four-year terms. Each is a member of the City Council which meets for both administrative and legislative purposes. As required by Portland's City Charter, there are five departments, each supervised by one member of the City Council. Each department is made up of several bureaus and offices.

The following is a resume of the duties of the various City bureaus and offices concerned with urban renewal and code enforcement, and their budgets and activities for 1957-58:

Building Bureau

The Bureau of Buildings administers the Housing, Building, Electrical, Plumbing, Sign, Elevator, Heating and Ventilating, and Zoning

Codes. This bureau is responsible to the Commissioner of Public Affairs. Also under this Commission of Public Affairs is the Bureau of Fire, Bureau of City Hall, and Bureau of Communications and Electronics.

The Bureau of Buildings had an annual budget of $427,916 and a staff of 70. Forty-six of this number were field inspectors assigned as follows:

Building Inspectors	13
Heating Inspectors	2
Plumbing Inspectors	12
Electrical Inspectors	18

There were five supervisory personnel plus three structural engineers, four senior plan examiners for industrial and commercial building plans, and five plan examiners on residential plans. The remaining personnel were clerical and stenographic.

Health Bureau

The Bureau of Health enforces the Health and Sanitation Code. This bureau is responsible to the Commissioner of Public Safety who is also the Mayor.

All complaints regarding substandard housing, defective plumbing, sewage disposal, various rodent and insect infestation and any other condition affecting housing sanitation, both in single and multiple-family dwellings, are investigated and corrections obtained in order to conform to the Sanitary Code.

The Bureau of Health's 1957-58 budget for sanitation enforcement was $99,255. The Bureau of Health's Division of Sanitation staff consisted of twenty-one people which included three clerical positions. The City was divided into five districts for purposes of general sanitation inspection, and eight inspectors were assigned to those districts. Two inspectors were assigned specifically to rodent control. One full-time inspector was assigned to housing sanitation, and two other inspectors devoted part of their time to this work. One inspector shared his time between air pollution control and industrial hygiene. Two inspectors examined all rooming houses, trailer courts, motels, hotels, and institutional homes and hospitals.

Fire Bureau

The Fire Bureau administers and enforces the Fire Code. The head of this bureau, the Fire Marshal, is responsible to the Commissioner of Public Affairs.

The Fire Marshal's staff the past year was composed of twenty-one people, exclusive of clerical and stenographic help. There were three supervisors and eighteen inspectors. Ten inspectors were assigned to districts, and the other five had specialty assignments. Most of the City's dwelling units were given fire safety inspections. Any gross violations of other City codes, which were noted, were referred to the appropriate enforcement bureau.

Code Co-ordination

Co-ordination of administration and enforcement of the City's codes are largely effected at the bureau level. For example, a man from the Fire Marshal's office is assigned full-time to the Bureau of Buildings to check existing code compliance before building permits are issued. The head of the Bureau of Buildings attends all meetings of the Planning Commission when zoning map changes are being considered. Problems which cannot be handled at the bureau level are considered at regular weekly meetings of the Commissioners which the bureau heads can attend. Any significant adjustment in enforcement must be a matter of ordinance considered by the entire City Council.

Portland has long had a tradition of fair but firm enforcement of its codes. The bureau heads are under civil service and most have had many years of experience in City government through several administration changes. Most are recognized experts in their fields.

As Portland is by far the largest City in the State, the City has long been the leader in securing legislation for better administration and enforcement. Also, Portland's home rule charter allows the City to exercise full police power and, therefore, to provide its own standards for the promotion of health, welfare, and public safety.

Urban Renewal Agency and Legislation

Two of the objectives set forth in the City's Workable Program of June, 1957 concerning administration have been accomplished. They are:

1. The establishment of a permanent renewal staff.

2. The amendment of state redevelopment legislation.

Pursuant to the voters' approval of a ballot measure in the May, 1958 primary election, the Portland Development Commission has now been created; it constitutes the urban renewal agency of the City of Portland, charged with the responsibility of executing the South Auditorium Project and planning and carrying out a City-wide program. The Commission is composed of five members who were appointed by the Mayor and approved by the City Council.

During the past year, the urban renewal staff has completed the final planning for the South Auditorium Project, Portland's first renewal undertaking. The project is now in the execution stage, and the Loan and Grant contract will soon be signed.

During the last session of the Legislature, the State Redevelopment Act was amended. The following are three of the principal elements of the new legislation: (1) allow municipalities a choice as to the agency authorized to exercise urban renewal powers, (2) remove county population limitations, and (3) establish authority for rehabilitation programs as authorized under Federal law.

For budgetary reasons, the recommended planned housing inspection program has not been inaugurated.

Although administrative co-ordination was not listed as a specific goal in the 1957 Workable Program, it was stated that, as the urban renewal program accelerates, it will be necessary to set up a co-ordinating committee. Such a committee has not yet been established; however, the Mayor has begun monthly meetings of the Chairmen and Executive Directors of the various City commissions for the purpose of co-ordinating City development programs. The Portland Development Commission is, of course, represented in these sessions.

The Mayor has also initiated periodic informational meetings for personnel of various city, county, and state departments and agencies, as well as interested private organizations and the press. The first such session was devoted to the work of the City Planning Commission.

GOALS FOR NEXT YEAR

The procedure recently inaugurated of monthly meetings of those City agencies dealing with public improvements will be continued. It is planned that such an Administrative Co-ordinating Committee be expanded to include representatives of the following:

The Mayor's office
The City Council
The Planning Commission
The Development Commission
The Commission of Public Docks
The Port Commission
The E-R Commission
The Bureau of Buildings
The Bureau of Health
The Bureau of Fire
The Bureau of Parks
The Bureau of Police
The Bureau of Traffic Engineering

FINANCING

PAST YEAR'S PROGRESS

It is possible to record substantial achievement in the area of financing urban renewal activities. The previously mentioned ballot measure, passed by the voters in May of 1958, provided for a special tax levy of two-thirds of one mill on the assessed valuation of taxable property within the City, or $400,000 per year, whichever is lesser, for five of any of the next ten years. Funds from this levy will be used to pay part of the City's share of the costs of the South Auditorium Project and to get other projects underway.

The City will also contribute non-cash grants-in-aid in the form of a fire station, major street widening, and other public improvements in the Project Area.

A third source of local revenue for Project No. I has been the Housing Authority of Portland. That agency has contributed both funds and land to the Development Commission.

During the year, the State Legislature passed a measure placing before the voters a proposal to amend the State Constitution so as

to allow cities to issue bonds for financing redevelopment, which would be repaid by the increased amount of tax revenue accrued from a renewal or redeveloped area. If this measure is passed, it will provide the means for an additional method of local financing for urban renewal activities; in order for the proposal to become operative, the Legislature must enact an appropriate statute.

Finally, in addition to current public improvement expenditures, there is a capital improvements package to be passed on by the voters at the general election. Various items contained therein would be of direct and indirect benefit to Portland's urban renewal efforts.

The recommendation in the 1957 Workable Program relative to raising the City's tax base has not been acted upon.

GOALS FOR NEXT YEAR

If State Ballot Measure No. 5, making possible the financing of urban renewal through the increase in tax revenues from redeveloped areas, is approved by the voters, it does not appear that further financing procedures will be necessary.

If this measure is not passed, other means of providing funds for the City-wide renewal program may have to be explored.

RELOCATION

PAST YEAR'S PROGRESS

This year, the final planning for the relocation of the people to be displaced from the South Auditorium site has been completed. During this process, a Site Occupancy Survey was conducted. The Relocation Plan submitted as part of the Final Project Report indicates that the site residents can be accommodated in existing housing that is decent, safe, and sanitary and sells or rents for prices which the residents can afford to pay.

However, continuous efforts have been made to stimulate interest in rehabilitating older multi-unit structures. These efforts are beginning to bear fruit, and several buildings are in the process of being renovated so that they will add to the City's supply of adequate housing. Now that the Project is entering the execution stage, staff for the site office is being assembled by the Portland Development Commission.

GOALS FOR NEXT YEAR

It is expected that the acquisition of property in the South Auditorium Project will get underway in March. If that scheduling does

not change, the site office will be opened the first of February. The Site Manager will be in complete charge of this office and will be responsible to the Chief of Relocation and Property Management. Working in and out of the site office will be four field workers and a maintenance supervisor. A management clerk and a clerk typist will be in the office at all times.

It is planned that, within the year, relocation service will be initiated for all people displaced as a result of any form of government action. The precise number of families and single individuals who will be involved during this initial period has yet to be determined; however, it is thought that the number will not be large, and that the service can be provided by the Portland Development Commission staff. Staff time spent in this connection, of course, will have to be paid for by other than Title I funds.

A City-wide housing inventory is being considered. This is necessary in order to anticipate deficits which will have to be taken care of if the long-term over-all relocation process is to (1) result in improved living conditions for the people displaced, and (2) be carried on in an orderly manner. A definite decision has not been made as to what agency of the City would direct and finance such an inventory.

Finally, efforts will be continued to promote new construction and the rehabilitation of existing structures in connection with the housing of displaced people.

CITIZEN PARTICIPATION

PAST YEAR'S PROGRESS

The Mayor's Advisory Council on Urban Renewal has been extremely active and of immeasurable service to the City this year, both in terms of the South Auditorium Project and in terms of the projected City-wide program. Averaging one meeting per month, MACOUR has given direction and encouragement to the renewal effort.

The organization now comprises some sixty members representing business and professional associations, civil and service organizations, colleges, commercial enterprises, government agencies, human relations agencies, labor organizations, news media, religious organizations, and social service agencies. These members have contributed much in the way of time and energy toward the common goal of improving the living, working, and general economic conditions in Portland.

During the fall and winter, the MACOUR carried on most of its work through eight committees: Planning, New Development, Rehabilitation and Conservation, Public Finance and Budget, Publicity-Education, Membership, Relocation, and Legislative.

In the months immediately proceeding the May election, the Council as a whole worked hard in support of the Development Commission ballot measure. An extensive education and information program was conducted in order to present to the citizens of Portland a complete picture of the urban renewal processes. As a result, approximately forty major organizations officially endorsed the measure, and many more unofficially gave their approval and support.

The Publicity-Education Committee of MACOUR interviewed many candidates for the job of carrying on the education-information program and reviewed their proposals. This committee was responsible for the selection of the public relations consultant and the advertising firm finally awarded the contract.

Now that the Development Commission is in operation, MACOUR is reviewing its functions and working out its relationship with the Commission.

GOALS FOR NEXT YEAR

Effective citizen participation results in individual understanding of the benefits which communities and neighborhoods can derive from an urban renewal program. It also results in community groups feeling a share of responsibility with local officials for carrying out objectives.

The Advisory Council's role should become even more important as neighborhood improvement associations are formed and as the rehabilitation and conservation aspects of urban renewal are carried forward. It seems likely that in the future, with the exception of the Relocation Committee, the Council will be less concerned with the South Auditorium Project and more involved with these improvement associations.

The following may be listed as scheduled activities:

1. Assisting in the organizing of neighborhood improvement groups.

2. Strengthening and helping improvement organizations and groups already formed.

3. Making known the wide variety of opportunities and tools provided by urban renewal.

4. Relating neighborhood needs and desires to actual and planned public improvement programs.

5. Reviewing and advising on the most efficient development of private and public improvement plans and programs possible in conjunction with urban renewal.

LIST OF EXHIBITS

. . . . . .

1. PORTLAND'S ECONOMIC PROSPECTS - December, 1957 (staff report).

2. ST. JOHNS AREA - September, 1958 (staff report).

3. LOCAL BUSINESS CENTERS - July, 1958 (staff report).

4. LAND FOR SCHOOLS - December, 1957.

5. SPECIAL REPORTS - 1957-1958.

6. TRAFFIC CIRCULATION AND PARKING REPORTS - 1957-1958.

7. ZONING ORDINANCE - September, 1958.

8. PUBLIC IMPROVEMENT NEEDS AND RESOURCES - February, 1958.

9. NEIGHBORHOOD DELINEATION - October, 1958.

10. ANNUAL REPORTS OF HEALTH AND BUILDING BUREAUS - 1957.