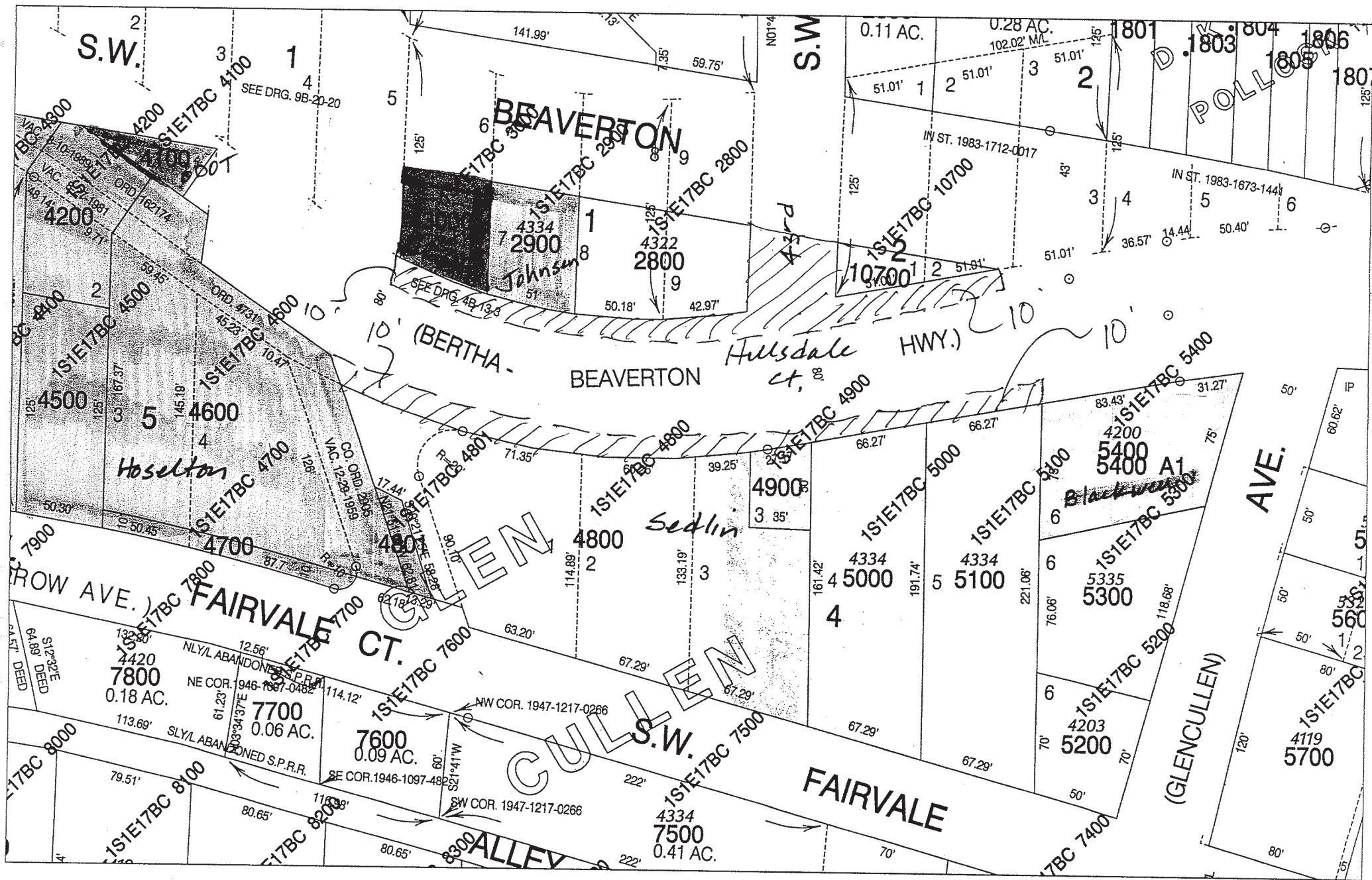


SW HILLSDALE CT STREET VACATIONIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ DEAN M. ALTERMAN -atty for applicant	805 SW BRUNSWICK #2150 97205	dean@fzslawfirm.com
✓ Greg Blackwell		
✓ Angela Blackwell		
✓ JACK Stanley	15020 SE Diamond Dr Clackamas OR 97015	jackmstanley@aol.com



ORIGINAL

**GROUP
MACKENZIE**

February 10, 2011

Barbara Sedlin
320 West 38th, Suite 1427
New York, NY 10018

Re: **Transportation Operations Analysis**
SW Hillsdale Court – Portland, Oregon
Project Number 2100300.00

Dear Ms. Sedlin:

This letter provides an evaluation and characterization of vehicular traffic using SW Hillsdale Court in Portland, Oregon. Specifically, this evaluation addresses traffic generated by Southwest Auto Body (auto repair use) and Cactus Jack's Tex-Mex Café (restaurant use).

For this analysis, video data was collected at two separate locations to identify vehicular traffic generated by the two uses. Data was collected from December 3 - 10, 2010.

For the auto repair use, the video data was reviewed to determine the classification of vehicle traffic (e.g., passenger vehicles, single-unit trucks, tractor trailer combinations, etc.). Data indicates the majority of traffic was passenger vehicles (e.g., customers and passenger vehicles delivering parts, windshields, etc.). There were also several single-unit trucks (e.g., FedEx, UPS, tow trucks, etc.) and there were no tractor-trailer combinations.

For the restaurant use, the video data was reviewed to determine parking needs during peak time periods. Data indicates peak parking demand occurs from approximately 5:45 - 6:45 PM on Fridays and Saturdays. During this peak period, parking demand associated with the restaurant use ranged from approximately 10 to 15 vehicles.

If you have any questions regarding this information, please call.

Sincerely,



Christopher M. Clemow, P.E., P.T.O.E.
Transportation Engineer

c: Peter Finley Fry (via email)

RiverEast Center | 1515 SE Water Avenue, Suite 100 | Portland, OR 97214

P.O. Box 14310 | Portland, OR 97293

Tel: 503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

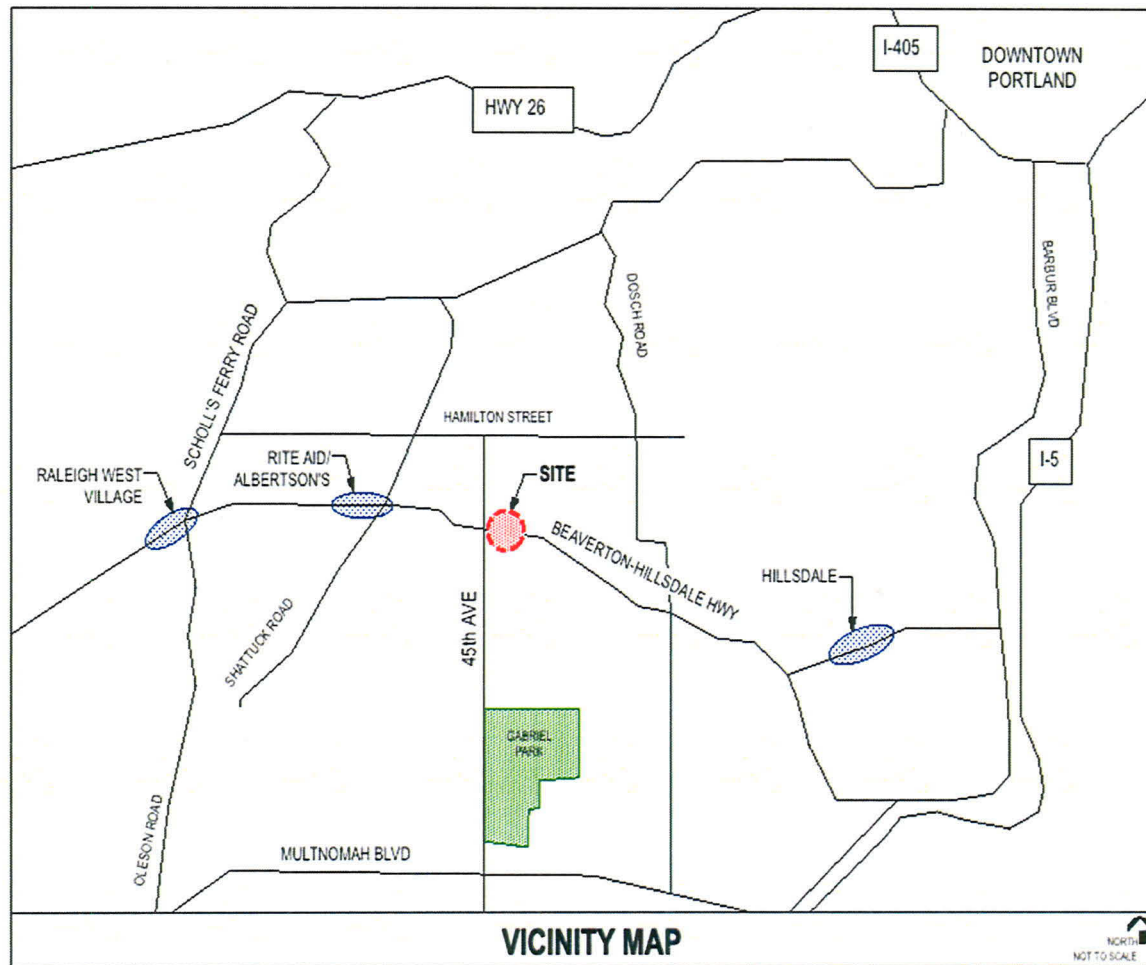
**Group
Mackenzie,
Incorporated**

Architecture
Interiors
Structural
Engineering
Civil Engineering
Land Use Planning
Transportation
Planning
Landscape
Architecture

Locations:

Portland, Oregon
Seattle, Washington
Vancouver, Washington

Barbara Sedlin - Proposed Street Vacation



SW Beaverton Hillsdale Hwy & 45th Ave

ORIGINAL



Hillsdale Court, west end



view east along SW Hillsdale Court onto SW Beaverton-Hillsdale Hwy

Barbara Sedlin - Proposed Street Vacation



view west along SW Hillsdale Court from SW Beaverton-Hillsdale Hwy

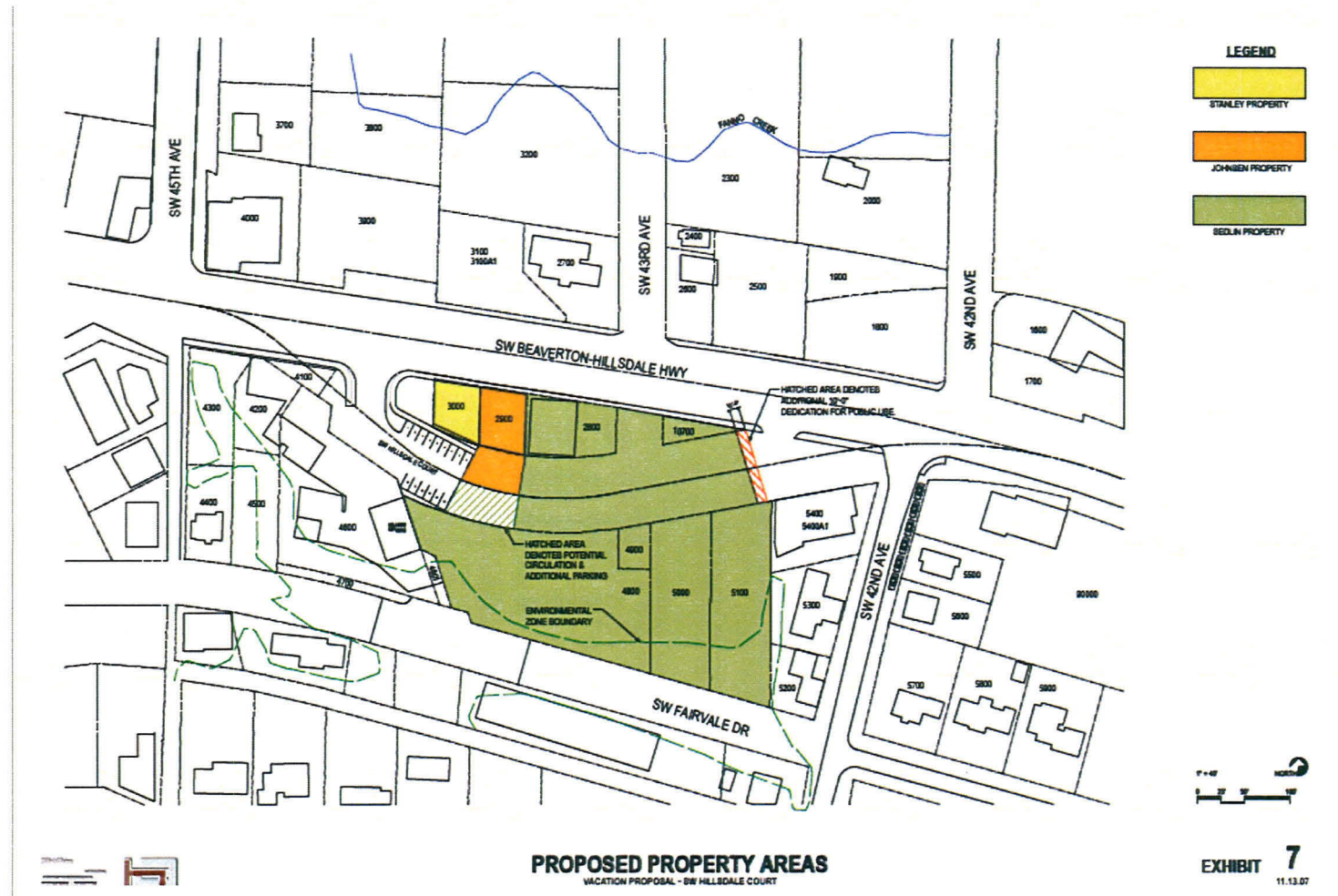


SW Hillsdale Court street view, fall 2010



SW Hillsdale Court, March 15, 2011 behind Sedlin and Johnson tracts

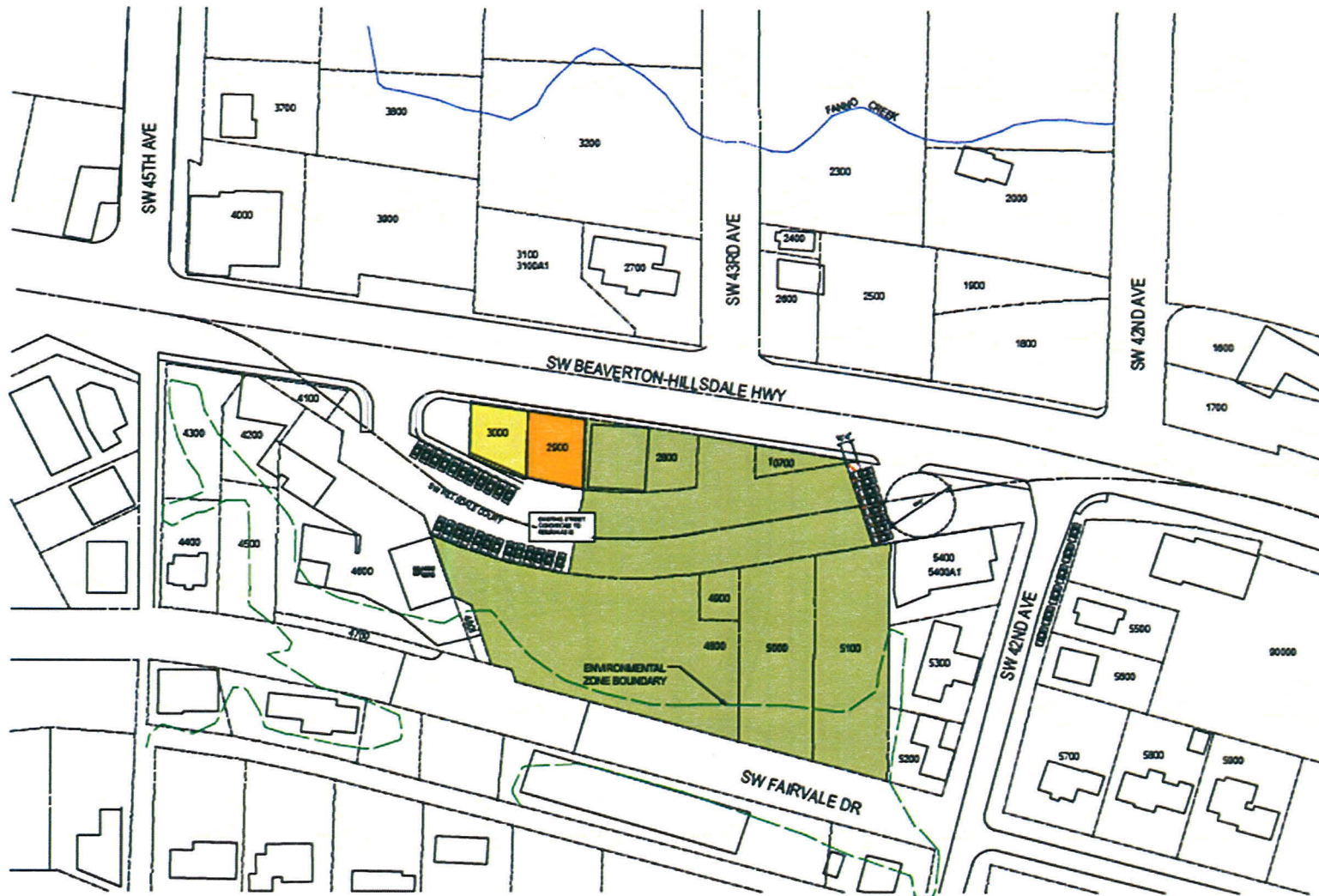




Street vacation, if Johnsen property is included

Barbara Sedlin - Proposed Street Vacation

Exhibit 8
10.00.10



PROPOSED PROPERTY AREAS VACATION PROPOSAL - SW HILLDALE COURT

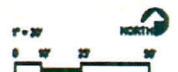
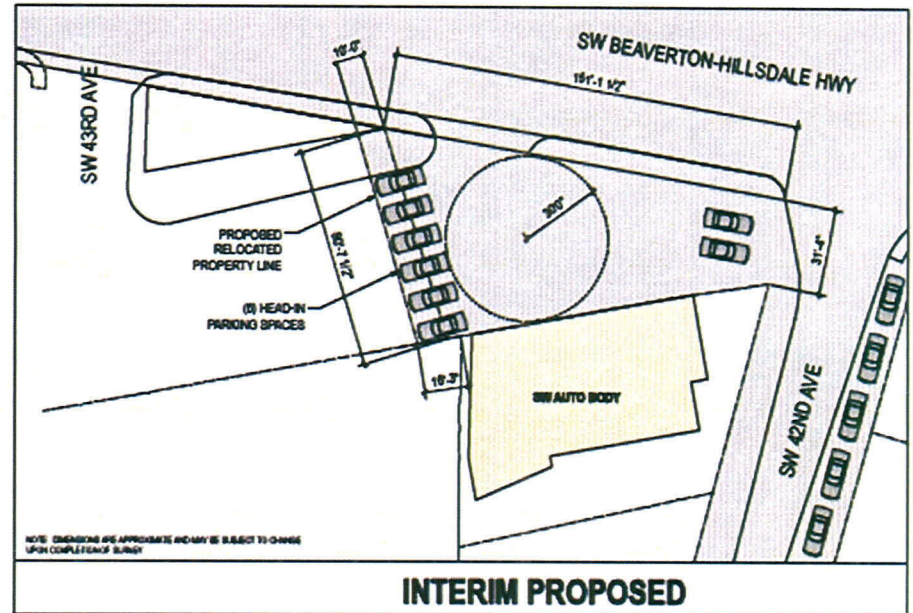
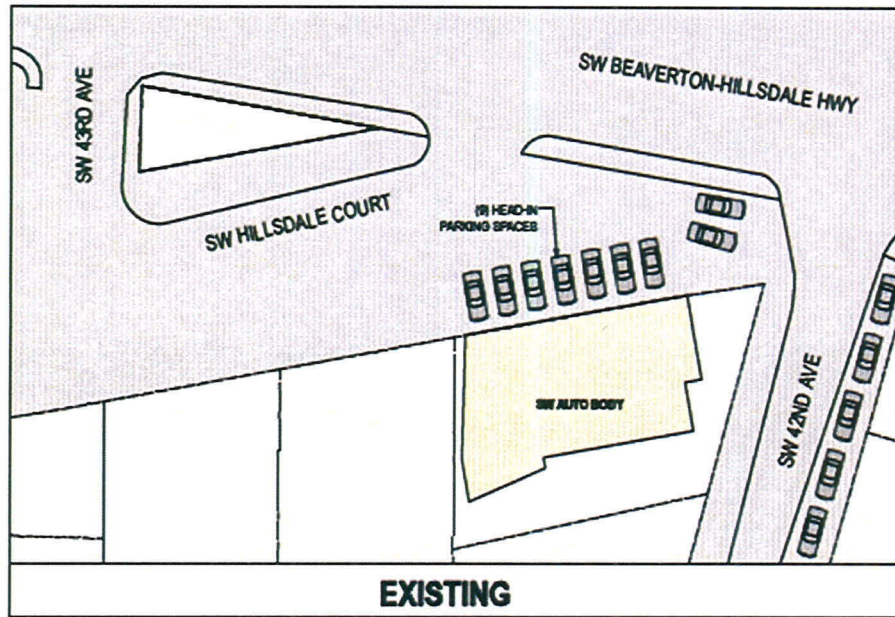
Plan B

Street vacation, if Johnsen property is not included

Holst Architecture

110 se 8th portland or 97214
V 503 233 9856 f 503 232 7135





March 10, 2011

BY MESSENGER

Mayor Sam Adams
Commissioner Nicholas Fish
Commissioner Amanda Fritz
Commissioner Randy Leonard
Commissioner Dan Saltzman
City Hall
1221 SW 4th Avenue
Portland, Oregon 97204

AUDITOR 03/10/11 PM 3:48

Re: Street vacation of SW Hillsdale Court (old Beaverton-Hillsdale Highway)
And SW 43rd Avenue
Our clients: Barbara Zidell Sedlin, Glenhill Associates, and Beaverhill Associates
Our file no. 6603.001

Dear Mayor Adams and Commissioners:

This is a proposal to vacate a portion of the old Bertha-Beaverton Highway in the Glencullen neighborhood in southwest Portland. You heard this matter on December 15 and continued the hearing to Wednesday, March 16 at 10:00 a.m.

I am writing this letter on behalf of Barbara Sedlin and her affiliated companies Glenhill Associates LLC and Beaverhill Associates LLC. Mrs. Sedlin, through Glenhill and Beaverhill, is the applicant and owns the property abutting the area proposed for vacation.

At the December 15 hearing, it became clear that Mrs. Sedlin and her neighbors did not agree on a design for the street after vacation, principally because of parking and maneuvering concerns. For this reason, Council gave two directives. First, Council directed Mrs. Sedlin to continue talking with the owners of the three nearby businesses about their concerns and encouraged her to pursue purchasing one of the two western properties (the Stanley and Johnsen properties). Second, Council directed the Bureau of Transportation (PBOT) to prepare and submit its own proposed design for how to reconfigure the street after a vacation.

Mrs. Sedlin and I have not yet seen the design that PBOT will present to you on March 16 and thus can't respond to it. Mrs. Sedlin did submit an offer to purchase the Johnsen tract for a price that she and I believe to be acceptable to Mr. and Mrs. Johnsen; however, we were not able to agree on the timing of a purchase to fit with the street vacation and the potential relocation of the Johnsens' business. Earlier this month the Johnsens changed their position on the street vacation and have said that they now oppose it.

Vacating this street is consistent with the comprehensive plan and with the City's efforts to encourage redevelopment, including transit-friendly redevelopment. The City does not want the street; it is of interest only to three businesses along the street. Mrs. Sedlin and I have talked with the owners of each of the three businesses or their lawyers to identify their concerns about the street vacation. There are two identified concerns: customer parking, and maneuvering room for small trucks. To satisfy those concerns, Mrs. Sedlin proposes to reduce the area to be vacated. She and I ask you to approve this reduced vacation, subject to the conditions of approval that I'm attaching to this letter.

I. Facts and Background

A. History of the area; Zoning and transportation designations

Hillsdale Court is a remnant loop of the original Bertha-Beaverton state highway (Highway 10), located just west of the current highway's intersection with SW 42nd Avenue. Hillsdale Court, which includes most of the area proposed to be vacated, is an 80-foot-wide right of way originally constructed as the Bertha-Beaverton state highway. It was already a state highway in 1925 when the subdivision of Glen Cullen was platted and what is now SW 43rd Avenue was created. Some years later the state highway department straightened the highway, cutting off this loop of the original highway. Still later the state transferred both the current highway and the old highway to the City.

Hillsdale Court serves five or six businesses and no residences. It is 80 feet wide – far wider than other neighborhood streets. It is as wide as SW Broadway and 33% wider than West Burnside Street west of SW 9th Avenue. It is paved for most of its width. One portion has a curb and another portion has a very short stretch of sidewalk.

Although the City may have agreed to maintain Hillsdale Court when it acquired it from the state, and the street shows evidence of having had thick layers of asphalt in the past, the City has not maintained it for many years and the street shows its neglect¹. The surface is cracked and potholed.

¹ As an example of the street's neglect, the City has not even installed street signs to identify Hillsdale Court.

For many years Barbara Sedlin and her companies have owned two lots between Hillsdale Court and the highway and four lots south of Hillsdale Court. The L & M Lumber Company operated on the south side of the old highway from the 1960s to the 1990s. The building became functionally obsolete and was demolished in 1996. Since 1996 the south property has been vacant.

Some years ago Mrs. Sedlin added to her property by buying from ODOT a small triangle of land at the east end of Hillsdale Court. She now owns three disconnected pieces of property along Hillsdale Court: the vacant L & M site south of Hillsdale Court, a convenience store building and parking lot north of Hillsdale Court and west of 43rd Avenue, and the small ODOT triangle east of 43rd Avenue.

The City has designated Beaverton-Hillsdale Highway as a Major City Traffic Street in the transportation element (Goal 6) of its comprehensive plan, and as a Major Transit Priority Street. Hillsdale Court and 43rd Avenue are Local Service Traffic Streets, the lowest designation.

Uses along Highway 10 within one half-mile of this property include apartments, restaurants, taverns, offices, auto service businesses, a large grocer, and a few houses. The affected land itself is all zoned CG, general commercial, and allows a wide variety of residential and commercial uses. Portions of the south (rear) lots slope upward are subject to a conservation zoning overlay that narrows the usable portion of the site.

B. Summary of the proposal

Mrs. Sedlin started to collect signatures for this street vacation in 1997. Some properties changed owners, and the owner of one parcel died during this process, which protracted her effort. The vacation petition was certified in 2002 and has been pending since then.

Mrs. Sedlin is asking you to vacate the central portion of Hillsdale Court and the stub of SW 43rd Avenue. This will remove an unneeded right-of-way and make her three separated tracts into one parcel with highway frontage that should be more attractive for redevelopment. Redevelopment of these parcels will also improve the appearance of the neighborhood, eliminate the nuisance of the vacant former industrial site, and provide additional tax revenue to the City.

II. This proposal is consistent with the City's comprehensive plan policies

This street does not serve any dwelling units and does not provide any "connectivity," meaning that no one uses the street to get from Point A to Point B unless either Point A or Point B is on the street. In addition to Mrs. Sedlin's property, the street serves one restaurant (Cactus Jack's, owned by Jack Stanley), one industrial business (C K Industries, owned by Bradley and

Laura Johnsen), one small office building, and two auto repair shops, one of which is Southwest Auto Body & Frame, owned by Gregory and Angela Blackwell.

It doesn't serve any purpose in the City's transportation system except to provide local access. It's far wider than necessary – it's the same width as the high-traffic Beaverton Highway. Although the City should be maintaining the street, the City doesn't maintain it. If the concerns of the three nearby businesses are satisfied, then the City doesn't need the street and should get rid of it to allow the area to redevelop.

If you approve this vacation, then Mrs. Sedlin's property will be one reasonably large parcel with frontage on Beaverton-Hillsdale Highway. Beaverton-Hillsdale Highway is a transit corridor. Although the City's comprehensive plan policies are not themselves standards of review for this application, they provide useful guidance. In Policy 6.19, for example, the City has committed to "reinforce the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets." This property is zoned CG, general commercial, which allows high-density residential and commercial development. Without the street vacation, however, one of the parcels is too small to be useful as anything other than a location for a sign. A second parcel has only minimal use, because it is not big enough to provide room for a reasonable transit-oriented development.

Policy 6.21, Right-of-Way Opportunities, also provides useful guidance. It states that the City's policy is to "preserve existing rights-of-way unless there is no existing or future need for them, established street patterns will not be significantly interrupted, and the functional purposes of nearby streets will be maintained."

The only existing use of this street is for some on-street parking for nearby businesses and maneuvering of small trucks. This street connects to the state highway in three closely-spaced places. If you approve this vacation, then the Blackwell property at the east end will have its own exclusive connection to the highway. The Johnsen and Stanley tracts at the west end will continue to share their connection with the other businesses at the west end. Under our proposal there will remain adequate room for on-street parking and for small trucks to maneuver and turn around. Vacating this street will not change the functional purpose of the remaining portions of Hillsdale Court, nor will it interfere with the use of Beaverton-Hillsdale Highway.

III. The applicant has responded to the concerns of the affected neighbors

Three nearby businesses have expressed concerns. Cactus Jack's is a restaurant and tavern on property owned by the restaurant's proprietor, Jack Stanley, at 4342 SW Beaverton-Hillsdale Highway. C K Industries is an industrial concern on property owned by its principals Bradley and Laura Johnsen at 4334 SW Beaverton-Hillsdale Highway. Southwest Auto Body & Frame is an automobile body repair workshop on property owned by its principals Gregory and Angela Blackwell at 4200 SW Beaverton-Hillsdale Highway. Cactus Jack's and C K Industries

are on the north side of Hillsdale Court, at the west end of the area to be vacated. Southwest Auto Body is on the south side of Hillsdale Court, at the east end of the area to be vacated. I've indicated the location of each on the maps attached to this letter.

A. Cactus Jack's (Jack Stanley) property: parking

The main concern Mr. Stanley identified was that parking continue to be available for his customers. Cactus Jack's has no off-street parking.² Because it is along a transit corridor, the code does not require Cactus Jack's to provide *any* off-street parking.³ A recent parking survey of the evening peak hour for Cactus Jack's (copy attached) showed a demand for 10 to 15 spaces.⁴ Mrs. Sedlin proposes to provide more than 20 head-in parking spaces in the public right-of-way to meet the measured peak demand.

When the C K Industries (Johnsen) property was included in the vacation (Proposed Site Plan A), Mrs. Sedlin was willing to grant an easement to Mr. Stanley to allow his customers to park in the green-hatched area across from the Johnsen tract that would accrue to Mrs. Sedlin's property, and to guarantee to provide up to 15 public or private spaces. I've attached a copy of the terms that Mrs. Sedlin proposed to Mr. Stanley. If the Johnsen property is still included in the vacation, then Mrs. Sedlin is willing to grant that easement to Mr. Stanley and to increase the parking cap to 20 spaces. If the Johnsen property is not included in the vacation (Proposed Site Plan B), then the remaining public right-of-way on the west end will accommodate 24 head-in spaces, more than enough to meet the restaurant's peak parking demand. The City allows head-in parking on busy streets such as SW 10th and 11th Avenues and can similarly allow head-in parking here, on this quiet street.⁵

B. C K Industries (Bradley and Laura Johnsen) property: truck maneuvering

The concern identified by Mr. Johnsen was that trucks coming to and from his business continue to have adequate maneuvering room and the ability to park in the street. The Johnsens' predecessor in title signed the petition to vacate the street, and the north half of Hillsdale Court adjacent to the Johnsens' property would accrue to the Johnsens and be available for use by the trucks of C K Industries. Mrs. Sedlin offered to grant to the Johnsens a non-exclusive easement over the portion of the south half of the vacated street across from the Johnsens' property, shown in green hatching on the map of Site Plan A. The full 80-foot width of the street would have continued to be available to C K Industries, which would provide adequate room for trucks to approach, turn, maneuver, and leave, just as they do now.

² The business lost its off-street parking several years ago when the building was expanded to cover its parking area.

³ PCC 33.266.110.B(3). Cactus Jack's obtained a variance several years ago to allow it to provide no off-street parking. See the attached December 28, 2010 memorandum from Peter Finley Fry.

⁴ Letter from Christopher M. Clemow, P.E., P.T.O.E. to Barbara Sedlin, February 1, 2011 (copy attached).

⁵ Most of the people who park on this street now take advantage of the wide street and park head-in already, even though it's not specifically permitted.

Since the December meeting, Mr. Johnsen has told PBOT staff that he now opposes the street vacation. Because he and Mrs. Johnsen own property that adjoins the area to be vacated, and because state law can be interpreted to prohibit the City from vacating the street in front of their property without their consent, Mrs. Sedlin withdraws that portion of the street from her request, and asks that you not vacate it unless the Johnsens consent at the hearing. Instead she proposes a reduced vacation as shown on Site Plan B.

As the full width of the street in front of C K Industries will remain public, it will continue to be available to C K Industries to use as it does now, satisfying the concern that Mr. Johnsen expressed, and will also be available for customers of Cactus Jack's.

If the Johnsens do consent to the full street vacation (Site Plan A) and you approve the full street vacation, then Mrs. Sedlin will provide to the Johnsens a parking and maneuvering easement in substantially the attached form.

C. Southwest Auto Body & Frame (Gregory and Angela Blackwell) property: maneuvering

Mr. and Mrs. Blackwell have said that trucks that deliver cars to Southwest Auto Body need room to turn around. Mrs. Sedlin has answered the Blackwells' concern by reducing the vacation at the east end by ten feet, measured from the eastern point of the small triangular lot between the highway and the old highway.⁶ This produces enough room for five or six cars to park and still leave a clear 60-foot turning radius for trucks to use for maneuvering. As part of the parking survey, Mrs. Sedlin collected video over a one-week period. During this period several single-unit trucks (delivery vans, tow trucks, etc.) were observed going to and from Southwest Auto Body, but no multi-unit trucks, so this should be adequate room for truck maneuvering.

In February, Mrs. Sedlin made a proposal to Mr. and Mrs. Blackwell to respond to their concerns (copy attached). The Blackwells did not accept her proposal. They made a counterproposal in which they asked Mrs. Sedlin to commit to giving them part of her portion of the vacated street. Mrs. Sedlin and the Blackwells have not come to agreement. She remains willing to offer her February proposal, if the City should impose those terms as conditions of approval.

⁶ The east end vacation, and thus the room available to Mr. and Mrs. Blackwell, is the same on Site Plan B as it is on Site Plan A.

D. General considerations for all neighbors

Council asked Mrs. Sedlin to negotiate with her neighbors and address their parking and maneuvering concerns. She has done that. Council did not ask Mrs. Sedlin to give her neighbors blank checks. Now that Mrs. Sedlin has addressed the stated concerns of the three nearest businesses, Council must face the broader policy question. Would the City rather hold onto a right-of-way that it does not want and does not maintain, and that is of little actual benefit to anyone, or would the City rather create a desirable site for transit-oriented redevelopment? The question is simple and the answer should be clear.

Barbara Sedlin does not have a specific development proposal for her property, nor in this economic climate is it likely that she will get one if the street is not vacated in a manner that unifies her three tracts into one. If you grant her request, she plans to offer the property for sale in the near future, or to seek a joint venture partner with development expertise. She thus suggests that instead of requiring her to physically close the street, you allow the street to remain open as a private street until a specific development plan is submitted for approval. Until then, she would allow the three neighboring businesses to continue to use the vacated street as they do now, and she would simply post signs to identify the area as a private street.

Any development plan will have to show how the proposed buildings would access the highway and the remaining portion of Hillsdale Court. At that time PBOT could impose conditions on the location and design of the access points for the protection of the operations of Cactus Jack's, C K Industries, and Southwest Auto Body.

IV. Conclusion

The City doesn't want this street. The neighbors' needs can be satisfied by leaving the remaining portion of the street at its generous width of 80 feet, allowing head-in parking on the west portion, and reducing the area to be vacated by eliminating the portion next to the Johnsen property and moving the east end of the vacation 16 feet to the west.

Mrs. Sedlin asks you to grant the vacation on the following conditions:

- a. Allow the applicant to leave the street open as a private street until a redevelopment plan is submitted and approved;
- b. Allow head-in parking on the remaining portion of the west end of Hillsdale Court, to meet the parking demands of the western businesses;
- c. Reserve a public easement for any utilities that are now in the street, until they are relocated pursuant to appropriate permits;

- d. If the City approves Plan A with the Johnsens' consent, require her to grant the Stanley and Johnsen properties easements in the forms attached to this letter;
- e. Require Tax Lot 4900 to be consolidated with either Tax Lot 4800 or Tax Lot 5000 so that it will have frontage on a public street; and
- f. Apply the other conditions relating to surveying and marking that the City ordinarily applies to street vacations.

Thank you for considering this proposal to vacate an unneeded and obsolete street. Barbara Sedlin and I hope that you will approve it and help to move this vacant property back toward the path of redevelopment.

Very truly yours,

FOLAWN ALTERMAN & RICHARDSON LLP






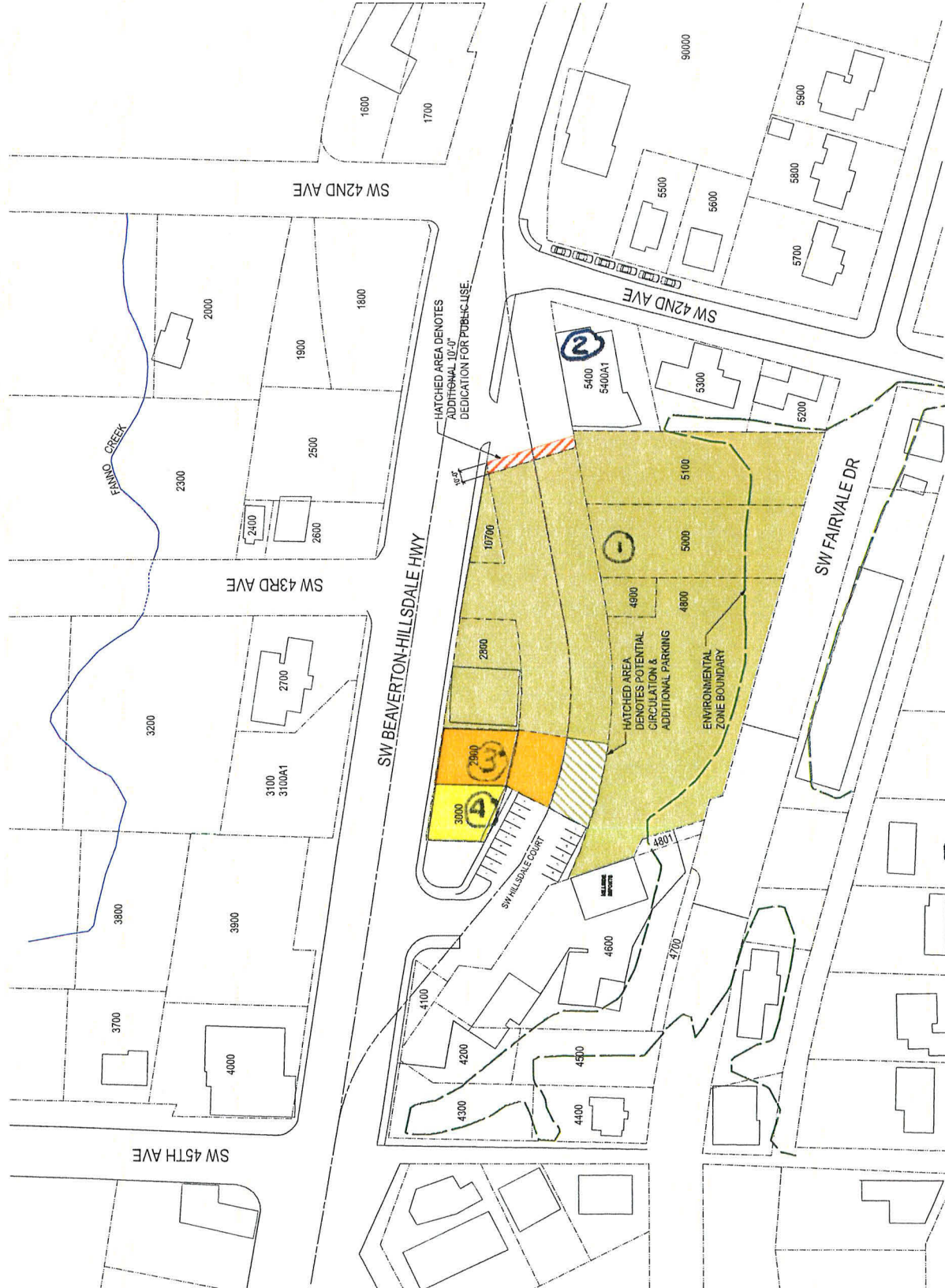
Dean N. Alterman

Enclosures: Proposed site plan A (if street next to the Johnsen property is vacated also)
Proposed site plan B (if the Johnsens' part of the street is withdrawn)
Detail of the east (Blackwell) end showing parking and turning circle
Proposed easement for Johnsen property (if site plan A is approved)
Proposed agreement for the Cactus Jack's property (if site plan A is approved)
Peter Finley Fry memorandum on parking, December 28, 2010
Christopher M. Clemow letter on Cactus Jack's parking, February 1, 2011

Copy w/encl.: Clerk of the Council
Ms. Barbara Z. Sedlin
Mr. Peter Finley Fry
Ms. Linda Birth, Portland Bureau of Transportation
Mr. Kurt Krueger, Portland Bureau of Transportation
Mr. David McEldowney, Portland Bureau of Transportation
Charles Denkers, Esq. (attorney for Gregory and Angela Blackwell)
Daniel Kearns, Esq. (attorney for Bradley and Laura Johnsen)
Mr. Jack Stanley

LEGEND

	STANLEY PROPERTY
	JOHNSON PROPERTY
	SEDLIN PROPERTY



PROPOSED PROPERTY AREAS
VACATION PROPOSAL - SW HILLDALE COURT

- 1- SEDLIN
- 2- BLACKWELL
- 3- JOHNSON
- 4- STANLEY

PLAN A

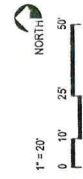
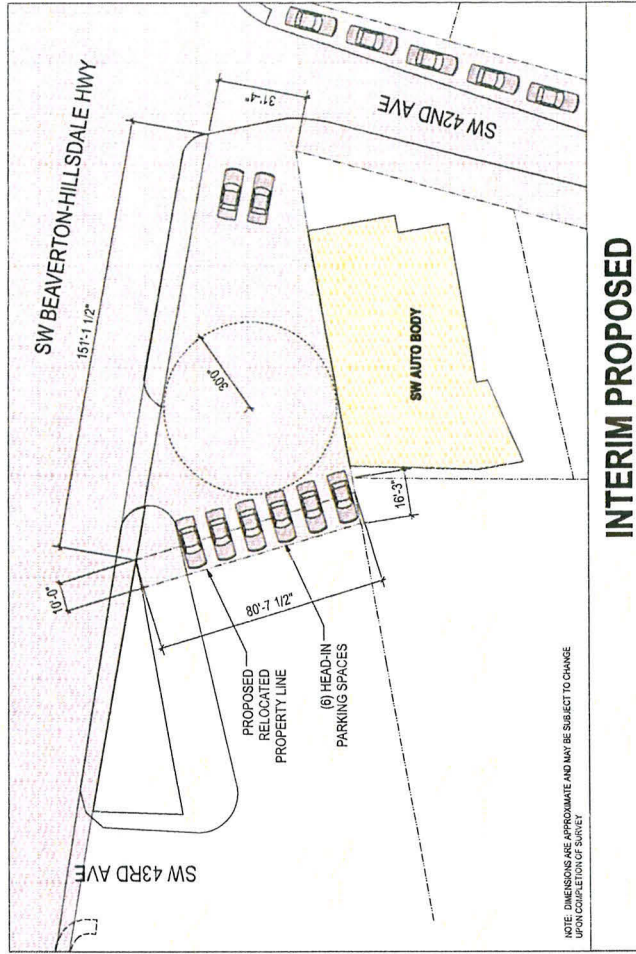
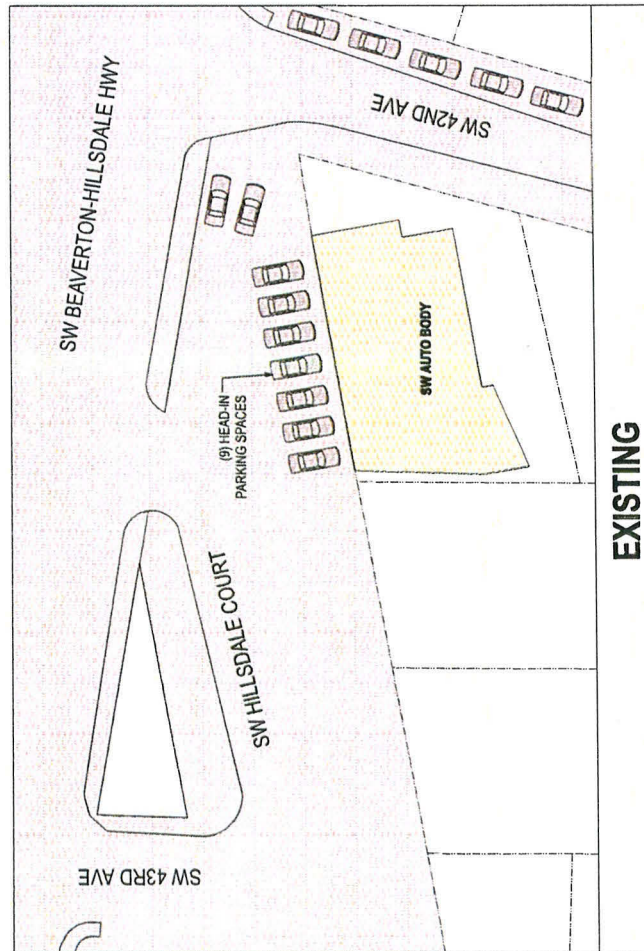




Plan B

PROPOSED PROPERTY AREAS
VACATION PROPOSAL - SW HILLSDALE COURT

VACATION PROPOSAL - SW HILLSDALE COURT



Grantor: GLENHILL ASSOCIATES, LLC

Grantee: JOHNSEN, Bradley S., Trustee
JOHNSEN, Laura C., Trustee

After recording return to:

Dean N. Alterman
Folawn Alterman & Richardson LLP
805 SW Broadway, Suite 2750
Portland, Oregon 97205

GRANT OF EASEMENT

Glenhill Associates LLC, an Oregon limited liability company ("Glenhill" or "Grantor"), grants to Bradley S. Johnsen and Laura C. Johnsen, as trustees (collectively "Johnsens") in connection with property owned by Johnsens legally described as Lot 7, Block 1, GLEN CULLEN, excepting the portion taken for the relocation and widening of Beaverton-Hillsdale Highway, in the City of Portland, Multnomah County, Oregon (the "Johnsen Property"), a permanent nonexclusive easement over the property described on the attached Exhibit A (the "Burdened Tract"), incorporated herein by this reference, as more specifically described in this Grant.

Glenhill and its affiliate Beaverhill Associates LLC, an Oregon limited liability company ("Beaverhill") have asked the City of Portland to vacate a portion of SW Hillsdale Court adjacent to the Johnsen Property. Conditioned only on the City of Portland approving and completing the vacation of SW Hillsdale Court as requested and accepted by Glenhill and Beaverhill, Glenhill grants to Johnsens the following permanent nonexclusive easements over those portions of the vacated street within the Burdened Tract, for the benefit of and appurtenant to the Johnsen Property:

1. A permanent non-exclusive easement for transient parking of cars and small trucks over those portions of the Burdened Tract that are designated for parking;
2. A permanent non-exclusive easement for vehicle ingress, egress, and maneuvering over those portions of the Burdened Tract that are improved for vehicle travel and not designated for parking; and
3. A permanent non-exclusive easement for drivers and passengers of vehicles that are parked in the Burdened Tract to walk to and from the Johnsen Property.

Grantor does not undertake to make any particular improvements in the Burdened Tract, and the use of the Burdened Tract by Johnsens and their tenants, invitees, and licensees is at the sole risk of Johnsens and their tenants, invitees, and licensees.

1 – EASEMENT (Glenhill to Johnsen)

This Agreement may be signed in multiple or counterpart copies, or with signatures sent by facsimile, each of which will be considered an original and which together form one agreement.

Grantor:

Glenhill Associates, LLC:

Barbara Z. Sedlin, Manager

State of Oregon)
County of Multnomah)

This Easement was acknowledged before me on _____, 2011 by Barbara Z. Sedlin as manager of Glenhill Associates, LLC, an Oregon limited liability company.

Notary Public for Oregon
My commission expires _____

EXHIBIT A

Burdened Tract

That portion of the south half of SW Hillsdale Court (identified as Bertha-Beaverton Highway on the recorded plat of GLEN CULLEN), when vacated, that lies west of a southerly extension of the east line of Lot 7, Block 1, GLEN CULLEN that has accrued or will accrue to the Glenhill Tract by reason of the vacation of a portion of SW Hillsdale Court that was approved on or about _____, 2011. The "Glenhill Tract" means Lot 1, Block 4, GLEN CULLEN, together with the portion of vacated SW Fairvale Drive that accrued thereto by reason of the vacation of December 29, 1959 under order 2905, recorded in Deed Book 1973, Page 600, Multnomah County Records.

Grantor: GLENHILL ASSOCIATES, LLC

Grantee: STANLEY, Jack M.

After recording return to:

Dean N. Alterman
Folawn Alterman & Richardson LLP
805 SW Broadway, Suite 2750
Portland, Oregon 97205

=====

GRANT OF EASEMENT

Glenhill Associates LLC, an Oregon limited liability company ("Glenhill" or "Grantor"), grants to Jack M. Stanley ("Stanley") in connection with property owned by Stanley legally described as Lot 6, Block 1, GLEN CULLEN, excepting the portion taken for the relocation and widening of Beaverton-Hillsdale Highway, in the City of Portland, Multnomah County, Oregon (the "Stanley Property"), a permanent nonexclusive easement over the property described on the attached Exhibit A (the "Burdened Tract"), incorporated herein by this reference, as more specifically described in this Grant.

Glenhill and its affiliate Beaverhill Associates LLC, an Oregon limited liability company ("Beaverhill") have asked the City of Portland to vacate a portion of SW Hillsdale Court adjacent to the Stanley Property. Conditioned only on the City of Portland approving and completing the vacation of SW Hillsdale Court as requested and accepted by Glenhill and Beaverhill, Glenhill grants to Stanley the following nonexclusive easements over those portions of the vacated street within the Burdened Tract, for the benefit of and appurtenant to the Stanley Property:

1. A non-exclusive easement for transient parking of cars and small trucks over those portions of the Burdened Tract that are designated for parking;
2. A non-exclusive easement for vehicle ingress, egress, and maneuvering over those portions of the Burdened Tract that are improved for vehicle travel and not designated for parking; and
3. A non-exclusive easement for drivers and passengers of vehicles that are parked in the Burdened Tract to walk to and from the Stanley Property.

These easements are permanent, with the following exception: If the Stanley Property ceases to be used as a restaurant, tavern, or other food service establishment for one continuous year, then these easements will terminate.

Grantor does not undertake to make any particular improvements in the Burdened Tract, and the use of the Burdened Tract by Stanley and his tenants, invitees, and licensees is at the sole risk of Stanley and his tenants, invitees, and licensees.

This Agreement may be signed in multiple or counterpart copies, or with signatures sent by facsimile, each of which will be considered an original and which together form one agreement.

Grantor:

Glenhill Associates, LLC:

Barbara Z. Sedlin, Manager

State of Oregon)
County of Multnomah)

This Easement was acknowledged before me on _____, 2011 by Barbara Z. Sedlin as manager of Glenhill Associates, LLC, an Oregon limited liability company.

Notary Public for Oregon
My commission expires _____

EXHIBIT A

Burdened Tract

That portion of the south half of SW Hillsdale Court (identified as Bertha-Beaverton Highway on the recorded plat of GLEN CULLEN), when vacated, that lies west of a southerly extension of the east line of Lot 7, Block 1, GLEN CULLEN that has accrued or will accrue to the Glenhill Tract by reason of the vacation of a portion of SW Hillsdale Court that was approved on or about _____, 2011. The "Glenhill Tract" means Lot 1, Block 4, GLEN CULLEN, together with the portion of vacated SW Fairvale Drive that accrued thereto by reason of the vacation of December 29, 1959 under order 2905, recorded in Deed Book 1973, Page 600, Multnomah County Records.

December 28, 2010

MEMORANDUM

TO: Barbara Sedlin
FROM: Peter Finley Fry
RE: Parking Analysis for 4342 SW Beaverton Hillsdale Highway
Cactus Jack

Property Description

The restaurant is located on the south side of Beaverton Hillsdale Highway and has no dedicated off-street parking. On-street parking exists adjacent on the south east and west sides. The property to the east is currently undeveloped so there is little competition for the available on-street parking which is first-come first-serve and unrestricted. The restaurant serves lunch and dinner and has a predominant "happy hour" business. This restaurant type typically has its peak demand between 4:00 and 7:00 pm.

Urban restaurants need not to have large parking areas associated with them. There are numerous examples of restaurants throughout Portland with no dedicated parking where patrons must compete with others for the on-street parking. In this case, if the surrounding property was built-out, then the restaurant patrons would need to compete for available on-street parking spaces. The variance (see extenuating circumstances) specifically prohibits the on-street parking to be used solely for the restaurant. In successfully requesting the variance, the owner had to demonstrate the restaurant did not need off-street parking.

Zoning Code Requirement

If the restaurant were constructed under the current zoning code; no dedicated off-street parking would be required as it is adjacent to a transit street with less than then twenty minute peak headways. If it were not located near a transit street, then a minimum of 11 and a maximum of 42 dedicated off-street parking spaces would be required..

Extenuating Circumstances

1) In 1983, the property's owner requested, and was granted, a variance (VZ -63-83) that reduced the required number of dedicated off-street parking spaces from 12 to 0. Variances are fundamentally different from adjustments currently being used and require very strict criteria to be met. A condition of the variance requires the existing and future head-on parking within the right-of-way must be available to the general public and cannot be restricted to the use of restaurant customers.

2) In 2003, the property's owner requested and was granted an adjustment (2003-148342-000-00-LU) to increase the maximum building coverage from 85% to 97% which left 81 square feet of land not covered by a structure – making dedicated off-street parking impossible unless it is within the structure.

February 1, 2011

Barbara Sedlin
320 West 38th, Suite 1427
New York, NY 10018

Re: **Transportation Operations Analysis**
SW Hillsdale Court – Portland, Oregon
Project Number 2100300.00

Dear Ms. Sedlin:

This letter provides an evaluation and characterization of vehicular traffic using SW Hillsdale Court in Portland, Oregon. Specifically, this evaluation addresses traffic generated by Southwest Auto Body (auto repair use) and Cactus Jack's Tex-Mex Café (restaurant use).

For this analysis, video data was collected at two separate locations to identify vehicular traffic generated by the two uses. Data was collected from December 3 – 10, 2010.

For the auto repair use, the video data was reviewed to determine the classification of vehicle traffic (e.g., passenger vehicles, single-unit trucks, tractor trailer combinations, etc.). Data indicates the majority of traffic was passenger vehicles (e.g., customers and passenger vehicles delivering parts, windshields, etc.). There were also several single-unit trucks (e.g., FedEx, UPS, tow trucks, etc.) and there were no tractor-trailer combinations.

For the restaurant use, the video data was reviewed to determine parking needs during peak time periods. Data indicates peak parking demand occurs from approximately 5:45 – 6:45 PM on Fridays and Saturdays. During this peak period, parking demand associated with the restaurant use ranged from approximately 10 – 15 vehicles.

If you have any questions regarding this information, please call.

Sincerely,

Christopher M. Clemow, P.E., P.T.O.E.
Transportation Engineer

c: Peter Finley Fry (via email)

FINANCIAL IMPACT STATEMENT

For Council Action Items

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Linda Birth		2. Telephone No. 503-823-7461	3. Bureau/Office/Dept. PBOT/Right-of-Way Acq.
5a. To be filed (hearing date): October 20, 2010	5b. Calendar (Check One) Regular <input checked="" type="checkbox"/> Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/>		4. Date Submitted to Commissioner's office and FPD Budget Analyst: October 4, 2010

1) Legislation Title: Denial of a vacation request for a portion of SW Hillsdale Ct and a portion of SW 43rd Ave south of SW Beaverton Hillsdale Hwy (Hearing; Ordinance; VAC-10011)

2) Purpose of the Proposed Legislation: The purpose of this legislation is to deny a vacation request, as recommended in the City Engineer's Report dated September 20, 2010.

Revenue and/or Expense:

Is ALL the Revenue and/or Expense a part of the current year's budget? Yes **XX** No _____
 SAP COST OBJECT No(s): 9TR000000186 _____ then go to Step #5.
 If NO, complete Steps 3 & 4. For modifications to budgets, identify/discuss only the changes to the budget.

3) Revenue:

Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If new revenue is generated please identify the source.

4) Expense:

What are the costs to the City as a result of this legislation? What is the source of funding for the expense? (Please include costs in the current fiscal year as well as costs in future years) (If the action is related to a grant or contract please include the local contribution or match required) ("If there is a project estimate, please identify the **level of confidence**.")

Staffing Requirements:

5) Will any positions be created, eliminated or re-classified in the current year as a result of this legislation? (If new positions are created please include whether they will be part-time, full-time, limited term or permanent positions. If the position is limited term please indicate the end of the term.) Not applicable to this action.

6) Will positions be created or eliminated in *future years* as a result of this legislation?

Complete the following section if you are accepting and appropriating a grant via ordinance. This section should only be completed if you are adjusting total appropriations, which currently only applies to grant ordinances. Not applicable to this action.

7) Change in Appropriations (If the accompanying ordinance amends the budget, please reflect the dollar amount to be appropriated by this legislation. If the appropriation includes an interagency agreement with another bureau, please include the partner bureau budget adjustments in the table as well. Include the appropriate cost elements that are to be loaded by the Grants Office and/or Financial Planning. Use additional space if needed.) Not applicable to this action.

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 10-08-10



APPROPRIATION UNIT HEAD

SUSAN D. KEIL, Director, Bureau of Transportation

Staff
10-20-10

PortlandMaps

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2009 / '08 / '07 / '06 / '05 / '04 / '03 / '02 / '01

6" / 2' / 4' / 10' / 20'

Streets: **On** Lots: **On** Dot: **On**

0 | 100 FT

City of Portland, Corporate GIS

10/11/2010

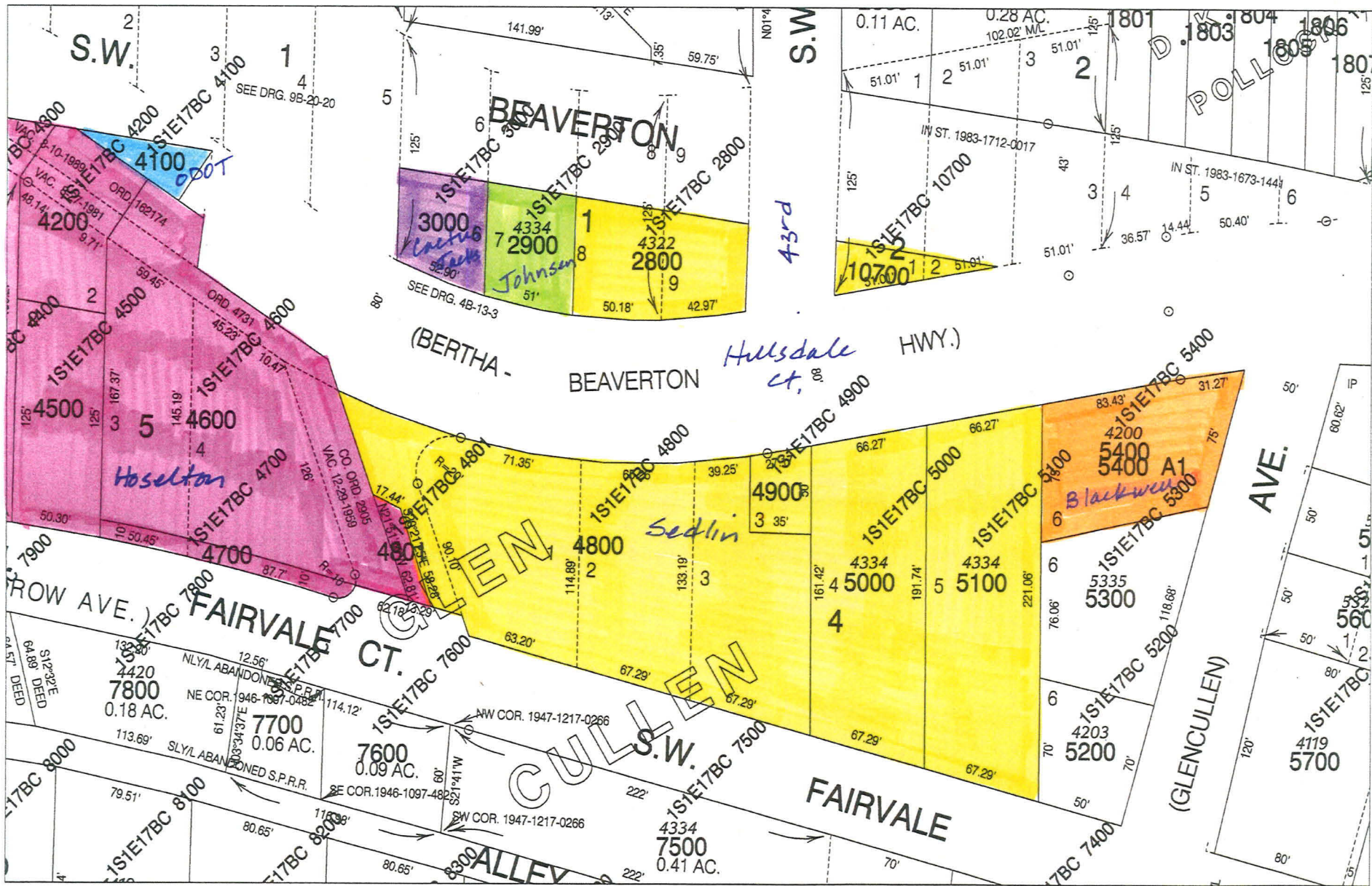
THE GIS APPLICATIONS ACCESSED THROUGH THIS WEB SITE PROVIDE A VISUAL DISPLAY OF DATA FOR YOUR CONVENIENCE. EVERY REASONABLE EFFORT HAS BEEN MADE TO ASSURE THE ACCURACY OF THE MAPS AND ASSOCIATED DATA. THE CITY OF PORTLAND MAKES NO WARRANTY, REPRESENTATION OR GUARANTEE AS TO THE CONTENT, SEQUENCE, ACCURACY, TIMELINESS OR COMPLETENESS OF ANY OF THE DATA PROVIDED HEREIN. THE USER OF THESE APPLICATIONS SHOULD NOT RELY ON THE DATA PROVIDED HEREIN FOR ANY REASON. THE CITY OF PORTLAND EXPLICITLY DISCLAIMS ANY REPRESENTATIONS AND WARRANTIES, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. THE CITY OF PORTLAND SHALL ASSUME NO LIABILITY FOR ANY ERRORS, OMISSIONS, OR INACCURACIES IN THE INFORMATION PROVIDED REGARDLESS OF HOW CAUSED. THE CITY OF PORTLAND SHALL ASSUME NO LIABILITY FOR ANY DECISIONS MADE OR ACTIONS TAKEN OR NOT TAKEN BY THE USER OF THE APPLICATIONS IN RELIANCE UPON ANY INFORMATION OR DATA FURNISHED HEREUNDER. FOR UPDATED INFORMATION ABOUT THE MAP DATA ON PORTLANDMAPS PLEASE REFER TO [CITY'S METADATA](#). FOR QUESTIONS ABOUT ASSESSMENT INFORMATION PLEASE CONTACT THE COUNTY ASSESSORS OFFICE IN YOUR COUNTY.

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SW HILLSDALE CT STREET VACATION

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ BARBARA Z. SEDLIN	320 W 38th #1427 NY, NY 10018	bzsedlin@aol.com
✓ Jack Stanley	15020 SE Diamond Dr Clackamas, OR 97015	Jackmstanley@aol.com
✓ AISE GORFTH	506 NE BRINGTON 97212	1550112@comcast.net
✓ RICHARD FREIMARK	1028 SE WATSON AVE, PDY 97014	RICHARD F@MERIDIANTRUSTEES.com
✓ Charles Denkers	4208 SE HANSON	CPDENKER3@attsonline.com



Reppeto & Associates, Inc.
Land Surveyors

12730 SE Stark Street
Portland, OR 97220

Phone: (503)-408-1507
Fax: (503)-408-2370

April 10, 2007

Barbara Sedlin
RE: S.W. Hillsdale Court Street Vacation

LEGAL DESCRIPTION

TOTAL STREET VACATION AREA

A PORTION OF S.W. HILLSDALE COURT AND A PORTION OF S.W. 43RD AVENUE, IN A PORTION OF THE PLAT OF GLEN CULLEN, SITUATED IN THE NORTHWEST QUARTER OF SECTION 5, TOWNSHIP 1 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CITY OF PORTLAND, MULTNOMAH COUNTY OREGON, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 5, BLOCK 4 SAID PLAT OF GLEN CULLEN, BEING ALSO ON THE SOUTHERLY RIGHT OF WAY LINE OF SAID S.W. HILLSDALE COURT; THENCE, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, SOUTH 77°41'58" WEST, 159.29 FEET; THENCE, CONTINUING ALONG SAID SOUTHERLY RIGHT OF WAY LINE, ALONG THE ARC OF A 387.30 FOOT NON-TANGENT CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 29°00'50", (CHORD BEARS NORTH 86°34'32" WEST, 194.03 FEET, RADIUS BEARS NORTH 11°05'02" WEST), AN ARC DISTANCE OF 196.12 FEET; THENCE, NORTH 21°58'51" EAST, 78.28 FEET TO THE SOUTHEAST CORNER OF LOT 6, BLOCK 1, SAID PLAT OF GLEN CULLEN, BEING ALSO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF SAID S.W. HILLSDALE COURT; THENCE, ALONG THE SOUTH LINE OF SAID BLOCK 1 AND SAID NORTHERLY RIGHT OF WAY LINE, ALONG THE ARC OF A 307.30 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 27°55'24", (CHORD BEARS SOUTH 87°44'28" EAST, 148.29 FEET, RADIUS BEARS NORTH 16°13'14" EAST), AN ARC DISTANCE OF 149.76 FEET; THENCE, CONTINUING ALONG THE SOUTH LINE OF SAID BLOCK 1 AND SAID NORTHERLY RIGHT OF WAY LINE, NORTH 78°35'00" EAST, 2.53 FEET TO THE SOUTHEAST

Reppeto & Associates, Inc.
Land Surveyors

12730 SE Stark Street
Portland, OR 97220

Phone: (503)-408-1507
Fax: (503)-408-2370

LEGAL DESCRIPTION CONTINUED

CORNER OF LOT 9, BLOCK 1, SAID PLAT OF GLEN CULLEN, ALSO BEING A POINT ON THE WEST RIGHT OF WAY LINE OF SAID S.W. 43RD AVENUE; THENCE, ALONG THE EAST LINE OF SAID LOT 9 AND ALONG SAID WEST RIGHT OF WAY LINE, NORTH 0°00'00" EAST, 46.55 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF S.W. BEAVERTON HILLSDALE HIGHWAY; THENCE, ALONG THE EASTERLY EXTENSION OF SAID SOUTHERLY RIGHT OF WAY LINE, SOUTH 82°42'34" EAST, 50.41 FEET TO A POINT ON THE WEST LINE OF LOT 1, BLOCK 2, SAID PLAT OF GLEN CULLEN AND THE EAST RIGHT OF WAY LINE OF SAID S.W. 43RD AVENUE; THENCE, ALONG THE WEST LINE OF SAID LOT 1 AND ALONG SAID EAST RIGHT OF WAY LINE, SOUTH 0°00'00" WEST, 30.06 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1, ALSO BEING A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF S.W. HILLSDALE COURT; THENCE, ALONG THE SOUTHERLY LINE OF SAID BLOCK 2 AND ALONG SAID NORTHERLY RIGHT OF WAY LINE NORTH 78°35'00" EAST, 92.95 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF SW BEAVERTON HILLSDALE HIGHWAY; THENCE, SOUTH 21°03'49" EAST, 78.65 FEET TO THE POINT OF BEGINNING.

CONTAINS 27,625 SQUARE FEET OR 0.634 ACRES.

SW BEAVERTON HILLSDALE HIGHWAY

SEE ODOT DRAWING 4B-13-3 & 9B-20-20
RIGHT OF WAY VARIES

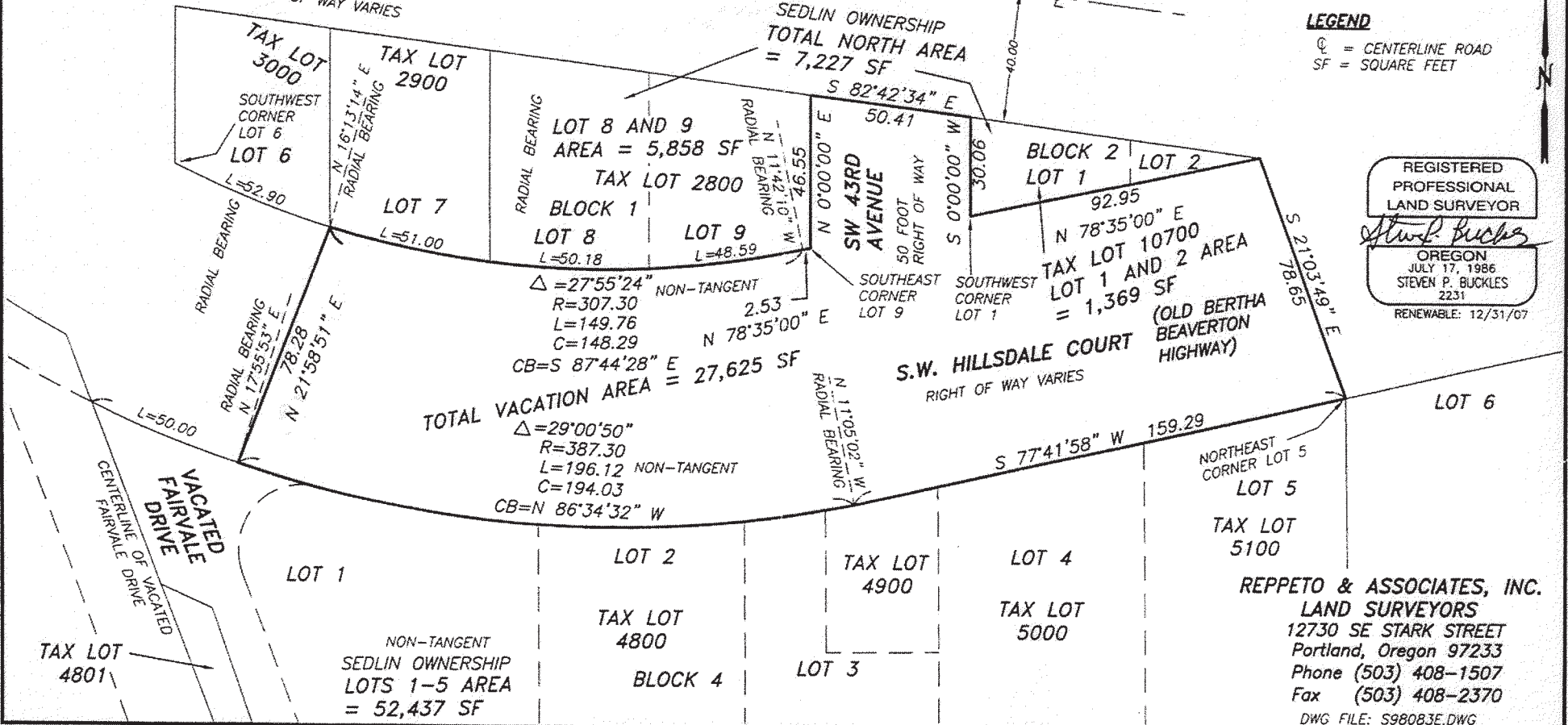
EXHIBIT MAP
STREET VACTION
IN A PORTION OF THE PLAT OF GLEN CULLEN,
SITUATED IN THE NORTHWEST QUARTER OF
SECTION 5, TOWNSHIP 1 SOUTH, RANGE 1 EAST,
WILLAMETTE MERIDIAN, CITY OF PORTLAND,
MULTNOMAH COUNTY, OREGON

DATE: APRIL 16, 2007 SCALE 1"=30'
FOR: BARBARA SEDLIN

LEGEND

CL = CENTERLINE ROAD
SF = SQUARE FEET

REGISTERED
PROFESSIONAL
LAND SURVEYOR
Steven P. Buckles
OREGON
JULY 17, 1986
STEVEN P. BUCKLES
2231
RENEWABLE: 12/31/07



TALKING POINTS

PROJECT LOCATION – exhibit 1 & 2

PROJECT HISTORY – exhibit 3 & 4

PROJECT VISION – exhibit 5 & 6

OLD HIGHWAY – exhibit 7

- The right-of-way is a remnant of an old highway that was replaced by a straightened Beaverton Hillsdale Highway.
- The realignment of the highway created fragments of property between the two right-of-ways and buried what was once street frontage property back behind the fragment buildings.

EXISTING RIGHT OF WAY – exhibit 8, 9 & 10

- The old right-of-way transportation purpose was replaced by the new highway.
- The old right-of-way is larger and in the wrong location for a local street; has no sidewalks and is not maintained despite the City's requirement to maintain it.

PROCESS – exhibit 11

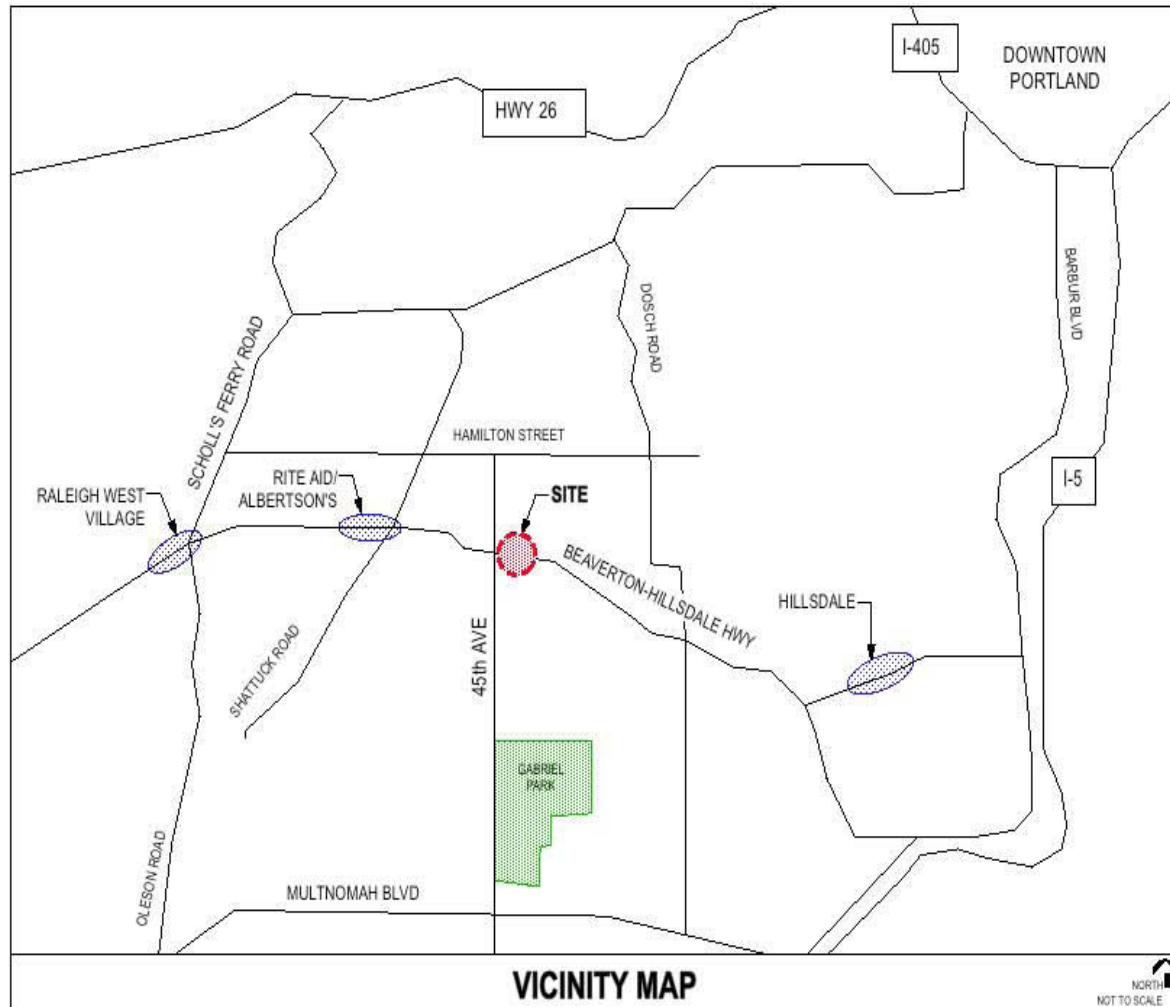
- The applicant went through an extraordinary process to gather the signatures to bring this petition before Portland's City Council.
- The applicant has incurred extraordinary expenses in an open public process that included numerous meetings including SW planning process.

STREET DESIGN OPTIONS – exhibit 12, 13, 14 & 15

PUBLIC / PRIVATE PURPOSES – exhibit 16

- The consolidated property is large enough to develop an integrated multiple use project.
- The entire property will gain street frontage and allow the development to be viewed by the traveling public.
- The redevelopment will allow the Portland Bureau of Transportation to place access points at save and logical locations.
- The redevelopment will allow the sidewalks to be widened for a significant length of Beaverton/Hillsdale Highway.
- The rear of the property is a conservation zone; the street vacation will allow the development to be pushed out to the north to protect the resource and gain better southern light exposure.
- The property is a prime location for transit-oriented housing.
- Redevelopment results in increased property taxes including the right of way that is now private property and development would pay SDC's.
- Redevelopment of area creates jobs in construction in the near future and for the long term in local enterprises.





SW Beaverton Hillsdale Hwy & 45th Ave





SW Beaverton Hillsdale Hwy & 45th Ave

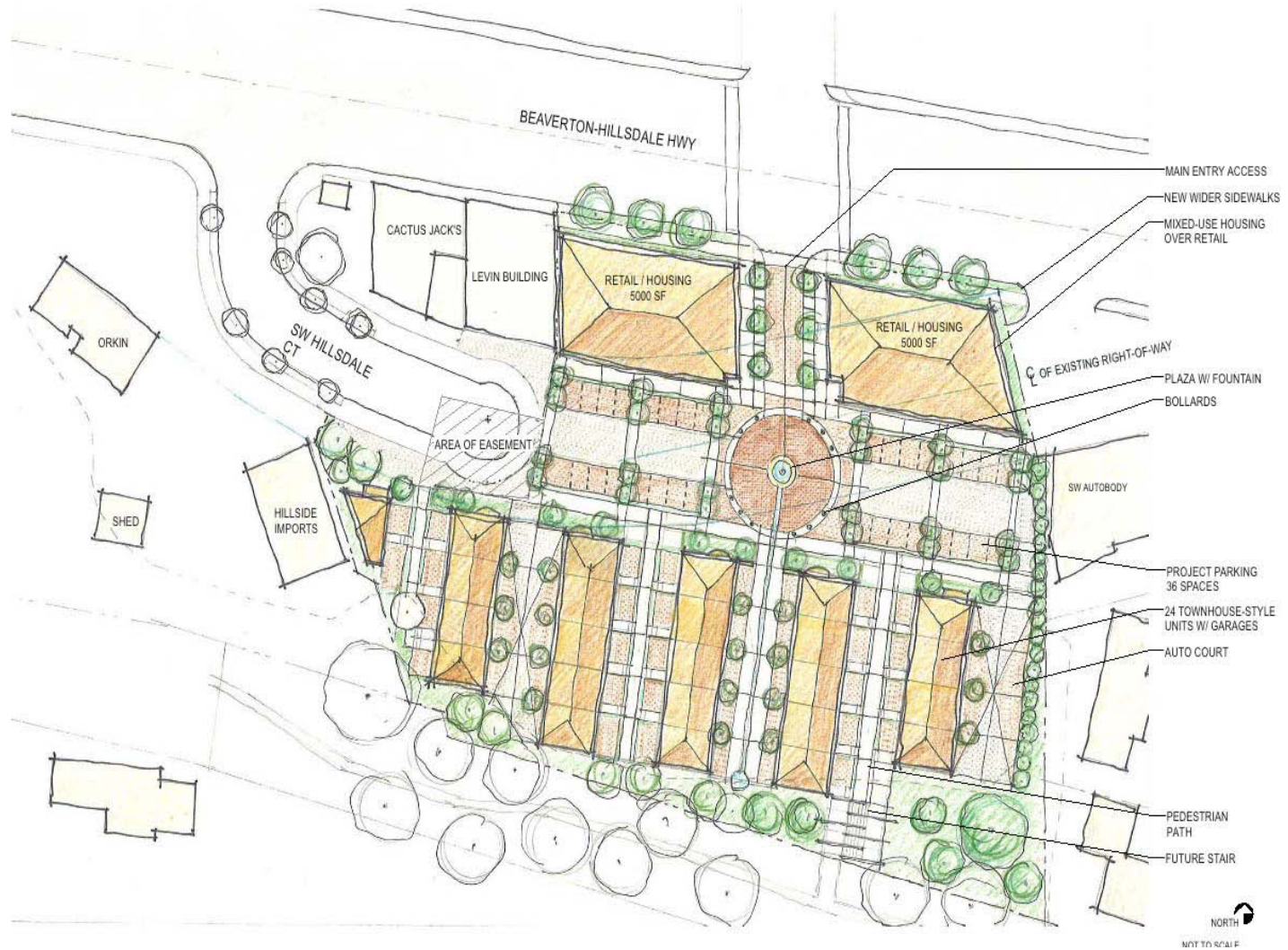




view west along SW Hillsdale Court from SW Beaverton-Hillsdale Hwy



PROPOSED PROPERTY AREAS



DEVELOPMENT CONCEPT



DEVELOPMENT CONCEPT - STREET VIEW



SW Beaverton Hillsdale Hwy & 45th Ave





view west along SW Hillsdale Court

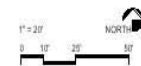
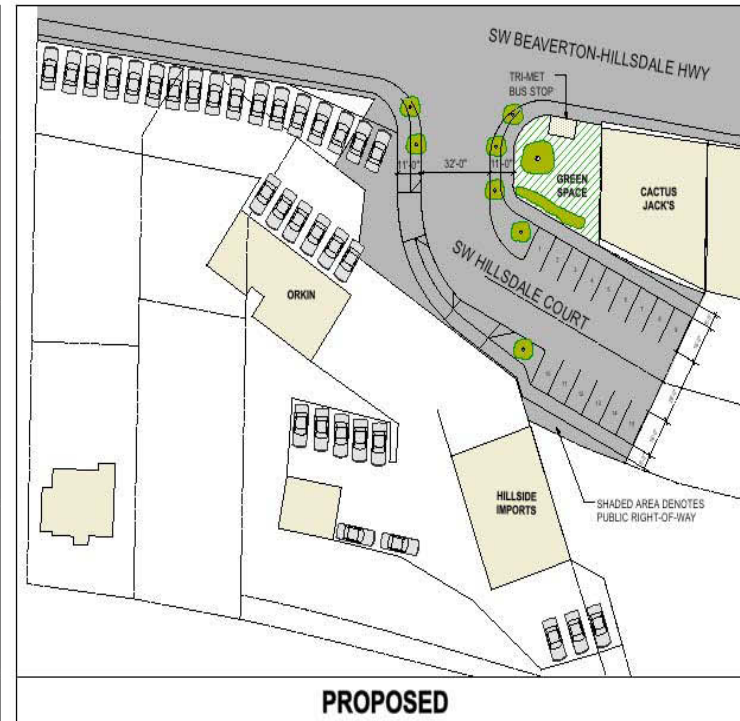
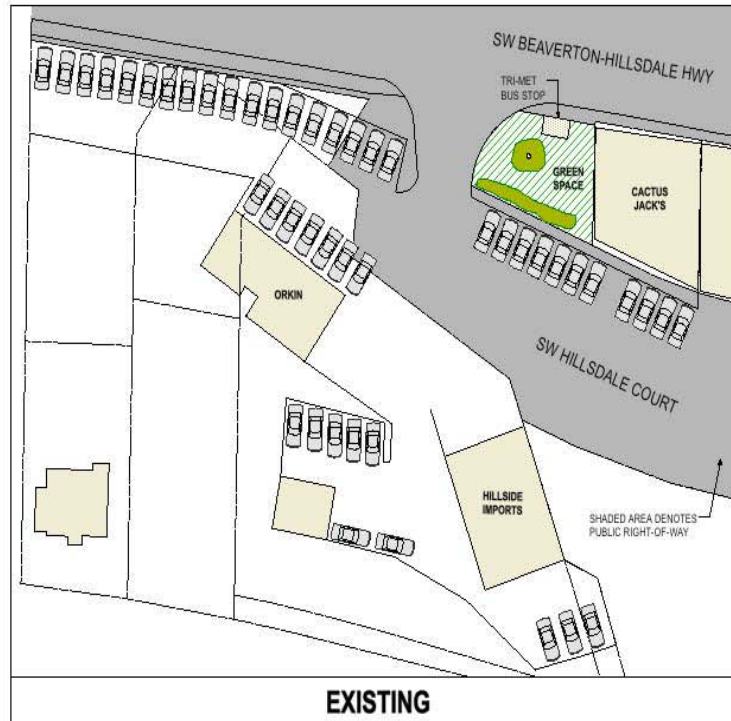


view east along SW Hillsdale Court



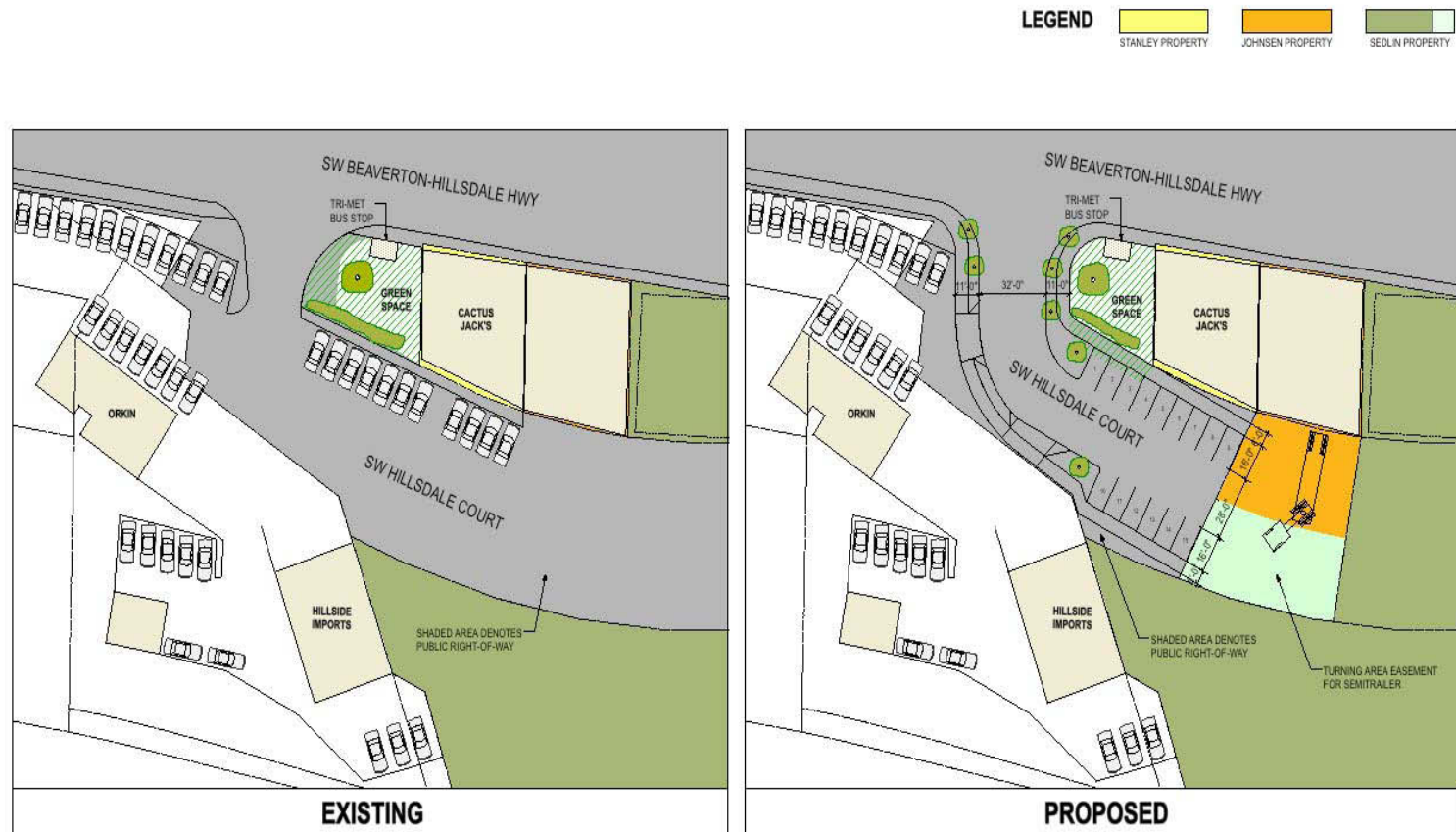
view east along SW Hillsdale Court onto SW Beaverton-Hillsdale Hwy



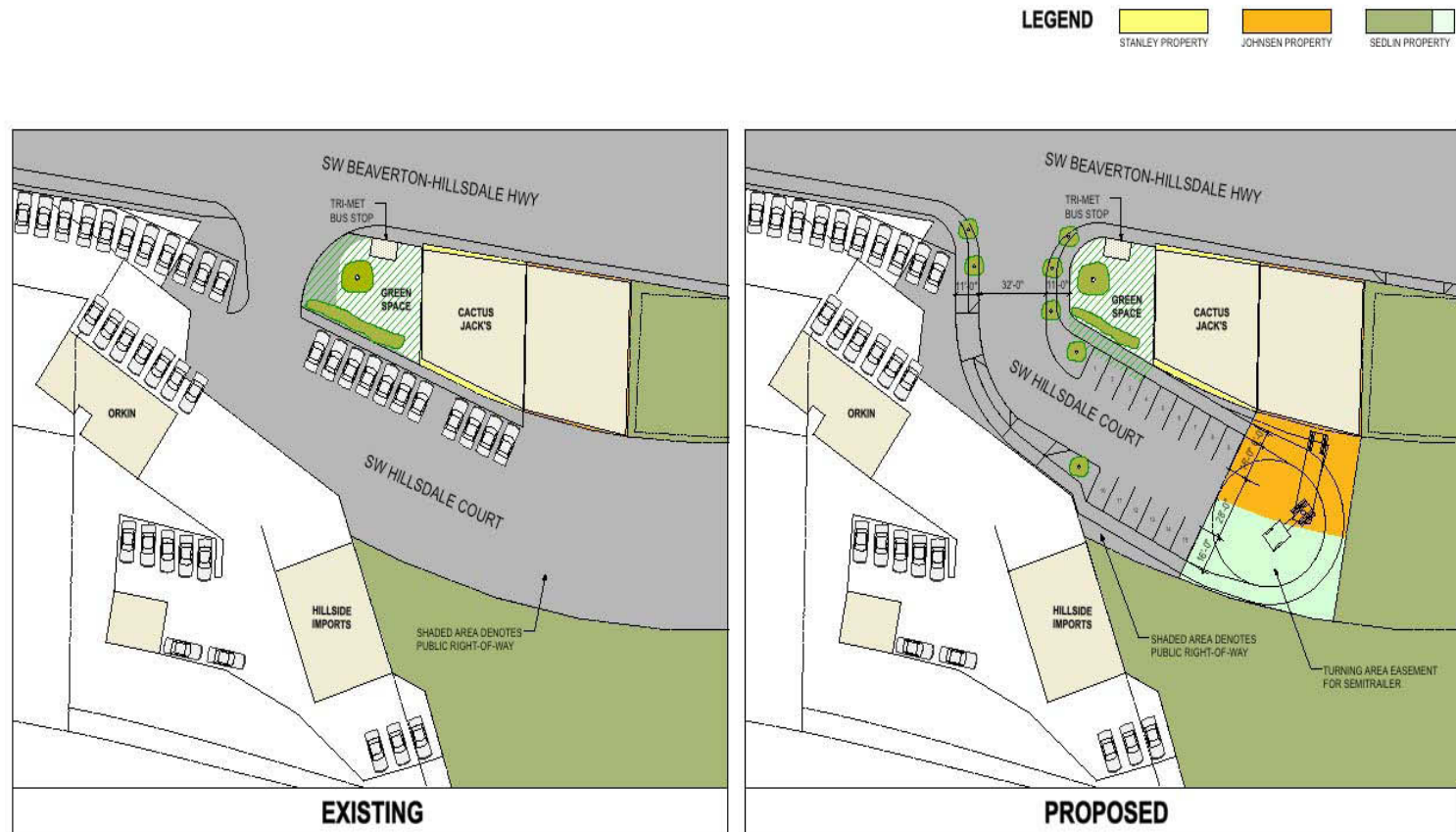


CONDITIONS AT WEST END - option 1

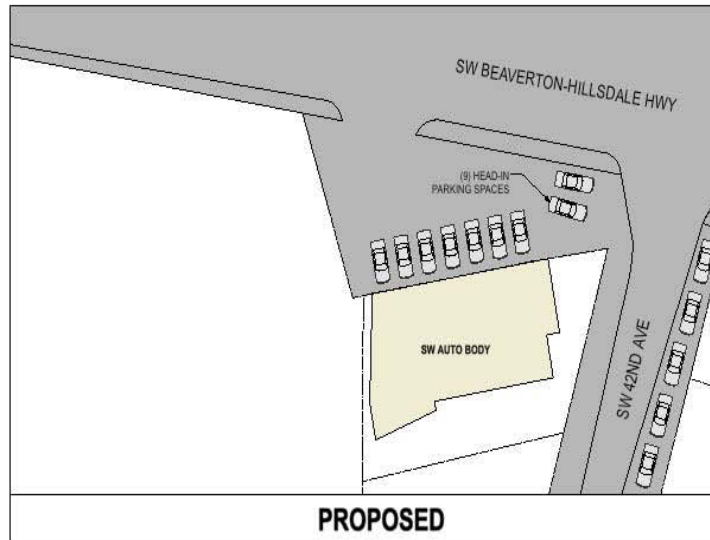
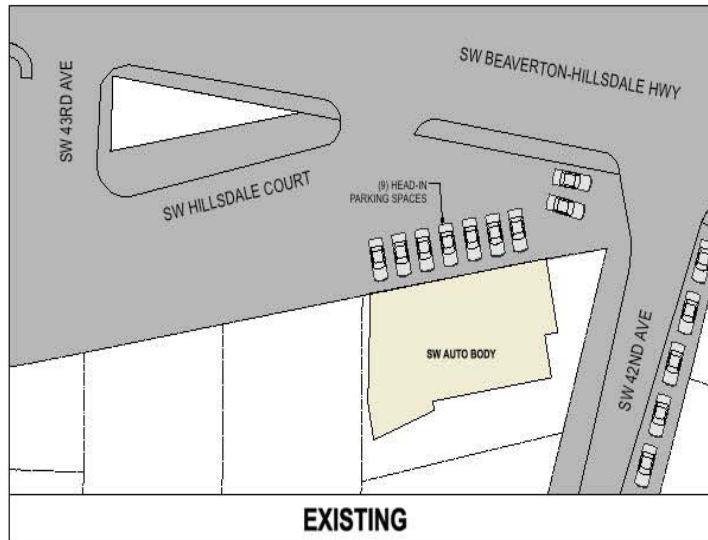




CONDITIONS AT WEST END - option 2



CONDITIONS AT WEST END - option 3



CONDITIONS AT EAST END





PROPOSED PROPERTY AREAS



ORDINANCE No.

Denial of a vacation request for a portion of SW Hillsdale Ct and a portion of SW 43rd Ave south of SW Beaverton Hillsdale Hwy (Hearing; Ordinance; VAC-10011)

The City of Portland ordains:

Section 1. The Council finds:

1. On January 15, 2002, the Office of the City Auditor certified a petition for the vacation of portions of SW Hillsdale Court and SW 43rd Avenue south of SW Beaverton Hillsdale Highway, with the petition initiated by Barbara Sedlin.
2. The petition states that the reason for the vacation is to consolidate property for redevelopment.
3. The denial of said vacation request is consistent with recommendations made by the City Engineer and Planning Commission, as provided in the City Engineer's Report, dated September 20, 2010, and on file with the Office of the City Auditor and the Bureau of Transportation.
4. In accordance with ORS 271.100, the Council fixed a time and place for public hearing before the Council; the Auditor published notice thereof, and posted notice in the areas proposed for vacation.
5. Other procedural requirements of ORS 271 have been complied with, and the Council having held a public hearing, finds objections were made at said public hearing and filed hereto, and it is in the public interest that said street not be vacated.

NOW, THEREFORE, the Council directs:

- a. The following described street area, as described in attached Exhibit 1A and as depicted on attached Exhibit 1B, is hereby retained as public right-of-way:

A portion of SW Hillsdale Court and a portion of SW 43rd Avenue, in a portion of the plat of Glen Cullen, situated in the northwest quarter of Section 5, T1S, R1E, W.M., City of Portland, County of Multnomah, State of Oregon, as described in attached Exhibit 1A and as depicted on attached Exhibit 1B, and by this reference made a part hereof. Said vacation area contains 27,625 square feet, more or less.

Passed by the Council,

Mayor Sam Adams
Prepared by: Linda Birth
Date Prepared: September 20, 2010
R/W #6238

LaVonne Griffin-Valade

Auditor of the City of Portland

By

Deputy

~~1356~~ ~~1041~~ ~~244~~ - 277

Agenda No.
ORDINANCE NO.

Title

Denial of a vacation request for a portion of SW Hillsdale Ct and a portion of SW 43rd Ave south of SW Beaverton Hillsdale Hwy (Hearing; Ordinance; VAC-10011)

<p>INTRODUCED BY Commissioner/Auditor: MAYOR SAM ADAMS <i>K. Billmann on behalf of Mayor Adams</i></p> <p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance and Administration - Adams</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Leonard</p> <p>BUREAU APPROVAL</p> <p>Bureau: Bureau of Transportation Group Manager: Greg Jones Development & Capital Program Other: R/W Acquisition</p> <p>Prepared by: Linda Birth:slg Date Prepared: September 20, 2010</p> <p>Financial Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/> Not Required <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>Council Meeting Date: October 20, 2010</p> <p>City Attorney Approval</p>	<p style="text-align: right; color: blue;">OCT 15 2010</p> <p>CLERK USE: DATE FILED _____</p> <p style="text-align: right;">LaVonne Griffin-Valade Auditor of the City of Portland</p> <p>By: <i>[Signature]</i> _____ Deputy</p> <p>ACTION TAKEN:</p> <p style="color: blue; font-size: 1.2em;">OCT 20 2010 CONTINUED TO DEC 15 2010 2 P.M. TIME CERTAIN</p> <p style="color: blue; font-size: 1.2em;">DEC 15 2010 REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION</p> <p style="color: blue; font-size: 1.2em;">MAR 16 2011 CONTINUED TO MAR 23 2011 9:30 A.M.</p> <p style="color: blue; font-size: 1.2em;">MAR 23 2011 PASSED TO SECOND READING May 4 2011 9:30 A.M. TIME CERTAIN</p>
--	---

AGENDA
<p>TIME CERTAIN <input checked="" type="checkbox"/></p> <p>Start time: <u>10:15</u></p> <p>Total amount of time needed: 30 minutes (for presentation, testimony and discussion)</p> <p>CONSENT <input type="checkbox"/></p> <p>REGULAR <input type="checkbox"/></p> <p>Total amount of time needed: _____ (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz		
2. Fish	2. Fish		
3. Saltzman	3. Saltzman		
4. Leonard	4. Leonard		
Adams	Adams		