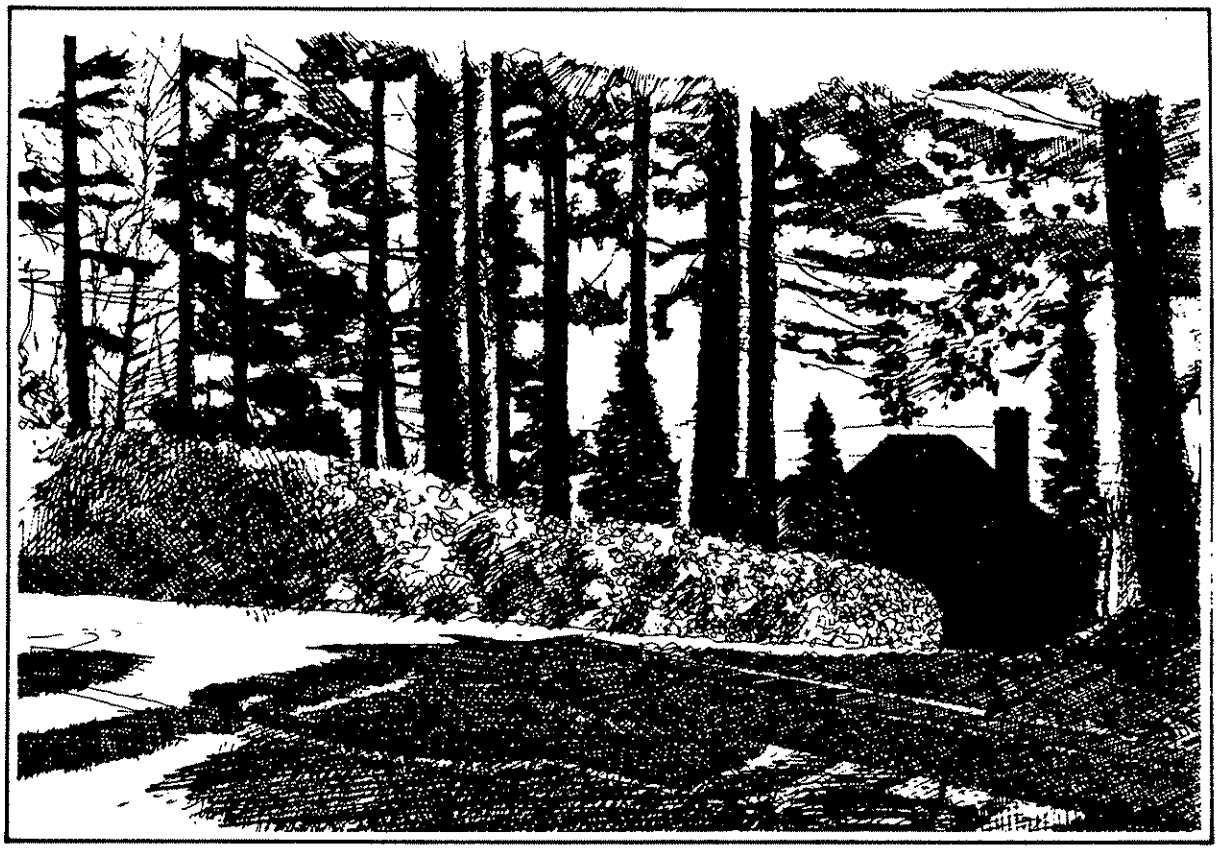


TERWILLIGER PARKWAY DESIGN GUIDELINES

ADOPTED BY CITY COUNCIL
OCTOBER, 1983

PORTLAND CITY COUNCIL

Francis Ivancie, Mayor
Charles Jordan, Commissioner
Michael Lindberg, Commissioner
Mildred Schwab, Commissioner
Margaret Strachan, Commissioner

PORTLAND DESIGN COMMISSION

Harold Bahls, Jr.
Patrick Jordan
David Sodestrom, Chair
Joe Wood
Ann Gardner
Prue Miller
John Thodos

PREPARED BY:

Portland Bureau of Planning
Terry Sandblast, Planning Director

This document was prepared under contract with the City of Portland Bureau of Planning by the consulting team of:

John Warner Associates
Ernest R. Munch
Nancy Fox

Under the direction and with the participation of the following staff members of the Portland Bureau of Planning:

Michael Harrison, AICP, Chief Planner for Land Use Planning
Laurel Wentworth, City Planner III, Project Planner
Linda Goffredi, City Planner I
Laura McClusky, Secretarial Clerk II
Sherry Wade, Secretarial Clerk I
Marge Hamlin, Secretarial Clerk II
Ted Olson, Graphic Illustrator

Also participating on behalf of the Portland Bureau of Parks was:

John Sewell, Planning Supervisor, Project Liaison

CITY OF

PORTLAND, OREGON

BUREAU OF PLANNING

Gretchen Kafoury, Commissioner
Robert E. Stacey, Jr., Director
1120 S.W. 5th, Room 1002
Portland, Oregon 97204-1966
Telephone: (503) 796-7700
FAX: (503) 796-3156
Telephone: (503) 823-7700
FAX: (503) 823-7800

ADDENDUM TO DESIGN GUIDELINES: DESIGN DISTRICT THRESHOLDS

Section 33.825.030 of the Portland Zoning Code outlines the procedures for Major and Minor Design Review. Major Design Reviews are processed through the Type III procedure, which requires a public hearing. Minor Design Reviews are processed through the Type II procedure; they are approved by staff based on specific criteria. A hearing is held if the decision is appealed.

The level of Design Review is determined by the type of development, the value of the improvements, or the location of the project. There are three threshold levels for use throughout the City:

Threshold 1: New buildings over 1,000 square feet in area or exterior alterations valued over $200,000 (in 1990 dollars) require Major Design Review. Smaller projects require Minor Design Review.

Threshold 2: New development or exterior alterations, valued over $1,000,000 (in 1990 dollars), require Major Design Review. Smaller projects require Minor Design Review.

Threshold 3: New, primary buildings require Major Design Review. New accessory buildings and expansions of existing primary buildings require Minor Design Review. Other projects do not require Design Review.

The thresholds are also applied to the Special District Design Zones, so designated for their particular character or historic value. In these cases, all projects within the Design Zone are subject to the thresholds as follows:

Districts assigned to Threshold 1:

- Downtown Design District
- Skidmore/Old Town Historic Design Subdistrict
- Yamhill Historic Design Subdistrict
- NW 13th Street Historic Design Subdistrict
- The blocks zoned CX in the NW Triangle Plan area which abut the North Park Blocks

Districts assigned to Threshold 2:

- Macadam Design District
- All areas in the Central City Plan District subject to design review that are not covered by Threshold 1
- All areas outside the Central City Plan District with a CXd or EXd designation

Districts assigned to Threshold 3:

- Lair Hill Design District
- Ladd's Addition Design District

Special Terwilliger Blvd. Design District Thresholds:

Major Design Review:

- New development that would be visible from Terwilliger Blvd., *except* for houses.

Minor Design Review:

- New houses visible from Terwilliger Blvd.
- Alterations to existing development that is visible from Terwilliger Blvd.

Exempt from Design Review:

- New development that will *not* be visible from Terwilliger Blvd.
- Alterations to existing development that will *not* be visible from Terwilliger Blvd.

The Planning Permit Center staff can answer any questions about the design review process or the assigned thresholds. The telephone number is 823-7526.

TERWILLIGER PARKWAY DESIGN GUIDELINES

REPORT AND ORDINANCE ADOPTED OCTOBER, 1983

This document includes Ordinance No. 155245, approving goals and design guidelines for the Terwilliger Design Zone. Other ordinances pertinent to the Terwilliger Plan, but not included, are: No. 155241, adopting the Terwilliger Corridor Plan; No. 155242, Expanded Design Zone; No. 155243 and No. 155244, Amending the Comprehensive Plan; No. 155246, Amending Title 33.

TABLE OF CONTENTS

Note: The Terwilliger Parkway Corridor Design Guidelines have been approved by the City Council for use by the Design Commission for project evaluation and acceptability within the Terwilliger Design Zone.

ILLUSTRATIONS

I. INTRODUCTION

Design Review Along Terwilliger*

Recognizing the need for compatibility between Terwilliger Parkway and surrounding development, the Portland City Council established, in 1925, a special setback of 200 feet beyond the Parkway right-of-way from S.W. Sheridan Street to Slavin Road. In 1928, City Council amended this restriction to allow construction within the 200-foot zone, after Council review and approval. With the adoption of a new Zoning Code in 1959, an overlay design zone was adopted using the boundary established in 1928. The objective for the design zone stated that:

> "Primary consideration shall be given to safeguarding unobstructed views and to preserving the heavily wooded character. Improvements shall make a minimal amount of interruption to the natural topography."

In 1982 the Terwilliger Parkway Corridor Study was commissioned by the Portland Bureau of Planning in cooperation with the Bureau of Parks. The Portland City Planning Commission recommended that a study of the Terwilliger Parkway Corridor be undertaken in response to problems and concerns encountered in 1980 during public hearings for a Planned Unit Development (PUD) proposed along the eastern flank of Terwilliger Boulevard.

The Portland City Council, sharing the concerns of the Planning Commission, approved funding for the study. Concerns raised during both the Planning Commission's and the City Council's review of the PUD included access across the Parkway, preservation of the character of the Parkway, buffering and protecting the Terwilliger Boulevard recreational path (located in the Parkway) and design of buildings in close proximity to the Parkway.

There are several other significant parcels of undeveloped land along the Corridor. The recreational and scenic potential of the Terwilliger Corridor coupled with its close proximity to the downtown help make vacant land along the Parkway attractive for development. To avoid unnecessary repetition of the lengthy and difficult discussions required to resolve concerns surrounding development along the Corridor, development of a Terwilliger Parkway Plan and design guidelines was proposed.

The Review Process

Authority and procedures for design review and approval are established by Chapter 33.62 of the Portland City Code. The goals and guidelines are intended to supplement and aid implementation of that Chapter and other chapters of the City Code, Title 33, Planning and Zoning.

*For Background information on Terwilliger consult The Terwilliger Parkway Corridor Plan and The Terwilliger Parkway Inventory. Both are available from the Portland Bureau of Planning, 1120 S.W. 5th Avenue, Portland, Oregon, 97204.

The adopted goals and guidelines are used by the Design Review Commission to review projects requiring building permits within the design zone.

Proposals will be reviewed either as major or minor projects. A minor project is one that the Planning Director and the Design Commission Chair find will not significantly affect the character, use, and future development of the Terwilliger Parkway. Minor projects are reviewed by the Planning Director or the Director's delegated staff. Major projects are reviewed by the Design Commission. If a proposed project will have no direct traffic impact on Terwilliger Boulevard, and will not be visible (at any season), from Terwilliger Boulevard or Trail, the Director of the Portland Bureau of Planning may exempt the project from design review.

Upon receipt of an acceptable application and drawings adequately describing the project, a hearing on the proposed project will be scheduled. The date for this hearing will be not more than 60 and not less than 15 days following the date of application, unless the applicant or other person with standing* objects to any aspect of a decision of the Design Commission, they have 14 days in which to file an appeal with the Portland City Council.

Project designers are strongly encouraged to request an early briefing with the Design Commission or their staff prior to formal application for Design Review. Such meetings provide an opportunity for informal discussion of the specific circumstances of the project and how the standards might affect its development.

The Goals and Guidelines

The guidelines in this document are to implement the Goals of the Terwilliger Parkway Corridor and the "Character of Terwilliger" statement. They are intended to aid developers and designers in understanding the expectations of the City and the concerns and objectives of the Design Commission for development within the Terwilliger Plan Area.

The guidelines are not intended to be inflexible prescriptive requirements, and therefore exceptions to them for particularly appropriate proposals may be granted. The Design Commission requires that every project address itself to all applicable guidelines. However the Commission is also interested in encouraging creative solutions to design problems. The principal purpose of these guidelines is to present a complete set of the City's concerns on Terwilliger development. The Design Commission or the City Council on appeal may also address itself to aspects of a project's design which are not covered in the guidelines when one or more aspects of a proposed development are deemed in conflict with the Goals for Terwilliger or the "Character of Terwilliger" statement.

*This includes any person who objected either personally or in writing unless those aspects to which they objected have been removed.

The guidelines herein focus on relationships of buildings, spaces, traffic and people to the Terwilliger Parkway. They will be used to improve and enhance the character of Terwilliger Parkway, Boulevard and Trail. Many ways of meeting a particular guideline exist, and since it is not the City's intent to prescribe any specific solution the Design Commission looks forward to seeing a diversity of imaginative solutions to the issues raised by the Guidelines.

The Terwilliger Design Zone Boundary

The Terwilliger Design Zone Boundary is identified on the official City 1/4 section zoning maps and generalized on Map 2, accompanying this document. Alternative boundaries considered during the planning process are discussed in the TERWILLIGER PARKWAY INVENTORY. The design zone includes those lands which are visible from the Parkway, modified to reflect current property boundaries and to exclude expansive views of the downhill side. The recommended guidelines also state that review of areas on the uphill side of the Parkway, which are seen only as distant forest views, will be limited to the scale of structures and maintenance of the forested character.

Since the viewshed boundary can change over time as vegetation matures and urban development occurs, the City should re-evaluate the design zone boundary every ten years to make appropriate revisions. Additionally, the design zone boundary should be reviewed if the Comprehensive Plan designations change on parcels abutting the uphill boundary or on parcels within 500 feet of the downhill boundary.

Definitions

The following definitions were formulated to clarify the use of various terms in these Guidelines.

1. "Design Review Commission" means the Design Review Commission of the City of Portland.

2. "Develop" means to construct or alter a structure, parking lot or roadway, to make a physical change in the use or appearance of land, to divide land into parcels, or to create or vacate public rights-of-way. "Development" means the process or result of these actions.

3. "Natural Future Access Point" is a site of potential access to Terwilliger which, with minimal grading, will allow for a 1 to 5 percent grade within 20 feet of the Boulevard or Trail; less than 20 percent grade beyond the first 20 feet; and a sight distance of 300 feet for on-coming traffic in both directions along the Boulevard. Natural Future Access Points do not open lawn areas in the Parkway.

4. "Terwilliger Boulevard" means the public roadway and parking areas between S.W. Sheridan Street and S.W. Barbur Boulevard at Burlingame.

5. "Terwilliger Parkway" means City of Portland or Parks Bureau-owned property adjacent to and/or within four hundred (400) feet of Terwilliger Boulevard.

6. "Terwilliger Plan" means those maps, policies and stated goals adopted by City Council and titled "TERWILLIGER PARKWAY CORRIDOR PLAN".

7. "Terwilliger Plan Area" means that area incorporated in the Terwilliger Plan and within the Design Zone Boundary.

8. "Terwilliger Trail" means the bicycle and pedestrian trail constructed generally to the east of Terwilliger Boulevard and all graded paths (paved or unpaved) or stairs identified on the Terwilliger Plan map.

II. APPLICATION REQUIREMENTS

Applications for Design Review may be obtained at the Portland Bureau of Planning and City Permit Center, both located at 1120 S.W. Fifth Avenue. An application for Design Review must be accompanied by ten sets of plans and renderings including the following:

- A landscape plan indicating at least the following:

  a. Identification by survey of existing trees over six (6) inches in caliper, either within the entire parcel or within 100 feet of any proposed structures (whichever area is smaller), including the building area, and within 50 feet of the center line of a proposed road or drive.

  b. Delineation of the area to be affected by construction activities and, indicating existing trees to be removed.

  c. A plan to protect the root systems of remaining trees, ensuring that no grading will occur within their root zones.

  d. The location of proposed plantings, screenings, plant materials, views and special natural features located on the site and identified on the Terwilliger Landscape Concept Plan , Map 1.

- A Master Plan including proposed land use, building heights, densities, parking amount, and pedestrian, transit and vehicular features and access, including public rights-of-way and easements.

- A site plan showing the exact dimensions and arrangement of proposed and existing buildings and other structures and any changes in existing development or use of existing facilities.

- Drawings or other materials completely describing the architectural scale, style, siting, lighting, building material, color and exterior finishes to be used in the proposed project.

- Location, type, size, color, shape and height of all permanent signs.

- Where motor vehicle access to Terwilliger Boulevard is proposed or expanded a traffic impact analysis must also be submitted. The analysis will address the immediate and overall traffic impact on Terwilliger Boulevard and on existing neighborhood areas and the affect of the proposed roadway construction on the natural topography and vegetation. The analysis must also indicate how traffic volumes generated by a proposed development will be minimized and demonstrates that such traffic will not require the installation of turn lanes, special channelization or a traffic signal on Terwilliger Boulevard at the point of access.

- Where proposed developments generate more than 200 trips per day (as determined by the City Traffic Engineer) a plan must be submitted for reducing automobile demand and mitigating traffic impacts on Terwilliger Boulevard. Measures to be considered include, but are not limited to: encouraging use of public transportation, staggered work hours, carpooling, pedestrian and bicycle access, and parking limitations.

- A vehicle access plan identifying access points on Terwilliger Boulevard, grades, and sight distances at junctions with public rights-of-way and public recreational trails.

- A pedestrian pathway and access plan showing internal circulation and connections to transit service and the recreational trail system.

- Drawings showing any proposed improvements to the Parkway as part of the development proposal.

III. CHARACTER OF TERWILLIGER

Terwilliger Parkway, Boulevard and Trail are unique and notably successful parts of the City which allow people to enjoy the natural beauty and setting of Portland while moving through it. There are sequential views of the City, Mt. Hood, Mt. St. Helens, the Willamette River and the wooded hills along which the Boulevard is constructed. These expansive views are contrasted by sections of the Boulevard which are lush and enclosed by tall stands of deciduous trees and second growth fir. Dominant masses of native temperate forest set off park-like plantings of ornamental shrubs and mowed lawns.

Terwilliger Boulevard was originally envisioned as a centerpiece for the development of "high class suburban and country residences." 1/ Urban development adjacent to the Parkway is sometimes hidden from the Trail and Boulevard. When visible, it often fits into the natural topography and enhances the aesthetic experience of the Parkway. Buildings which are set back from the Boulevard, well but simply landscaped, small in scale, and designed with care tend to add romance to the drive or walk.

The careful and balanced mix of urban and natural experiences, which makes Terwilliger both unique and successful, is also reflected in the way in which it is used. At its best, Terwilliger can accommodate walkers of all ages, runners, bicyclists and picnickers, as well as moderate numbers of motorists sight-seeing or driving to nearby locations along the Boulevard's easy grades and gentle curves.

Terwilliger changes as the landscape and the City grow. The quality of its future character will depend both on the effects of nature and the care taken by the citizens of Portland.

1/Olmsted Brothers, Report of Park Board, Portland, Oregon, 1903, P. 41.

IV. GOALS

The following goals are general statements of the City's objectives for the Terwilliger Plan Area. They provide a framework for the Design Review process, defining its purpose and context.

A. TO PRESERVE AND ENHANCE THE SCENIC CHARACTER AND NATURAL BEAUTY OF TERWILLIGER PARKWAY AND BOULEVARD.

B. TO MAINTAIN AND ENHANCE UNOBSTRUCTED VIEWS FROM TERWILLIGER BOULEVARD AND TRAIL.

C. TO IMPROVE OPPORTUNITIES FOR A VARIETY OF RECREATIONAL USES ALONG TERWILLIGER AND REDUCE CONFLICTS BETWEEN THESE USES.

D. TO GUIDE THE SITING, SCALE, LANDSCAPING, TRAFFIC IMPACTS AND DESIGN OF NEW DEVELOPMENT TO ENHANCE THE AESTHETIC EXPERIENCE OF TERWILLIGER.

E. TO MANAGE THE LOCATION AND DESIGN OF NEW VEHICULAR AND PEDESTRIAN ACCESS TO TERWILLIGER IN ORDER TO REDUCE TRAFFIC HAZARDS AND IMCOMPATIBLE VISUAL IMPACTS.

F. TO REINFORCE THE PRIMARY TRANSPORTATION FUNCTION OF THE PARKWAY AS A LEISURELY, SCENIC DRIVE AND A BICYCLE COMMUTING PATH, RATHER THAN A HEAVILY USED ROUTE FOR VEHICULAR THROUGH TRAFFIC.

G. TO IMPROVE PUBLIC SAFETY AND PROTECT CITIZENS FROM CRIME.

H. TO REDUCE MAINTENANCE AND IMPROVEMENT COSTS.

V. GUIDELINES

A. Height and Setback

1. Buildings should be setback sufficiently from the Parkway to allow for development of the landscape treatment prescribed in the Terwilliger Plan including adequate setbacks to protect the root system of trees within the Parkway, (The Terwilliger Landscape Concept Plan is shown on map 1, accompanying this document.)

2. Downhill from Terwilliger, new buildings should be limited in height and have sufficient setback to preserve unobstructed Major Views and Panoramas as identified in the Terwilliger Plan.

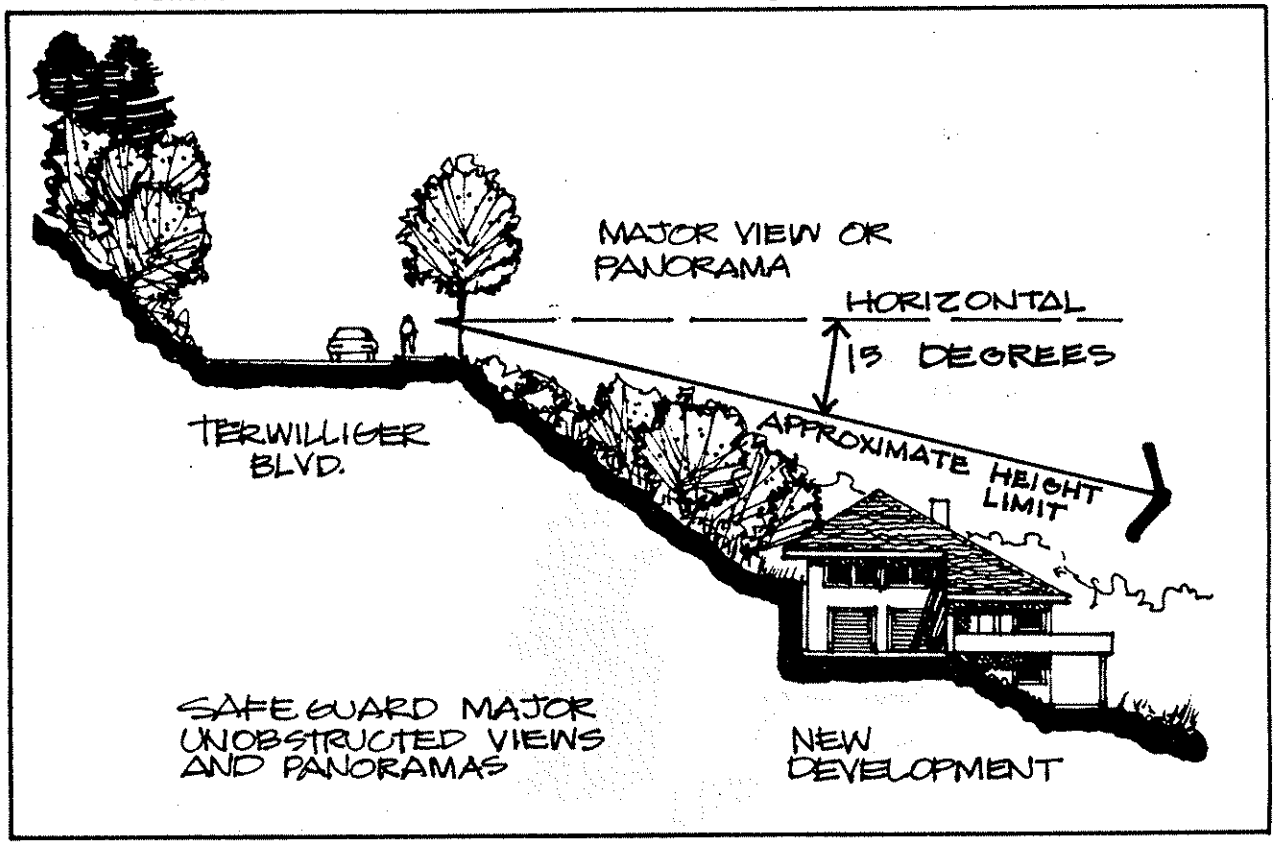


Figure 1 View Protection

In areas designated as Major Views or Panorama Views by the Terwilliger Landscape Concept Plan, building heights should not block any significant part of the view from the Trail or Boulevard. Although each view site and proposal must be evaluated individually, the above drawing illustrates the general intent of this guideline.

3. In commercial zones, buildings should be setback from the Parkway not less than ten feet.

4. In areas adjacent to Parkway lands obtained by Deeds of Gift from the Fulton Park Land Company, Terwilliger Land Company and the Oregon/ Washington Railroad and Navigation Company, no building within twenty-five (25) feet of the uphill property line of the Parkway should be allowed. (This requirement is explained in Section VII of this Document.)

B. Landscaping

1. A landscaping plan should be incorporated into the proposed development which provides for the following:

   a. Landscaping should be consistent with the Terwilliger Landscape Concept Plan shown on Map 1 and illustrated in Figures 3 through 10, Pages 11 - 14.

   b. Preservation of as many trees over 6 inches in caliper as practical.

   c. Preservation of the existing topography to the extent practical by reducing necessary grading and limiting cuts and fills to slopes of less than 2 to 1 (retaining walls are permitted if they conform with the "style, scale, siting, materials and color guidelines).

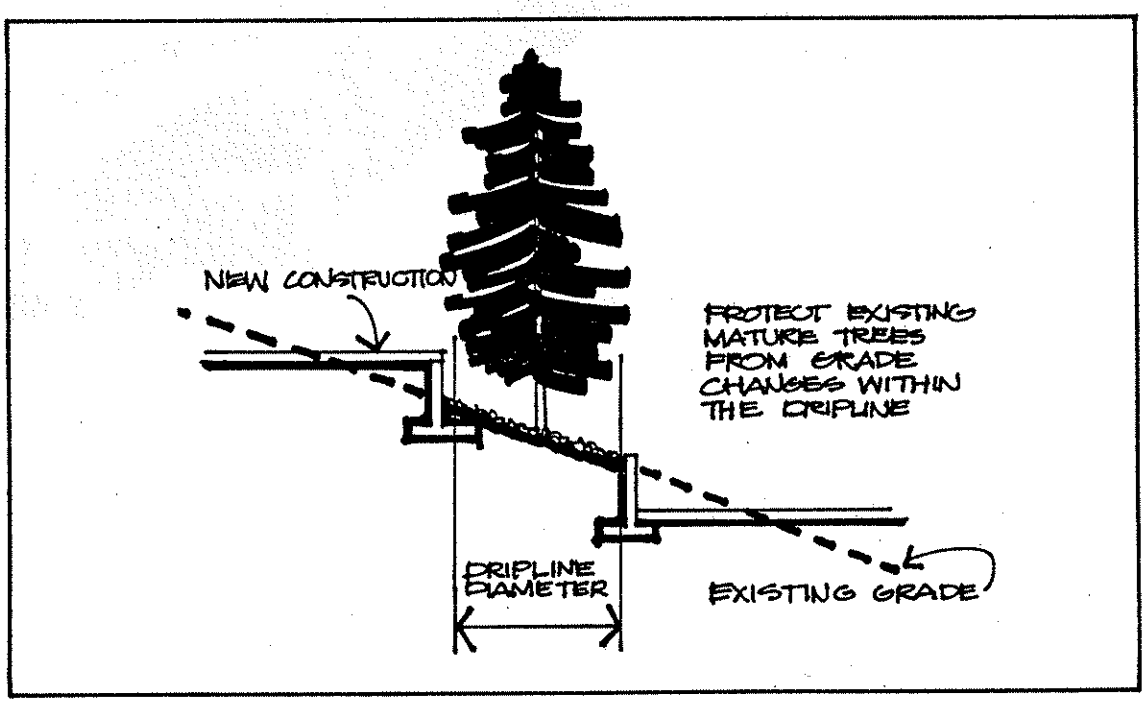


Figure 2

   d. Protection of Root Systems; trees designated for preservation should have no grading within the drip line diameter of the limbs of the tree. (see Figure 2, Above)

Figure 3
Forest Corridor:
A continuous, visually uninterrupted segment of the roadway which is heavily enclosed by native forest plantings and hillsides. Development should be completely screened from view.

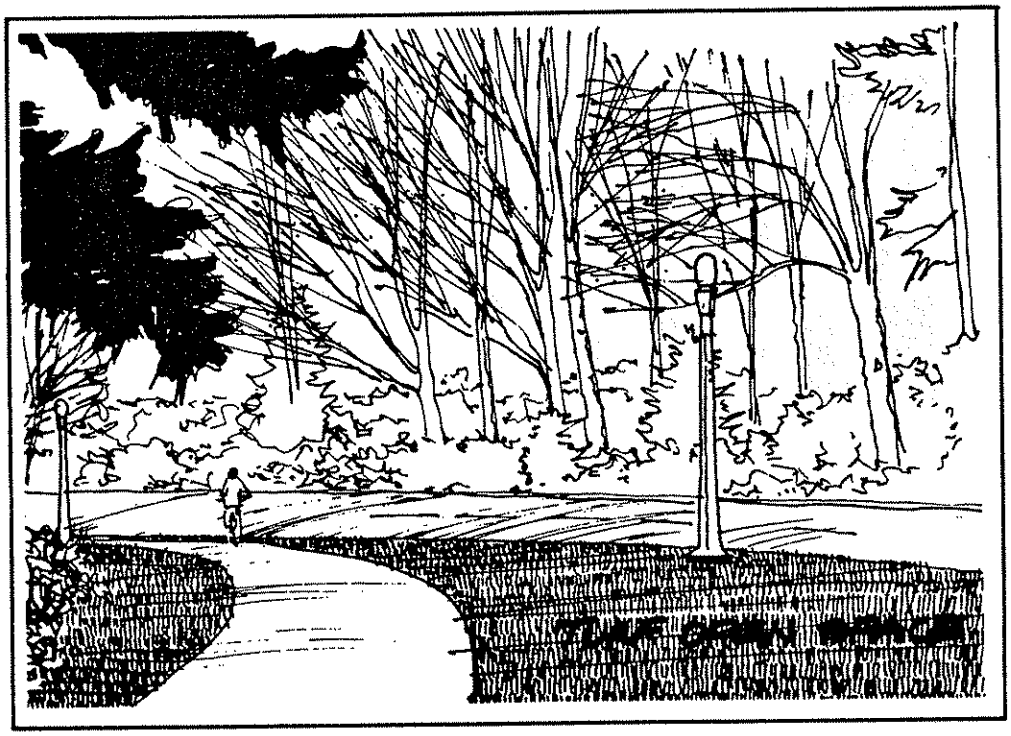


Figure 4
Parkway:
Open lawn areas with some tree plantings.

Figure 5
Native Screening:
Use of native and ornamental plant materials in natural arrangements with filtered views to and from development.

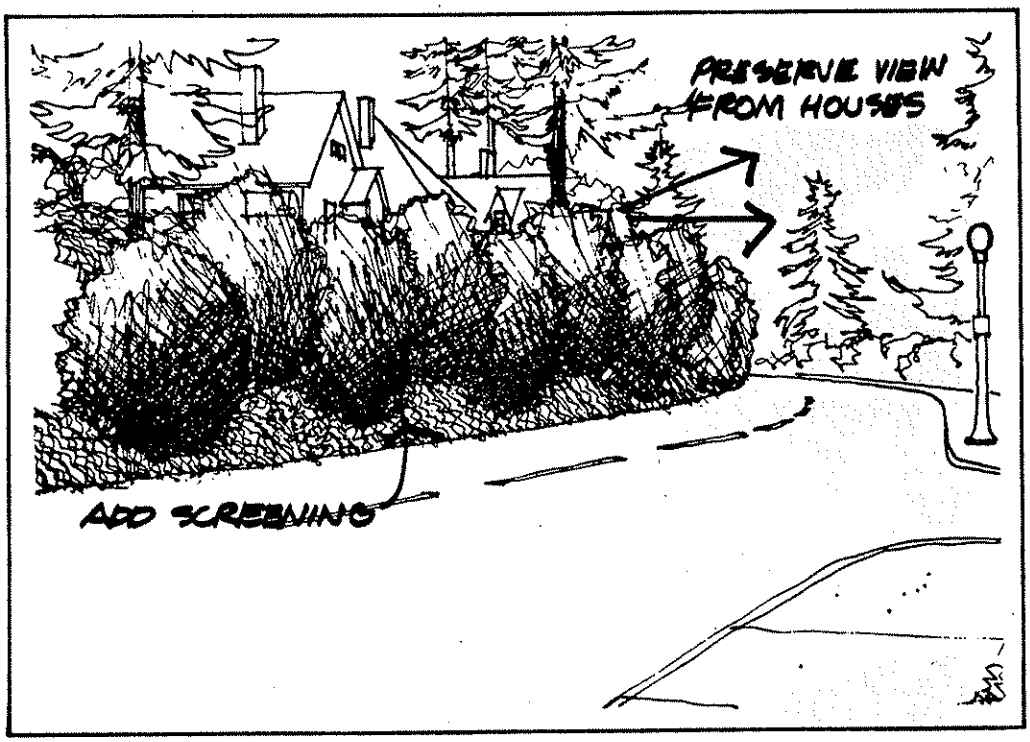


Figure 6
Hedgerow Screening:
Use of broadleaf evergreen shrub material in natural, or where space is limited, semi-formal arrangement. Views to and from development above hedgerow are preserved.

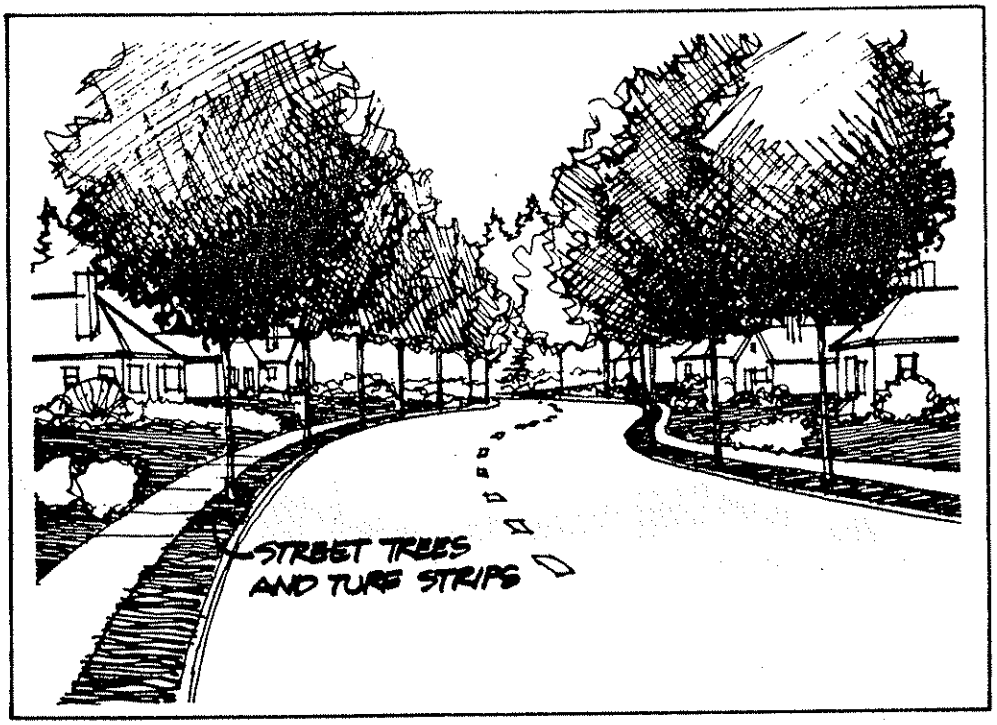


Figure 7
Boulevard:
Street trees and lawn strips located along the roadway in the context of such urban development as residences or commercial buildings located close to the Boulevard.

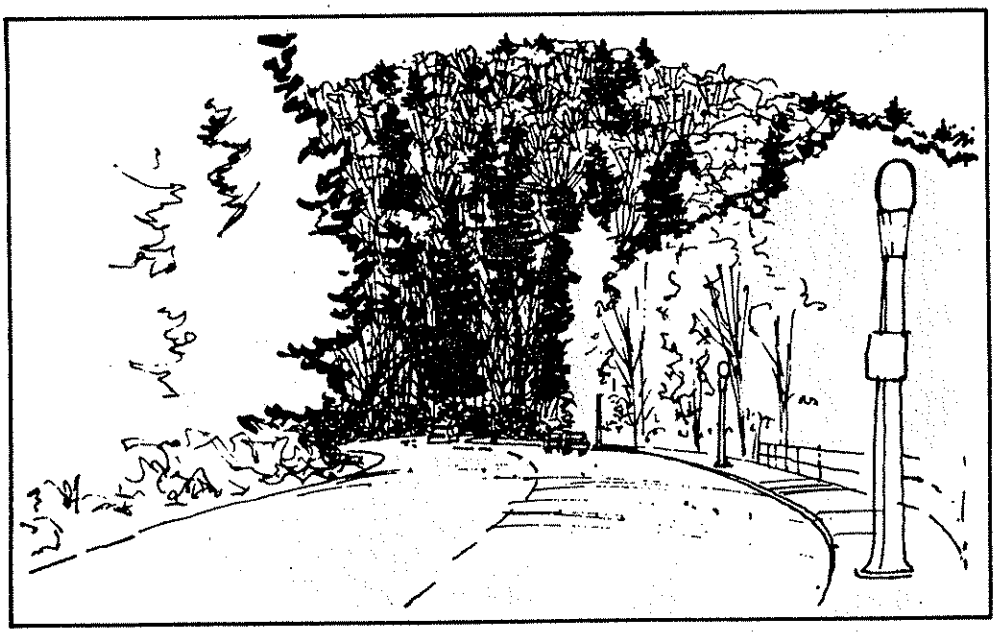


Figure 8
Forest View:
Continuous native forested hillside where distant views are focused as a result of a curved roadway alignment. Small scale development is partially visible but the forest character is preserved. Where this landscape pattern is viewed only from a distance, design review should be limited to maintaining small scale for new structures and preserving the forest character of the hillside.

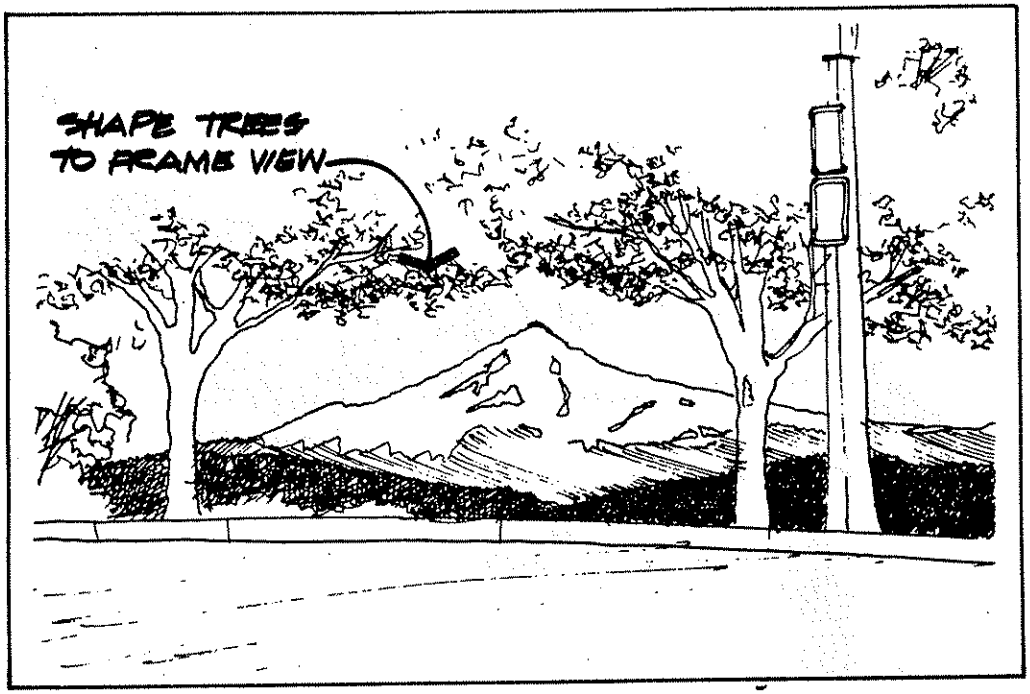


Figure 9
Major View:
The opportunity to see significant views of the City or such landscape features as Mt. Hood, Mt. St. Helens, the Willamette River and the downtown, from the Corridor. The major views should incorporate the use of trees or other plant materials for enframement or enhancement of the view.

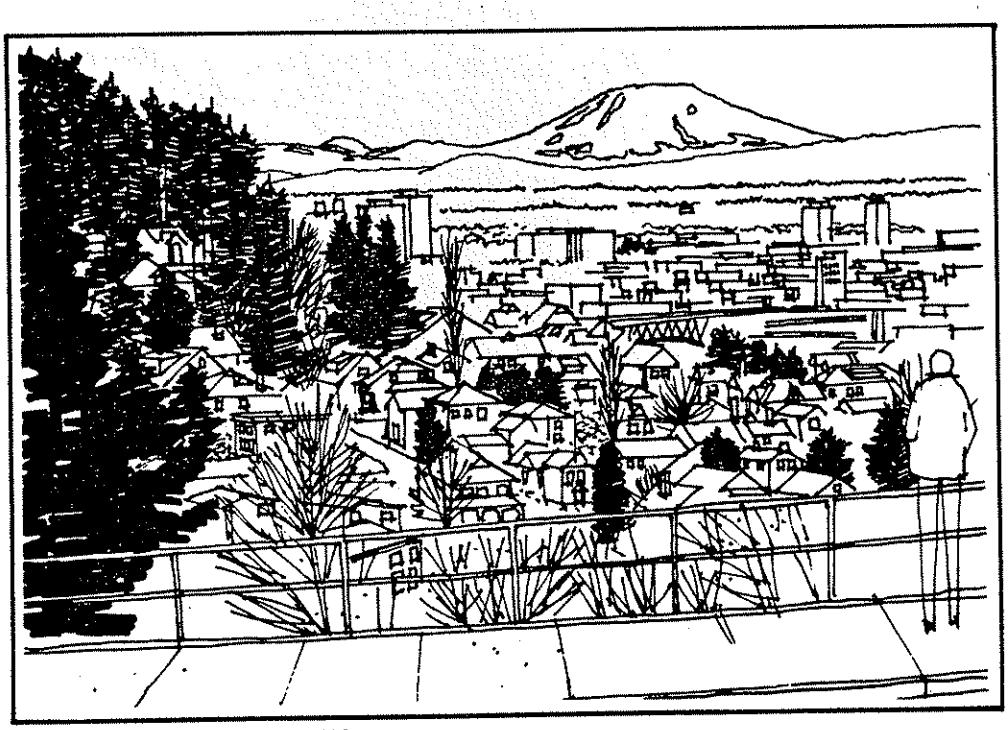


Figure 10 Panorama View:
The unobstructed, continuous vista of the City and landscape features seen from the Corridor.

C. Style, Scale, Siting, Materials and Color

1. Architectural scale, style, siting, lighting, building material, color and finishes should complement the landscape and be in keeping with the "Character of Terwilliger" statement.

2. Care should be taken with all aspects of the project seen from the Boulevard and Trail, including roofs, foundations, drives and parking areas, to ensure that they are aesthetically pleasing and in keeping with the "Character of Terwilliger" statement.

D. Views and Special Natural Features

Preserve or improve views and special natural features identified in the Terwilliger Landscape Concept Plan (Map 1).

E. Signs

1. Permanent private signs should not be visible from Terwilliger Boulevard or Trail, except in commercial areas.

2. In commercial areas abutting the Parkway, all signs should be in keeping with the "Character of Terwilliger" statement.

F. Vehicle Access

1. In areas adjacent to Parkway lands granted by the Fulton Land Company, Terwilliger Land Company or the Oregon/Washington Railroad and Navigation Company (see Section VII, Page 25) access points are limited first to existing access, then to natural future access points identified on the Access Plan; 1/ then to other points where the City can establish roadways on easy grades. In all other areas, vehicle access is limited to existing access points, and new access is proposed only when no other reasonable alternatives are available.

2. New access to Terwilliger should be accommodated by consolidating with existing access points or, where this is not possible, by consolidating with access points planned for other new developments. (See Figure 11, Page 16)

1/ The Terwilliger Access Plan is shown on Map 2, accompanying this document.

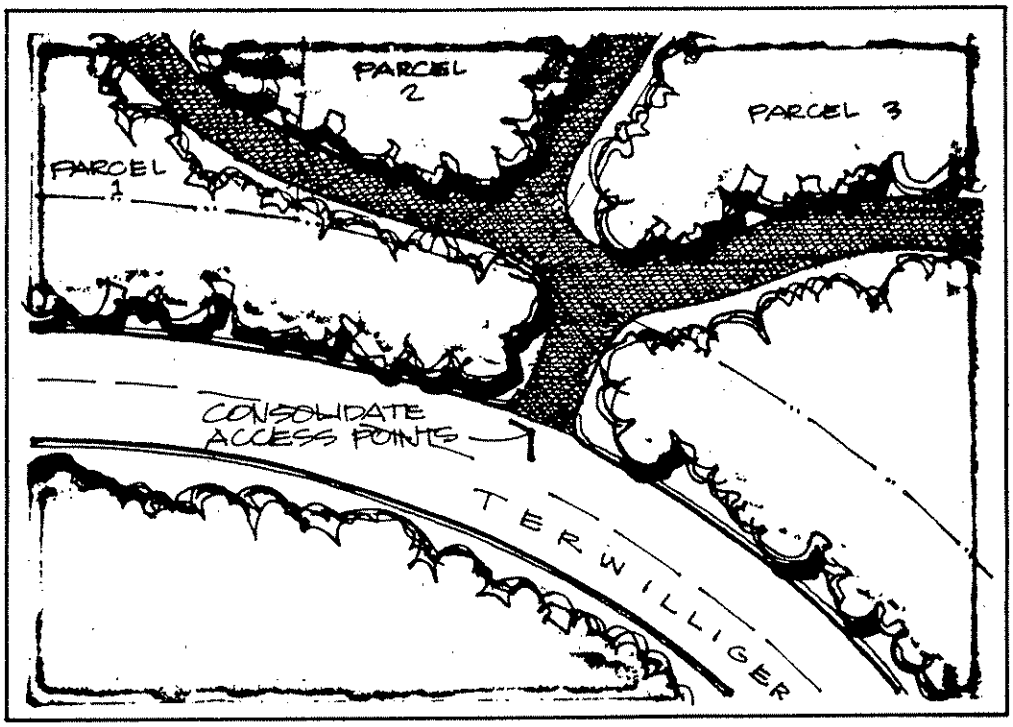


Figure 11
Consolidation of Access:
The need for consolidation of access will be considered both during the Design Review Process as well as during the subdivision or Planned Unit Development Review Process.

3. Traffic volumes generated by a proposed development should be reduced to the greatest extent practical. Measures considered to mitigate traffic impacts on Terwilliger should include, but are not limited to; encouraging use of public transportation, staggered work hours, carpooling, pedestrian and bicycle access, and parking limitations. New development shall not require the installation of turn lanes, special channelization or traffic signals at the point of the development's access to Terwilliger.

4. Vehicle access to Terwilliger Boulevard should have a vertical and horizontal sight distance adequate for Terwilliger speeds of 35 MPH, approximately 300 feet (see Figure 12, Page 17).

5. The access has a 1 to 5 percent grade within 20 feet of the Boulevard or Trail, and less than 20 percent grade beyond the first 20 feet. (See Figure 12, Page 17).

6. Cuts and fills in access areas should be avoided. Where they are unavoidable, the resulting slopes should be limited to 2 to 1 slopes. (See Figure 12, Page 17).

7. Where crossing the Terwilliger Trail is proposed, adequate sight distance to ensure safe crossing must be provided.

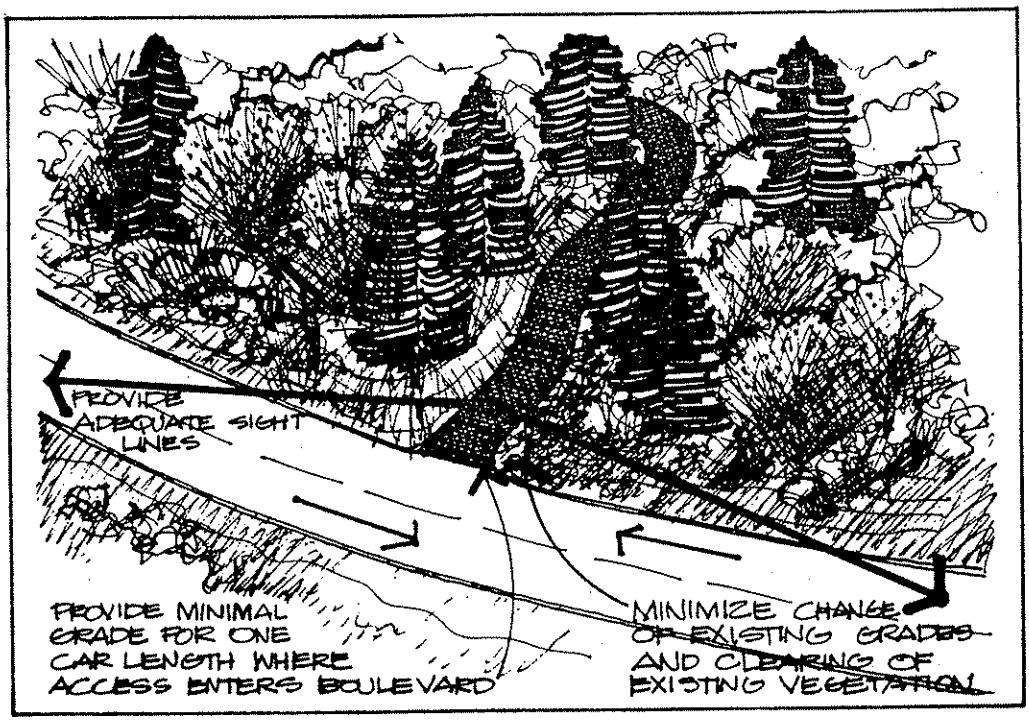


Figure 12
Access Guidelines:
New access points, if required and justified, should provide 300 foot sight distances along Terwilliger; a 1-5% grade for twenty feet from the roadway; and a grade less than 20% thereafter. Cuts and fills should be minimized and limited to 2 to 1 slopes. Access points should not cross open lawn areas.

8. Avoid access routes to Terwilliger which link other parts of the street system to Terwilliger consequently allowing the shift of additional through traffic onto the Boulevard. Access plans will be reviewed by the City Traffic Engineer, the Bureau of Parks and the City Forester whose comments will be considered by the Design Commission and where appropriate the Hearings Officer or the City Council on appeal.

G. Pedestrian Access

1. Pedestrian access through new development should be provided at the time of development, and at locations consistent with the Terwilliger Access Plan, Map 2.

2. All projects must provide for convenient and well-graded pedestrian access to transit service and the Terwilliger Trail.

H. Project Improvements Within the Parkway

Project improvements within the Parkway shall be limited to access and other uses specified by the Terwilliger Access and Landscape Concept Plans, Maps 1 and 2.

VI. PLANT MATERIALS

The following lists of plant materials are those suggested as being compatable with each of the Landscape Concepts included in the Terwilliger Landscape Concept Plan. The listings are not intended to be all-inclusive but do serve as a general guide and point of reference for landscape designers working in the Terwilliger Corridor.

FOREST CORRIDOR

The following plant materials are appropriate for use in the Forest Corridor landscape pattern.

CONIFEROUS TREES:

Abies concolor
White fir

Abies grandis
Grand fir

Abies procera
Noble fir

Chamaecyparis lawsoniana
Lawson Falsecypress
(Port-Orford-cedar)

Chamaecyparis nootkatensis
Nootka falsecypress
(Alaska Yellow-cedar)

Libocedrus decurrens
California incense cedar

Picea abies
Norway spruce

Picea engelmanni
White spruce

Pseudotsuga taxfolia
Douglas-fir

Sequoia gigantea
Giant sequoia

Sequoia sempervirens
Redwood

Taxus brevifolia
Pacific yew

Thuja plicata
Giant Arborvitae
(Western redcedar)

Tsuga canadensis
Canada hemlock

Tsuga heterophylla
Pacific hemlock

Tsuga mertensiana
Mountain hemlock

BROADLEAVED EVERGREEN TREES:

Arbutus menziesi
Pacific madrone

Castanopsis chrysophylla minor
Golden chinkapin

Umbellularia californica
California laurel

DECIDUOUS TREES:

Acer circinatum
Vine maple

Acer macrophyllum
Bigleaf maple

Alnus rubra
Red alder

Amelanchier grandiflora
Apple serviceberry

Cornus nuttalli
Pacific dogwood

Crataegus douglasi
Douglas hawthorne

Fraxinus oregona
Oregon ash

Populus alba
White poplar

Populus trichocarpa
California poplar

Quercus garryana
Oregon white oak

PARKWAY

The following plant materials are appropriate for use in the Parkway landscape pattern:

All trees listed under "FOREST CORRIDOR", and:

Acer ginnala
Amur maple

Acer palmatum
Japanese maple (Green only)

Acer rubrum
Red maple

Acer saccharum
Sugar maple

Aralia elata
Japanese aralia

Beula papyrifera
Paper birch

Cercis canadensis
Redbud

Chionanthus virginicus
White fringe tree

Cornus kousa
Kousa dogwood

Crataegus lavallei
Washington hawthorne

Halesia monticola
Mountain silverbell

Koelreuteria paniculata
Goldrain tree

Malus - Any Flowering Crab-apple variety

Oxydendron arboreum
Sourwood

Prunus - Any Flowering Plum Variety

Rhus typhina
Staghorn sumac

Sorbus aucuparia
European mountain ash

Styrax japonica
Japanese snowbell

NATIVE SCREENING

The following plant materials are appropriate for use in the Native Screening landscape pattern:

All coniferous trees listed under "FOREST CORRIDOR", and:

BROADLEAVED EVERGREEN SHRUBS:

Arbutus unedo
Strawberry tree

Cistus - species
Rockrose

Gaultheria shallon
Salal

Osmanthus ilicifolius
Holly osmanthus

Vaccinium ovatum
Evergreen huckleberry

Arctostaphylos columbiana
Hairy manzanita

Euonymus japonicus
Evergreen euonymus

Mahonia aquifolium
Oregongrape

Stranvaesia dividiana
Chinese stranvaesia

DECIDUOUS SHRUBS:

Azalea occidentale
Western azalea

Euonymus alatus
Winged Euonymus

Holodiscus discolor
Oceanspray
(Creambush, Rockspirea)

Potentilla - varieties
Cinquefoil

Spirea thunbergi

Cornus alba siberica
Siberian dogwood

Forsythia - species

Philadelphus coronarius
Sweet mockorange

Ribes sanguineum
Winter currant
(red flowering currant)

Viburnum tomentosum
Doublefile viburnum

HEDGEROW SCREENING

The following plant materials are appropriate for use in the Hedgerow Screening landscape pattern.

BROADLEAVED EVERGREEN SHRUBS:

Abelia grandiflora
Glossy abelia

Arbutus unedo
Strawberry madrone

Berberis julianae
Wintergreen barberry

Buxus sempervirens
Common boxwood

Choisya ternata
Mexican orange

Cotoneaster parneyi
Parney cotoneaster

Escallonia rubra
Red escallonia

Euonymus japonicus
Evergreen euonymus

Ilex cornuta
Chinese holly

Kalima latifolia
Mountainlaurel

Ligustrum lucidum
Glossy privet

Mahonia aquifolium
Oregongrape

Osmanthus ilicifolius
Holly osmanthus

Photinia fraseri
Fraser photinia

Photinia glabra
Japanese photinia

Photinia serrulata
Chinese photinia

Prunus laurocerasus
English laurel

Prunus lusitanica
Portuguese laurel

Pyracantha coccinea lalandi
Laland firethorn

Stranvaesia davidiana
Chinese stranvaesia

Viburnum rhytidophyllum
Leatherleaf Viburnum

BOULEVARD

The following plant materials are appropriate for use in the Boulevard landscape pattern.

Acer platanoides (varieties)
Norway maple

Acer saccharum
Sugar maple

Cladrastus lutea
Yellow wood

Crataegus phaenopyrum
Washington hawthorn

Gleditsia triacanthos (varieties)
Thornless Honeylocust

Prunus blireiana
Blireiana plum

Quercus coccinea
Scarlet oak

Quercus palustris
Pin oak

Tilia euchlora
Crimean linden

Acer rubrum (varieties)
Red maple

Carpinus betulus
European hornbeam

Crataegus lavallei
Lavalle hawthorn
(Carriere hawthorn)

Fraxinus (hybrid varieties)
Ash

Prunus avium plena
Double-flowered Mazzard Cherry

Prunus cerasifera (varieties)
Myrobalan plum

Quercus phellos
Willow oak

Tilia cordata
Littleleaf linden

FOREST VIEW

The following plant materials are appropriate for use in the Forest View landscape pattern.

CONIFEROUS TREES:

Abies concolor
White fir

Abies procera
Noble fir

Chamaecyparis nootkatensis
Nootka falsecypress (Alaska Yellow-cedar)

Picea abies
Norway spruce

Pseudotsuga tanfolia
Douglas-fir

Sequoia sempervirens
Redwood

Thuja plicata
Giant Arborvitae (Western Redcedar)

Tsuga heterophylla
Pacific hemlock

Abies grandis
Grand fir

Chamaecyparis lawsoniana
Lawson Falsecypress (Port-Orford-cedar)

Libocedrus decurrens
California incense cedar

Picea engelmanni
White spruce

Sequoia gigantea
Giant sequoia

Taxus brevifolia
Pacific yew

Tsuga canadensis
Canada hemlock

Tsuga mertensiana
Mountain hemlock

MAJOR VIEW

The following plant materials are appropriate for use in the Major View landscape pattern.

Limb existing trees or add like species to frame views.

Naturalize foreground with turf grasses, such as fine leaf Fescue or Perennial Ryegrass, seeded wildflowers and spring bulbs, i.e. Daffodils.

PANORAMA VIEW

The following plant materials are appropriate for use in the Panorama View landscape pattern.

Plant the immediate foreground to linear masses of limited species of the following plant materials.

DECIDUOUS SHRUBS:

Azalea mollis (hybrids)
Chinese azalea

Berberis thunbergi atropurpuea
Redleaf Japanese barberry

Cornus stolonifera
Redosier dogwood

Cotoneaster horizontalis
Rock cotoneaster

Deutzia gracilis
Slender deutzia

Forsythia suspensa
Weeping forsythia

Potentilla fruticosa
Bush cinquefoil

Rosa rugosa
Rugosa rose

Salix purpurea nana
Blue Arctic willow

CONIFEROUS EVERGREEN SHRUBS:

Chamaecyparis lawsoniana 'Dwarf'
Dwarf Lawson falsecypress

Taxus baccata 'spreading'
Spreading English yew

VII. DEEDS OF GIFT

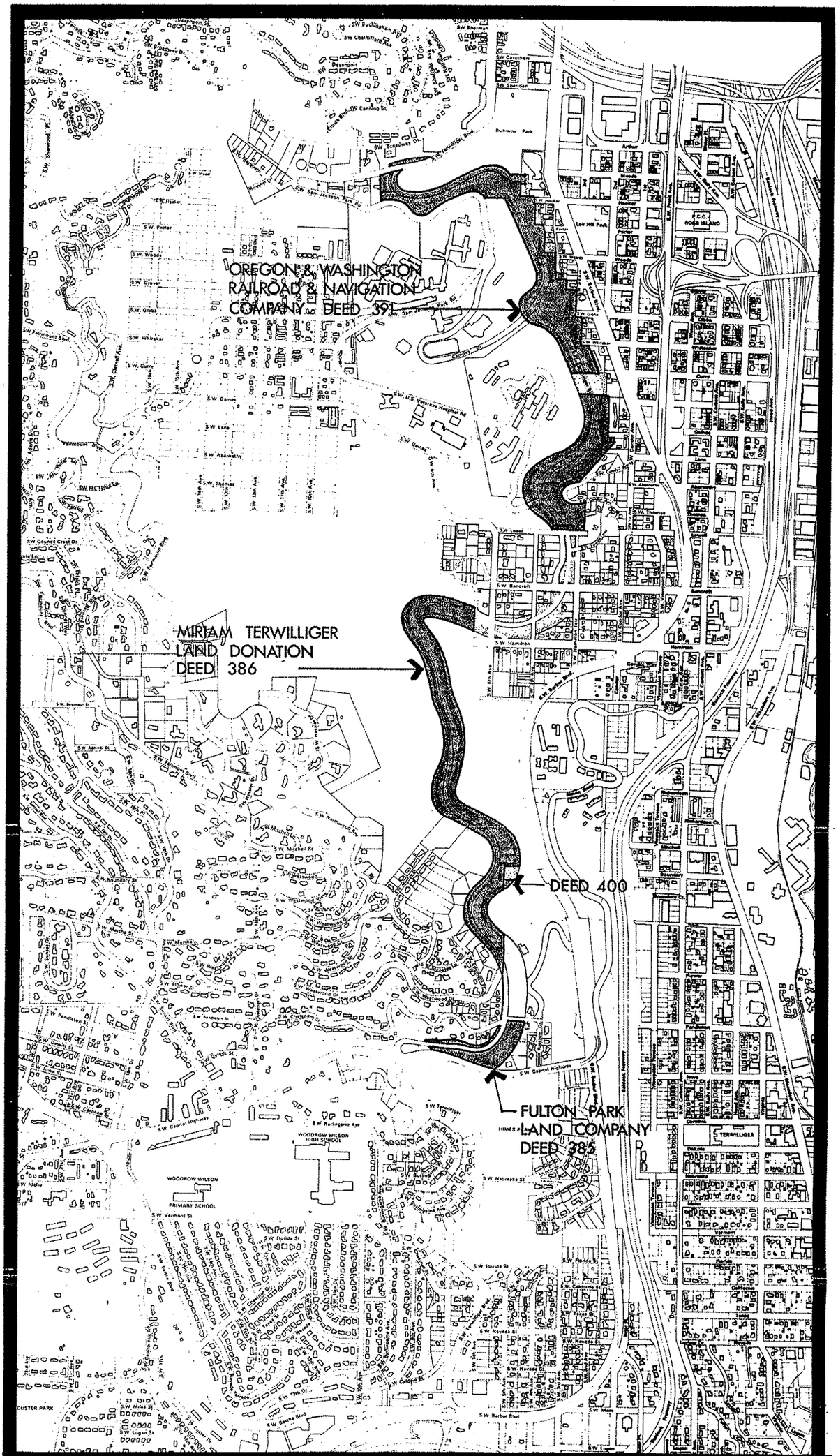
The City of Portland received much of the right-of-way for Terwilliger Boulevard in the form of three large gifts of land. In 1910, the Fulton Park Land Company gave 3.7 acres (Deed #385). In 1911, the heirs of James Terwilliger gave 19.24 acres (Deed #386). In 1912, the Oregon Railway and Navigation Company gave 41.2 acres (Deed #391). The three deeds of gift, shown in Figure 13 , Page 27 , contain provisions which continue to restrict the ways in which the City can improve and use the property. The deeds state that the property is conveyed to the City "as and for a public boulevard and parkway for the benefit and use of the public." The key conditions follow:

1. The two hundred (200) foot strip of land above described shall be forever used as a Boulevard and Parkway by the City of Portland, and upon any abandonment or non-use of said strip of land, or any part thereof, for said purpose, the said strip of land or part so abandoned shall immediately revert to the grantor, its successors or assigns, and the failure to up-keep the same, or the closing thereof for an unreasonable length of time for any other than necessary purposes, shall be deemed abandonment and or non-use, and said abandonment and or non-use may be proved by any competent evidence.

2. That the grantor, its successors and assigns, as the owner of any adjacent land, shall have the right to use said Boulevard and Parkway as a highway for domestic purposes, for the transfer of building materials and graders' outfits, and for grading and improvement purposes. That said grantor, its successors and assigns, shall have access to and the right to cross the same where necessary to reach its abutting lands on either side, by roadways on easy grades, which grades are to be established by the City of Portland, within the marginal lines of said Boulevard and Parkway, and such roadways crossing said Boulevard and Parkway, shall be constructed and maintained by the City of Portland, or its Park Board, within the marginal lines of said Boulevard and Parkway without expense to the grantor herein.

3. It is understood that the foregoing grant is conditioned upon the fact that the land conveyed is to form an integral part of the contemplated Park and Boulevard System of the City of Portland, as surveyed and located, beginning at the South end of the Park Block in the City of Portland and extending to a point in the Slavin Road, beside Fulton Park in said City.

The Fulton Park Land Company, Terwilliger Land Company and the Oregon and Washington Railroad and Navigation Company (see Figure 13 , Page 27) also promised not to build on land within 25 feet of the uphill property line of the slope.



TERWILLIGER PARKWAY CORRIDOR STUDY

LAND DONATIONS

BUREAU OF PLANNING · CITY OF PORTLAND

ERNEST R. MUNCH
JOHN WARNER ASSOCIATES
NANCY FOX

FIGURE 13

VIII. ADOPTING ORDINANCE

ORDINANCE NO. 155245

An Ordinance approving goals and design guidelines for the Terwilliger Design Zone and directing the City's Design Commission to use these goals and design guidelines in the evaluation of development projects located in the Terwilliger Design Zone.

The City of Portland ordains:

Section 1. The Council finds:

1. That Ordinance No. 148159, passed and effective July 25, 1979, substituting a new Chapter 33.62 D Design Zone in Planning and Zoning, of the City of Portland, directed that the Planning Commission, with the assistance of the Design Commission, prepare for City Council consideration, guidelines for project evaluation and acceptability, and that after approval by the City Council, these guidelines be utilized by the Design Commission or the director or his delegate on all design review applications.

2. That the Design Commission adopted design goals and guidelines for the Terwilliger Design Zone on September 28, 1982 at a joint public hearing with the Planning Commission. Prior to this hearing, City staff and the consultant team of John Warner Associates, Ernest R. Munch and Nancy Fox, under the direction of the Bureau of Planning to aid the City in completing the study, held numerous public meetings with affected area property owners, residents and institutional representatives to determine the appropriate goals and design guidelines for the area.

3. The Design Commission recommends that the City Council approve these goals and design guidelines for use in design review of prospective development within the Terwilliger Design Zone.

4. That the public interest will be served by City Council approval of these design guidelines, in that they will protect and enhance the character of the Terwilliger Parkway Corridor and help developers and architects understand the goals and objectives of design review within the Terwilliger Design Zone.

NOW, THEREFORE, the Council directs:

a. The Terwilliger Parkway goals and guidelines contained in the Recommended Terwilliger Parkway Design Guidelines, are to be used by the Design Commission in evaluation of development projects within the Terwilliger Design Zone.

b. That these guidelines are to be used by the Design Commission to give direction rather than be prescriptive requirements.

ORDINANCE No.

c. That the Design Commission may modify, delete or add to these design guidelines where such a change will aid in the accomplishment of the goals for the Terwilliger Parkway; provided, however, that the specific modification, addition or deletion may not take effect until approved by the Portland City Council.

Passed by the Council, OCT 26 1983

Commissioner Schwab
L. Wentworth/sw
December 16, 1982

JEWEL LANSING
Auditor of the City of Portland

Erma Carrera