

ED BENEDICT COMMUNITY PARK

APPLICATION FOR CONDITIONAL USE MASTER PLAN

Submitted to

**Bureau of Planning
City of Portland**

by

**Portland Parks and Recreation
City of Portland**

March 14, 1994

ED BENEDICT COMMUNITY PARK

APPLICATION FOR CONDITIONAL USE MASTER PLAN

TABLE OF CONTENTS

INTRODUCTION	ii
1. Land Use Review Application Form	1
2. Project Description and History	2
3. Detailed Project Plans for the Park	6
4. Pre-Application Conference	11
5. Conditional Use Master Plan	31
6. Compliance with Development Standards and Approval Criteria for Open Space Zone	39
7. Compliance with Development Standards and Approval Criteria for Residential (Multi-Dwelling) Zones	42
8. Compliance with Powellhurst Community Plan	46
9. Compliance with Transportation Policy	54
10. Compliance with Parking and Loading, Screening and Landscaping	58
11. Meetings with Neighborhood Groups	60
12. Information on Street Vacations	61
13. Property Legal Descriptions	67
14. Figures: Location; Zoning; Public Transit; Bicycles & Pedestrian Routes; Street Dimension Plan; Master Plan	70

INTRODUCTION

ED BENEDICT COMMUNITY PARK

Portland Parks and Recreation (Parks Bureau) requests approval of a Conditional Use Master Plan to develop a park on the 10.5 acres property that the City owns on SE Powell Boulevard between 100th and 105th Streets. Please see figures in Section 14.

This property was surplus by the Oregon Department of Transportation (ODOT) after the plan to build the Mt. Hood Freeway was struck down by the City in the 70's. In 1988 ODOT transferred ownership of this property to the City with the condition that it be developed into a park. With assistance from a Citizens Advisory Committee, the Park Bureau developed a master plan for the Park that provides recreation facilities and activities to meet the needs of the Powellhurst-Gilbert and Lents neighborhoods.

The park site is bisected by four streets and in order to create spaces large enough for some of the recreational activities, the Park Bureau has requested vacation of SE 101st and 103rd Streets. The Transportation Bureau has processed these requests and easements will be dedicated for the utilities that are located in these former rights-of-way. Based on input received in this process, the Park Bureau has agreed to dedicate a new public right-of-way and to improve SE Bush Street between 100th and 101st Streets. The Park Bureau will also provide curb and sidewalks along 102nd, 104th and the park side of SE Bush between 103rd and 105th Streets.

Ed Benedict Park is intended to be a community park serving primarily the residents of the Powellhurst-Gilbert and Lents neighborhoods. Parking is provided to serve users of the ball fields, to be scheduled for use by league teams, arriving from other parts of the City. Soccer and softball players will share the same field therefore these activities cannot be scheduled simultaneously. The parking lot within the park accommodates 45 spaces for cars and the visitors parking lot (which accommodates 39 cars) within the adjoining 9-1-1 facility will be available for park users at off peak work hours. This new facility was located on the west portion of the initial acreage and buffers the park from adjacent industrial land uses. The 9-1-1 site improvements enhance and connect to park improvements.

Park facilities will include: playgrounds, a basketball court, soccer and softball fields, an informal play field, a community garden area, picnic areas, restrooms and a concession structure, and eight foot wide paved paths with lighting throughout the park.

The Park Bureau has received federal and city funds for construction of the Phase One improvements to commence in the summer of 1994.

1. LAND USE REVIEW APPLICATION FORM



City of Portland
Bureau of Planning
Land Use Permits Sections
1st Floor, Permit Center
1120 S.W. Fifth Avenue
Portland, OR 97204-1966
(503) 823-PLAN (823-7526)

LAND USE REVIEW APPLICATION FORM

Part A
File # _____
(Staff will assign #)

1. ☐ Zoning Map Amendment
☒ Conditional Use
☐ Adjustments
☐ Design Review
☐ Comprehensive Plan Amendment
☐ Environmental Review
☐ Greenway Review
☐ Other _____

2. Location and address of the property subject to the review: Ed Benedict Park at
SE Powell Blvd, between 100th and 105th Avenues
Cross streets: SE 102nd + 104th

3. Short description of the proposal: Develop a Park; with ball fields, play-
grounds, lawn and landscaping, path and lighting, on a
10.5 acre property owned by the City of Portland

4. Applicant(s):
Name Address Zip Code Phone No. Applicant's Interest in Property
Zari Santner 1120 SW 5th 97204 823-5119 City Staff
(Portland Parks + Rec.)

5. Owner(s) of the Property:
Name Address Zip Code Phone No.
City of Portland 1220 SW 5th 97204

6. Legal Description(s) of the Property:
(Lot, Block and Addition or Tax Lot, Township and Range)
SEE Attached List

7. Tax Account Number(s):	1/4 Section Map Number(s)	Base Zone(s)	Overlay Zone(s)	Plan District
R- <u>SEE attached List</u>				
R- _____				
R- _____				

8. Legal Description(s) all adjacent Property also owned by the Owner(s) listed above:
(Lot, Block and Addition or Tax Lot, Township and Range)
None SEE List for 911 ~~Park~~ Facilities, attached

9. For all adjacent Property also owned by the Owners listed above:	Tax Account Number(s):	1/4 Section Map Number(s)	Base Zone(s)	Overlay Zone(s)	Plan District
R- <u>SEE attached List for 911 facilities</u>					
R- _____					
R- _____					

2. PROJECT DESCRIPTION AND HISTORY

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LOCATION:

An approximately five block area bounded on the north by SE Powell Boulevard, on the west by the now vacated SE 100th Street, on the south by SE Bush Street and aligned property lines, on the east by property lines aligned with SE 105th Street. Please see figures in Section 14.

LEGAL DESCRIPTION:

- . Riza Park Addition, lots 17, 18, 19, 20;
- . Skeies Sub-Addition, Block 1, lots 1, 2, 3, 4, 5, 6, 18, S 60' of lot 19, N 30' of lot 19, S 30' of lot 20, N 60' of lot 20;
- . Skeies Sub-Addition, Block 2, lots 1, 2, 3, 4, N 75' of lots 5 & 6, S 75' of lots 5 & 6, lot 7 except S 75', S 75' of lot 7;
- . Multnomah Berry Ranch Addition, lot 17, TL 3, 4, 5, 6, 7, 8, 9;
- . Multnomah Berry Ranch Addition, w 169.8' of lot 17 except S 180';
- . T1S R2E, Section 9, TL 128, 134, 143, 172, 211, 212, 372, 388, 393, 412, 493, 560;
- . Betts Park Addition, Block 2, lot 1, E 1/2 of lot 3, W 1/2 of lot 3, lot 4, N 1/2 of lot 5, S 1/2 of lot 5, S 1/2 of lot 6, N 1/2 of lot 6, lot 7.

QUARTER SECTION:

SE 1/4 Section 9, T1S R2E. See map in Section 14 of this application.

NEIGHBORHOOD:

Powellhurst-Gilbert and Lents.

ZONING/DESIGNATIONS:

OS (Open Space) and R3 (Residential 3,000).
See map in Section 14 of this application.

REQUEST:

Approval of Conditional Use Master Plan.

PROPOSAL:

The purpose of this request is to allow the construction of a community park including ball fields, concessions structure, parking, etc. It is believed that this use is compatible with surrounding development in that:

- Ball fields, concessions structure, parking, etc are allowable conditional uses within Open Space (OS) and Residential (R3) zones;
- Park facilities have been sited and screened as necessary to protect adjacent residential uses;
- The 9-1-1 facility was sited and designed to act as a buffer and transition area between the park and the adjacent Tri-Met IG zone to the west, the other IG zones to the north, and the residential neighborhoods to the south; and
- Circulation through the park has been designed to enhance accessibility and safety for pedestrians, bicycles, automobiles and mass transit.

DESCRIPTION OF THE SITE AND VICINITY:

The site is generally vacant and unimproved. Several of the undeveloped rights-of-way are compacted but most land is in turf. Although all but two residences were removed in preparation for the Mount Hood freeway project, several medium sized trees remain from the former residential era. Some have been damaged by storms and disease but a grove of conifers in the northeast corner of the site is visually dominant.

Adjacent properties are as follows:

To the west of vacated SE 100th Street, is the 9-1-1 facility constructed in 1992. It provides a buffer from the Tri-Met bus yard and a service yard for a heating oil delivery company across SE 99th Street.

To the south, across SE Bush Street is a modest, low income single family residential neighborhood.

To the east, is a modest, low income single family residential neighborhood.

Directly to the north is SE Powell Boulevard, a two-lane neighborhood collector and truck route designated as US Route 26. A 16 foot wide strip along the north end of the site is being resumed by ODOT for future street widening.

On the north side of SE Powell Boulevard are light industrial and commercial (recreational vehicle sales) facilities backed by Kelly Butte.

HISTORY:

Historically, the area of the park site was occupied by medium density residential development similar to that of the current neighborhood to the south. In addition, there was a limited amount of commercial uses along Powell Boulevard.

In preparation for the Mount Hood Freeway project, the Federal Highway Administration (FHWA) and ODOT purchased the property through condemnation proceedings and removed most of the improvements. In the 1970's the Mount Hood Freeway project was abandoned under pressure from the citizens of Portland and the land remained vacant for several years. In 1985 ODOT sold a parcel of approximated 14 acres, including the proposed park site, to the City under a federal program that at that time allowed for transfer of the property at a cost of eight percent of the original purchase price provided the property was used for public service. This FHWA program is no longer in existence.

Once the area had been cleared of housing, the City zoned the area Open Space (OS). One condition of the agreement between the City, ODOT, and FHWA was that the City would develop the 14 acres as a full service park, to be called Mount Hood Park, within five years. A schematic park plan was created by the City in 1985, and a park master plan was created during 1987-88 by the Parks Bureau. The park master plan suggested that buildings be allowed to be constructed on the west 4.5 acres of the parcel, with the goal that this would provide a partial funding source for construction and maintenance of the rest of the park.

However, substantial improvements to the park were not accomplished by the City due to several constraints. First, there were major budget shortfalls in the City. Then State Measure 5 was passed and it caused the termination of a Parks funding levy.

Nonetheless, some park improvements have been made at the west end of the site, largely through neighborhood and volunteer efforts. It is in honor of those intense volunteer efforts that the park was in 1991 named "Ed Benedict Community Park," in honor of a man who had been a life-long community activist, volunteer, and state representative.

In 1991 ODOT notified the City that it would either have to rapidly comply with the 1985 agreement which called for development of a complete community park, or return the property to the State. This placed the City in a difficult position, because there were no major funding sources anticipated to be available for the park development in the immediate future.

Earlier in 1991, the City had begun a search for a site to construct a new 9-1-1 Emergency Communications Center, Outer-East Precinct, and Communications Shop. One of the sites considered was the area of approximately 4.5 acres at the extreme west end of Mount Hood Park between SE 99th and SE 100nd Streets. It was suggested that instead of the City purchasing other land for the 9-1-1 facility, the land cost could be transferred in-house to the Park Bureau to allow substantial development to get underway at the park as was required in the ODOT agreement.

The site and building plans for 9-1-1 were prepared in close coordination with the Park Bureau to encourage compatibility and shared uses wherever possible. A pedestrian pathway is located on the east side of the new building. It primarily serves the park but benches and picnic tables will also serve the 9-1-1 staff. Trees and shrubs provide a buffer between the building and the park. The planted buffer along Powell Boulevard acts as a "panhandle" of the park, visually extending the park. In addition, the south public parking lot will be available for park use after

5:00 p.m. on weekdays and all day on the weekends. The building will be officially dedicated in April of 1994.

The funds (\$260,000) that had been set aside to purchase privately owned property for 9-1-1 have now been transferred to the Portland Parks and Recreation enabling the first phase of improvements to begin in Ed Benedict Community Park.

3. DETAILED PROJECT PLANS FOR THE PARK

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THE PARK AND ITS USES:

Ed Benedict Park is intended to be a community park serving primarily the residents of the Powellhurst-Gilbert and Lents neighborhoods. Parking is provided to serve users of the ball fields, to be scheduled for use by league teams, arriving from other parts of the City. Soccer and softball players will share the same field therefore these activities cannot be scheduled simultaneously. The parking lot within the park accommodates 45 spaces for cars and the visitors parking lot within the adjoining 9-1-1 facility will be available for park users at off peak work hours.

At full development, park facilities will include: accessible playgrounds (a tot lot and a play area for age group 5-13), a basketball court, soccer and softball fields, an informal play field, a community garden area, picnic areas, restrooms and a concession structure, and eight foot wide paved paths with lighting throughout the park. Improvements will be made incrementally as funds become available. See phasing below.

SITE PLAN:

The site plan has been configured to accommodate the following concerns:

- Vehicular Access and Parking
- Transit and Pedestrian Access
- Bicycle Access
- Playgrounds
- Basketball Court
- Soccer and Softball Fields
- Informal Play Field
- Community Garden Area
- Picnic Areas
- Restrooms
- Lawn and Landscaping
- Concessions Structure
- On-Site Tree Preservation
- Interaction with 9-1-1 Facility to West
- Compatibility with Residential Area to South
- Compatibility with Residential Area to East
- Compatibility with Highway to North
- Security

Each of these issues is briefly discussed below. The site plan (in Section 14) should be referred to for identification of actual areas.

Vehicular Access and Parking — The park site is bisected by four streets and in order to create spaces large enough for some of the recreational activities, the Park Bureau has requested vacation of SE 101st and 103rd Streets. The Transportation Bureau has processed these requests and easements will be dedicated for the utilities that are located in these former rights-of-way. Based on input received in this process, the Park Bureau has agreed to dedicate a new public right-of way and to improve SE Bush Street between 100th and 101st Streets. The Park Bureau will also provide pavement, curb and sidewalks along 102nd and 104th Streets. SE Bush between 103rd and 105th Streets will be improved with pavement, curb and sidewalk on the park side of the road. See street cross-sections at end of this section.

The primary vehicular access point will be on SE 104th Street. There is a traffic signal with the necessary turn lanes from SE Powell Boulevard at this intersection. The parking lot is entered 100 feet south of the intersection. The parking lot which will accommodate 45 cars was sized based on the Park Bureau's experience in other parks with similar recreation activities. It will have two handicapped accessible parking spaces, landscaping to zoning code requirements of at least five feet of L2 or ten feet of L1 which will buffer SE Powell Boulevard, and a turnaround at the west. In addition, the 39 spaces in the 9-1-1 visitors parking lot will be available for park users after 5:00 pm on weekdays and all weekends and holidays.

SE 102nd Street will be improved as a narrow, 20-foot wide ("skinny") street with curbs and double rows of flowering trees on each side. Parking will be allowed on one side of this street. The Bureau of Transportation field measurements indicate that there is sufficient sight distance.

Transit and Pedestrian Access — Visitors will use perimeter sidewalks and/or interior pathways to travel to and through the park. Curb and sidewalk improvements were done on SE 99th Street in conjunction with construction of the 9-1-1 facility. SE 102nd and 104th Streets will be improved with treelined sidewalks through the park that connect to interior pathways as well as to SE Powell Boulevard and SE Bush Street. SE Powell Boulevard has a traffic signal at the intersection with SE 104th Street which will assist pedestrians crossing the busy street. SE 102nd Street is used as a residential traffic connector and has correspondingly lighter vehicle use. The Bureau of Transportation found sufficient sight distance at both intersections with SE Powell Boulevard.

The lighted pedestrian walkway on the east side of the 9-1-1 building is the primary pedestrian connector between SE Powell Boulevard and SE Bush Street at the west end of the park. Tri-Met plans to place a transit stop at the SE Powell Boulevard end of this pedestrian way so that it may serve as a combined transit/pedestrian gateway for access to the west end of the park as well as for the residential community to the south and the 9-1-1 facility.

This west pathway connects to west-east pathways along the north and south sides of the park. At the narrower east side of the park, a single more centrally located pathway gives access to all park features. All interior pathways are asphalt eight feet wide.

Some concern was expressed about pedestrian safety crossing SE 102nd and 104th within the park. These crossings will be at least 80 feet from the intersections and will be located on thresholds with zebra marking on the pavement, where the automobiles will have to slow down to cross the pedestrian crossing. Signs will be installed at the crossings to caution pedestrians and bicyclists about vehicular traffic.

Bicycle Access — SE Powell Boulevard is a designated major bicycle route. A bicycle path connection will be made along the vacated 100th Avenue area to connect Powell to Bush and to provide direct access to the park as well as the 9-1-1 building. The I-205 bikepath is five blocks west and should enable more bicyclists to reach Ed Benedict Park. In addition, the I-205 bikepath, local north-south designated bicycle routes and neighborhood streets make connection to and from the Springwater Corridor possible. The asphalt pathways within the park are asphalt eight feet wide to accommodate both pedestrians and bicycles. Bicycle parking is provided near the entrance to the 9-1-1 facility and by the playground/basketball court and playfield areas within the park.

Playgrounds — The two playgrounds will be provided with play equipment found suitable at other Park Bureau sites for their designated age groups. The smaller area to the west is intended for tots and located along a quiet edge of the site. It will be easily supervised from seating in the picnic area. The larger area to the east will serve older children, approximately 5-13 years old. It is not in Phase 1 but eventually will provide a central location with bicycle parking and easy connections to the youth-sized soccer field and the basketball court. All play equipment will be designed to be accessible to the physically challenged.

Basketball Court — The basketball court is a standard mid-size asphalt surface. It is located near the parking lot and buffered from the residential area.

Soccer and Softball Fields — An adult soccer field will overlap a softball field (provided in a future phase). Both are regulation sized and will be used alternately. Soccer goals that can be moved and stored will be provided in the first phase. The east field can be used as a child-sized soccer field.

Informal Play Field — The east field, just south of the parking lot can be used as a child-sized soccer field or informal play field.

Community Garden Area — The area east of SE 104th Street will be devoted to passive activities such as a community garden. This area will not be developed in Phase I.

Picnic Areas — One picnic area will be located in the existing grove of Douglas Fir trees that dominates the east side of the park. It will eventually overlook the community

garden area to the south. The whole area east of SE 104th Street will have additional planting buffers and serve as a wildlife habitat. A second site is located south of the large playing field and east of the tots playground.

Restrooms — The restroom structure will be centrally located and easily accessible from SE Powell Boulevard and SE 102nd Street as well as the interior pathway system and parking lot. This location has high visibility from the streets but is located away from the neighboring residences. It is not included in Phase 1 construction.

Lawn and Landscaping — The park will have irrigated lawn everywhere except at playgrounds, softball infield, basketball court and parking or circulation areas. The community garden site will also be lawn initially but eventually garden plots will be developed. Formal street tree plantings will be made where SE 102nd and 104th Streets cross the park as well as along part of SE Bush Street and around the parking area. Other more irregular groupings of trees and shrubs will enclose the major spaces and provide shade to playgrounds and picnic areas. More dense landscape screens will buffer residential areas and the parking lot.

Concessions Structure — The concession structure is used for scheduled sporting events. Together with its companion restroom structure, it forms a gateway into the center of the park. It is not included in Phase 1 construction.

On-Site Tree Preservation — Many of the existing trees are old and badly damaged or diseased. The City Forester has evaluated their condition and recommended those to be preserved. Park features including the pathways will be sited to avoid tree destruction. The major group of Douglas Fir trees in the northeast corner will be preserved as a picnic area.

Interaction with 9-1-1 Facility to West — The 9-1-1 facility was sited and landscaped with input from the Parks Bureau. The neighbors also requested that the building not be walled off from the park with the six foot high fully obscuring screen or wall that was required by zoning. Instead an open ornamental six foot high fence and landscaping around the 9-1-1 secured parking area is somewhat transparent and does not cause a strong visual separation from the park. The same screening was required at the public parking lot on the south but was eliminated where it abuts the park since the parking lot serves the park after hours and on the weekends.

The setback of the building from SE Powell Boulevard creates an open space on the north side that acts as a natural extension to the park and gives the whole park a sense of gateway when coming from the west. In addition, the pathway along vacated SE 100th Street connects with pedestrian and bicycle pathways in the park. Art work commissioned by "One Percent for Art" from 9-1-1 and Park funds will be located along this path to benefit both 9-1-1 employees and park users. The sidewalks around the 9-1-1 facility have rounded corners to promote their use as a perimeter jogging trail connecting to the park.

Compatibility with Residential Area to South — Landscaped buffers are provided for all immediately adjacent residential areas. Adjoining streets are landscaped with street trees or community garden. Quiet passive recreation uses are located nearer residences while more active park uses and the parking lot are farther away.

Compatibility with Residential Area to East — A landscaped buffer is provided along the east border of the park. It separates residences from quiet passive uses like the community garden and picnic area.

Compatibility with Highway to North — The plan accommodates the potential future expansion of SE Powell Boulevard by providing a sixteen foot setback from the existing street right-of-way. Vehicle access to the park is from SE 104th Street where a traffic signal exists in order not to disrupt the flow traffic. Handicapped accessible curb cuts will be provided at the now vacated SE 100th, both corners of intersections with SE 102nd and 104th Streets, and all entrances to the park.

Street trees will be provided along SE Powell Boulevard and plantings will be developed to enhance a sense of "gateway" to the park.

As part of the 9-1-1 project's one percent for art program, the Metropolitan Arts Commission has planned a contemplative rest area with sculpture and seating. This will be located along the landscaped buffer to the park so that it is viewed jointly by 9-1-1 staff, the public driving by the park, and park users.

Security — Since the 9-1-1 building is a 24 hour public safety facility, security in the park and residential areas should be enhanced. The public lobby and the public parking area which have some limited use by the public after hours face south to the neighborhood. Windows on the east and north provide some overviews of the park which will help maintain a human presence in the area. Also, since police vehicles do regularly visit the 9-1-1 center for report filing, interviews, and vehicle maintenance, the facility will create an increased police presence for the neighborhood and park. The park layout and landscaping has been designed to promote visibility and the pathway system is lighted.

Phasing — Phase One will include infrastructure development, i.e., lawn, irrigation, landscaping, paths, lighting and a tot lot in the area west of SE 104th Street. It will also include construction of a new portion of SE Bush Street between SE 100nd and 101st Streets, improvements of SE 102nd and 104th Streets (including curbs and sidewalks), and minor improvements (grading and filling of pot-holes with gravel) of SE Bush Street between SE 103rd and 104th Streets.

4. PRE-APPLICATION CONFERENCE SUMMARY



CITY OF

PORTLAND, OREGON

BUREAU OF PLANNING

Charlie Hales, Commissioner
Robert E. Stacey, Jr., Director
1120 S.W. 5th, Room 1002
Portland, Oregon 97204-1966
Telephone: (503) 823-7700
FAX (503) 823-7800

PRE-APPLICATION CONFERENCE SUMMARY

Pre-Application No.: PC 93 - 151

Date of Conference: June 17, 1993

Applicant or Rep: Park Bureau c/o Zari Santner 106/1302
Site Location: Benedict Park - SE Powell between 101st and 104th
Site Area: 10.5 acres
Legal Description: Lots 17-20, Riza Park;
Lots 1-6, 18-20, Block 1 & Lots 1-7, Block 2, Skeies;
Lot 17, Mult. Berry Ranch;
Lots (1) 2-7, Block 2 Betts Park;
Tax Lot 134, 143, 172, 211-2, 372, 388, 393, 412, 493, 560, 128,
Section 9 T1S, R2E
Map No.: 3440-1
Zones: OS, Open Space zone
R3, multifamily residential
Description of Plan: • Conditional use/Master Plan to establish a new park.
The park will include playground, basketball courts, soccer
and softball fields, play area, community garden, picnic
area, restrooms and concession structure. Paths and
lighting are shown throughout the park. A parking lot is
proposed north of the soccer field.
Present at Conference: Nancy Weisser, Bureau of Planning, 823-7700
Dan LaFave, Environmental Services, 823-7054
Tamira Clark, ODOT, 653-3224
Earl Reed, Traffic Management, 823-5225
Glen Pierce, Transportation Engineering, 823-7079
Zari Santner, Park Bureau/Applicant, 823-5119

1. APPLICATIONS REQUIRED:

Type of <u>Proc.</u>	Land-Use <u>Review</u>	<u>Code Sections</u>	<u>Reason</u>	<u>Filing Fee</u>
III	CU Master Plan	33.820	CU OS, R3 zones	\$ 3055*
	(Conditional Uses	33.815 - if needed	CU OS, R3 zones	\$ 1885*)
	Any adjustments	33.805 - if needed	concurrent, reduced fee	\$ 350ea*

Fees are charged for no more than 3 concurrent reviews. The Conditional Use fee must be paid in full; up to two concurrent applications will be charged a reduced fee.

City Government Information TDD (for Hearing & Speech Impaired): (503) 823-6868

All adjustments must be itemized and justified although only two will be included in the fee. All adjustments must be applied for as part of the Conditional Use request. Fees are nonrefundable.

*Effective July 1, 1993, fees will increase to: CU Master Plan: \$3267 Conditional Use = \$1995 with the reduced Adjustment fee = \$380.50

Attach a copy of the "Fee Waiver for City Bureaus" if fees are to be waived.

2. OWNERSHIP:

The application must include the names, addresses and phone numbers of the current contract purchaser(s) or, if none, the deedholder(s). If the owners of record are not as shown on the printout, you must provide the book and page where the sales document is recorded; a copy of the recorded contract or deed may also be required at time of application. Contact the Multnomah County Department of Assessment and Taxation (248-3375, 610 SW Alder Street, Portland), to clarify the ownership of this property if there is any error in the legal description or the ownership. This is the responsibility of the owner/applicants or their representative. If the ownership is incorrect or incomplete, the application will not be processed and may be returned to you.

Note: the ownership must include all lots and parts of lots included in the proposal as well as any adjacent property in the same ownership.

3. DRAWINGS: For a Conditional Use application, please include the following supplemental information for the two uses:

Site Plan:

- You must submit four copies of a site plan, at least one of which must be 8 1/2" by 11" in size. Your plans for this proposal should include the information identified in the application materials. The plans should clarify all dimensions, including setbacks, building heights, building square footage, etc. for any proposed structures. Simplified floor plans or area uses are encouraged to show the various potential uses. Also show activity areas with participant and viewer capacities.
- Show the proposed parking lot. Show the parking layout (spaces, driveway) landscaping and circulation pattern. Show how the code required parking and landscaping are met (or justify with an adjustment). Landscape plans including size, type, number, location, timing and maintenance of plant materials. Include

the dimension of the landscaping area with plant materials (specify the type of plants, size at time of planting and spacing).

- For any adjustments, show the proposed dimensions.
4. **WRITTEN STATEMENT:** You must submit two copies of a written statement with your application, demonstrating how the proposal complies with the code criteria and applicable policies. A complete written statement will help your chances of approval. For your proposal, the statement must include:

Master Plan

Address the standards listed in 33.820 including 33.820.030. List the time requested, components of the Master Plan including any phasing as listed in 33.820.070. Address the approval criteria listed in 33.820.050.

Conditional Use:

- Parks are allowed outright in an OS zone with limitation. Note 33.100.100 B 2 a lists uses which generate traffic and people require a conditional uses, "Parks. Swimming pools; concession areas; parking areas; baseball, football, soccer and other fields used for organized sports; and other facilities that draw spectators to events in a park, are conditional uses within a park use." Other uses are permitted outright.

Address compliance with the development standards & approval criteria for a conditional uses in an OS zone and Residential zones. Address in detail the Conditional Use Approval Criteria 33.815.100. Address the Character and Impacts, Public Services, and Livability. In addition address the Powellhurst Community Plan.

Some of the park is within an R3 zone. Address in detail the Conditional Use Approval Criteria 33.815.105 Address the Proportion of Household Living uses, Physical Compatibility, Livability, Public Services, and the Powellhurst Community Plan.

Also address Goal 6, Transportation of the Comprehensive Plan.

Parking, Landscaping and site development: Address how the base zone development standards are met for parks and open space in the OS/R3 zone. In addition, address how Chapter 33.266, Parking and Loading and Chapter 33.248, Screening and Landscaping are met.

Adjustments:

Adjustments should not be needed. If any are needed, list each adjustment and address the adjustment approval criteria for every adjustments requested. Use the approval criteria listed in Chapter 33.805.

5. **STAFF COMMENTS:** (Summary of Discussion)

It is important to read all comments from bureaus. They may contain information/requirements not discussed or available at the pre-app.

Give a complete description of the proposal and explanation why the request is needed.

- Requested information: Show all existing and proposed structures and features with dimensions. How many additional people will come to the site?
- Traffic and parking: Show how the code required parking and landspacing will be met. Show bicycle parking. Indicate the status the street vacations and how all street vacation conditions are met. Describe the arrangement for off peak use of the 911 parking area. Show how the use is allowed by their zone change LUR 92-488.

Transportation Engineering

Any narrowing, pavement changes or other improvements or alterations to SE 102 or 104th require Transportation Engineering public works permits. If there is any phasing, describe the phasing of park and street improvements. There are concerns regarding the mid-block pedestrian crossing. Show how the crossing are as safe as possible. Show safety features to be installed (signage etc). The sidewalk along SE Powell will eventually be needed.

ODOT

There are two issues which must be resolved. One is the documentation that the existing street (SE 102nd Ave) had a connection permit from ODOT. (This may require searching old county public works permits or obtaining a new permit because the street connection is too old to have a permit). Two, ODOT would like the applicant to try to obtain property on the north side of the street and reduce the bend in SE Powell. No traffic study is required. Show how the sight distance along SE Powell is adequate for the existing SE 102nd Ave intersection.

Traffic Management

The interior path crossing of SE 102nd should be moved as far south as possible. Stop signs should be installed along the paths where they cross a public street. The Bureau of Traffic Management will help the applicant with the sight distance issues raised by ODOT.

Bureau of Environmental Services

The applicant will need to extend the sewer to serve the restrooms. There are sewer in the area surrounding the park site but none through the park.

There are no storm sewers. Storm drainage must be managed on-site. Erosion control will be required.

Planning

- Planning indicates that a conditional use/master plan is needed.

Note the 911 case to the west which required action and a time line (LUR 92-488). Show how this proposal meets the conditions listed in the decision given to the applicant.

Address the status of all the street vacations. Describe safety provisions for crossing SE 102nd in the middle of the park and provision for crossing Powell for autos and pedestrians. Show how pedestrians and cyclists can safely use the paths. Show any connections to other bike paths (ie the I-205 path system to the west and any others). Show how people arriving/leaving by bus can safely access the bus stops.

Conditional Use

The applicant must address the approval criteria for the conditional use 33.815.100 and 105. Also address compliance with the Parking (auto and bike) and Landscaping code requirements listed in 33.266 & 33.248.

The City Council has recently adopted the Transportation Element which indicated that all conditional uses must address Goal 6 of the Comprehensive Plan. Show compliance with Goal 6.

Master Plan

The applicant needs to address the Components of a Master Plan 33.820.070. Addresss the approval criteria listed in 33.820.050. If a master plan is not requested, show how the request does not meet 33.820.030.

You are encouraged to meet with and cooperate with the neighbors and neighborhood. You are encouraged to resolve any concerns prior to making the application. Describe the citizen participation process that this project has been through.

If any adjustments are needed, address the approval criteria listed in 33.805.

6. **COMMENTS / OTHER BUREAUS** If your proposal will impact the city's urban services or if you need to meet certain code requirements for occupancy of the structure, you should contact the following bureaus or use the attached list of meeting attendants:

- Environmental Services (823-7006)
- Transportation Planning (823-7704)
- Transportation Engineering (823-7081)
- Traffic Management (823-5185)
- Water Bureau (Tom Chambers) (823-7477)
- Bureau of Buildings (823-7003)
- Fire Bureau (Terry Beck) (823-7535)
- Park Bureau (Forestry Division) (823-4489)

7. **NEIGHBORHOOD ASSOCIATION:** We recommend that you contact the neighborhood association for your area and inform them of your plans. The neighborhood association and contact person are:

Association Name: Lents Neighborhood Association
Contact Person: Merrie Miller, 6558 SE 108th, Portland 97266
Telephone: 760-2173

8. **ITEMS GIVEN TO APPLICANT OR ENCLOSED:**

- Copies of responses from bureaus.
- application packet
- code excerpt

Attach a copy of these pre-application conference notes to your application.

This pre-application conference is good for one year from the date of the conference.

NWeisser

Pre-application Conference Handouts as a part of this application

17

X Cover folder, Application (including Type II and III procedures), Pre application conference purpose, Pilot Project by ONA - neighborhood mediation, Fee Schedule, Type II and Type III process, Site plan information

☒ Goal 6, Transportation Element & Oregon Transportation Rule
☒ Adjustments packet and approval criteria
___ Comprehensive Plan Map Amendment packet and approval criteria
___ Comprehensive Plan Goals & Policies book
___ Housing Mitigation and Pool information
☒ Conditional Use packet and approval criteria ☒ *Master Plan* Development Standards
___ Design Review packet and approval criteria ___ Special Guidelines
___ Excavations and Fills packet and approval criteria
___ Hazardous Substances packet and approval criteria
___ Historic packet and approval criteria ___ Specific information
___ Zone change Amendment packet and approval criteria

Base Zone information:

☒ OS ___ SF ☒ MF ___ C ___ E & I

Overlay Zones:

___ h b d f n, r g o r i t s e c s x with map ___ c, p packet and approval criteria
___ E zone Examples ___ Portland Plant List ___ Specific ESEE

Additional Use and Development Regulations

___ 203 Acc Home Occupation	___ 205 Accessory Rental
___ 209 Aviation	___ 212 Bed and Breakfast
___ 216 Cluster Housing	___ 219 Convenience Store
___ 222 Demolition	___ 224 Drive Through Facilities
___ 229 Elderly/Handicap Housing	___ 232 Essential Service Providers
___ 236 Floating Structures	___ 239 Group Living
___ 243 Helicopter Landing	<input checked="" type="checkbox"/> 248 Landscaping and Screening
___ 251 Manu Hsing, Mobile Hm Pk	___ 254 Mining and Waste Related
___ 258 Nonconforming Use	___ 262 Off site Impacts
<input checked="" type="checkbox"/> 266 Parking and Loading	___ 269 Planned Unit Development
<input checked="" type="checkbox"/> 272 Public Recreational Trails	___ 274 Radio and TV Broadcast Facilities
___ 277 Residential Flag Lots	___ 281 Schools and School sites
___ 284 Self Service Storage	___ 286 Signs
___ 288 Special Setbacks	___ 291 Substandard Residential lots
___ 293 Superblocks	___ 296 Temporary activities

___ Plan District: ___ Other: *muellherst*

92-488

___ Major Land Division Application; Title 34
___ Minor Land Division Application and Title 34 excerpt

___ Copies of bureau responses *BD, water, TP*

Materials not received may be obtained from the Permit Center.



CITY OF

PORTLAND, OREGON

BUREAU OF BUILDINGS

1120 S.W. 5th Avenue
Portland, Oregon 97204-1992
Mailing Address: P.O. Box 8120
Portland, Oregon 97207-8120
(503) 823-7300
FAX: (503) 823-6983
TDD: (503) 823-6868

June 11, 1993

TO: Nancy Weisser
Planning Bureau

FROM: Chuck Stalsberg *CS* Terry Beck *TB*
Bureau of Buildings Bureau of Fire

RE: Pre-Application Conferences

The following is information to be provided the applicant. Names and phone numbers of Bureau staff that can provide additional information have been included. In most cases, it will not be possible for Bureau representatives to attend the conferences. If the applicant has questions that cannot be answered by staff, they may direct them to me (Chuck Stalsberg) at 823-7340 or Terry Beck at 823-7535.

PC 93-151

June 17, 1993

9:00 a.m.

A request for a Conditional Use to construct a new City Park on the south side of S. E. Powell between 101st and 104th.

The information provided below is not applicable to the required land use review but is instead provided to assist the applicant with the eventual requirements of the Building and Fire Bureaus.

The proposed building and site development will be required to meet all applicable provisions of the Uniform Fire Code, including those related to Fire Department access, fire hydrants and fire flow, as well as all applicable provisions of the State Building Codes.

Building permits from the Bureau of Buildings will be required for this project to ascertain compliance with all pertinent codes, regulations and conditions of approval established by the land use review. To facilitate building permit approval, it is suggested that the applicant make special note of the following:

The building permit submittal documents are to include architectural, structural, civil, plumbing, mechanical and site improvement/landscaping plans, as well as related support documentation. Permit submittal prior to 100% completion of all civil, structural and architectural plans is counter productive; incomplete applications will not be accepted.

**Response to Bureau of Planning
from
Street Systems Management
Bureau of Transportation Engineering**

Date: June 17, 1993
To: Nancy Weisser, B106/R1002
From: Glen R. Pierce, B106/R825 *GRP*
Subject: Land Use Case No. PC 93-151
Location: SE Powell, SE 101st to SE 104th

I have reviewed the above case for its potential impacts regarding the public right-of-way and have the following comments:

- ☐ No objection to the current proposal
- ☒ R-O-W improvements required/recommended as noted below
- ☒ Other conditions required/recommended as noted below
- ☐ More information required
- ☐ Street waiver required

REMARKS:

I have no objection to the basic concept for this park development. I've previously discussed public street improvement requirements with Park Bureau staff, and those improvements are reflected on the Master Plan concept drawing. A copy of my comments on the proposed street vacations is attached for reference.

The Conditional Use application should address the proposed phasing of park improvements, and the proposed timing of public street improvements. The application should identify proposed street and sidewalk widths. Also, the application should address any improvement requirements of ODOT for SE Powell Boulevard.

One unresolved issue is the location and design of proposed mid-block pedestrian crossings. Depending on input from Traffic Management and/or Transportation Planning, some adjustments to the concept plan may be necessary.



CITY OF

PORTLAND, OREGON

OFFICE OF TRANSPORTATION

Earl Blumenauer, Commissioner
Transportation Engineering
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 823-7004
TDD: (503) 823-6868

22

MEMORANDUM

April 28, 1993

TO: Shelley Wade

FROM: Glen Pierce *GRP*

SUBJECT: Vacation of SE 101st and SE 103rd Avenues

I've reviewed the proposed street vacations and find them consistent with the Park Bureau's concept plan for development of Ed Benedict Park. That plan proposes a new street connection between SE 100th and SE 101st Avenues in conjunction with the vacation of SE 101st Avenue, and improvements to SE Bush Street between SE 103rd and SE 104th Avenues in conjunction with vacation of SE 103rd Avenue. In my opinion these improvements will effectively mitigate the impact to the transportation network caused by vacating the streets.

The new connection between SE 100th and SE 101st Avenues is necessary at the time of vacation of the northerly portion of SE 101st Avenue in order to avoid creation of a long deadend street. Permanent improvements to SE Bush Street may be deferred until development of the Park at that location, provided temporary improvements (filling of existing potholes) are made until the street is improved to full standards.

Therefore, I have no objections to the proposed street vacations, subject to the following conditions:

1. In conjunction with the vacation of SE 101st Avenue, the Park Bureau shall dedicate a 40-foot wide public right-of-way connecting NE 100th and NE 101st Avenues, and shall improve that right-of-way with a street designed and constructed to the City Engineer's standards. As a minimum, the street improvement shall include curbs on both sides, 20-foot wide paving, storm drainage facilities, sidewalks and street lighting.
2. In conjunction with the vacation of SE 103rd Avenue, the Park Bureau shall provide temporary improvements (filling potholes) in SE Bush Street between SE 103rd and SE 104th Avenues until such time as the street is improved to City standards. Full improvements will be required at the time development of the Park occurs at this location.

JUN 18 1993



CITY OF PORTLAND ENVIRONMENTAL SERVICES



2A

memorandum

June 17, 1993

To: Nancy Weisser, Bureau of Planning
From: Dan LaFave, Development Assistance
Subject: Case File Number: PC93-151
Location: SE Powell, 101st to 104th

¼ sec 3440-1

The following comments are based on the pre-application information provided the Bureau of Environmental Services. The comments are intended for informational purposes only. Specific BES requirements will be addressed during the land use review and/or building plan review. Applicant may contact Development Assistance for additional information.

Sanitary Services:

- There are existing public sanitary sewers located in SE Powell Blvd., SE 101st, 102nd, 103rd, 104th, and SE Bush St. that can serve the sanitary needs of the project.
- A public sewer extension may be required to serve proposed structures.

Stormwater Drainage:

- Each lot shall have direct access or be individually connected to a public storm sewer, a private storm sewer, an on-site subsurface disposal system, or a natural watercourse, as approved by BES and the Plumbing Division, Bureau of Buildings.
- An approved public storm sewer is not available to service this site, and no accessible natural water courses are shown to exist for stormwater disposal.

Easements:

- Whenever possible, all public sewers are to be located within the public right-of-way. Where this is not possible and the public sewer improvement will be located within private property, a public sewer easement will be required. The easement shall be dedicated separately through the City Right-of-Way Agent.
- Minimum public sewer easement width is 15 feet. However in areas of difficult access or multiple sewers parallel in one easement, additional width will be necessary as approved by BES.

Additional Comments:

- An erosion control plan is required for all public works projects. Erosion control handbooks are available on the 4th floor of the Portland Building.



CITY OF

PORTLAND, OREGON

OFFICE OF TRANSPORTATION

26
Earl Blumenauer, Commissioner
Traffic Management
1120 S.W. 5th Ave., Rm. 730
Portland, Oregon 97204-1969
(503) 796-5185
Fax: 796-7576 TDD 823-6868

PRE-APPLICATION RESPONSE TO BUREAU OF PLANNING

DATE: 6-17-93
TO: NANCY WEISSER, Bureau of Planning 106/1002
FROM: EARL REED, BTM 106/730
SUBJECT: Pre-Application Conference No. 93-151
LOCATION: SE POWELL BL, 101ST TO 104TH

I have reviewed the above case for its potential impacts regarding traffic operations and have the following comments:

THE PROJECT IS TO CONSTRUCT A CITY PARK. THE
PED/BIKE PATH CROSSING 102ND AVE SHOULD BE
LOCATED APPROXIMATELY 100' SOUTH OF POWELL
BOULEVARD TO ASSURE ADEQUATE ~~SEE~~ SIGHT DISTANCE.
THE PED/BIKE CROSSINGS NEED TO HAVE PARK SIGNING
INSTALLED FACING THE PED/BIKE PATH USERS INDICATING
THAT THEY SHOULD STOP BEFORE CROSSING THE
PUBLIC STREETS (I.E. 102ND, & 104TH AV, ETC.). ODOT
HAS REQUESTED THAT SIGHT DISTANCE BE MEASURED
AT POWELL/102ND; BTM WILL TAKE THE MEASUREMENTS.

Earl Reed

District Traffic Engineer



CITY OF

PORTLAND, OREGON

OFFICE OF TRANSPORTATION

Earl Blumenauer, Commissioner ²¹

Traffic Management

1120 S.W. 5th Ave., Rm. 730

Portland, Oregon 97204-1969

(503) 823-5185

FAX (503) 823-7576 TDD 823-6868

June 22, 1993

RECEIVED

JUN 23 1993

Ms. Tamira Clark
ODOT - Highway Division
9002 SE McLoughlin Blvd
Portland OR 97222

Subject: City Park (Pre-Application 93-151)
SE Powell Boulevard/SE 102nd Avenue

Dear Ms. Clark:

This is in response to your request that the City of Portland measure the sight distance between drivers heading north on SE 102nd Avenue and drivers heading east on SE Powell Boulevard. The test location on 102nd was at approximately 15 ft south of the south edge of the pavement on Powell; an eye height of 3.5 ft was used. An object height of 3.75 ft was employed for eastbound Powell. The distance in the eastbound driving line to 102nd Avenue was measured at approximately 725 ft.

If you would like to discuss this further, I can be reached at 823-5225.

Sincerely,

Earl Reed

Earl Reed, P.E.
District Traffic Engineer

ER/clm

cc: Zari Santner, Parks

GRP\$OPR\SE.MISC\POWELL_102.WP

TRANSPORTATION PLANNING RESPONSE TO A LAND USE REVIEW

Transportation Planning Division City of Portland, Office of Transportation

Case # PC 93-151

Date: 14 June 93

To: Nancy Weisser, Bureau of Planning

From: Rosemary Brinson Siipola, Transportation Planning (823-7760)

Applicant: Parks Bureau (Zari Santer 823-5119)

Location: SE Powell, 101st to 104th

Request: Conditional Use for a park with street vacations

Transportation Planning has reviewed the above case for its conformance with adopted transportation policies and for potential impacts upon transportation services, and

- ☐ Has no objections
- ☒ Has no objections, subject to the conditions noted below
- ☐ Recommends denial for reasons noted below
- ☐ Finds no transportation planning issues

Comments:

Arterial Streets Classification Policy (ASCP) Designations for Surrounding Streets:

SE 104th is Neighborhood Collector south of Powell Blvd.

SE Powell Blvd. is a Neighborhood Collector, east of I-205

SE 101st, 102nd and 103rd are Local Service Streets

Conformance with Transportation Policies:

Proposal is in compliance with transportation policies.

Availability of Transportation Services:

Adequate for proposal

Conclusions / Recommended Conditions of Approval:

1. Based on previous meeting with Parks Bureau and BTE, the issues of street vacations, curb and sidewalk construction on streets interior to the project and other improvements have been agreed upon and are stated in the Ed Benedict Park description, as submitted by Parks Bureau.
2. There may be an operations problem with the pedestrian crossing on SE 102nd. It is very close to Powell and may not be offset enough to avoid accidents. May want to consider relocating the playground and basketball court and shift the pedestrian path so that it further south of the intersection at 102nd and Powell.
3. Applicant needs to make sure that frontage improvements along Powell are in compliance with ODOT's standards or plans for the roadway. A sidewalk should be provided along the entire frontage of Powell. (See attached Pedestrian requirements handout)

PEDESTRIAN REQUIREMENTS

MAJOR LAND DIVISION

(more than 10 lots, any division with new public or private street: includes Major partitions with 2 or more flag lots and major subdivisions)

MINOR LAND DIVISION

(10 or fewer lots without new public or private street: includes minor subdivisions and minor partitions)

TITLE 34: all subdivisions or partitions

Requires conformance with Comprehensive Plan for

Goal 6 and Policies, District Policies, Classification Descriptions and Maps

6.6, Urban Form, "Within neighborhoods, new residential development should be served by interconnected local public streets with bicycle and pedestrian routes. Street and pedestrian connections should be provided between new and existing neighborhood and to activity centers.

6.11, Pedestrian Network, Obj. A. "Provide direct connections to transit service", Obj. C, "Minimize travel distance within and between new developments, nearby residential areas, transit stops, and neighborhood activity centers", Obj. D. "Provide adequate pedestrian routes to schools and parks.

Requires conformance with Neighborhood Plans

May have policies or objectives that say things like, "Improve the neighborhood's pedestrian environment and create a pedestrian system."

Improvements in Subdivisions:

Sidewalks on Local Streets: Sidewalks are required where practical or needed and must be on at least one side of each local street.

Sidewalks on Collector or Higher Streets: Sidewalks are required on both sides of all collector or higher classification streets. Can be provided one easements or rights-of-way separated from street.

Improvements in Partitions:

Same improvements are required to serve each parcel in a major partition as in a subdivision. These improvements may be excepted by the Hearings Officer in consultation with City Engineer if determined to be unreasonable due to nature of development in the vicinity of the major partition.

Easements

Through easements, pedestrian and bicycles ways may be required to connect to a cul-de-sac or to pass through an unusually long or oddly shaped block or other wise provide appropriate circulation or continuity to a pedestrian or bicycle circulation system.

Private/Public Streets

Private streets, such as Tract A, are treated just like public streets. If sidewalks would be required if it were a public street, they are also required for a private street or Tract A.

Transportation Planning Rule

(this requirement is mandatory until extension of deadline is granted—probably around June 20; after that it will be guidance. Steve Gerber is going to be proposing sidewalks on both sides of all streets, except for small number of lots, topography or other constraints—adoption in November)

Sidewalks are required along arterials and collectors.

Bikeways are required along arterials and major collectors.

Separate bike or pedestrian ways if necessary to minimize travel distances within and between development

Road systems that can be adequately served by transit, including pedestrian access to existing and identified transit routes

5. CONDITIONAL USE MASTER PLAN

5. CONDITIONAL USE MASTER PLAN

INTRODUCTION (33.820.020, 33.820.030)

The intent of this Conditional Use Master Plan Application is to establish a new park, Ed Benedict Community Park on 10.5 acres that the City owns on SE Powell Boulevard between 100th and 105th Streets. The park will include playgrounds, basketball court, soccer and softball fields, play areas, community garden, picnic areas, restrooms and concession structure. Paths and lighting will be installed throughout the park. A parking lot is proposed north of the soccer field. The site is zoned OS (Open Space) and R3 (Multifamily Residential). See Figures in Section 14.

33.100.100 B 2 ...uses which generate traffic...

Parks are allowed outright in an OS zone with limitations. The concession area, parking area, softball and soccer fields are conditional uses within a park use. Some of the park is zoned R3 where "parks and open areas" uses are allowed by right. The master plan will demonstrate that the park will meet development standards and approval criteria for conditional uses in OS and R zones.

The components of the master plan will be described first. Then it will be demonstrated that the approval criteria for conditional use master plan are fulfilled.

COMPONENTS OF THE CONDITIONAL USE MASTERPLAN (33.820.070)

- A. **Boundaries of the Use:** *The master plan must show the current boundaries and possible future boundaries of the use for the duration of the master plan.*

Ed Benedict Community Park is an area of approximately five blocks bounded on the north by SE Powell Boulevard, on the west by the now vacated SE 100th Street, on the south by SE Bush Street and aligned property lines, on the east by property lines aligned with SE 105th Street.

- B. **General Statement:** *The master plan must include a narrative that addresses the following items:*

1. Expansion Plans: *A description in general terms of the use's expansion plans for the duration of the master plan.*

The site is currently unimproved except for the pathway constructed in conjunction with the adjoining 9-1-1 facility. The area is grass with some trees. The residences previously located within the site were removed by ODOT. The site plan will be constructed as shown in phases as funding becomes available. There are no plans for including additional area or

features beyond what is shown in the master plan. Therefore, the master plan will be unchanged in ten years.

2. Compliance with Conditional Use Approval Criteria: *An explanation of how the proposed uses and possible future uses comply with the conditional use approval criteria.*

The proposed uses shown in the site plan will be constructed in phases as funding becomes available. There are no other possible future uses anticipated. Approval of both allowed and limited uses requires certain setback, buffer and screening standards will be met. Buildings must be set back from all property lines one foot for each foot of building height with a minimum setback of 20 feet. The one-story tall restrooms and concessions structures are over 20 feet from SE Powell Boulevard and over 20 feet from SE 102nd Street.

Outdoor activities such as the basketball court, softball diamond and soccer fields must be set back fifty feet from abutting R-zone properties. They are 140, 240, 160 (regulation) and 110 feet (youth), respectively, from residential properties to the south. Playground facilities must be set back 25 feet from abutting R-zone properties if not illuminated. The tot lot is 105 feet and larger playground is 85 feet north of the nearest residential land.

The parking lot is a conditional use which must meet the parking standards in the CG (General Commercial) zone. It was sized based on the Park Bureau's experience in other parks with similar recreation activities. It will be located outside the required setbacks and will be paved and curbed. It will meet parking dimension standards and handicapped accessibility requirements. It has been located away from residential areas but will have the standard perimeter landscape screens (at least five feet of L2 or ten feet of L1) as well as required interior planting.

3. Impacts on Adjacent Residentially-Zoned Areas: *An explanation of how the use will limit impacts on any adjacent residentially-zoned areas. The impacts of the removal of housing units must also be addressed.*

Landscaped buffers will be provided for all immediately adjacent residential areas. Adjoining streets will be landscaped with street trees or community garden. Two streets were vacated reducing the potential for traffic intruding into the residential area. The remaining streets will be improved to city paving curb and sidewalk standards. Parking was provided within the park nearer SE Powell Boulevard rather than the residential areas. Additional parking will be available in the 9-1-1 parking

lot after hours and weekends and holidays which will further reduce park visitor's need for on-street parking within the neighborhood.

Security has been enhanced through the connection with the 9-1-1 facility and careful site design. The pathway system will be lighted and landscape planting will not reduce visibility. Although the park will attract users from beyond the immediate neighborhood, the active park uses are located farther from residential areas. Quiet passive recreation uses such as picnic area, tot lot and community garden further buffer adjoining residences. The park has good pedestrian and bicycle connections to the surrounding residential neighborhood and should be an amenity to the neighborhood. Two residential units were removed from the site and the residences have been relocated per Federal Housing Relocation Act. Additional housing replacement was provided at 9609 SE Foster where a house was rehabilitated with Rose Community Development funds provided through PDC (Portland Development Commission). Another unit funded by PDC is under construction at 10416 SE Reedway. The City has therefore added two comparable units to the housing stock.

- C. **Uses and Functions:** *The master plan must include a description of present uses, affiliated uses, proposed uses, and possible future uses. The description must include information as to the general amount and type of functions of the use such as office, classroom, recreation area, housing, etc. The likely hours of operation, and such things as the approximate number of members, employees, visitors, special events must be included. Other uses within the master plan boundary but not part of the conditional use must be shown.*

The park is currently used minimally for informal recreation such as walking and jogging. Neighbors and the staff at the 9-1-1 facility have ready access to undeveloped open space but there is only the one improved pathway next to the 9-1-1 building. The proposed uses are active and passive recreation. Active recreation uses include play on play equipment and in informal play field, basketball, softball, soccer, bicycling and jogging on the path system. Passive recreation uses include gardening, walking, picnicking, and enjoyment of the outdoors. Restrooms and concession structure will be available. No additional possible future uses are anticipated.

There will be 0.45 acres in paved circulation uses, 1.03 acres in basketball court and playground, and 0.31 acres in parking lot, with the remaining 8.71 acres in vegetated multi-purpose recreation area. The park will be open from 5:00 am to 12:01 am. There are about 110 staff members using the adjoining 9-1-1 facility at one period during weekdays when four shifts overlap. The Parks Bureau expects 50-60 people at a time for softball or soccer league events. Since soccer and softball players will share the same field those activities will not be scheduled simultaneously.

- D. Site Plan:** *The master plan must include a site plan, showing to the appropriate level of detail, buildings and other structures, the pedestrian and vehicle circulation system, parking areas, open areas, and other required items. This information must cover the following: 1. All existing improvements that will remain after development of the proposed use; 2. All improvements planned in conjunction with the proposed use; and 3. Conceptual plans for possible future uses.*

The primary existing "improvements" which will remain after park development are as many existing trees as can be preserved. Some of the landscaping, lighting and pathway installed for the 9-1-1 facility is actually on park property and will be connected to additional proposed pathways. Although not within the park grounds, the public parking lot will be available for park use after work hours and weekends and holidays. Utilities under the vacated 100th, 101st and 103rd Streets will be protected by easements.

Improvements planned range from those for vehicle, bicycle and pedestrian circulation to those for specific recreation activities. Pavement, curb and sidewalks will be provided along 102nd and 104th Streets. SE Bush between 103rd and 105th Streets will be improved with pavement as needed, curbs, and sidewalks on the park side of the road. An entirely new public right-of-way will be dedicated as SE Bush Street between 100th and 101st Streets. It will have full street improvements of pavement, curbs, and sidewalks.

The primary vehicular access point will be on SE 104th Street. There is a traffic signal with the necessary turn lanes from SE Powell Boulevard at this intersection. The parking lot will accommodate 45 cars with two handicapped accessible parking spaces, landscaping to zoning code requirements of at least five feet of L2 or ten feet of L1 which will buffer SE Powell Boulevard, and a turnaround at the west.

Pedestrians and bicyclists will use either the exterior sidewalks along adjacent streets or an interior lighted pathway system. It will be asphalt eight feet wide. Tri-Met plans to place a transit stop at the Powell Boulevard end of the westernmost path. That will serve as a combined transit/pedestrian gateway for access to the west end of the park as well as for the residential community to the south and the 9-1-1 facility. Bicycle parking is provided near the entrance to the 9-1-1 facility and by the playground/basketball court and playfield areas within the park.

The two playgrounds will be provided for play equipment suitable for their designated age groups. The smaller area to the west is intended for tots and will be easily supervised from seating in the picnic area. The larger area to the east is centrally located near the playing fields and basketball court. It will serve older children.

The basketball court is a standard 50 by 85 feet asphalt surface. It is located near the parking lot and buffered from the residential area. An adult soccer field overlaps a softball field. Both are regulation sized and will be used alternately. The east field can be used as a youth soccer field or for informal play.

The area east of SE 104th Street will be devoted to passive activities such as a community garden and picnic area. These are quiet uses near the residential area on the east and preserve the existing conifer grove. It will have additional planting buffers and serve as a wildlife habitat. Another picnic area will be located south of the large playing field and east of the tots playground.

The restroom structure is centrally located and easily accessible from SE Powell Boulevard and SE 102nd Street as well as from the interior pathway system and parking lot. The concession structure opposite the restrooms helps to form a gateway into the center of the park. It will be used primarily for scheduled sporting events.

Except for circulation and some play surfaces, most of the park will be lawn. Additional trees and shrubs will be planted to define spaces, buffer surrounding residential areas, provide shade and form required screening. Street trees will be located along all streets except to the south side of the community garden area where a full view and unimpeded sunlight is desired.

There are no plans for possible future uses. Play equipment may be replaced over time, additional benches or educational compost display installed, but nothing substantial.

- E. Development Standards:** *The master plan may propose standards that will control development of the possible future uses that are in addition to or substitute for the base zone requirements. These may be such things as height limits, setbacks, FAR limits, landscaping requirements, parking requirements, sign programs, view corridors, or facade treatments. Standards more liberal than those of the code require adjustments.*

No additional standards or adjustments are required.

- F. Phasing of Development:** *The master plan must include the proposed development phases, probable sequence for proposed developments, estimated dates, and interim uses of property awaiting development. In addition, the plan should address any proposed temporary uses or locations of uses during construction periods.*

The first phase will include mostly infrastructure improvements to the park. Construction documents will begin after approval of the conditional use master plan. It is conservatively estimated that bids can be advertized, reviewed and the

construction contract let by September 1994. Construction will probably take six months depending on weather conditions. Improvements to be completed by the summer of 1995 include: all pathways and path lighting, lawn, landscaping, benches, west picnic area, tots playground. Roadway improvements in Phase I include: full street improvements to SE Bush Street between SE 100nd and 101st Streets, full street improvements to SE 102nd Street within the park area, full street improvements to SE 104th Street between SE Powell Boulevard and SE Bush Street. Sidewalks and street trees are included in Phase I. SE Bush Street between SE 103rd and 104th Streets will be graded and pot-holes will be filled with gravel.

Additional work to be included in a second phase includes: play fields, additional playground, basketball court, and parking lot. The third phase will include restrooms and concessions buildings, community garden and other improvements west of SE 104th Street. Dates cannot be estimated since funding is unpredictable. However, it seems assured that all master plan improvements will be completed within the ten years. In the meantime, all unimproved areas will be maintained as grassy fields for informal play use. The area east of SE 104th Street will be open during construction of Phase I improvements when the rest of the site is closed to use.

- G. Transportation and parking:** *The master plan must include information on the following items for each phase. 1. Projected transportation impacts. These include the expected number of trips (peak and daily), an analysis of the impact of those trips on the adjacent street system, and proposed mitigation measures to limit any projected negative impacts. Mitigation measures may include improvements to the street system or specific programs to reduce traffic impacts such as encouraging the use of public transit, carpools, vanpools, and other alternatives to single occupancy vehicles. 2. Projected parking impacts. These include projected peak parking demand, an analysis of this demand compared to proposed on-site and off-site supply, potential impacts to the on-street parking system and adjacent land uses, and mitigation measures.*

Transportation Planning has reviewed the master plan and noted that adequate transportation services are available. The park is a neighborhood park to which most users will walk or ride bicycles and traffic impact is expected to be negligible. Therefore, no traffic analysis or mitigation was required. The playing fields are the only uses which will attract users likely to travel by automobile and the parking lots have been sized to accommodate two sets of players and audience (one group playing and another "on deck.") With additional overflow parking spaces available at the 9-1-1 facility, no automobiles will need to park on the streets.

- H. Street vacations:** *The master plan must show any street vacations being requested in conjunction with the proposed use and any possible street vacations which might be requested in conjunction with future development.*

SE 100th Street was vacated between SE Powell Boulevard and SE Bush Street in conjunction with the construction of the 9-1-1 facility. SE 101st Street will be vacated between SE Powell Boulevard and new portion of SE Bush Street. SE 103rd Street will be vacated between SE Powell Boulevard and SE Bush Street. Request for vacation of these streets has been made to the Transportation Bureau and City Council has approved this request at a public hearing. An ordinance authorizing these vacations is expected to be approved in April 1994. Easements for underground utilities will be retained at all vacated streets. No additional street vacations will be requested in the future.

I. Adjustments/Reviews/Review Procedures

No adjustments are being requested in conjunction with the proposed use or overall development standards. No design review or other required reviews are being requested. No procedures for review of possible future uses are needed as no other future uses are anticipated.

APPROVAL CRITERIA (33.820.050)

- A. Required Components:** *The master plan contains the required components as listed...*

The conditional use master plan meets approval criteria A because it contains the required Components of the Conditional Use Master plan A-K. See preceding section.

- B. Compliance with Conditional Use Approval Criteria:** *The proposed uses and possible future uses in the master plan comply with the applicable conditional use approval criteria.*

The conditional use master plan meets approval criteria B because the applicable conditional use approval criteria for proposed uses were met as described above in B.2.

- C. Compliance with Zoning Code Requirements:** *The proposed uses and possible future uses will be able to comply with the applicable requirements of the zoning code, except where adjustments are being approved as part of the master plan.*

The conditional use master plan meets approval criteria C because the proposed uses comply with the applicable requirements of the zoning code and no

adjustments are being required. See B.3. Impacts on Adjacent Residentially-Zoned Areas and D. Site Plan in the preceding section.

**6. COMPLIANCE WITH DEVELOPMENT STANDARDS AND
APPROVAL CRITERIA FOR OPEN SPACE ZONE**

6. COMPLIANCE WITH DEVELOPMENT STANDARDS AND APPROVAL CRITERIA FOR OPEN SPACE ZONE

The Open Space zone is intended to preserve public and private open and natural areas identified in the Comprehensive Plan. Certain parks and open areas uses are limited, including concession areas, parking areas, softball and soccer fields as well as facilities that draw spectators to events in a park. See figures in Section 14.

33.200 Site Development Standards

Approval of both allowed and limited uses requires that certain setback, buffer and screening standards be met. Buildings must be set back from all property lines one foot for each foot of building height with a minimum setback of 20 feet. The one-story tall restrooms and concessions structures are over 20 feet from SE Powell Boulevard and over 20 feet from SE 102nd Street.

Outdoor activities such as the basketball court, softball diamond and soccer fields must be set back fifty feet from abutting R-zone properties. They are 140, 240, 160 (regulation) and 110 feet (youth), respectively, from residential properties to the south. Playground facilities must be set back 25 feet from abutting R-zone properties if not illuminated. The tot lot is 105 feet and larger playground is 85 feet north of the nearest residential land.

The parking lot is a conditional use which must meet the parking standards in the CG (General Commercial) zone. It was sized based on the Park Bureau's experience in other parks with similar recreation activities. It will be located outside the required setbacks and will be paved and curbed. It will meet parking dimension standards and handicapped accessibility requirements. It has been located away from residential areas but will have the standard perimeter landscape screens as well as required interior planting.

33.815.100 Approval Criteria for Uses in the Open Space Zone

Character and Impacts: *1. The proposed use is consistent with the intended character of the specific OS zoned area and with the purpose of the OS zone. 2. Adequate open space is being maintained so that the purpose of the OS zone in that area and the open or natural character of the area is retained. 3. City-designated environmental resources, such as views, landmarks, or habitat areas, are protected or enhanced.*

The proposed use meets the approval criteria of character and impacts because it is consistent with the purpose of the OS zone and with the intended character of the specific OS zone area. The three playing fields and extensive landscaping ensure adequate open space is being maintained so that the purpose of the OS zone in that area and the open or natural character of the area is retained. There are no City-designated environmental resources, such as views, landmarks, or habitat areas, to be protected but views into the area will be improved and the existing eastern tree grove enhanced as a habitat area. Most importantly, this park will provide recreational opportunity in an area that is park deficient.

Public Services:

1. *The proposed use is in conformance with...the Arterial Streets Classification Policy.*

Transportation Planning has reviewed the master plan and noted it is in compliance with transportation policies. Arterial Streets Classification Policy (ASCP) designations for surrounding streets are: SE 104th is Neighborhood Collector south of SE Powell Boulevard; SE 101st, 102nd and 103rd are Local Service Streets; SE Powell Boulevard is currently a Neighborhood Collector, east of I-205, although ODOT proposes to develop it as a "major city traffic street." In addition, SE Powell Boulevard is also designated as a minor transit street, bicycle route, pedestrian path with crossings, and major truck street route.

2. *The transportation system is capable of safely supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, access to arterials, transit availability, on-street parking impacts, access requirements, neighborhood impacts, and pedestrian safety.*

Transportation Planning has reviewed the master plan and noted that adequate transportation services are available. See Pre-Application Conference Summary, Section 4. It has reviewed both street vacations and street improvements and found the proposed street system fully capable of supporting the proposed use. The plan accommodates the potential future expansion of SE Powell Boulevard by providing a sixteen foot setback from the existing street right-of-way. As suggested, the pedestrian path crossing 102nd has been shifted further south to increase distance from the intersection with SE Powell Boulevard. Transit is available along SE Powell Boulevard with bus stops at the pathway on vacated SE 100th and at 102nd Street as well as approximately 300 feet east of 104th Street.

The centrally located parking lot which is accessed from SE 104th Street just south of SE Powell Boulevard should reduce on-street parking. The public parking lot at the 9-1-1 facility will also be available after hours on weekdays, and weekends and holidays. Pedestrian safety will be improved through provision of lighted, interior path system in addition to sidewalk improvements to all streets surrounding the park. Pedestrian crossing of SE Powell Boulevard is possible at the traffic signal at the intersection with SE 104th Street. Stop signs will be installed along the paths crossing 102nd and SE 104th Streets.

3. *Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.*

An 18 inch water main exists in vacated SE 100th Street south of SE Powell Boulevard that will serve the site. Police and fire protection are capable of serving the proposed use with the additional bonus of the 9-1-1 facility as a neighbor and extra security. There are existing public sanitary sewers located in SE Powell Boulevard, SE 101st, 102nd, 103rd,

**7. COMPLIANCE WITH DEVELOPMENT STANDARDS AND
APPROVAL CRITERIA FOR RESIDENTIAL (MULTI-DWELLING)
ZONES**

7. COMPLIANCE WITH DEVELOPMENT STANDARDS AND APPROVAL CRITERIA FOR RESIDENTIAL (MULTI-DWELLING) ZONES

The Residential (Multi-Dwelling) zone is intended to maintain the residential character of areas identified in the Comprehensive Plan. Certain parks and open areas uses are limited, including concession areas, parking areas, softball and soccer fields as well as facilities that draw spectators to events in a park. These non-household living uses should not significantly conflict with the appearance and function of the residential areas. See figures in Section 4.

33.120 Site Development Standards

Approval of both allowed and limited uses requires certain setback, buffer and screening standards be met. Ed Benedict Park complies with all maximum or minimum standards found in Table 120-5:

Minimum site area for new uses (10,000 sf): 10.5 acres

Maximum floor area ratio (2 to 1): 1 to 1

Maximum height (75 feet): 20 or less

Building setbacks (1 ft back for every 2 ft building height, 10 ft minimum): 65 ft

Maximum building coverage (70% of site): less than 5%

Minimum landscaped area (20% of site): 50% or more

Buffering from abutting residential zone (10 ft to L3 standard): The L3 standard requires shrubs to form a screen 6 feet high and 95 percent opaque year around; plus one tree per 30 lineal feet of landscaped area; plus ground cover plants in remainder of area OR 6 ft high masonry wall instead of shrubs plus the trees and ground cover plants. "Grassy play area and natural areas are not subject to the high hedge buffering standard." Abutting residential zones have been buffered by informal groupings of trees and shrubs but not opaque evergreen shrub lines or masonry walls. There are no active recreation uses along park edges and a strong visual separation is not desirable. From a park and community planning standpoint, it seems a somewhat transparent, softer landscaped edge that allows neighbors to view the park, would be more suitable than a fully obscuring six feet high screen. See also Section 10, Compliance with OS/R3 Zone Requirements (Screening and Landscaping).

Buffering across a street from a residential zone (10 ft to L1 standard): nearly the entire site is lawn with formal street plantings and/or informal tree and shrub borders

Setbacks for all detached accessory structures except fences (10 ft): all play equipment is located away from perimeter areas

Parking and loading (see Chapter 33.266): See Section 10, Compliance with OS/R3 Zone Requirements (Parking and Loading).

Signs (See Chapter 33.286): A single sign will be located at both SE 102nd and 104th Streets. They will be the Park Bureau standard 2' x 5' wooden sign mounted on two 4" x 4" posts, mounted 18" above the ground and colored brown with green lettering.

Exterior storage (prohibited): not planned.

Outdoor activity facilities (50 feet setback from abutting R-zoned properties): basketball court, softball diamond and soccer field are 140, 240, 160 (regulation) and 105 feet (youth) respectively, from residential properties to the south.

Playground facilities (25' setback from abutting R-zone properties if not illuminated): tot lot is 105 feet and larger playground is 85 feet north of the nearest residential land

33.815.105 Approval Criteria for Uses in the Multi-Family Residential Zone

Proportion of Household Living Uses: *The overall residential appearance and function of the area will not be significantly lessened due to the increased proportion of uses not in the Household Living category in the residential area. Consideration includes the proposal by itself and in combination with other uses in the area not in the Household Living category and is specifically based on: 1. The number, size, and location of other uses not in the Household Living category in the residential area; and 2. The intensity and scale of the proposed use and of existing Household Living uses and other uses.*

The overall residential appearance and function of the area will not be significantly lessened because only a few lots were zoned residential. Most of the park site is already zoned as Open Space and the neighborhood is deficient in open space developed for either active or passive recreation. This will not proportionally increase these kinds of uses over housing.

Physical Compatibility: *1. The proposal will preserve any City-designated scenic resources. 2. The proposal will be compatible with adjacent residential developments based on characteristics such as the site size, building scale and style, setbacks, and landscaping. 3. The proposal will mitigate differences in appearance or scale through such means as setbacks, screening, landscaping and other design features.*

There are no scenic resources to be preserved but the proposal will develop a significant amenity of scenic value in a park deficient neighborhood. The park will be compatible with adjacent residential development by providing equal or better landscaping and decreased building density. The restrooms and concessions structures will be small and well setback and landscaped. The main difference in scale is that the park will consist of several large blocks with few structures -

this difference has been minimized by subdividing the large overall site into smaller use areas so no single huge "empty" area is evident.

Livability: *The proposal will not have significant adverse impacts on the livability of nearby residential zoned lands due to: 1. Noise, glare from lights, late-night operations, odors, and litter; and 2. Privacy and safety issues.*

The park will maintain and enhance livability of nearby residential zoned lands. Only passive recreation uses are located near adjoining residential areas. More potentially noisy uses like the playing fields and basketball court are located in the center of the site away from homes. Playing fields are not lighted and so will not be used at night. The pathway lighting will increase visibility and safety without glare to residences. The parking lot is on the north side of the site, away from residences, and screened to prevent glare problems.

The park will be open from 5:00 am to 12:01 am and may have strollers and joggers after dark. However, the proximity of 9-1-1 facility should reduce the possibility of any undesirable late-night operations. Normal park maintenance will remove any possible litter and odor producing material. Tree and shrub buffers near adjoining residences should provide acceptable privacy. In addition, the park will enhance the neighborhood image and contribute to the health and well-being of everyone. Those most nearby will have most immediate access and increased property values.

Public Services:

1. *The proposed use is in conformance with...the Arterial Streets Classification Policy.*

Transportation Planning has reviewed the master plan and noted it is in compliance with transportation policies. Arterial Streets Classification Policy (ASCP) designations for surrounding streets are: SE 104th is Neighborhood Collector south of SE Powell Boulevard; SE 101st, 102nd and 103rd are Local Service Streets; SE Powell Boulevard is currently a Neighborhood Collector, east of I-205, although ODOT proposes to develop it as a "major city traffic street." In addition, SE Powell Boulevard is also designated as a minor transit street, bicycle route, pedestrian path with crossings, and major truck street route.

2. *The transportation system is capable of safely supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, access to arterials, transit availability, on-street parking impacts, access requirements, neighborhood impacts, and pedestrian safety.*

Transportation Planning has reviewed the master plan and noted that adequate transportation services are available. See Pre-Application Conference Summary, Section 4. It has reviewed both street vacations and street improvements and found the proposed street system fully capable of supporting the proposed use. The plan accommodates the potential future expansion of SE Powell Boulevard by providing a sixteen foot setback

from the existing street right-of-way. As suggested, the pedestrian path crossing 102nd has been shifted further south to increase distance from the intersection with SE Powell Boulevard. Transit is available along SE Powell Boulevard with bus stops at the pathway on vacated SE 100th and at 102nd Street as well as approximately 300 feet east of 104th Street.

The centrally located parking lot which is accessed from SE 104th Street just south of SE Powell Boulevard should reduce on-street parking. The public parking lot at the 9-1-1 facility will also be available after hours on weekdays, and weekends and holidays. Pedestrian safety will be improved through provision of lighted, interior path system in addition to sidewalk improvements to all streets surrounding the park. Pedestrian crossing of SE Powell Boulevard is possible at the traffic signal at the intersection with SE 104th Street. Stop signs will be installed along the paths crossing 102nd and SE 104th Streets.

3. *Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.*

An 18 inch water main exists in vacated SE 100th Street south of SE Powell Boulevard that will serve the site. Police and fire protection are capable of serving the proposed use with the additional bonus of the 9-1-1 facility as a neighbor and extra security. There are existing public sanitary sewers located in SE Powell Boulevard, SE 101st, 102nd, 103rd, 104th and SE Bush Streets that can serve the sanitary needs of the project. Stormwater collecting on roads through the park and in the parking lot will be managed on-site with sumps. Other surface run-off will be directed away from pathways and playgrounds and allowed to naturally infiltrate the ground.

Area Plans: *The proposal is consistent with any area plans adopted by the City Council such as neighborhood or urban renewal plans.*

See Powellhurst Community Plan, Section 8.

8. COMPLIANCE WITH POWELLHURST COMMUNITY PLAN

8. COMPLIANCE WITH POWELLHURST COMMUNITY PLAN

This section provides a review of the goals and policies of the Powellhurst Community Plan. See also Section 11 which summarizes meetings with neighborhood groups. See figures in Section 14.

Purpose and Mission: Maintain and improve the park systems.

Improving the Ed Benedict Park is consistent with this goal.

Policy 1: POWELLHURST COMMUNITY

The park is within the boundaries of the Powellhurst Community.

Policy 2: PLAN RELATIONSHIPS

This policy refers to the relationship of the Powellhurst Community Plan to the City of Portland Comprehensive Plan.

Policy 3: CITIZEN INVOLVEMENT

Meetings with the Gilbert/Powellhurst Neighborhood Association, and the Lents Neighborhood Association have been held. Notes regarding meetings are attached in Section 11, Meetings with Neighborhood Groups.

Policy 4: ARRANGEMENT OF LAND USES

Parts A and B of this policy refer to Commercial Nodes and development which are not directly related to development of this site along SE Powell Boulevard. Part C of this policy refers to protection of areas designated for industrial development. The project supports Part C as it protects the industrially zoned areas to the north and west of the project from encroachment by provided a buffer between those areas and residential areas to the south and east.

Policy 5: COMMUNITY INVESTMENT

Encourage infill development intensification of development and a diversity of land uses in order to improve the local tax base which supports schools and other public services.

This project has minor effect on the tax base as the current use is primarily tax-exempt and the proposed use is entirely tax-exempt. However, it does encourage infill and intensification of development to the north and west of the project by buffering any adverse impact of such development from the residential neighborhoods to the south and east. The residential neighborhoods will also be more attractive to infill housing.

Policy 6: DESIGN GUIDELINES

1. *Preserve and enhance significant natural features such as wooded areas, wetlands, wildlife habitats, wildlife corridors, and open spaces.*

The park will enhance an existing open space. A variety of trees and shrubs will be added and all landscaped areas will be irrigated. The existing grove of conifers at the east end will be preserved and enhanced as wildlife habitat. Development of the adjacent community garden area will also increase food and cover available to wildlife.

2. *Use landscaping, street furniture, open spaces and walkways to create attractive areas for pedestrians and provide nonvehicular access within and between commercial nodes, schools, and residential areas.*

The project has a network of wide asphalt paths for both pedestrians and bicyclists. Sidewalk improvements and street tree plantings along SE 102nd and 104th Streets will enhance pedestrian circulation from the residential areas to SE Powell Boulevard. The pathway at the vacated SE 100th Street leads to a planned transit stop on SE Powell Boulevard. A central and eastern pathway provide further north-south access. East-west circulation will be served by similar eight foot wide asphalt pathways and sidewalk improvements and street tree plantings along SE Bush Street. All these circulation routes will be accessible, lighted and fully landscaped. These circulations paths make a safe, attractive routes between residential areas and nearby commercial and educational sites.

3. *Encourage the creation, connection, continuation and preservation of a safe and well-defined system of pedestrian and bicycle pathways throughout the community. This system should include safe crossing across streets and connection between shopping, community service, employment and residential areas.*

The park pathways provide a safe and clearly defined link to the designated major bicycle route on SE Powell Boulevard from the neighborhoods to the south. The I-205 bikepath is five blocks west and should enable more bicycles safe passage to more distant shopping, community service, and employment areas. In addition, the I-205 bikepath, local north-south designated bicycle routes and neighborhood streets make connection to and from the Springwater Corridor possible. The east-west crossings of SE 102nd and 104th Streets have been located where crossing will naturally occur and they will be raised and marked both to make the crossing more visible and to minimize the speed of cars. The crossings will be well-defined and safe for both pedestrians and cyclists.

4. *Create safe and attractive connections for pedestrians between public transit stops, residential neighborhoods and employment centers in the community.*

Please see response to Policy 6, Guideline 2, above.

5. *Encourage urban infill developments which preserve the privacy of existing residential uses and enhance the safety of the community as infill development occurs.*

The project encourage infill developments to the north and west of the site by buffering any adverse impact of such development from the residential neighborhoods to the south and east. Community safety will be enhanced by providing an attractive site with a variety of users. There will be good visibility in the park and pathway lighting so that users will feel secure. The 9-1-1 building has visitors in police cars and its 24 hours a day operation provides a continual human presence in the area.

6. *Preserve the privacy and attractive characteristics of existing residential areas.*

The existing residential areas to the south and east will be enhanced by the buffering of nearby commercial areas. The street improvements and landscaping will make the adjacent residential areas more attractive. Landscaped buffers are provided to preserve the privacy of all immediately adjacent residential areas. Infill development, restoration of existing residences, and increased property values are to be expected near the park.

7. *Encourage clustering of development and use of density transfers within a site as a means of preserving natural features. Encourage the retention of trees.*

The site plan was developed to maximize preservation of existing trees. Park features including the pathways will be site to avoid tree destruction. The major group of Douglas Fir trees in the northeast corner will be preserved as a picnic area.

8. *Preserve wooded areas that can be protected in the overall site design by flexible placement and design of buildings, parking areas, drives and other site elements.*

Please see response to Policy 6, Guideline 7, above.

9. *Protect and retain trees and other natural features during the site preparation phase of development.*

Construction specifications will provide for the protection of retained trees during construction and the replacement of trees inadvertently damaged.

10. *Provide street trees along rights-of-way.*

Formal street tree plantings will be made where SE 102nd and 104th Streets cross the park as well as along part of SE Bush Street and around the parking area. Other more irregular groupings of trees and shrubs will enclose the major spaces and provide shade to playgrounds and picnic areas.

11. *Preserve the scenic views of Powell Butte and Grant Butte.*

There are no scenic views of Powell Butte or Grant Butte from or adjacent to the site.

12. *Enhance safety and aesthetic value of the arterial streets in the community when development is proposed adjacent to the public right-of-way, by considering: a. The need in the case of a large office, commercial or residential development to provide a safe, well-defined pedestrian crossing on an arterial. b. The need for sidewalks along arterial streets. Sidewalks should lead into the pedestrian circulation system planned or already established within development. c. Signs should be kept to a minimum number and size appropriate for aesthetic and safety purposes.*

Development of the park will enhance the safety and aesthetic value of adjacent SE Powell Boulevard. There is a controlled crossing at SE 98th Street and SE Powell Boulevard to the west of the site. Another controlled crossing at SE 102nd and SE Powell Boulevard connects directly to the circulation system in the park. An eight foot wide asphalt pathway for pedestrians and bicycles is provided parallel to SE Powell Boulevard instead of sidewalks immediately adjacent to the traffic lanes. Pedestrian crossing signs will be installed at SE 102nd and 104th Streets where the park's path crosses these streets. Other signage will meet the Bureau of Parks standards of the minimum number and size needed in legible but restrained earthtones.

13. *Enhance residential street environment by encouragement of well-maintained parking strips.*

All through or adjacent streets will have street trees and tree lawns in the parking strips. Park Bureau staff will maintain the entire site including these edges.

14. *Reduce paved areas and curb cuts for nonresidential uses by encouraging joint use of driveways, parking, pedestrian accessways, and maneuvering areas and consolidation of private drives serving two adjacent lots.*

This guideline is not directly applicable. However, the parking areas is as small as possible with a single curb cut at SE 104th Street. Additional parking lot development was avoided by arranging for use of the 9-1-1 public parking lot after hours on weekdays and weekends and holidays.

15. *Require landscape buffering on commercial and industrial sites where they abut residential zones.*

This guideline is not applicable.

16. *Locate commercial and industrial driveways and storage facilities and loading areas away from residential areas and/or provide buffers and landscaping to ameliorate glare, noise and heat reflection.*

This guideline is not directly applicable. However, the parking lot has been located away from residential areas and has landscaping to buffer adjoining uses.

17. *Screen outside storage areas with site-obscuring landscaping.*

This guideline is not applicable.

18. *Require landscaped yards, screening, fences, and buffers of new multi-family structures in R3, R2, R1 and RH zones along any shared lot line with an R10, R7, R5 or R2.5 zone to preserve privacy of existing residential units.*

This guideline is not applicable as the park is not a multi-family structure.

19. *Orient major activity areas such as play areas, loading or delivery areas, entrances, and stairwells of new multi-family developments away from any shared lot line with an R10, R7, R5, or R2.5 zone to preserve privacy of abutting existing residential developments.*

This guideline is not directly applicable as the park is not a multi-family structure. However, the major activity areas such as play areas and parking areas have been located away from adjacent residential areas.

20. *Use deciduous trees next to buildings to provide shade and cooling to the building in the summer while preserving solar heating opportunities during the winter.*

Please refer to the site plan. The park will have two minor structures, the concessions and restrooms buildings, which will be partially shaded by double lines of street trees to the south.

21. *Use design features to discourage criminal activities. Provide lighting near entrances, paths and activity areas and effective locks on doors. Design new residential development to assure surveillance opportunities in outdoor areas.*

The park layout and landscaping has been designed to promote visibility and the pathway system is lighted. The adjoining 9-1-1 building is a 24 hour public safety facility which should enhanced security in the park and nearby residential areas. The public lobby and the public parking area which have some limited use by the public after hours face south to the neighborhood. Windows on the east and north provide some overviews of the park which will help maintain a human presence in the area. Also, since police vehicles do regularly visit the 9-1-1 center, there will be increased police presence for the neighborhood and park.

22. *Design developments to meet the needs of the handicapped and for crime prevention measures.*

All pathways, structures (concessions and restroom facilities) and play equipment will be designed to be accessible to the physically challenged. Please see response to Policy 6, Guideline 21, above regarding crime prevention measures.

23. *Division Street Traffic Management Control Area Design Guidelines.*

This policy does not apply as the site is outside of the Division Street Traffic Management Control Area.

Policy 7: VACANT RESIDENTIAL LAND INVENTORY

Maintain residentially zoned land for residential use.

Two residentially zoned inholdings exist within the 10.5 acres that are zoned as Open Space. These residential lots were purchased to prevent conflict between park uses and residents as well as to provide the larger uninterrupted spaces needed for active recreational facilities. These two residential units will be offered to housing agencies for relocation and if not needed they will be demolished. Additional housing replacement was provided at 9609 SE Foster where a house was rehabilitated with Rose Community Development funds provided through PDC. Another unit funded by PDC is under construction at 10416 SE Reedway.

Policy 8: NEW DEVELOPMENT

Use design features such as landscaping, screening and building orientation to ensure compatibility of new development with existing residential development.

The park will maintain and enhance livability of nearby residential development. Landscaped buffers are provided for all immediately adjacent residential areas. Adjoining streets are landscaped with street trees or community garden. Quiet passive recreation uses are located nearer residences while more active park uses, two small structures and the parking lot are farther away.

Policy 9: REDEVELOPMENT

Encourage the maintenance and enhancement of the appearance of existing development.

The two previously existing residential units were removed from the site and relocated per Federal Housing Relocation Act. Additional housing replacement was provided with one rehabilitated unit and another newly constructed in the neighborhood. Therefore, this policy does not apply. However, the existing residential areas to the south and east will be enhanced by the buffering of nearby commercial areas. The street improvements and landscaping will make the

adjacent residential areas more attractive. Infill development, restoration of existing residences, and increased property values are to be expected near the park.

Policy 10: HOUSING LOCATION

This policy does not apply as there is no new residential development.

Policy 11: COMMERCIAL LOCATION

This policy is not applicable as the site is not a commercial designation.

Policy 12: EDUCATION AND COMMUNITY FACILITIES

Promote the utilization of existing institutional facilities for community and educational purposes.

The undeveloped park is an existing institutional facility which will be more highly utilized with these improvements. It will offer both active and passive recreational opportunities for people of all ages and abilities.

Policy 13: PUBLIC FACILITIES

A. Redevelopment should be predicated on the provision of adequate urban services including sanitary sewage, water, and streets. B. Encourage the undergrounding of new and existing utility lines.

There are existing public sanitary sewers located in SE Powell Boulevard, SE 101st, 102nd, 103rd, 104th and SE Bush Streets that can serve the sanitary needs of the project. Stormwater collecting on roads through the park and in the parking lot will be managed on-site with sumps. Other surface run-off will be directed away from pathways and playgrounds and to naturally infiltrate the ground. An 18 inch water main exists in vacated SE 100th Street south of SE Powell Boulevard that will serve the site. Regarding streets, Transportation Planning has reviewed the master plan and found the proposed street system fully capable of supporting the proposed use. The plan also accommodates the potential future expansion of SE Powell Boulevard by providing a sixteen foot setback from the existing street right-of-way. All new utility lines crossing the site will be located underground. Existing utility line that bound the park will not be disturbed.

Policy 14: DRAINAGEWAYS

This policy does not apply as the park site is not in a natural drainageway or wildlife habitat corridor. However, this development envisions the creation of a small wildlife habitat area (as a backyard habitat) in the future phases.

Policy 15: JOHNSON CREEK

This policy does not apply as the park site is not in the Johnson Creek area.

Policy 28: PATHWAY SYSTEMS

Develop a pathway system for pedestrians throughout the community.

Please see response to Policy 6, Guideline 2, above.

9. COMPLIANCE WITH TRANSPORTATION POLICY

9. COMPLIANCE WITH TRANSPORTATION POLICY

Goal 6: Transportation Element of the Comprehensive Plan

The Transportation Goal encourages the development of a balanced, affordable and efficient transportation system. It seeks to provide safe and efficient accessibility to all planned land uses while reducing reliance upon the automobile and per capita vehicle miles traveled. Inter-regional and longer distance intra-regional trips should use regional trafficways and transitway in order to minimize impacts on city neighborhoods and preserve their livability. Ed Benedict Park is intended to be a community park serving primarily the residents of the Powellhurst-Gilbert and Lents neighborhoods and some of the regional policies are not applicable. Most of the users will walk or ride bicycles from the adjoining neighborhood. Only during softball or soccer games, will people come from other parts of the city. The number of cars will not exceed fifty per game time. See figures in Section 14.

Transportation Planning has reviewed the master plan and noted it is in compliance with transportation policies. Arterial Streets Classification Policy (ASCP) designations for surrounding streets are: SE 104th is Neighborhood Collector south of SE Powell Boulevard; SE 101st, 102nd and 103rd are Local Service Streets; SE Powell Boulevard is currently a Neighborhood Collector, east of I-205, although ODOT proposes to develop it as a "major city traffic street." In addition, SE Powell Boulevard is also designated as a minor transit street, bicycle route, pedestrian path with crossings, and major truck street route.

6.2 Regional and City Travel Patterns

Inter-regional traffic should use the Regional Transit and Trafficway system. Major City Traffic Streets, District Collectors, and Neighborhood Collectors should not be designed or managed to serve as alternative routes for regional trips. Collectors should serve as the distributor of local traffic to and from Major City Traffic Streets. Local Service Traffic Streets should not carry excess traffic from Collector Streets or experience high traffic volumes or speed.

Implementation of the master plan will vacate SE 101st and 103rd Streets. SE 102nd (Local Service) and SE 104th (Neighborhood Collector) Streets will connect the neighborhoods to the south to SE Powell Boulevard (Neighborhood Collector). Even if SE Powell Boulevard is upgraded to a Major City Traffic Street, inter-regional traffic is served by I-205, five blocks to the west. Improvements to pedestrian crossings of SE 102nd and SE 104th Streets should discourage their use as alternative routes for regional trips as well as high traffic volumes or speed.

6.5 Neighborhood Collector and Local Service Street Traffic Management

Manage traffic on Neighborhood Collectors and Local Service Streets according to the hierarchy established in Chapter 2 of the Transportation Element, Arterial Streets Classifications and Policies, and the land uses they serve. Measures taken by Bureau of Traffic Management, within the criteria of both the Collector Recovery and Neighborhood Traffic Management Programs,

to manage traffic on Neighborhood Collectors and Local Service Streets should encourage non-local traffic to use streets with higher traffic classifications and should not significantly divert traffic to other nearby streets of the same or lower classification.

See policy 6.2.

6.6 Urban Form

The City supports a regional form composed of mixed-use centers which are served by an interconnected transportation network throughout the city. Within neighborhoods, new residential development should be served by interconnected local public streets with bicycle and pedestrian routes. Street and pedestrian connections should be provided between new and existing neighborhoods and to activity centers.

Although there is no new residential development, implementation of the park master plan with its new pathways and street improvements, will improve connections between existing residential developments and nearby activity centers.

6.7 Transit First

Develop transit as the preferred form of person trips to and from downtown and all regional activity centers, as proposed in the Regional Urban Growth Goals and Objectives(RUGGO). Transit shall not be viewed simply as a method of reducing peak-hour, work-trip congestion on the automobile network, but shall serve all trip types. Reduce transit travel times on the regional system, and in the Central City area, to levels approaching automobile travel times.

Tri-Met plans to place a transit stop at the SE Powell Boulevard end of a pedestrian way that connects to the 9-1-1 facility and to the park. This will serve as a combined transit/pedestrian gateway for access to the west end of the park as well as for the residential community to the south and the 9-1-1 facility.

6.10 Barrier-Free Design

Transportation facilities shall be accessible to all people. All improvements to the transportation system (traffic, transit, bicycle and pedestrian) in the public right-of-way shall comply with the Americans With Disabilities Act of 1990.

All sidewalks and interior pathways will comply with the Americans With Disabilities Act. The parking lot will have two accessible parking spaces. The playground will include accessible play equipment.

6.11 Pedestrian Network

Plan and provide for a pedestrian network in order to increase the modal share of pedestrian travel to 10 percent over the next 20 years.

The park will provide pedestrian pathways within the site as well as sidewalk improvements to surrounding streets. This network will provide more direct, improved routes to the transit stop and nearby activity centers and increase pedestrian use.

6.12 Bicycle Network

Plan and provide for a bicycle network in order to increase the modal share of bicycle travel to 10 percent over the next 20 years.

SE Powell Boulevard is a designated major bicycle route. A bicycle path connection will be made along the vacated 100th Avenue area to connect Powell to Bush and to provide direct access to the park as well as the 9-1-1 building. The I-205 bikepath is five blocks west and should enable more bicyclists to reach Ed Benedict Park. In addition, the I-205 bikepath, local north-south designated bicycle routes and neighborhood streets make connection to and from the Springwater Corridor possible. The asphalt pathways within the park are asphalt eight feet wide to accommodate both pedestrians and bicycles. Bicycle parking is provided near the entrance to the 9-1-1 facility and by the playground/basketball court and playfield areas within the park.

6.15 On-Street Parking Management

Manage the supply, operations and demand for parking in the public right-of-way to encourage economic vitality, traffic safety, and livability of residential neighborhoods. Parking in the right-of-way, in general, should serve land uses in the immediate area. Maintain existing on-street parking in older neighborhoods where off-street parking is inadequate. Parking for individuals, or at specific locations, is not guaranteed by this policy. However, the City should act to protect parking first for residents and second for customers and visitors.

On-street parking will be provided in the improved rights-of-way of SE 104th Street and SE Bush Street from SE 100th to 105th Streets.

6.16 Off-Street Parking

Off-street parking will be the primary source of parking supply. The zoning code shall require private development of adequate, but not excessive, off-street parking for all land uses. The CM, CS, CN1, EX, RX, or CX zones are placed near existing or future transit service. The City will not require the private development of off-street parking in these zones because growth in access is expected to be met primarily by transit, bicycles, and pedestrians.

A new parking lot which will accommodate 45 cars was sized based on the Park Bureau's experience in other parks with similar recreation activities. In addition, the 39 spaces in the

9-1-1 visitors parking lot will be available for park users after 5:00 pm on weekdays and all weekends and holidays.

6.18 Clean Air and Energy Efficiency

Encourage the use of all modes of travel that contribute to clean air and energy efficiency.

The site plan provides for and encourages the use of bicycles, walking as well as transit. See sections 6.7, 6.11, and 6.12 above.

**10. COMPLIANCE WITH PARKING AND LOADING, SCREENING
AND LANDSCAPING**

10. COMPLIANCE WITH PARKING AND LOADING, SCREENING AND LANDSCAPING

This section provides a discussion of how the project complies with specific standards required in the OS and R3 zones. See Section 6 for compliance with development standards for Open Space Zone and Section 7 for compliance with development standards for Residential (Multi-Dwelling) Zones. See figures in Section 14.

Parking and Loading (33.266)

The required parking is located in a parking lot accessed from SE 104th Street. The Bureau of Transportation has approved the location of the parking lot and its driveway. The minimum required parking spaces (Table 266-2) for parks and open areas is established through conditional use review for active areas. The Park Bureau's experience in other parks with similar recreation activities indicates that 45 parking spaces will be sufficient. In addition, the 39 spaces in the 9-1-1 visitors parking lot will be available for park users after 5:00 pm on weekdays and all weekends and holidays. The parking area layout standards will be applied to provide a safe and attractive area.

In compliance with Section 33.266.130 D, the lot will have curbs (including perimeter and interior landscaped areas), paving and striping. The minimum required setbacks and perimeter landscaping (Section 33.266.130 E) apply when a parking area abuts a street or lot line. Thus the minimum setback for the north side of the parking lot would be five feet with L2 landscaping or ten feet with L1 landscaping. This area is actually over 30 feet deep and will have the required one tree per 800 square feet and either two high shrubs or three low shrubs per 400 square feet of landscaped area with ground cover fully covering the remaining landscaped area.

The parking area layout will meet or exceed parking space and aisle dimensions shown in Table 266-5. There will be no stacked parking and a turnaround at the west end will insure that all vehicles enter and exit the site in a forward motion. Handicapped parking will comply with the standards in the Americans with Disabilities Act. Interior landscaping will be provided per Section 33.266.130 G. In addition, the park itself serves as a substantial amount of perimeter landscaping.

The required number of bicycle parking spaces (Table 266-6: 1 per 20 auto spaces) will be exceeded. Bicycle racks and the area required for parking and maneuvering will meet the standards of the Office of Transportation. There will be no loading spaces.

Screening and Landscaping (33.248)

Except for pathways, parking lot and playgrounds, the entire park will be landscaped. The master plan shows the conceptual planting layout. Playing fields are lawn with trees and shrubs used to define smaller spaces within the park or to buffer the entire site. Detailed planting design will include consideration of site safety (visibility) and vision clearance at intersections as well as

aesthetics and horticultural considerations. Landscaping standards will be applied to the parking lot as noted above. Adjoining residential lots will be separated from the park by a chain link fence as well as dense planting. All plantings will meet or exceed requirements of size and type as well as installation, irrigation and maintenance. No prohibited materials will be used.

11. MEETINGS WITH NEIGHBORHOOD GROUPS

11. MEETINGS WITH NEIGHBORHOOD GROUPS

A nine member Citizen's Advisory Committee met four to five times from March to August of 1993 to assist the Park Bureau staff in preparation of the master plan. In addition, the plan for the park was presented to the Board and the general membership of the Powellhurst Neighborhood Association on April 12th, July 12th, and December 13th of 1993 and to the Lents Neighborhood Association on April 27th and August 24th of 1993. The master plan was enthusiastically supported at these meetings.

12. INFORMATION ON STREET VACATIONS

12. INFORMATION ON STREET VACATIONS

Requests for vacation of the streets were made in March of 1993. Transportation Engineering has proceeded with the vacation process. A public hearing was held by the City Council on February 23rd, 1994 and the Council has supported the vacations. The final ordinance will be presented to the Council in April of 1994.



CITY OF

PORTLAND, OREGON

OFFICE OF CITY AUDITOR

Barbara Clark, City Auditor
Council/Contracts Division
1220 S.W. 5th, Rm. 202
Portland, Oregon 97204
(503) 823-4082
Fax: (503) 823-4571

RECEIVED**JAN 20 1994**

January 20, 1994

Dear Property Owner:

By Resolution No. 35235 passed, January 19, 1994, the City Council has initiated proceedings for the vacation of SE 101st Avenue and SE 103rd Avenue lying south of SE Powell Boulevard.

The legal description and contemplated use of this street area, if vacated, are detailed in the enclosed resolution. A map showing the area to be vacated is enclosed.

That portion of SE 103rd Avenue lying between a line drawn 16 feet south of and parallel with the south line of SE Powell Boulevard and the west extension of the north line of SE Bush Street, in the City of Portland, Multnomah County, Oregon.

and,

That portion of SE 101st Avenue lying between a line drawn 16 feet south of and parallel with the south line of SE Powell Boulevard and the west extension of the south line of a tract described as Parcel 9, as conveyed to the City of Portland, be deed recorded September 30, 1988, in Book 2143, Page 1674.

Your property adjoins this proposed vacation and is directly affected.

If you have any objections, remonstrances, and/or claims for damages, send them in writing to the Auditor of the City of Portland, City Hall, 1220 SW Fifth Ave, Room 202, 97204, prior to the time and date of the hearing. The resolution and any objections will be heard by the City Council at its regular meeting beginning at 9:30 am, Wednesday, February 23, 1994, in the Council Chamber in City Hall. For further information, please call the Right-of-Way Division of the Bureau of Transportation Engineering at 823-7166.

63
January 20, 1994
Page 2

Persons requiring a sign language interpreter for the public hearing should contact the Bureau of Transportation Engineering at 823-7193, or TDD 823-6868 between 8:00 am and 5:00 pm at least two workdays prior to the event so arrangements can be made.

Sincerely,

BARBARA CLARK, CPA
AUDITOR OF THE CITY OF PORTLAND

By:

A handwritten signature in cursive script that reads "Toni M. Anderson".

Toni M Anderson, Deputy Auditor
Council/Contracts Division
TMA/nlq
Enclosures
C-9856

RESOLUTION No. 35235

6A

Set hearing date for Wednesday, 9:30 a.m., February 23, 1994, for the vacation of SE 101st Avenue and SE 103rd Avenue lying south of SE Powell Boulevard. (Resolution; C-9856)

WHEREAS, it appears to the Council that proceedings should be taken pursuant to ORS 271.130, for the vacation of SE 101st Avenue and SE 103rd Avenue lying south of SE Powell Boulevard, in the City of Portland, Multnomah County, Oregon; now, there be it

RESOLVED, that proceedings be and they are hereby initiated by the Council of the City of Portland, Oregon, for the vacation of the above mentioned street areas, hereinafter described; that the City Auditor be and is hereby directed to give notice as provided by law for such vacation; that 9:30 a.m., Wednesday, February 23, in the Council Chambers of City Hall, Portland, Oregon, be and the same is hereby fixed as the time and place for the hearing upon the contemplated vacation of said street areas and upon all objections, remonstrances and/or claims for damages that may be presented and filed by that time.

The Bureau of Parks and Recreation is proposing to vacate portions of SE 101st Avenue and SE 103rd Avenue lying south of SE Powell Boulevard, and consolidate the area for the development of Ed Benedict Park.

The street areas contemplated for vacation are more fully described as follows:

R/W #4987

That portion of SE 103rd Avenue lying between a line drawn 16 feet south of and parallel with the south line of SE Powell Boulevard and the west extension of the north line of SE Bush Street, in the City of Portland, Multnomah County Oregon,

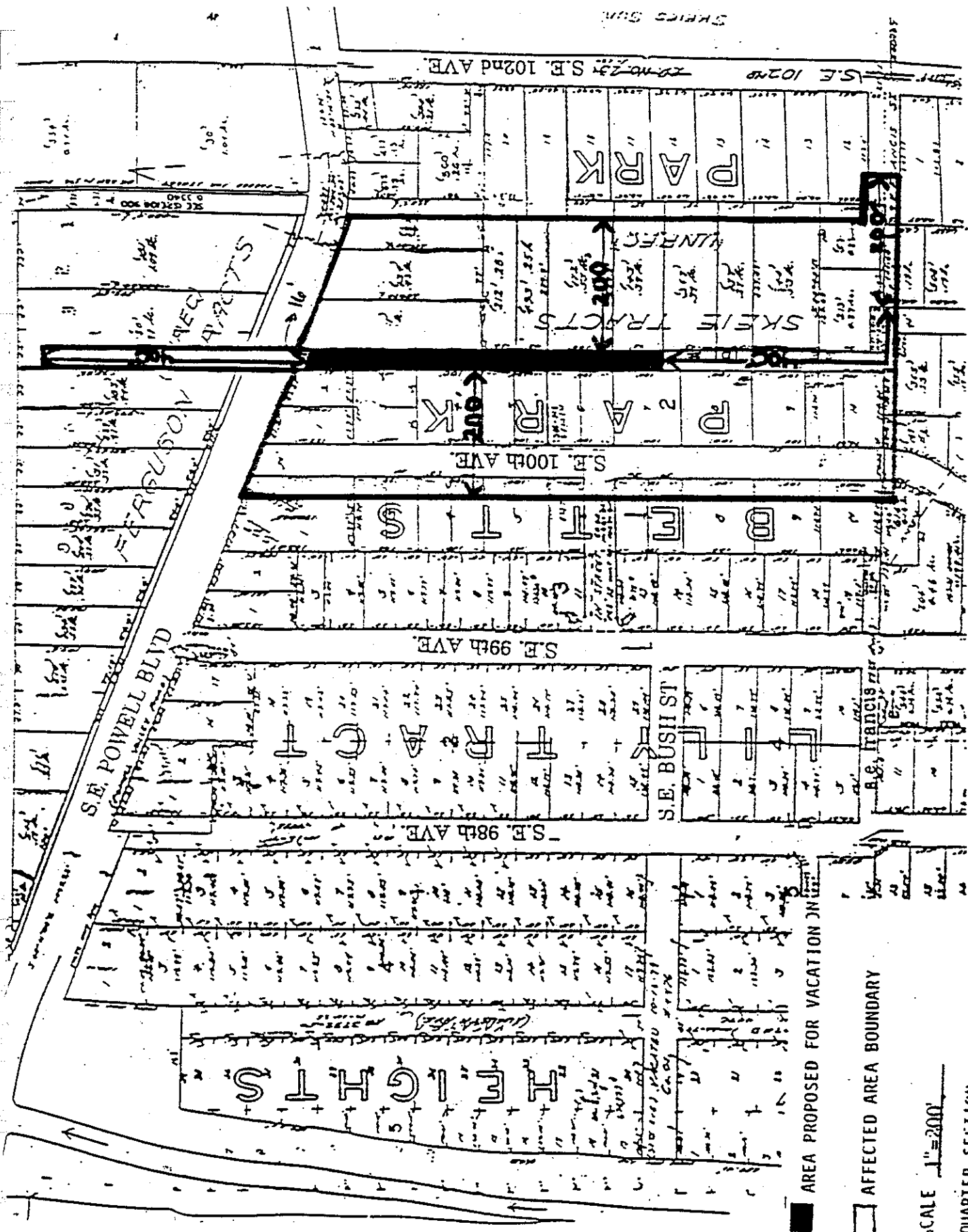
and,

That portion of SE 101st Avenue lying between a line drawn 16 feet south of and parallel with the south line of SE Powell Boulevard and the west extension of the south line of a tract described as Parcel 9, as conveyed to the City of Portland, by deed recorded September 30, 1988, in Book 2143, Page 1674.

Passed by the Council, JAN 19 1994

Commissioner Earl Blumenauer
Shelley L. Wade:mmv
December 23, 1993
[4987]Vac-Res

BARBARA CLARK
AUDITOR OF THE CITY OF PORTLAND
BY *Barbara Clark* DEPUTY

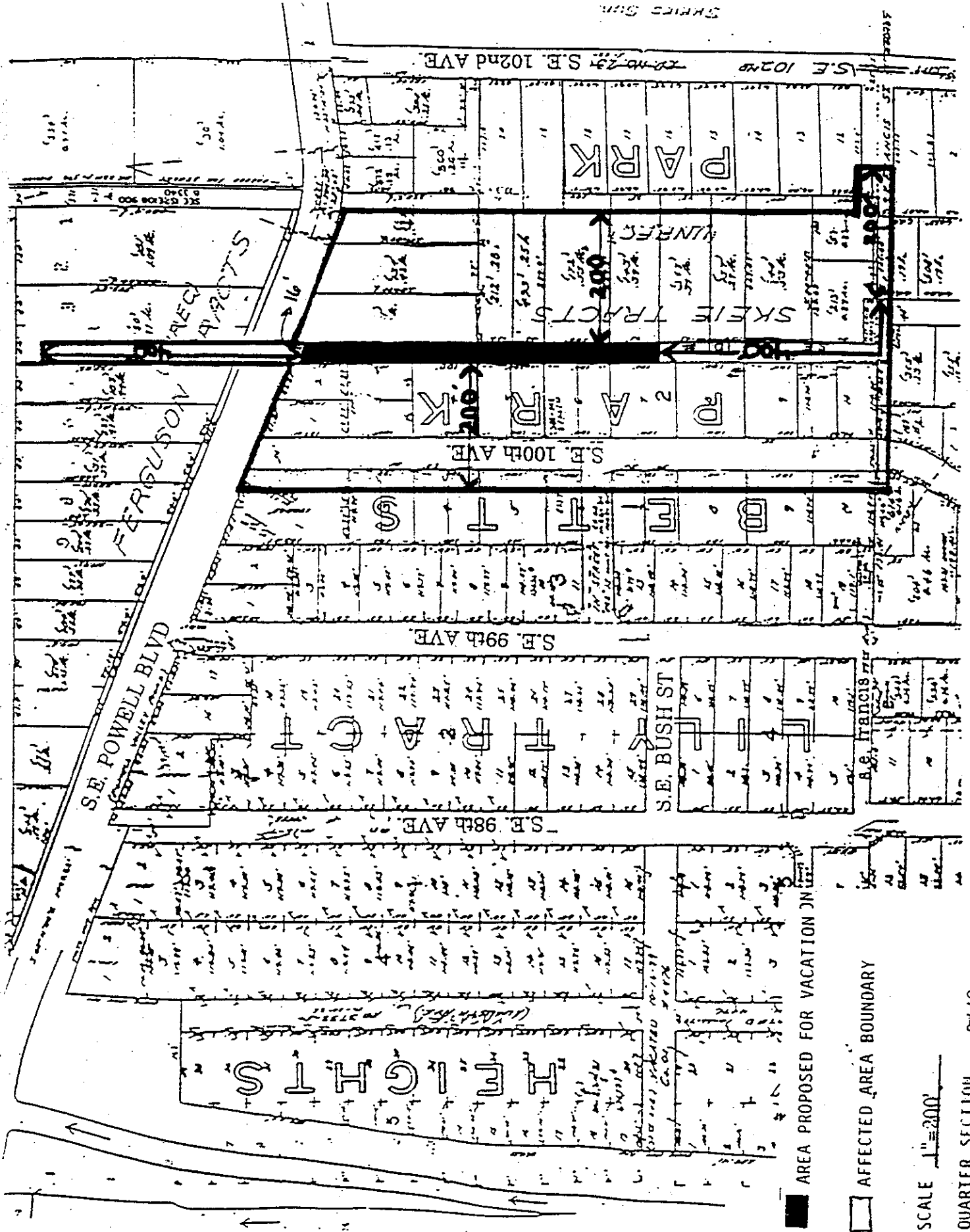


AREA PROPOSED FOR VACATION IN

AFFECTED AREA BOUNDARY

SCALE 1"=200'

QUARTER SECTION 3440
SECTION



AREA PROPOSED FOR VACATION IN

AFFECTED AREA BOUNDARY

SCALE 1"=200'

QUARTER SECTION 3440
SECTION

13. PROPERTY LEGAL DESCRIPTIONS

13. PROPERTY LEGAL DESCRIPTIONS

CITY PROPERTY TO BE DEVELOPED AS ED BENEDICT PARK

TAX ACCT. NUMBER(S)	LEGAL DESCRIPTION		BASE ZONE
	SECTION	BLOCK/LOT	
71220-0330	RIZA PARK ADDITION	LOT 17	OS
71220-0350	RIZA PARK ADDITION	LOT 18	OS
71220-0370	RIZA PARK ADDITION	LOT 19	OS
71220-0390	RIZA PARK ADDITION	LOT 20	OS
77250-0010	SKEIES SUB-ADDITION	BLOCK 1, LOTS 1 & 2	OS
77250-0050	SKEIES SUB-ADDITION	BLOCK 1, LOT 3	OS
77250-0070	SKEIES SUB-ADDITION	BLOCK 1, LOT 4	OS
77250-0090	SKEIES SUB-ADDITION	BLOCK 1, LOT 5	R3
77250-0110	SKEIES SUB-ADDITION	BLOCK 1, LOT 6	OS
77250-0380	SKEIES SUB-ADDITION	BLOCK 1, LOT 18	OS
77250-0400	SKEIES SUB-ADDITION	BLOCK 1, S 60' OF LOT 19	OS
77250-0420	SKEIES SUB-ADDITION	BLOCK 1, N 30' OF LOT 19, S 30' OF LOT 20	OS
77250-0440	SKEIES SUB-ADDITION	BLOCK 1, N 60' OF LOT 20	OS
77250-0460	SKEIES SUB-ADDITION	BLOCK 2, LOT 1	OS
77250-0490	SKEIES SUB-ADDITION	BLOCK 2, LOT 2	OS
77250-0520	SKEIES SUB-ADDITION	BLOCK 2, LOTS 3 & 4	OS
77250-0570	SKEIES SUB-ADDITION	BLOCK 2, N 75' OF LOTS 5 & 6	OS
77250-0600	SKEIES SUB-ADDITION	BLOCK 2, S 75' OF LOTS 5 & 6	OS
77250-0630	SKEIES SUB-ADDITION	BLOCK 2, LOT 7 except S 75'	OS
77250-0650	SKEIES SUB-ADDITION	BLOCK 2, S 75' OF LOT 7	OS
59220-5280	MULT. BERRY RANCH ADDITION	TL 3 OF LOT 17	OS
59220-5330	MULT. BERRY RANCH ADDITION	TL 4 OF LOT 17	OS

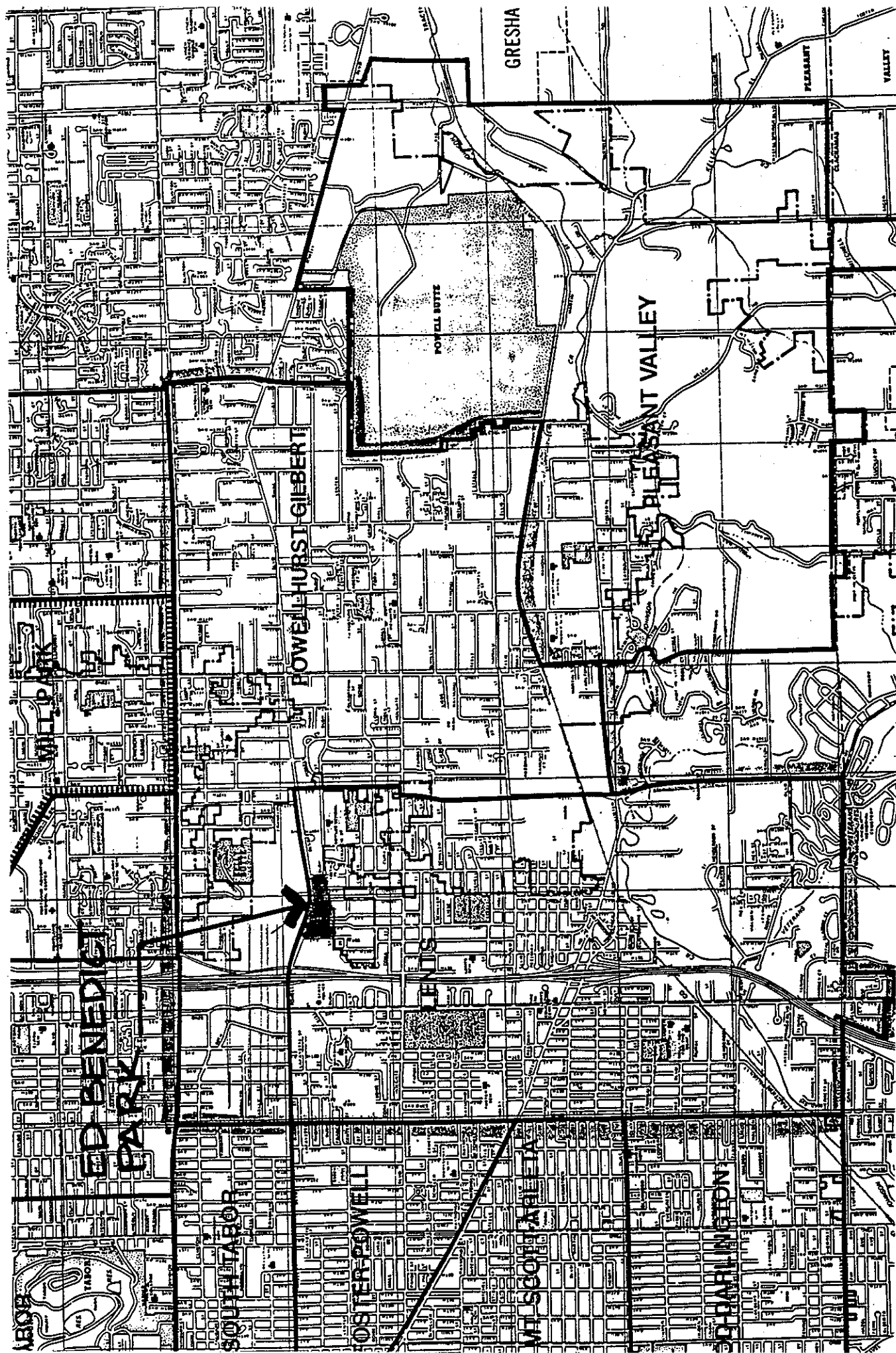
TAX ACCT. NUMBER(S)	LEGAL DESCRIPTION		BASE ZONE
	SECTION	BLOCK/LOT	
59220-5380	MULT. BERRY RANCH ADDITION	TL 5 OF LOT 17	OS
59220-5430	MULT. BERRY RANCH ADDITION	TL 9 OF LOT 17	OS
59220-5440	MULT. BERRY RANCH ADDITION	TL 8 OF LOT 17	OS
59220-5480	MULT. BERRY RANCH ADDITION	W 169.8' of lot 17 except S 180'	OS
59220-5530	MULT. BERRY RANCH ADDITION	TL 6 OF LOT 17	OS
59220-5580	MULT. BERRY RANCH ADDITION	TL 7 OF LOT 17	OS
99209-1280	S9, 1S, 2E	TL 128	R3
99209-1340	S9, 1S, 2E	TL 134	OS
99209-1430	S9, 1S, 2E	TL 143	OS
99209-1720	S9, 1S, 2E	TL 172	OS
99209-2110	S9, 1S, 2E	TL 211	OS
99209-2120	S9, 1S, 2E	TL 212	OS
99209-3720	S9, 1S, 2E	TL 372	OS
99209-3880	S9, 1S, 2E	TL 388	OS
99209-3930	S9, 1S, 2E	TL 393	OS
99209-4120	S9, 1S, 2E	TL 412	OS
99209-4930	S9, 1S, 2E	TL 493	OS
99209-5600	S9, 1S, 2E	TL 560	OS
07580-0310	BETTS PARK ADDITION	BLOCK 2, LOT 1	R3
07580-0330	BETTS PARK ADDITION	BLOCK 2, LOT 2	OS
07580-0350	BETTS PARK ADDITION	BLOCK 2, E 1/2 OF LOT 3	OS
07580-0370	BETTS PARK ADDITION	BLOCK 2, W 1/2 OF LOT 3	OS
07580-0390	BETTS PARK ADDITION	BLOCK 2, LOT 4	OS
07580-0420	BETTS PARK ADDITION	BLOCK 2, N 1/2 OF LOT 5	OS
07580-0440	BETTS PARK ADDITION	BLOCK 2, S 1/2 OF LOT 5	OS
07580-0460	BETTS PARK ADDITION	BLOCK 2, N 1/2 OF LOT 6	R3

TAX ACCT. NUMBER(S)	LEGAL DESCRIPTION		BASE ZONE
	SECTION	BLOCK/LOT	
07580-0480	BETTS PARK ADDITION	BLOCK 2, S 1/2 OF LOT 6	OS
07580-0500	BETTS PARK ADDITION	BLOCK 2, LOT 7	OS

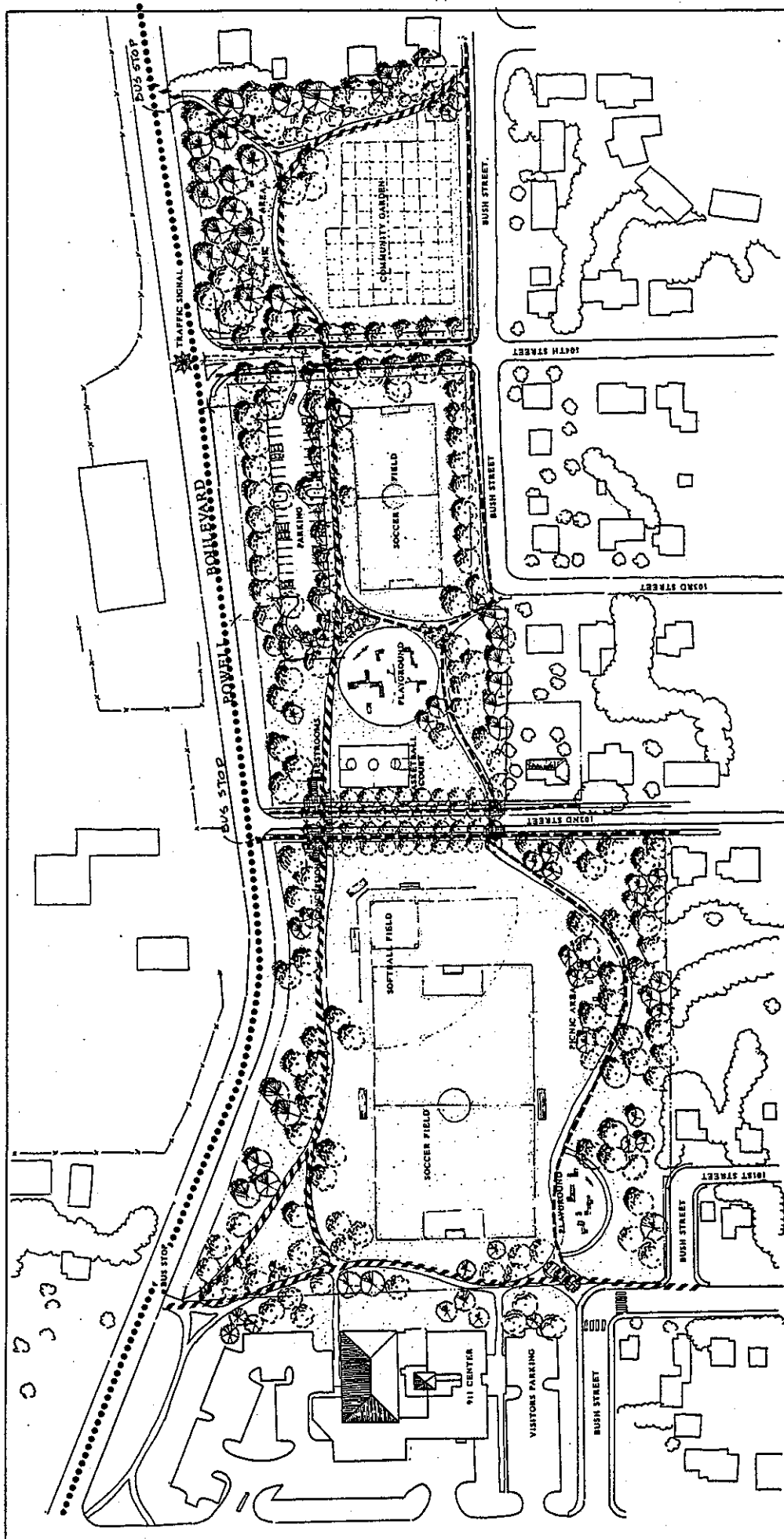
CITY PROPERTY DEVELOPED AS 9-1-1 FACILITY SITE

TAX ACCT. NUMBER(S)	LEGAL DESCRIPTION		BASE ZONE
	SECTION	BLOCK/LOT	
49660-0930	LILY TRACT ADDITION	BLOCK 3, LOT 1	EG2
49660-0950	LILY TRACT ADDITION	BLOCK 3, LOT 2	EG2
49660-0970	LILY TRACT ADDITION	BLOCK 3, N 40' OF LOT 3	EG2
49660-0990	LILY TRACT ADDITION	BLOCK 3, S 10' of Lot 3, Lot 4	EG2
49660-1030	LILY TRACT ADDITION	BLOCK 3, LOTS 5 & 6, N 1/2 OF LOT 7	EG2
49660-1090	LILY TRACT ADDITION	BLOCK 3, S 1/2 OF LOT 7, LOT 8, N 1/2 OF LOT 9	EG2
49660-1130	LILY TRACT ADDITION	BLOCK 3, S 1/2 OF LOT 9, LOTS 10, 11	EG2
49660-1190	LILY TRACT ADDITION	BLOCK 3, LOTS 12 & 13	EG2
07580-0010	BETTS PARK ADDITION	BLOCK 1, LOTS 1 & 2	EG2
07580-0040	BETTS PARK ADDITION	BLOCK 1, N 50' OF LOT 3	EG2
07580-0050	BETTS PARK ADDITION	BLOCK 1, S 50' OF LOT 3	EG2
07580-0080	BETTS PARK ADDITION	BLOCK 1, N 1/2 OF LOT 4	EG2
07580-0100	BETTS PARK ADDITION	BLOCK 1, S 1/2 OF LOT 4	EG2
07580-0120	BETTS PARK ADDITION	BLOCK 1, LOT 5	EG2
07580-0150	BETTS PARK ADDITION	BLOCK 1, LOT 6	EG2

**14. FIGURES: LOCATION; ZONING; PUBLIC TRANSIT, BICYCLE &
PEDESTRIAN ROUTES; STREET DIMENSION PLAN; MASTER
PLAN**



This is a detailed plat map of a portion of the City of Los Angeles. The map shows various lots, streets, and zoning designations. Key streets include Powell, Culver, and Bush. Zoning areas are labeled with codes such as IG2, R3, OS, R7, R5, R10, CG, EG2, and R3. A large area is outlined in black, and a smaller area is outlined in white. The map also shows lot numbers, dimensions, and other details.

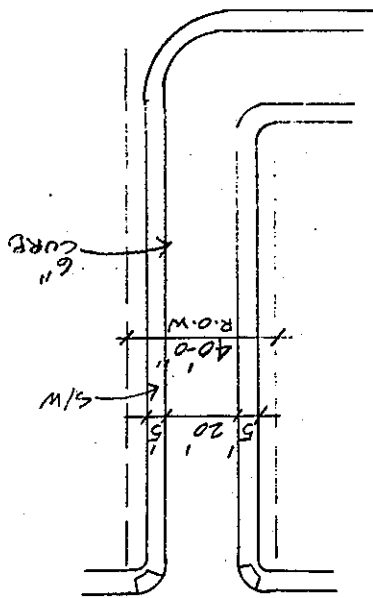


PUBLIC TRANSIT, BICYCLE AND PEDESTRIAN ROUTES

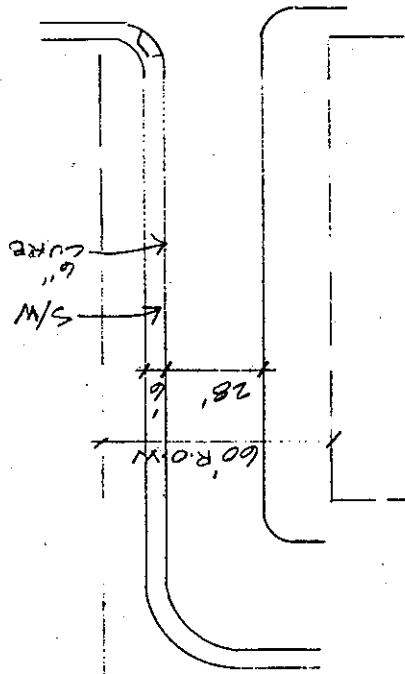
TRI-MET
BICYCLE & PEDESTRIAN
PEDESTRIAN

ED BENEDICT PARK
MASTER PLAN
Portland Bureau of Parks and Recreation
Zari Sautter, Project Manager

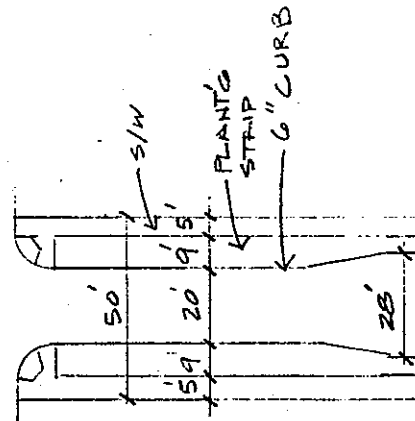
NORTH
Scale 1"=50'



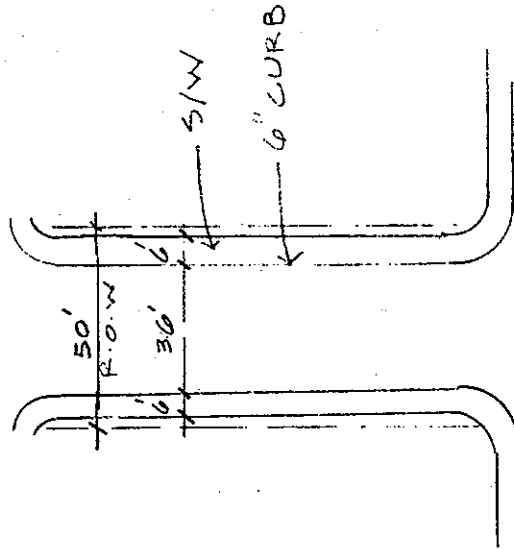
SE BUSH / 100TH TO 101ST



SE BUSH / 103RD TO 105TH

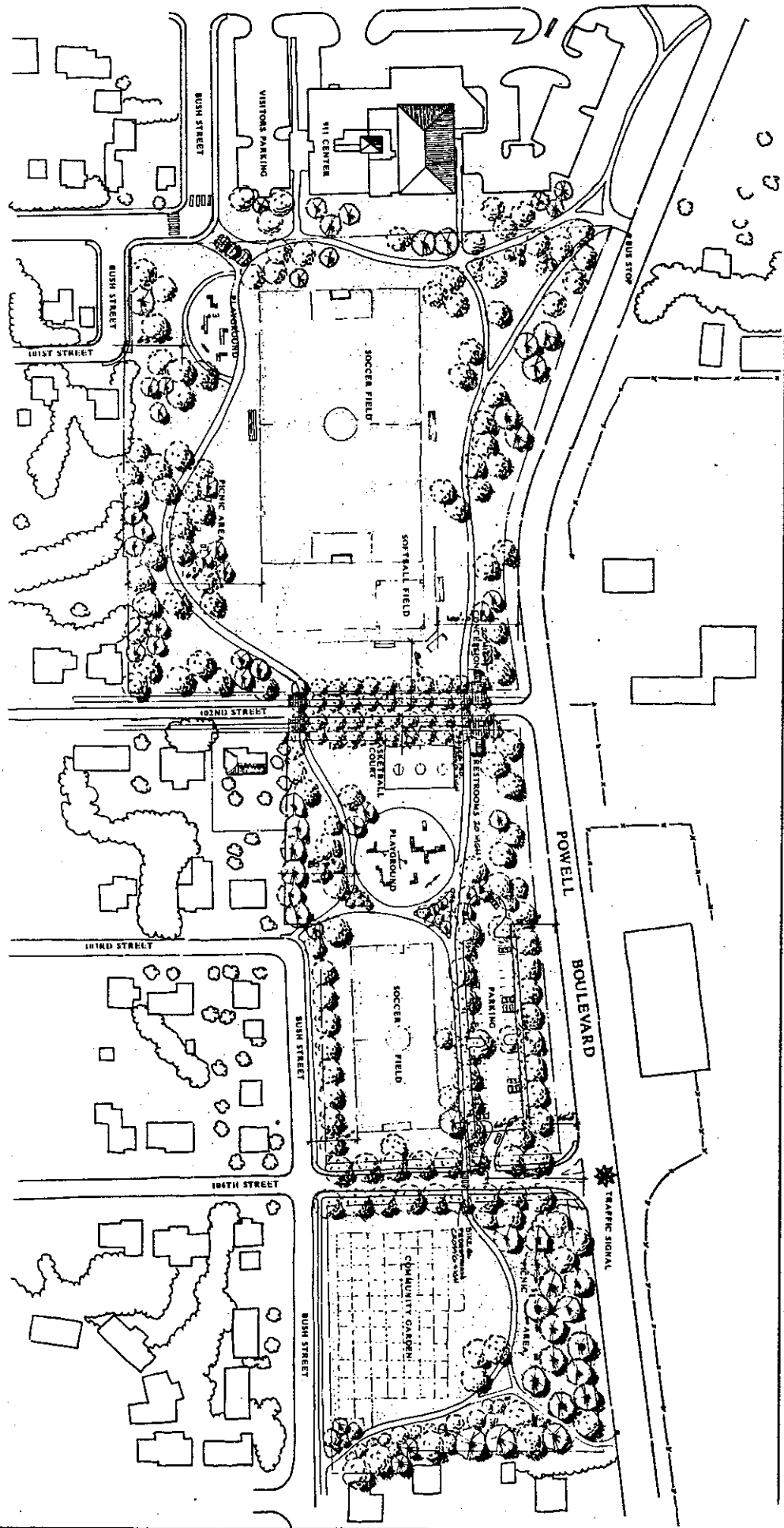


SE 102ND



SE 104TH

STREETS
DIMENSION PLANS



ED BENEDICT PARK MASTER PLAN

Portland Bureau of Parks and Recreation
Zoo Visitor Project Manager

NORTH
Scale 1"=50'

