

Master Plan Report for  
**MT. HOOD PARK**

City of Portland  
Bureau of Parks & Recreation

MASTER PLAN FINAL REPORT

# MT. HOOD PARK

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and  
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FOR

**CITY OF PORTLAND**  
**BUREAU OF PARKS AND RECREATION**

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# Introduction

## 1.0 INTRODUCTION

On 14 acres of land which was once destined to become part of a freeway, the site for Mt. Hood Park represents a unique recreational opportunity for the City of Portland. Located along the south side of S. E. Powell Boulevard and east of Interstate 205, Mt. Hood Park will be able to provide a wide variety of activities to meet the recreational needs of nearby residents, residents of southeast Portland and, potentially, the larger city.

To meet the needs of each user group, this master plan calls for the development of recreational elements for each. For neighborhood residents and the surrounding southeast Portland community, the plan calls for the development of play equipment areas, picnic areas, jogging paths, youth baseball and soccer fields, an adult soccer field, landscaped plantings and parking facilities.

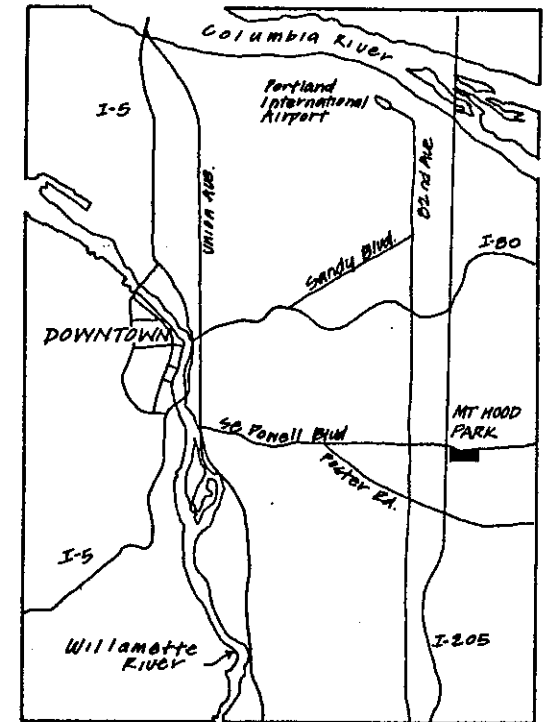
Due to excellent metropolitan transportation access to the site, the park could potentially meet the recreational needs of the larger Portland community. A portion of the site is being reserved for the potential development of a revenue-generating recreational facility. Inclusion of this element could accelerate implementation of park improvements. Such a facility could generate revenues which would be dedicated to the development, operation and maintenance of the park, whether operated publicly or privately. The specific type of facility has not been determined at this time, but any such facility would serve both local and regionally attracted users.

### Purpose of the Plan

The intent of the plan is to establish a flexible design framework for the site and to identify packages of improvements which can be implemented as funds become available. The design of specific projects will require study at a more detailed scale.

### Organization of the Report

Section 2.0 of this report provides project background, Section 3.0 documents the planning and citizen participation process, and Section 4.0 provides an analysis of existing conditions. Section 5.0 and 6.0 illustrates the master plan and design features of the park. Implementation recommendations and cost estimates are provided in Section 7.0.



LOCATION MAP

# Background

## 2.0 HISTORICAL BACKGROUND

The development of this site as a park has its roots in the study and acquisition of lands for the proposed Mt. Hood Freeway. From 1972 to 1975, a corridor through southeast Portland generally along SE Division Street and Powell Boulevard from the Willamette River east to Gresham was proposed as the potential location for a freeway connecting Interstates 5 and 205.

In anticipation of freeway construction, the State of Oregon acquired considerable land in this corridor. However, in 1976, after extensive study and debate, the freeway was determined to be inappropriate in this location and the freeway corridor was abandoned. Much of the land in the corridor has since been used for local transportation improvements or returned to private ownership. However, the State retained ownership to the Mt. Hood Park site.

After negotiation with the State, Portland's City Council in 1985 approved an ownership transfer of the site from the State to the City with the provision that the property be conveyed to the City for park use.

From 1985 to 1987, preliminary planning and research was conducted by the Portland Bureau of Parks and Recreation. The Bureau initiated preliminary park planning discussions with the Powellhurst-Gilbert Neighborhood Association, surrounding neighborhood residents, and potential users. In June 1987, the Bureau hired a consultant to produce a master plan for the proposed park. The master plan study commenced in November 1987.

# Planning Process



### 3.0 PLANNING PROCESS

The consultant's work was divided generally into three phases: (1) Site Analysis of existing properties and programming of recreational activities, (2) Development of alternative concepts for park development, and (3) Refinement of a recommended master plan.

The progress and content of each component was reviewed by Bureau of Parks and Recreation staff and a Citizens Advisory Committee (CAC). Technical advisory assistance was provided by the Bureau's recreation and operations staff along with appropriate City planning and transportation staff. The review process by local residents and interest groups is detailed in the following section.

#### **Citizen Participation**

Public participation for this project comprised two primary components: (1) a Citizens Advisory Committee composed of interested citizens and affected property owners and (2) general neighborhood meetings held to review the project with a broader community audience.

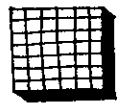
A working committee of neighborhood residents, property owners, and representatives of neighborhood institutions and associated groups was formed by the Bureau to be a Citizens Advisory Committee (CAC). This committee assisted the consultant team in developing program objectives and reviewing alternative design proposals. This Committee met at regular intervals from January to March 1988 to review pertinent project data, to discuss potential park improvements, plus make other recommendations to the consultants. Participants in the CAC included representatives of Powellhurst-Gilbert Neighborhood Association, David Douglas Community Youth Soccer, East Portland Neighbors, SouthEast Uplift, and interested citizens living and owning property near the park.

In conjunction with the CAC meetings, Bureau staff and consultants attended two general area-wide neighborhood meetings in January and February. At the first neighborhood meeting the planning team was introduced and the purpose and scope of the project, the role that a citizens committee would be playing in formulating recommendations and an analysis of existing conditions were explained. To supplement the points of view provided by the CAC, questionnaires seeking advice on desired recreational and park activities were distributed at the first public meeting. Appendix A provides a summary of public meetings and Appendix B provides a summary of the questionnaire results.

At the second neighborhood meeting, the questionnaire results, planning goals, a wide range of program and design alternatives were discussed along with a preferred alternative. Reviews from these meetings and comments from the CAC were used to establish park planning goals, preferred recreational components for design plus a recommended concept design.

# Site Analysis

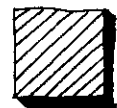




INHOLDING PROPERTY



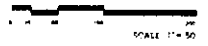
RENTAL UNITS



MAJOR TREE STAND



MT HOOD PARK  
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## 4.0 SITE ANALYSIS

### The Site

The proposed park site is located east of the present City of Portland boundary line and is within the Powellhurst-Gilbert neighborhood in southeast Multnomah County. The site is situated east of Interstate 205 with boundaries of SE Powell Boulevard, 99th Avenue, Bush Street and approximately 105th Street. The site, including streets, contains approximately 14 acres.

### Surrounding Land Use

Land use to the north, across Powell Boulevard, is predominantly commercial; Division-Powell Park, at the summit of Kelly Butte Park is located immediately beyond. In addition to the existing right-of-way of Powell Boulevard, an additional 50-foot right-of-way for the future widening is being reserved by the State. A Tri-Met bus repair facility is located immediately west of 99th Avenue. The site abuts residential property for approximately one half its length on the south and east. The immediate residential community consists primarily of single family residences with lot sizes varying from 5,000 to 10,000 square foot lots. Earl Boyles, an undeveloped park, is the only park within .25 miles of the site.

### Topography

The site is predominately flat sloping gradually to the southeast. Soils of the area are of the Multnomah series and consist of a gravelly silt loam with moderate permeability. Playfields on this soil type require drainage improvements and irrigation generally throughout the year.

### Vegetation

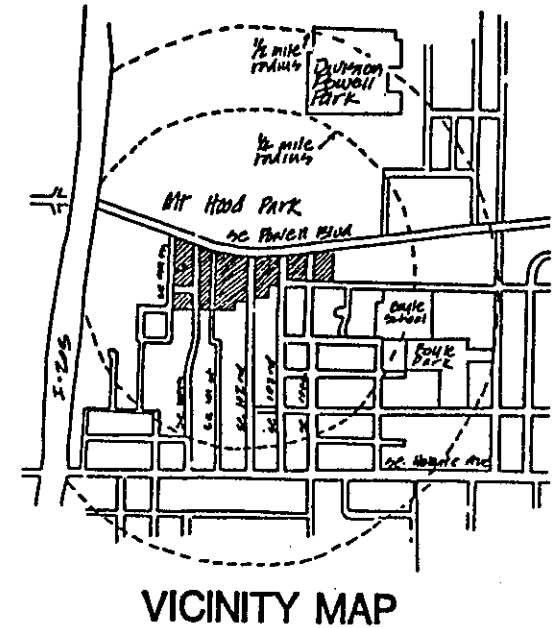
A large stand of conifers in the northeast corner is the site's most striking visual feature. Unfortunately, many of these trees will be removed when Powell Boulevard is widened in the future. Numerous other trees are located on the site, but age, disease, storm damage, and unsightly appearance give them limited value.

### Views

The major view from the park is in a northerly direction toward Kelly Butte. In addition, numerous short distance views exist within the interior of the park.

### Existing Structures

The majority of the site is an open, grassed area, void of any structures. However, four privately-owned properties are located within the boundaries of the site; three contain single-family residences. Two commercial properties and one single-family residence, owned by the City, are also located on the site.



VICINITY MAP

## **Utilities and Services**

Water mains are located within the street right-of-ways of 101st, 102nd, 103rd and 104th Avenues. Electrical powerlines exist parallel to 99th and 100th Avenues and Bush Street east of 103rd Avenue. Sewer service to the site presently does not exist, but will be in construction by 1989 and is to be completed in 1990 in accordance with the Mid-County Sewer Project.

## **Circulation**

The site is located adjacent Powell Boulevard, a major east-west traffic arterial carrying approximately 14,000 vehicles per day. Vehicular circulation in the immediate vicinity of the site is based upon the existing residential block pattern as the site is divided by five street right-of-ways, crossing north-south across the park.

Major traffic flow through the site exists on 104th Avenue, the only street through the site which extends south of Holgate Avenue. 102nd Avenue, an unusually narrow road, supports a moderate level of north-south traffic. 100th, 101st, and 103rd Avenues, all unimproved through the site, have very little traffic flow. South of the site, Bush Street extends between 99th and 100th Avenues, with an unimproved section existing between 103rd and 104th Avenues. The sole traffic signal in the immediate vicinity of the site is located at the intersection of 104th and Powell Blvd.

Due to the existing street pattern through the site, no single parcel of land is of sufficient size for preferred sports field development. In addition, the existing block pattern creates hazardous situations for pedestrian circulation through the site and makes it difficult to create peaceful settings in the park. In response, the CAC, Park Bureau staff, City of Portland traffic planners, and the consulting team investigated numerous combinations of street closures through the park. Each street closure scheme was evaluated for traffic impact on nearby residential areas and alternative sports field layout. These evaluations concluded that 102nd and 104th Avenues should remain as through streets, although 104th could be relocated. The unimproved conditions and light volumes of traffic on 100th, 101st, and 103rd Avenues lead to a recommendation that these streets could be vacated. As part of this plan, Bush Street would be extended between 100th and 101st Avenues, and improved between 103rd and 104th Avenues. However, under no conditions should Bush Street become a through street between 99th and 104th Streets.

No formal pedestrian circulation pattern exists through the site. A sidewalk adjacent to SE 102nd Avenue exists midway through the site and extends south to Holgate Avenue. A bicycle path exists in the southern right-of-way of Powell Boulevard. Due to the site's proximity of the I-205 bikeway and its connection to the 40-Mile Loop, the park would be an ideal starting point and rest area for bicyclists in the area.

LEGEND

HEAVY CIRCULATION

MODERATE CIRCULATION

LIGHT CIRCULATION

UNIMPROVED ROADS

BICYCLE PATH

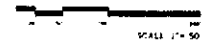
PEDESTRIAN PATH



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CIRCULATION



## **Development Opportunities and Constraints**

As a summary of the site analysis, the following elements were identified as opportunities or constraints for development of park and recreational activities at this site.

### **Opportunities**

<b>Size and Topography</b>	Due to size (14 acres), minimal grade changes and soil type, the site is ideally suited to development of sports fields. Neighborhood and community recreation needs can be met because of these conditions.
<b>Rental Properties</b>	Two commercial and one residential building are owned by the City and produce a monthly revenue of \$1200. This revenue is a source of matching funds for inholding property acquisition.
<b>Accessibility</b>	The park is located adjacent to a major arterial with excellent access to I-205. Due to the attractiveness of the site, a special recreational opportunity exists for a metropolitan-based user facility plus potential exists for a revenue generating recreational facility.

### **Constraints**

<b>Private Property Inholdings</b>	Four privately owned parcels of land need to be acquired prior to park development.
<b>Street Pattern</b>	To develop the full recreational potential of the site, four through streets will need to be vacated within the site and 104th Avenue relocated.



# Program Development

## **5.0 PROGRAM DEVELOPMENT**

As a result of CAC and general neighborhood meetings, communication with local interest groups, and staff of the Bureau of Parks and Recreation, the following program elements were identified for planning purposes. Each group identified the following recreational and park related activities for inclusion in the master plan.

### **Citizens Advisory Committee**

- playgrounds
- picnic areas/shelters
- restrooms/drinking fountains/trash receptacles
- landscape buffering and screening
- softball/baseball field
- restrooms
- jogging paths
- security lighting
- parking
- pedestrian entry points

### **Bureau of Parks and Recreation**

- A revenue-generating recreational facility
- volleyball courts
- soccer fields
- concession areas

### **Other Groups**

- soccer fields

## Alternative Plans

Numerous alternative schematic plans were developed by the consultant team and reviewed by the CAC, interest groups, technical advisors and Bureau staff. These alternatives contain representative park planning elements and were examined for recreation possibilities, development of sports fields, and potential adverse impacts on adjacent areas. The preferred plan was a hybrid version of alternative C. Along with continued commentary from the Bureau of Parks, this plan served as the stepping stone in the development of the recommended Master Plan.

### Alternative A

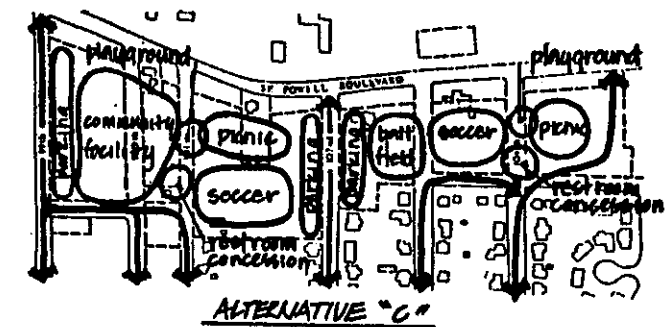
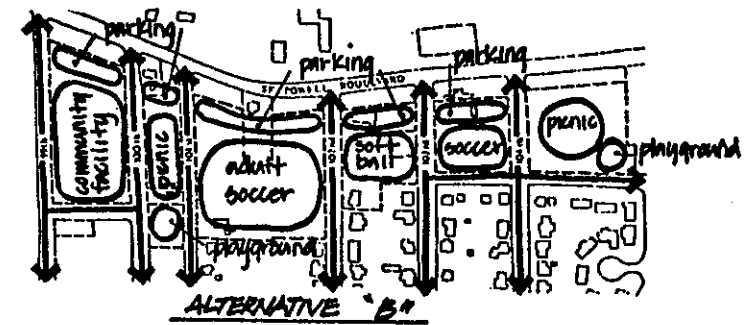
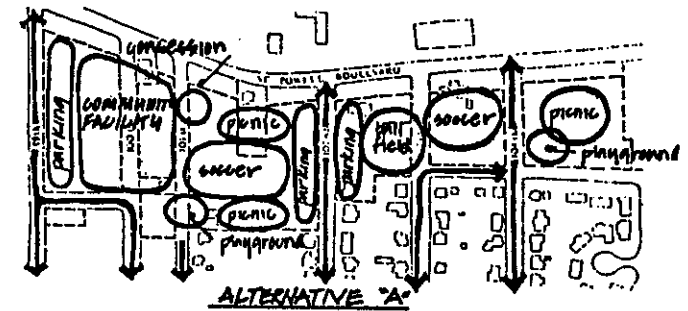
- . 102nd and 104th Avenues remain through streets
- . Bush St. is improved between 103rd and 104th Ave.
- . parking provided for 220 cars
- . 2.5 acres are reserved for revenue-generating facility
- . adult soccer field
- . soft ball field
- . open play field
- . playgrounds (2)
- . picnic areas (2)

### Alternative B

- . no streets are vacated
- . 2.5 acres reserved for revenue-generating facility
- . parking provided for 160 cars
- . adult soccer/softball field
- . junior soccer field
- . playgrounds (2)
- . picnic areas (2)

### Alternative C

- . vacation of 100th, 101st, 103rd, and 104th Aves.
- . rerouting of 104th Ave to approximately 105th Ave.
- . SE Bush St. street improvements
- . 3.3 acres reserved for revenue-generating facility
- . parking provided for 230 cars
- . adult soccer field
- . junior soccer field
- . little league baseball field
- . picnic areas (2)



# Master Plan

## **6.0 THE MASTER PLAN**

### **PLANNING GOALS**

The following planning and design goals were adopted by the Citizens Advisory Committee and planning team at the meeting held on February 10, 1988.

### **DEVELOPMENT AND EXPANSION**

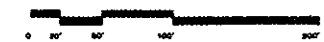
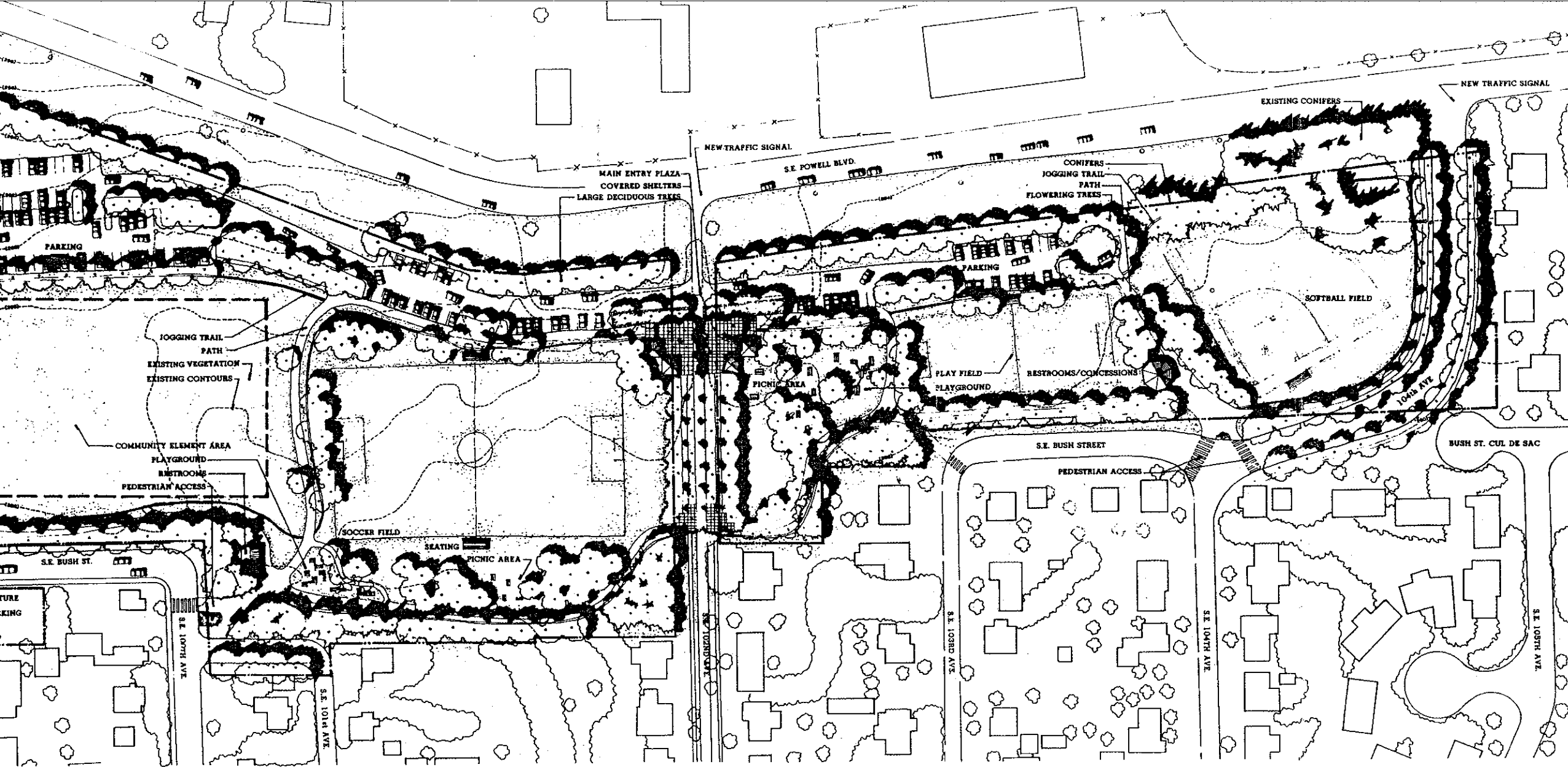
1. Develop a planning framework which is flexible and maintains options in response to changing conditions.
2. Develop a compact and unified park design emphasizing local recreational activities.
3. Reserve land for future regional recreational activities in areas with least potential impact on surrounding properties.

### **IMAGE AND DESIGN CHARACTER**

1. Develop a landscape character appropriate to the setting.
2. Park facilities and field layouts should respond and adapt to local climatic conditions - sun, wind and rain.
3. Minimize impacts of park activities when abutting private property.

### **MOVEMENT AND CIRCULATION**

1. Develop access points and local streets to adequately serve initial and future development.
2. Develop parking areas to adequately serve initial and future development.
3. Minimize vehicular and pedestrian conflict areas.
4. Develop a strong pedestrian network between park activities.
5. Maintain safe and highly visible pedestrian crossings of Powell Boulevard.
6. Minimize and mitigate against adverse traffic impacts to surrounding properties.



## MASTERPLAN OVERVIEW

The plan calls for the development of two major recreational areas generally subdivided by 102nd Avenue. To the east of 102nd Avenue are family-oriented recreational areas intended for neighborhood use. To the west of 102nd Avenue are sports fields and recreation areas oriented towards local and wider community use. Individual components are described in the following sections.

## MASTERPLAN COMPONENTS

### Park Entry

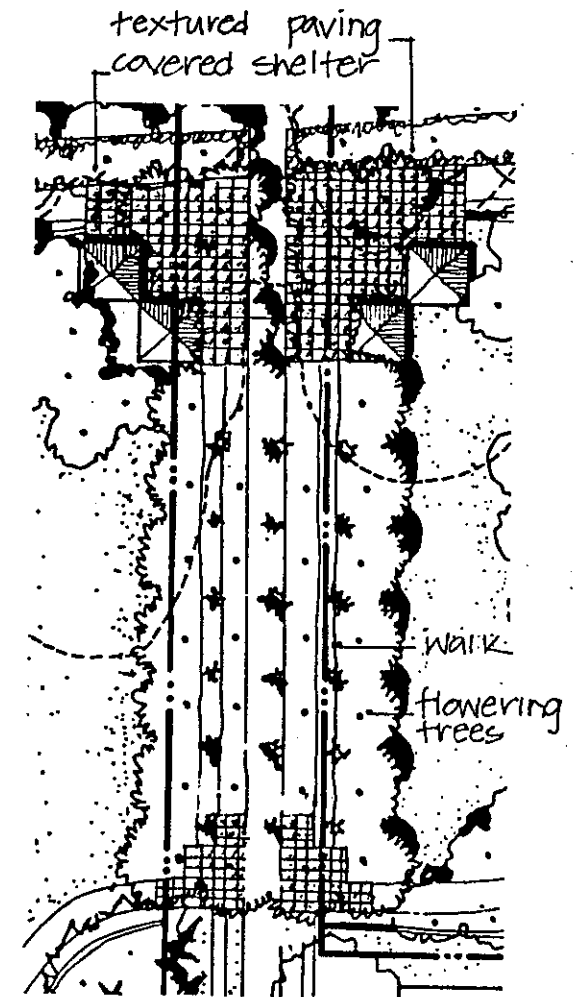
The primary gateway is SE 102nd Avenue and Powell Boulevard which will provide access to all parking and pedestrian paths. To provide a sense of entry for visitors, the entry includes textured crosswalks at pedestrian crossings and two picnic shelters. A double row of deciduous flowering trees are to be planted along both sides of 102nd Avenue and landscaped areas within the entry will have year round color.

### Vehicular Circulation

Major traffic flow will be confined to the east perimeter of the park. To mitigate the impact of street vacations, 104th Avenue between Bush Street and Powell Boulevard will be rerouted to the east end of the park. The unimproved portion of Bush Street between 103rd and 104th Avenues will be improved to City standards. Due to required sight lines, Bush Street east of this improvement will be closed to through traffic and terminated with a cul-de-sac. Bush Street will be extended between 100th and 101st Avenues and developed as a discontinuous roadway along the southern perimeter of the park will discourage "cruising". The traffic signal located at the intersection of 104th and Powell Boulevard will be relocated east to the intersection of Powell and approximately 105th Avenue. An additional traffic signal may be required at the intersection of 102nd and Powell Boulevard.

### Parking

Two vehicular parking areas, 36 and 34 spaces, are provided on the east and west sides of 102nd Avenue. These areas and associated landscaping will buffer vehicular noises generated at Powell Boulevard. To facilitate shared use and circulation, the west parking area is connected to the community element parking lot. A turnaround has been provided at the east end of the neighborhood parking area for drop-offs and continuous circulation. Off-street parking for 20 cars is provided on the west side of the proposed 104th Avenue extension. An additional 30 on-street spaces exist on SW 99th Avenue. Specific parking lot location may change due to the development plans for Powell Boulevard



PARK ENTRY

## **Community Recreation Element**

Approximately 3.3 acres has been reserved within the western portion of the park for a revenue-generating recreational facility and associated parking. A range of revenue generating facilities were discussed by the CAC, the Parks Bureau and consultant team and include:

- Indoor Soccer/Multiple Use Facility
- Outdoor Conventional Field for  
Tournament and League Use
- U-Fish Pond
- Artificial Wave Pool
- Indoor Shooting Range
- Skateboard Competition Facility
- Batting Cage

This designated area has excellent visibility from Powell Boulevard. It could easily be developed as an adult soccer or ballfield as an alternative use. Parking for seventy vehicles are included within the reserved land with vehicular access to parking areas will be from SE 99th Avenue. The site will permit additional parking if necessary.

## **Field Sports**

A total of three sports fields are provided. All field sport activities are located adjacent to parking, concession and restroom areas and the design of each conforms to Park Bureau standards. An adult soccer field is located on the west side of 102nd Avenue. A junior soccer field is located east of the adult soccer field. The design lends itself to a wide range of low intensive uses. The size of this field will keep activities to a scale commensurate with the passive feelings appropriate to this area. If Bureau plans change for the community element, an additional adult ball or soccer field could be incorporated into the site. A Little League baseball field is located in the eastern portion of the park. Spectator seating and a warm-up area are provided on the east side of the field. Netting is needed here due to the proximity of Powell Boulevard and 104th Avenue.

## **Pathways**

The pedestrian circulation system through the park will consist of hard and soft surface paths. The hard-surfaced paths will be constructed to widths of 6 and 8 feet. This system is intended to connect recreational elements with park entrances. Access through the park will be permitted for emergency vehicles, concessionaires and maintenance staff. Six-foot wide soft-surfaced paths will be constructed of bark chips for walking and jogging, and will interconnect with hard-surfaced paths. A pedestrian link with Kelly Butte could be developed at the north end of 102nd Avenue.



### **Pedestrian Access Points**

It is anticipated that residents living south of the park will often walk to the site. To accommodate such users, two pedestrian access points are located along the park's southern perimeter. A plaza will be developed at each point to provide a sense of entry and linkage with path systems. Each will contain restrooms, space for drive-up concession, seating, bicycle storage, and temporary office space for park staff during summer months.

### **Picnic Areas**

Two picnic areas, one on each side of 102nd Avenue, are provided. These areas are located adjacent to parking, covered shelters, playgrounds, and path systems. Deciduous trees will be incorporated for summer shade and seasonal color.

### **Bicycle**

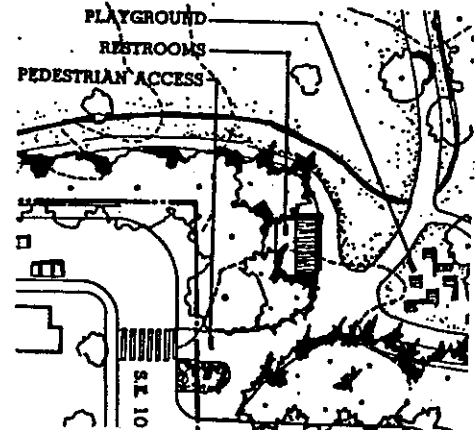
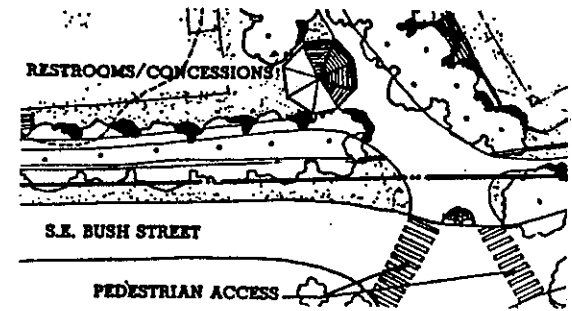
When improvements are made to Powell Boulevard, the existing bicycle path will be relocated in the extended right-of-way. Access points for bicycles entering the park are located primarily at the north corners of 99th, 102nd, and the realignment of 104th Avenue. Bicycle storage racks will be provided in all parking areas and at each pedestrian access point.

### **Lighting**

All parking areas, restrooms and paved paths will be lighted using traditional park light standards and fixtures.

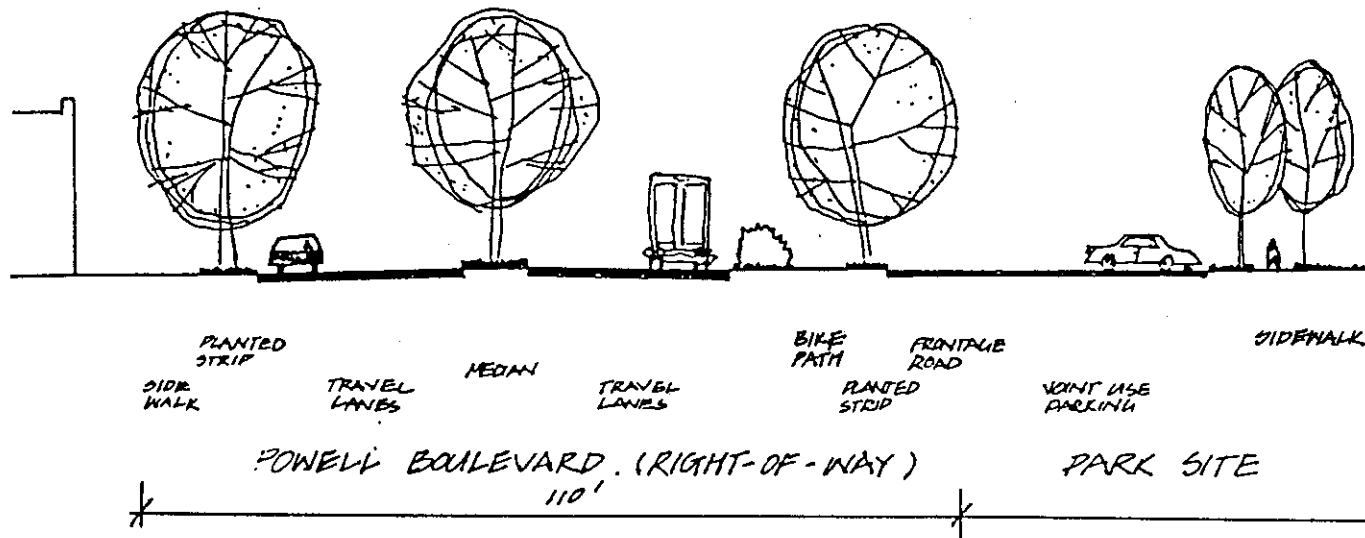
### **Landscaping**

Trees are to be planted throughout the park to accentuate key areas, buffer adjacent areas and to replace diseased trees. Large deciduous trees are to be planted along the northern, eastern and western edges of the park to reduce vehicular noise within the park. Parking areas will be screened from park users by smaller deciduous trees and shrubs. Conifers planted along the southern edge of the park will protect adjacent single family residences from park activity. Flowering trees are to be planted along the east and west sides of 102nd Avenue, at pedestrian access points, and the vehicular turnaround. Special plantings in these areas will reinforce a sense of entry to park visitors. Many of the site's existing trees were planted by individual residential property owners. Wherever possible they will be retained but several should be removed due to age, disease, and storm damage. Smaller scale deciduous trees are to be planted in the interior of the site for summer shade, seasonal color, and enhancement of the park.



## Powell Boulevard Right-of-Way

The future development plans for Powell Boulevard and improvements within the fifty foot right-of-way adjacent to the site have not been formalized. Parking areas within the park should not be constructed until plans are known since joint development of parking areas along the south side of Powell Boulevard may be a possibility. The Powell right-of-way in the vicinity of the park is a minimum of 110 feet. This amount of space provides the potential for integration of park improvements - sidewalks, landscaping, parking - into the overall boulevard improvement plan. Examples of this unified approach have been accomplished along other segments of Powell Boulevard.



# Cost Estimate & Implementation Recommendations

## 7.0 COST ESTIMATING AND IMPLEMENTATION

### NOTES AND ASSUMPTIONS FOR COST ESTIMATING

Cost data has been organized into major plan components identified in this Master Plan report. In preparing this cost estimate, the following points were considered:

1. The estimate is intended to indicate the magnitude of costs, given the resolution of detail possible at a Master Plan level, including a contingency of 20% in the final amounts.
2. All plan components will require further design development and engineering before important planning decisions based upon costs can be made.
3. All amounts are shown in 1988 dollars. Since the Master Plan will be developed over a period of years, periodic adjustments in the costs will be required.
4. Development service charges and other taxes are not included.

### Cost Estimate

The project is estimated to cost \$1,435,602 excluding land acquisition. Over the next 10 to 15 years, the Bureau of Parks may spend this amount for the park's development. The following is a breakdown of these development costs; a more detailed cost estimate can be found in Appendix C.

Site Preparation	\$62,400
Utilities	23,140
Roadway Improvements	148,500
Parking Lots	189,000
Park Entry	59,500
Sports Fields	36,065
Restrooms	162,187
Paths	65,930
Lighting	70,000
Landscaping	474,317
Other	145,563
Total	\$1,435,602

## IMPLEMENTATION AND RECOMMENDATIONS

Implementation recommendations are presented by specific plan component. Due to the uncertainty of development timing, development is recommended to occur in three general time frames. The Community Recreation Facility has not been included within this phasing plan.

Priority A	Near Term Improvements
Priority B	Mid-Term Improvements
Priority C	Long Term Improvements

### Priority A Near Term Improvements

Near term improvements are recommended for plan components that: 1) unify the park and eliminate conflicts with cross traffic, 2) reduce the impact of the park on abutting residential development, and 3) demonstrate the potential of the park in a highly visible manner.

*Acquisition of all in-holding properties.* This, in conjunction with the vacation of 100th, 101st and 103rd Avenues, will provide the site with sufficient land for park development. Due to the cost of new roadway construction, 104th Avenue will not be vacated in this stage.

*Access.* To provide safe access to the park, a traffic signal may be installed at the north end of 102nd Avenue and Bush Street will be extended to 101st Avenue.

*Site Improvements.* Improvements during this phase, will be limited to areas west of 104th Avenue. Development of the plan will require the demolition of selected buildings and removal of unwanted trees. Improvements will begin with grading of the site, distribution of topsoil, and seeding of all lawn areas.

*Landscaping.* Due to the length of time plant material requires to mature, all deciduous and flowering trees, conifers, and shrubs along the perimeter of the site should be planted at this time. To insure that these plantings survive summer droughts, an irrigation system is to be installed concurrently.

*Pathways.* Selected hard and soft surfaced paths are to be constructed to facilitate pedestrian movement between activity areas and to give structure to the park. Security lighting in conjunction with the path system will be installed for park users.

*Picnic Areas.* The development of a picnic area and playground, east of 102nd Avenue, will serve the immediate needs of residents living in proximity to the park.

### **Priority B - Mid Term Improvements**

Mid Term improvements are those that further enhance the recreational potential of the park.

*Site Improvements.* Rental properties located west of 104th Avenue are to be demolished to provide for further development of the site. Grading, seeding, and landscaping will be required within these areas after demolition.

*Sports Fields.* An adult soccer field and associated seating will be developed to the west of 102nd Avenue. To provide a multi-purpose field for children, a junior soccer field will be developed east of 102nd Avenue; this field is intended to accommodate a wide variety of uses. An alternative use of this area could be for the development of volley ball courts.

*Parking.* A decision will be made at this point as to whether parking will be contained within the park or constructed in conjunction with right-of-way improvements to Powell Boulevard. If an agreement can be reached with the State, temporary parking could be located within the right-of-way. If parking is to be contained within the site, parking lots immediately east and west of 102nd Avenue are to be constructed.

*Picnic Areas.* To further serve local community needs, a picnic area and playground will be developed west of 102nd Avenue.

*Support Services.* A pedestrian plaza and restroom facility is to be constructed adjacent to the adult soccer field for the convenience of park users.

### **Priority C - Long Term Improvements**

Long term improvements are plan components which will complete 1) the vehicular circulation plan initiated in the Near Term phase and 2) the recreational potential of the park site.

*Circulation.* To provide room for additional park activities, 104th Avenue between Powell Boulevard and Bush Street is to be vacated and realigned along the eastern boundary of the site. Bush Street will be improved from 103rd to 104th Avenue to deter traffic from the surrounding neighborhood. The existing traffic signal located at the north end of 104th Avenue is to be relocated at the new intersection of 104th and Powell Boulevard. Depending on the design of the final roadway alignment, additional property acquisition may be required.

*Park Entry.* This area is the park's focal point and will provide a sense of arrival to park visitors. Textured paving area and crosswalks, located at the park entrance, are to be developed. Due to the climatic conditions of the Pacific Northwest, covered picnic shelters are to be constructed on either side of the park entrance.

*Landscaping.* All grading, topsoil distribution, seeding of lawn areas, plantings, and irrigation installation not completed in near term improvements will be constructed at this time.

*Sports Fields.* Dependent upon future demand, a junior league baseball field will be developed near the eastern edge of the park. Associated seating and warm-up areas will be completed in conjunction with the field.

*Pathways.* The portion of the hard and soft surfaced path system, not completed earlier, will be constructed after the vacation and rerouting of 104th Avenue. The system will now provide pedestrian movement through the entire park. To deter crime, lighting is to be incorporated with the hard surfaced path systems.

*Support Services.* For pedestrians entering the park from the south, an additional plaza and restroom facility will be constructed in the eastern portion of the park.

# Appendix



# APPENDIX A SUMMARY OF NEIGHBORHOOD MEETINGS

January 5, 1988

TO: MT HOOD PARK FILE  
FROM: BRUCE JOHNSON

SUBJECT: COMMENTS ABOUT FIRST CAC MEETING HELD ON JANUARY 4, 1988.

1. Vacation of north-south streets through the proposed park site might cause adverse impact on the surrounding street network. The Plan should discuss this issue and identify potential traffic problem areas, traffic management controls to mitigate adverse impacts, or at the very least recommend management studies to define the level and extent of impact associated with street vacations. This issue should be discussed at a future IAC meeting.
2. A question was raised about what will happen in the 50 foot wide additional ROW the State has designated south of Powell Blvd. The Plan should discuss both short and long term use of this portion of the park. The possible relocation of the bike path needs to be discussed also.
3. The idea of including commercially oriented development-revenue generators in the park was discussed. No serious objections were voiced although Bob Dwyer commented that the State had given the City the land with the condition it was to be used only for park and recreation activities. The CAC was advised the intent was to explore the range and types of activities which might be considered given the excellent access afforded by the presence of the I-205 Freeway. The rationale was to provide the Bureau with an alternative to funding facility development in view of past and possible future budget cuts, limited federal grant funding and a general lack of interest in developing non-essential services and facilities by the City Council.
4. Early installation of landscape buffer and enhancement plantings was suggested. This approach would improve the visual surroundings of the park prior to more extensive facility development. The consultant pointed out that new tree plantings would have to be located in a manner which maintained visual access of the park interior for security and management purposes.
5. A bike track for motorized and non-motorized bikes was suggested. The consultant and Bureau representative

commented that motorized bike use would probably create a serious noise problem for the adjacent residential neighborhood.

6. A multiple purpose community center was suggested. Facility could include indoor swimming, meetings rooms, gym and other sports activities. The closest existing community center is at Mt. Scott.
7. Nearby residents commented that major parking area should be kept away from the south side of the park. However there needs to be a consideration for small parking areas for local residents who chose to drive to the park from the Holgate area.
8. The consultant was asked how they were going to structure the first general public meeting, and how they were going to elicit and document community responses on the types of activities to consider at this proposed park location. Rudy Barton commented that a questionnaire would be developed for use at the meeting.
9. Discussion about publicizing the public meetings concluded local schools should be contacted so announcements could be put into appropriate newsletters, the Eastport Plaza and 82nd Avenue Merchants Association should be contacted to see if an announcement can be incorporated in their newsletters, and finally a flyer produced by the Bureau might be mailed out. The Powellhurst-Gilbert Association has a mailing list of 200 people.
10. Bob Dwyer suggested the Bureau immediately make application to vacate all the streets which bisect the proposed park north to south. Bruce responded that we need to wait until the consultant has produced a preliminary concept plan so a rationale and development framework is available for review with appropriate city bureaus regarding possible vacation of selected streets.

BJ/bj

cc: John Sewell  
Ron Byers  
Fontaine Hagedorn  
Murase and Association  
Rudy Barton  
Bruce Johnson

January 20, 1988

TO: MT HOOD PARK FILE  
FROM: BRUCE JOHNSON  
SUBJECT: COMMENTS FROM FIRST PUBLIC MEETING

1. Good turn-out; about 40 people at the meeting.
2. The audience was divided into two discussion groups which commented on existing and potential site problems and the types of activities appropriate for this park site.

GROUP 1: The group led by Charisie Sprague felt the park should be a local park for use by local residents. It should emphasize activities for children and families, especially groups.

One of the major concerns is the on-street parking associated with 102nd and 103rd streets. Development of the parking may also add traffic congestion to Powell Blvd. There is also concern about future vandalism in the park as there have been reported incidents at Kelley Butte.

Alcohol should not be allowed in the park, and access for local residents should be provided. Any and all of the streets bisecting the park should be considered for closure, although residents want more information about the impacts associated with street closures.

Activities nominated as appropriate for the site include a swimming pool, playing fields, bicycle paths, jogging paths, play equipment. The idea of an RV park was suggested for development on isolated parcels of land.

GROUP 2: Joe Percival's group made similar comments as above; however, they felt the park could be shared by local users and regional users. They suggested a covered picnic structure to encourage group use. They also wanted more information on revenue generation type activities in order to evaluate this type of proposal.

They suggested making 102nd the main north-

south connection between Powell Blvd and Holgate Street instead of 103rd Street.

They felt immediate improvements should include a general clean up of the park area, re-seeding to produce a nice lawn and other actions to make the area resemble a park!

3. One of the more important questions asked was why the City was improving this park site when undeveloped parks like Earl Boyes Park and Raymond park, both of which are smaller areas and have been available for development for years, were not being considered for improvement at this time.
4. There was concern about what financial resources would be available to implement the master plan. The report will contain a discussion of the financial strategy and current funding sources available to the City.
5. Generally there was little discussion and enthusiasm for the inclusion of revenue generation/regional users type recreation activities in the park.
6. The Consultant has obtained traffic flow information that Powell Blvd has a 14,000 ADT Count. They have not been able to obtain traffic counts for surrounding local streets and request the Bureau to obtain this information.

BJ/bj

CC: John Sewell  
Ron Byers  
Murase Associates  
Rudy Barton Urban Design  
Bruce Johnson

February 10, 1988

TO: MT HOOD PARK FILE  
FROM: BRUCE JOHNSON  
SUBJECT: SUMMARY MINUTES/CAC REVIEW OF ALTERNATIVE CONCEPT PLANS

1. Rudy Barton presented the results of the questionnaire passed out at the public meeting held on January 19, 1988. Nineteen questionnaires were returned from among the 35 persons attending the meeting.

The most picked recreation activities selected were children's play areas, a jogging path and picnic facilities. Secondary choices included toilet facilities, drinking fountains, softball/baseball fields and facilities for horsehoes.

The priority choices among design and aesthetic considerations were security lighting, parking lots, landscape buffers/screen plantings and trash receptacles. Lighting for sports fields, weather shelters and general tree plantings were the secondary choices.

2. Rudy also presented a list of preliminary planning goals for the proposed park. These goals were generally supported by the committee members. A goal regarding balanced provision of activities and facilities for both neighborhood use and community or regional recreation use should be added to the list.

3. Steve Shapiro then presented two alternative concept plan drawings. Both schemes provide off-street parking for about 230 to 240 vehicles. There was comment as to whether or not this would be adequate. Most city parks do not provide this much off-street parking. As an example current planning for Knott Park would provide about 120 spaces for the same sized park area. There was one comment which questioned the need for this much parking. Obviously the parking lots would be built in stages which would allow the Bureau to balance supply against demand.

Both schemes also reserved about 3.2 acres of land for regional recreation use or a "community element". Located in the western corner of the site use of this portion of the park for regional oriented activities would minimize potential adverse impacts on residential land use south of the park. Parking for

this community element would be off 99th avenue across the street from the Tri-Met bus barn area.

4. These two alternatives were evaluated by the committee. A key issue is the closure of streets which bisect the park. Most CAC members felt only 102nd Avenue should be retained as it would provide necessary access to the park and to Powell Blvd. for local residents. They were also in agreement that SE Bush Street should be maintained as a discontinuous street to discourage park visitors from cruising the park edges in search of on-street parking spaces.

5. Regarding the continued use of 104th Avenue as a arterial collector street between Holgate and Powell Blvd, one of the committee members suggested routing this traffic to Powell Blvd via Bush Street and a new street at about 105th Avenue. This would direct the heaviest traffic flows, related noise and congestion and pedestrian hazards to the east edge of the proposed park. It also permits the unified development of parkland between 102nd and 105th specifically for neighborhood recreation uses. The scheme lends itself to the provision of parking areas in such a manner that park visitors do not have to cross busy streets to get into the park.

The consultant and Parks Bureau representative will meet with planners from the Transportation Planning Bureau to discuss this new traffic routing idea.

6. Jim Tompkins informed the group that Gateway Soccer, a privately owned indoor soccer facility, might be closing down at its present location. He felt this activity might be a good regional recreation facility to consider locating on the "community element" portion of the park.

7. The next meeting will be a general public meeting to review the refined alternative concept plans. The meeting will be at 7:30 pm at the same location as the CAC meetings.

RJ/bj

cc: John Sevell  
Ron Byers  
Fontaine Hagedorn  
Steve Shapiro, Murase Associates  
Rudy Barton Design  
Bruce Johnson  
CAC members

February 25, 1988

TO: MT HOOD PARK FILE  
FROM: BRUCE JOHNSON  
SUBJECT: SECOND PUBLIC MEETING HELD ON FEBRUARY 23, 1988

1. Twenty-one persons signed the attendance sheet.
2. The Consultant presented a summary of the results obtained from the questionnaire passed out at the last meeting, and they next presented a brief description of the alternative site concept plans studied over the past month. A preferred concept plan which incorporated the re-routing of arterial traffic associated with 104th Avenue was explained in detail. The plan proposes to close 104th Avenue through the park and redirect traffic east along SE Bush Street to about 105th Avenue where it is proposed to intersect with Powell Blvd. After lengthy discussion the group generally was in favor of the concept "as presented".
3. An interesting question was raised regarding the relationship of Mt Hood Park to Kelly Butte Park in the future. There was concern about access connecting the two parks. The master plan report should discuss and recommend locations for future foot traffic connections, the possible need for signal lights on Powell Blvd and shared use of parking facilities.

The audience also inquired about RV facilities. Ed Benedict informed the group there were on-going discussions with PDC about obtaining State economic development funds for a privately developed RV facility on the vacant Drive-in site located on the north side of Powell Blvd. just east of the Mt Hood Park site. Eventually this type of development in conjunction with the available of parking and restroom services at the park might stimulate serious considerations for a planning study of the Kelly Butte site as a regional recreational/environmental education facility. Bruce informed the group that this would be a long term possibility as priority would be given to implementing the master plan for Powell Butte if adequate development funds become available in the short to mid term.

4. There were several questions regarding what types of immediate improvements could be expected at the park. The group was informed that perhaps \$30-40,000 might be available next year if the Bureau is awarded the current grant application that has been submitted for Mt Hood Park.

5. There was also discussion about the park name-Mt Hood Park. Many people felt the name had nothing to do with the surrounding neighborhood. Thought needs to be given to the possible selection of another name for this park; one that is more closely associated with the immediate geography, history or views of local residents.
6. There was no objection to the reservation of a 3 to 4 acre portion of the park for a "community element" which might contain commercial recreation facilities. The master plan report should include a discussion and perhaps a graphic illustration of alternative uses such as the U-fish pond idea, sports fields or passive open space development
7. The group was informed that the CAC would be meeting March 15, 1988 to review the Draft Master Plan Report.

BJ/bj

cc: John Sevell  
Ron Byers  
Bruce Johnson  
Steve Shapiro, Murase Associates  
Rudy Barton Design  
CAC Members

**APPENDIX B  
SUMMARY OF NEIGHBORHOOD QUESTIONNAIRES**

**RECREATION ACTIVITIES**

Choices	Rankings					Total Points
	1	2	3	4	5	
<u>Children's play equipment</u>	8	1	2	1	2	<u>13</u>
Water play area	0	1	0	1	1	3
<u>Jogging path</u>	3	4	2	0	2	<u>11</u>
Softball/baseball field	2	2	1	1	2	8
Soccer field	0	0	2	2	0	4
Tennis courts	0	0	0	0	3	3
Seating Areas	0	1	0	2	0	3
Horseshoes	0	0	2	4	1	7
<u>Picnic Tables</u>	1	2	6	4	1	<u>14</u>
Bicycle paths	0	0	0	1	2	3
Toilets	0	6	2	0	0	8
Drinking Fountains	2	0	2	1	1	6
Electrical Power	0	0	0	0	2	2
Other: Overnight RV Parking	1	0	1	0	0	2

**DESIGN AND AESTHETICS**

Plantings: Trees	4	0	1	1	3	9
Plantings: Shrubs/Flowers	0	0	1	2	1	4
Sports Field Lighting	3	2	0	3	1	9
<u>Security Lighting</u>	9	2	1	1	1	<u>14</u>
Weather Shelters	0	4	1	3	1	9
<u>Parking Lots</u>	2	3	5	4	1	<u>15</u>
Public Art	0	0	0	0	2	2
<u>Landscape Buffers/Screening</u>	0	4	1	2	5	<u>12</u>
Signage	0	1	0	0	1	2
Trash Receptacles	1	2	6	1	1	11
Community Gardens	0	0	1	1	1	3
Other: Traffic Control	1	0	0	0	0	1

# APPENDIX C COST ESTIMATES

## MT HOOD PARK PRELIMINARY COST ESTIMATE

ITEMS/DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL					
Acquisition of inholding property				T.B.D.					
Rough Grading (excavation, placement, compaction)	17,828	Cu. Yd.	\$3.50	\$62,400					
Utilities									
Water Main (2 inch.)	2	EA.	7000	14,000	with Luminaire Community Lot Parking Stalls	5	EA.	2,000	10,000
Water service (trenching, pipe connection, back-fill)	120	L.F.	12	1,440	Single Arm Lights with Luminaire	7	EA.	2,000	14,000
sewer service (trenching, pipe connection, back fill)	240	L.F.	15	3,600	Neighborhood Lot Parking Stalls	34	EA.	1,000	34,000
catch basins	4	EA.	700	2,800	Single Arm Lights with Luminaire	7	EA.	2,000	14,000
electrical (trenching, wire connection, back fill)	130	L.F.	10	1,300	Circulation Space (25 ft. wide with curbing)	534	L.F.	80	42,000
Off-Street Parking					Vehicular Circulation Improvements (Utility relocation N.I.C.)				
Parking includes 6" structural base with 2 1/2" class "C" asphalt, 6"x 16" poured in place curbing, stalls painted					104th Ave. (36' with curbing)	580	L.F.	100	58,000
Community Facility Parking Stalls	77	EA.	\$1,000	77,000	Bush St. (32' with curbing)	150	L.F.	90	13,500
Single Arm Lights					Bush St (improvement, with curbing)	300	L.F.	90	27,000
					Traffic Signal Relocation (104th Ave. & Powell Blvd.)				50,000
					Restroom/Storage				
					Restrooms	812	S.F.	175	142,187
					Storage	400	S.F.	50	20,000
					PATHWAYS				
					Paved paths include excavation & granular base of 2" class "C" asphalt				

8 Ft. Paved	2,330	L.F.	10	23,300
6 Ft. Paved	2500	L.F.	7.50	18,750
6 Ft. Jogging Path (excavation, granular base, soil sterilant, 2 1/2" cedar wood chips)	3900	L.F.	6	23,880
<b>Site Furnishing</b>				
Park Benches (City of Pltd Design)	8	EA.	1,000	8,000
Trash Receptacles (exposed aggregate body with steel drum liner)	8	EA.	575	4,600
Picnic Tables (City of Pltd. Design)	20	EA.	600	12,000
Waterfountains	4	EA.	700	2,800
Bicycle Racks	6	EA.	250	1,500
<b>Site Lighting</b>				
16' concrete pole with luminaire, base, and wiring	20	EA.	1600	32,000
<b>Entry Area</b>				
Textured Concrete (4" sand base/ 4" concrete)	7,000	S.F.	3.50	24,500
Covered Shelter	1,400	S.F.	25	35,000

### Sports /Fields

Little League/ Softball (12" base of sand/ clay mix, delivered, and spread)	237	Cu.Yd.	10	2,370
grading (infield only)	650	S.F.	.15	1,000
Netting (10 ft. high)	360	L.F.	14	5,040
Backstops & (fencing)	1	EA.	12,000	1,000
Spectator Stands	2	EA.	1,500	3,000
Player Benches	2	EA.	150	300
Soccer/Multi- Purpose (18" base to in- clude 12" sand w/ 6" sand/organ- ic mix plus 4" A.D.S. drainage tile, 15'o.c.)	1,003	Cu.Yd.	10	10,030
Grading	18,150	S.F.	.15	2,725
Goal Post	4	EA.	1,000	4,000
Spectator Stands	4	EA.	1,500	6,000
Player Benches	4	EA.	150	600
<b>Landscaping</b>				
Topsoil (12" depth, place- ment, & finish grade)	14,230	Cu.Yd.	10	142,300
Planting Area (soil amend- ments/mulch)	3,300	S.F.	.25	825

Irrigation	481,375	S.F.	.45	216,618
Lawn (seeded)	478,075	S.F.	.12	57,369
<b>Plant Materials</b>				
<b>Deciduous Trees</b> (To include planting, staking, load & unload)				
3" Caliper	117	EA.	225	26,325
2" Caliper	83	EA.	175	14,525
2" Caliper (flowering)	53	EA.	175	9,275
<b>Evergreens</b> (6-8', planted, staked, load, & unloaded)				
	40	EA.	150	6,000
<b>Shrubs</b> (18-21", planted, load, & unload)				
	72	EA.	15	1,080
<b>Subtotal</b>				<b>\$1,197,169</b>
<b>20% Contingency</b>				<b>239,433</b>
<b>TOTAL</b>				<b>\$1,436,602</b>