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## Homestead Neighborhood and the Oregon Health Sciences University Background and Recommendations Report

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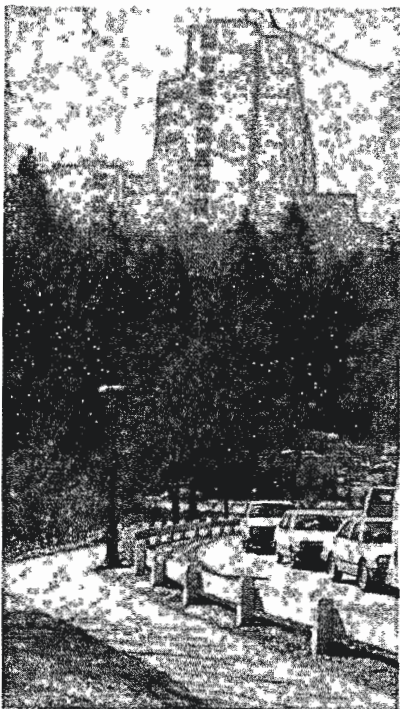
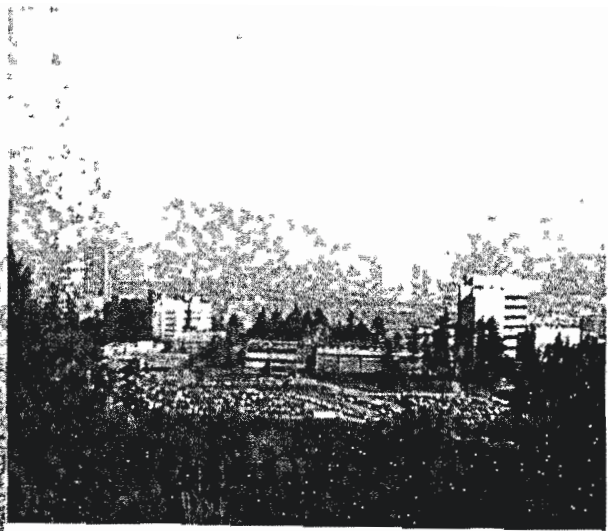
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# HOMESTEAD NEIGHBORHOOD AND THE OREGON HEALTH SCIENCES UNIVERSITY BACKGROUND AND RECOMMENDATIONS REPORT



Prepared by the Urban Studies and Planning  
Comprehensive Planning Workshop  
Portland State University  
Winter Term 1988

## Acknowledgments

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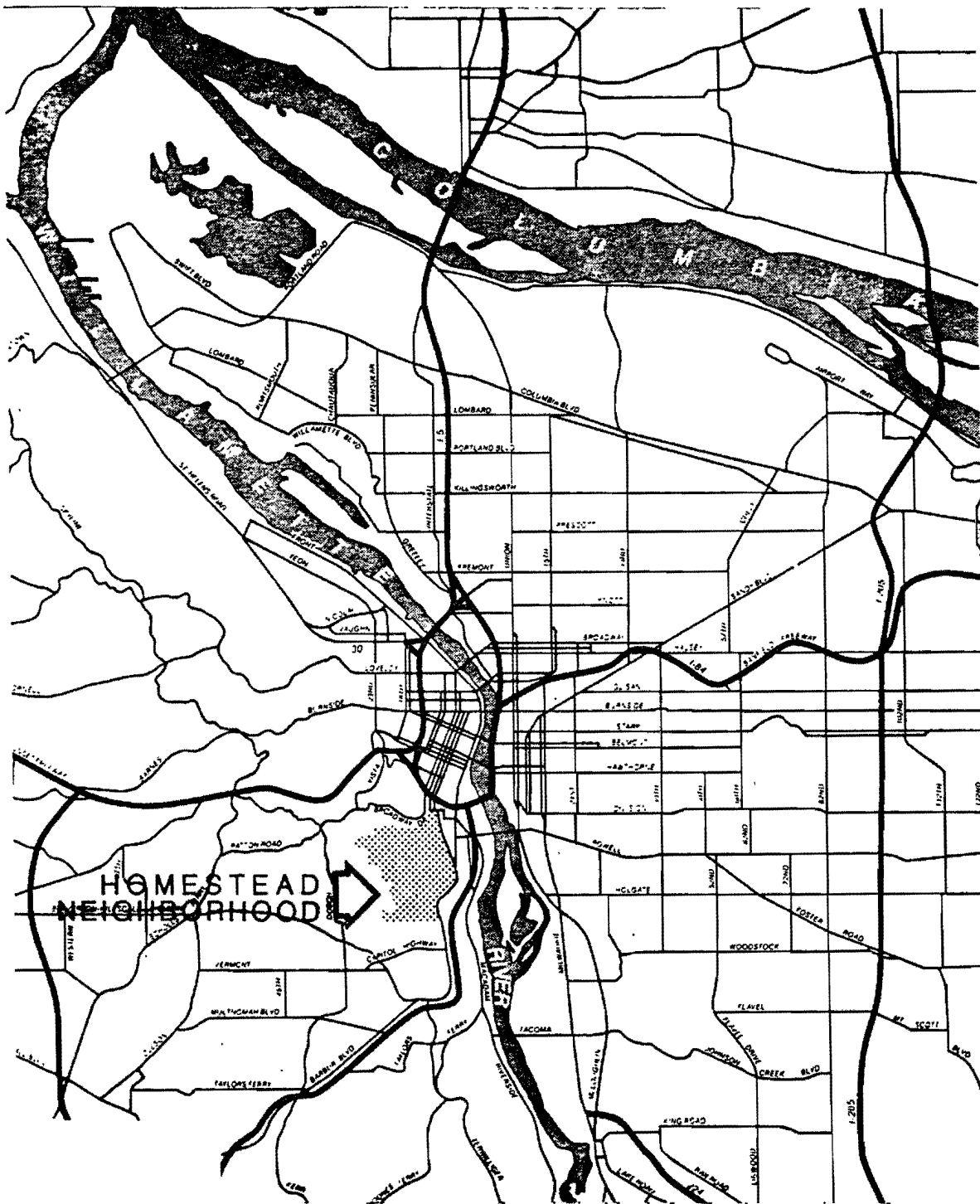
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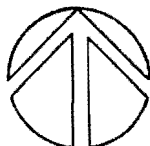
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# PORTLAND



## VICINITY MAP



### HOMESTEAD NEIGHBORHOOD PLAN

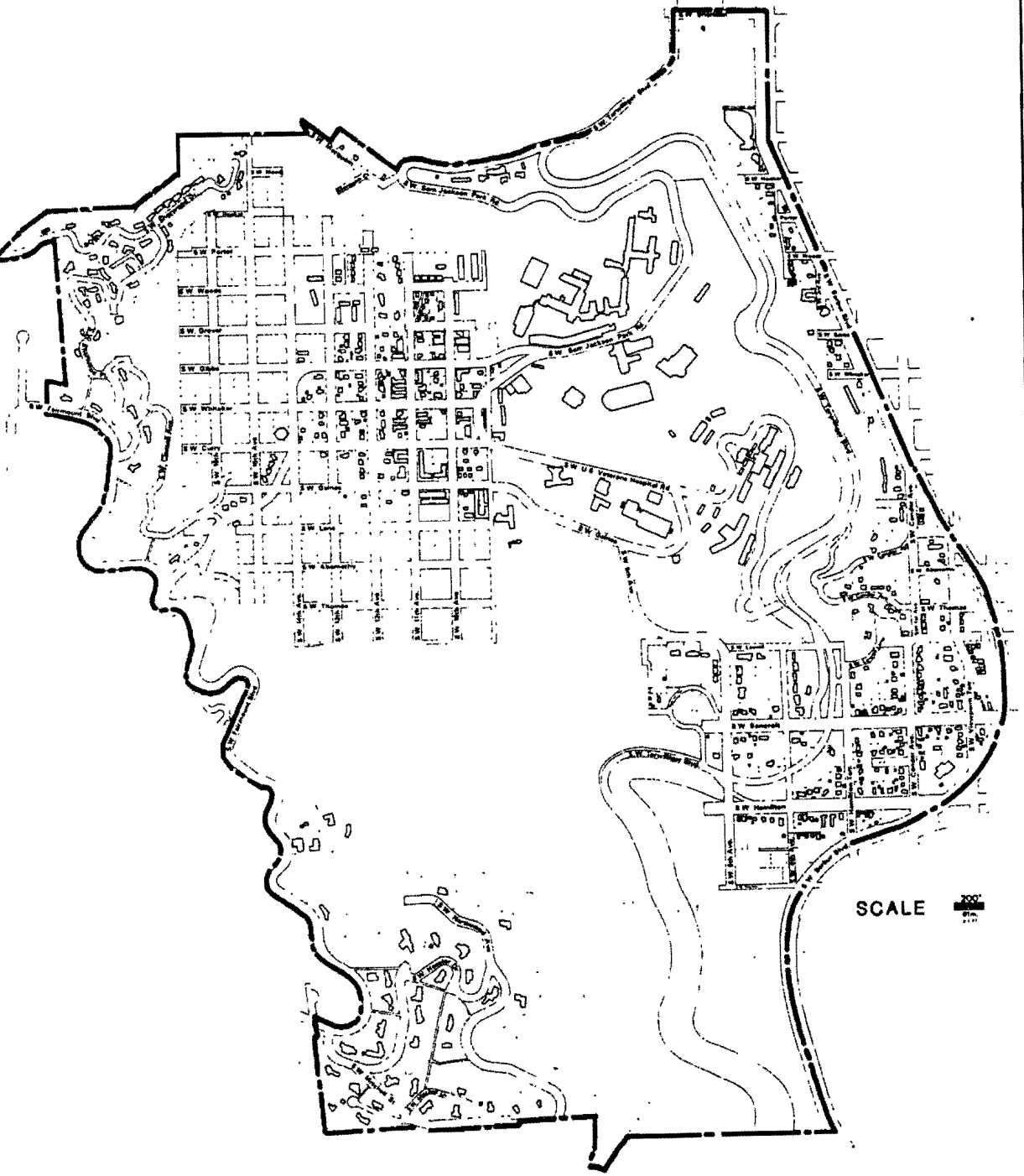
MARQUAM HILL, CITY OF PORTLAND, OREGON

WINTER TERM, 1988

PREPARED BY USP 528, COMPREHENSIVE PLANNING WORKSHOP  
DEPARTMENT OF URBAN STUDIES AND PLANNING, PORTLAND STATE UNIVERSITY.



# HOMESTEAD



SCALE



NORTH

## HOMESTEAD NEIGHBORHOOD PLAN

MARQUAM HILL, CITY OF PORTLAND, OREGON

WINTER TERM, 1988

PREPARED BY USP 528, COMPREHENSIVE PLANNING WORKSHOP  
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# I. INTRODUCTION

The Homestead Neighborhood is located in southwest Portland. It was first studied as part of the Marquam Hill Plan in 1977. Since that time two major health providers, the Shriners and the Veterans Administration, have built new facilities on the hill. The Oregon Health Sciences University is now poised and ready for major expansion of its medical schools, hospital and research facilities. Meanwhile, area residents and property owners, have voiced concerns about increased traffic, and building density.

Oregon Health Sciences University (OHSU) contracted with the School of Urban and Public Affairs at Portland State University to draft a comprehensive neighborhood plan, to supplement its own long range planning on Marquam Hill. Graduate students in the Masters in Urban Planning (MUP) program, under the direction of Michael S. Harrison, AICP, Chief Planner for the City of Portland, prepared this plan over a ten week time period. This plan will also be presented to the Homestead Neighborhood Association to provide a basis for further studies.

The recommendations presented in the following section, are solely those of the students in the USP 528 Comprehensive Planning Workshop. As presented here, they represent many rounds of in-class discussion, field work and input from residents. The Advisory Committee contributed review and advice.

The document makes reference to several sites. The "medical complex" is considered the Oregon Health Sciences University, the Shriners Hospital and the Veterans Administration Hospital. The "campus" refers to the same area as the medical complex. The "Homestead Plat" refers to the residential and commercial area just west of the campus up to SW 14th Street. The Homestead neighborhood is a political jurisdiction recognized by the City of Portland which surrounds the areas platted as Homestead on Marquam Hill, but also embraces parts of Portland Heights and the Hillsdale area. Marquam Hill is a geographical term which relates to a much wider area than just the Homestead neighborhood.

The background section covers the history, characteristics and patterns of land use in the Homestead Neighborhood. It provides a factual basis for determining alternatives, making recommendations and establishing policy. It also may be used as a general reference. The background is organized into seven sections: historical perspective; summary of planning activities; overview of transportation patterns; analysis of development and infrastructure; discussions of amenities and topography; and an overview of demographics. A comprehensive property inventory detailing individual parcel ownership and physical characteristics has also been compiled and included as an addenda to this report.

The fourth section of the report describes and analyzes the planning methodology used to research this project. Property data was collected and tabulated using Multnomah County records which were then checked and enhanced through field observation. Citizen participation was fostered by impanelling an advisory committee consisting of neighborhood representatives of the neighborhood, medical complex and the City Park Bureau, conducting a workshop with the neighborhood and distributing surveys to all residences. The findings of the class are presented in the final section of this report.

The findings and recommendations contained in this report are solely those of the class and do not necessarily represent the policies of the City of Portland, Portland State University, Oregon Health Sciences University or the Homestead Neighborhood Association.

The report will hopefully foster communication between the Homestead Neighborhood Association, the medical complex and the City of Portland. This is not intended as a final plan but rather as a starting point for further discussion. The next step in this planning process is for the Neighborhood and University to continue a dialog to formulate the goals and objectives of a neighborhood plan. A series of public discussions would follow to determine the contents of the final document. The final step would be to get the plan ratified by the Portland City Council.

## II. RECOMMENDATIONS

The majority of recommendations focus on the University-medical complex and Homestead Plat area. This is a sensitive area, now in transition. All areas of the Homestead Neighborhood were studied but for various reasons, some required little or no attention in the recommendations. The Fairmount, Sherwood, and Hessler Hills sub-areas are isolated and oriented by access and topography to other neighborhoods. For instance, the Fairmount Boulevard area relates to Council Crest; the Sherwood area to Broadway Drive and Portland Heights. Hessler Hills is accessed off Westwood and is more appropriately considered part of Hillsdale. The area in the vicinity of SW Condor and SW Hamilton streets west of Barbur Boulevard, is a healthy mix of single family and multi-family residential.

The initial policy is for a University District. This policy is a visionary statement of for the integration of the medical complex into the community. The section has a narrative that describes the vision of a unified community in detail.

The format for the subsequent recommendations consist of a policy statement, objectives and then implementation actions. The policies outline general problem areas being confronted. The objectives are a component of the policies which give a general framework to issues being addressed within the problem areas. The implementation actions provide specific examples of the actions to be taken that correct the problems and plan for the future stability of the neighborhood.

The policies are generally ordered according to the scope of the problem although one policy is not more important than others. The recommendations emphasize critical issues but should not be individually isolated; they are considered part of an integral whole.

Some of the implementation actions are repeated in various policies since many topic areas are inseparable such as traffic and parking. Policies of transportation, recreation and the university district are accompanied by maps which are referenced by the text. The reference mark '(\*\*)' indicates the reader to reference the accompanying map.

## **POLICY I. UNIVERSITY DISTRICT**

**Develop a University District around the medical complex on Marquam Hill. Strengthen the campus and the Homestead Plat's identity as a unified community.**

### **Narrative - University District:**

A University District around the medical complex recognizes that the campus and the surrounding neighborhood are interwoven and that neither individually has a separate identity. The two communities, the university and the adjacent Homestead Plat are dependent upon one another. The concept of a University District has also been presented in the proposed Central City Plan for the City of Portland around the Portland State University Campus. The identification of OHSU as a district should enhance the unique character and livability of the campus area.

Interaction between the neighborhood and the medical complex is critical for the area to have life and vitality. When the campus is separated from the community, it isolates one from the other. Therefore, the

university and the community should be

encouraged to grow together and support one

another. The population of the campus

could support private commercial

development if located along a

mutual edge. This place of inter-

action could become the heart of the

university and the community.

A pedestrian and transit system would

begin to create this heart. Coffee

shops, bookstores, films and small

restaurants are as vital to the process

of education and personal growth as

labs and exams. Without them,

the university center is not

complete. Therefore retail and

entertainment activities

should be encouraged at

the community/campus

center. Commercial

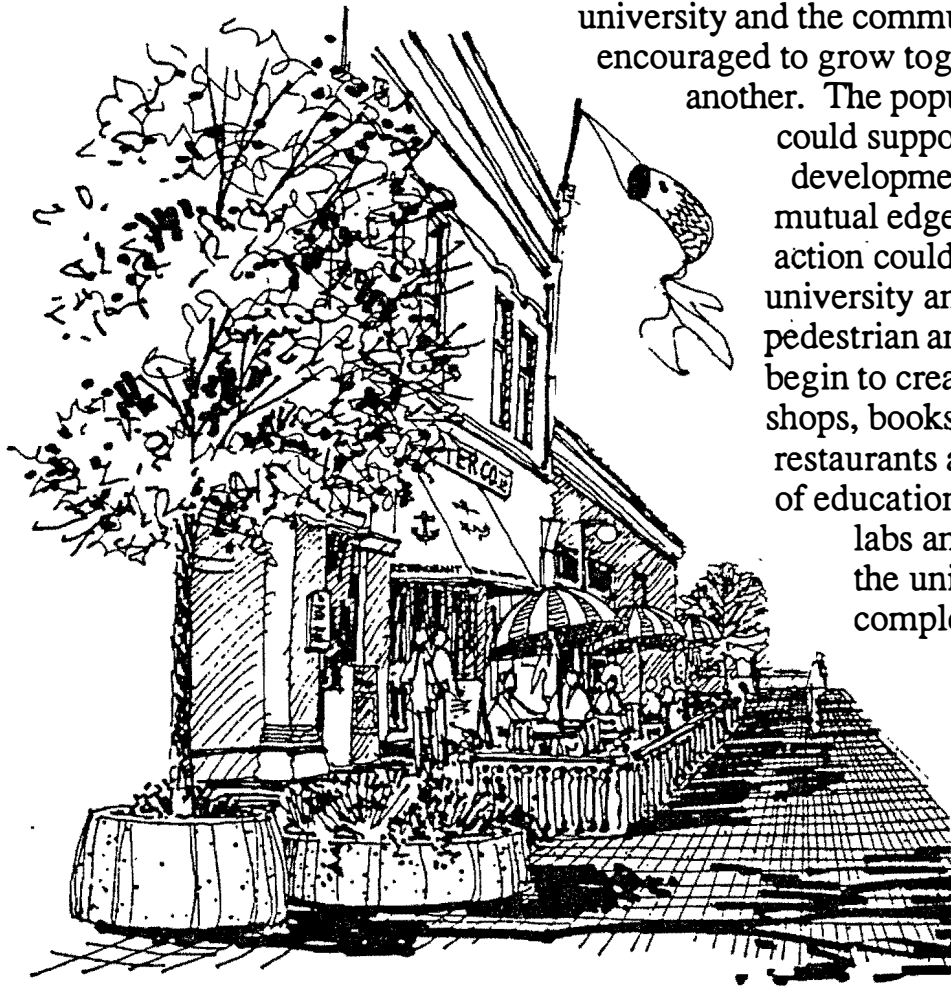
activities in the area

could include retail

shops, a coffee shop, a

restaurant, a bed

and breakfast,



a theater other entertainment and gathering places accessible to both campus population and the neighborhood residents.

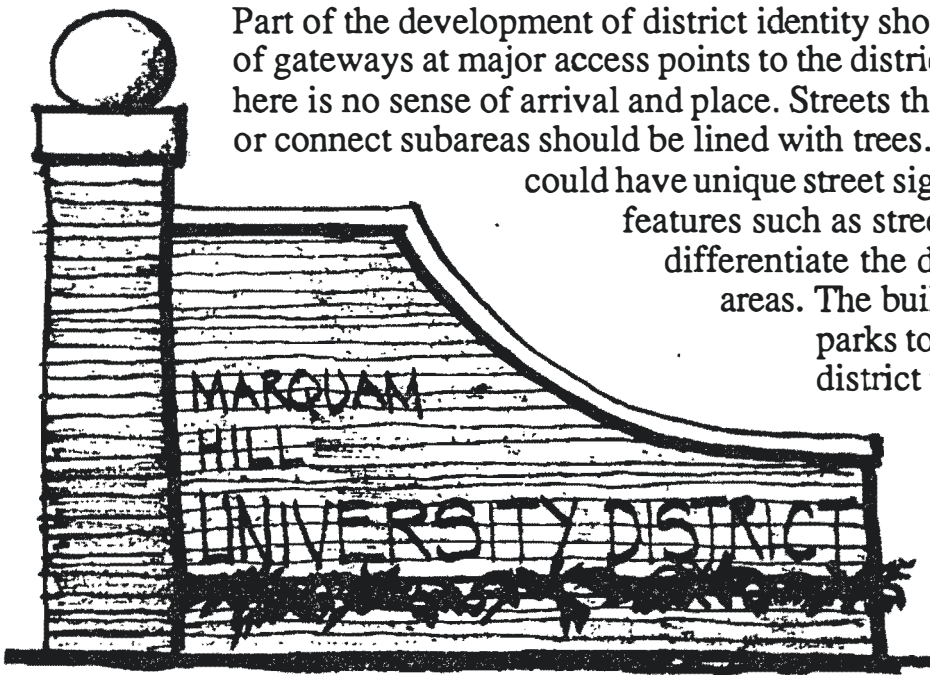
Another important part of a University District is housing. When students and staff live too far away from the campus, they can not be part of the university life. Student/staff housing has several benefits beyond adding vitality to the community. Instead of being a destination for commuters, it becomes an origin, thus decreasing dependance on automobiles, decreasing congestion and rush hour traffic problems. Housing of all types should be encouraged, around the campus with attention to scale, height and design so as to "fit" into the community.

Automobile transportation problems currently plague the campus area. The first step in bringing the car under control is to stop using it for local trips. Except for very special cases, local trips should be made on foot, bicycle, scooters or mass transit. The campus and the surrounding neighborhood is small enough to walk between destinations but the pathway system is inadequate. The paths, trails and sidewalks needs to be improved to connect major points within the community and to facilities ease of movement.. A system of paths and stairs could be built in existing unimproved street right of ways, such as Whitaker Street, that would allow cars and pedestrians to be safely separated and create a pleasant walking environment. Campus buildings should be conceived as a collection of spaces connected by arcades, paths and trails. The directional signs are critical if the paths are to be fully used.

Part of the development of district identity should be the construction of gateways at major access points to the district. Without an entry, here is no sense of arrival and place. Streets that go through the district or connect subareas should be lined with trees. Perhaps, the district could have unique street signs and special design features such as street furniture to further differentiate the district from surrounding areas. The building of vest pocket parks to meet the needs of district residents especially

playgrounds for children should be considered.

Unimproved street right of ways could provide the needed land for mini-



parks. Transit stops and shelters should be of unique university district design and further make a statement of arrival to bus commuters.

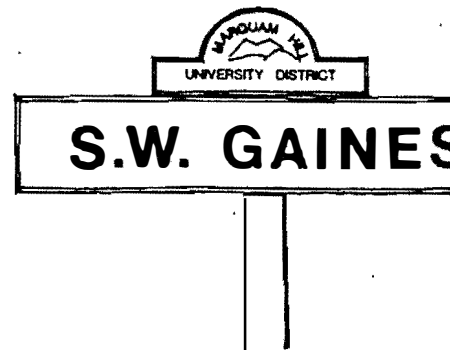
The specific recommendations listed below, will facilitate the evolution of a recognized University District.

## **OBJECTIVES**

- A. Promote image of neighborhood as a common area with a single identity.
- B. Encourage walking by improving sidewalks, planting trees, putting utilities underground and creating a desirable pedestrian environment.
- C. Establish design criteria for the district which deal with mixed use development, housing type (Multi-family, Single-family) and where new structures complement the aesthetic quality of the hill region.

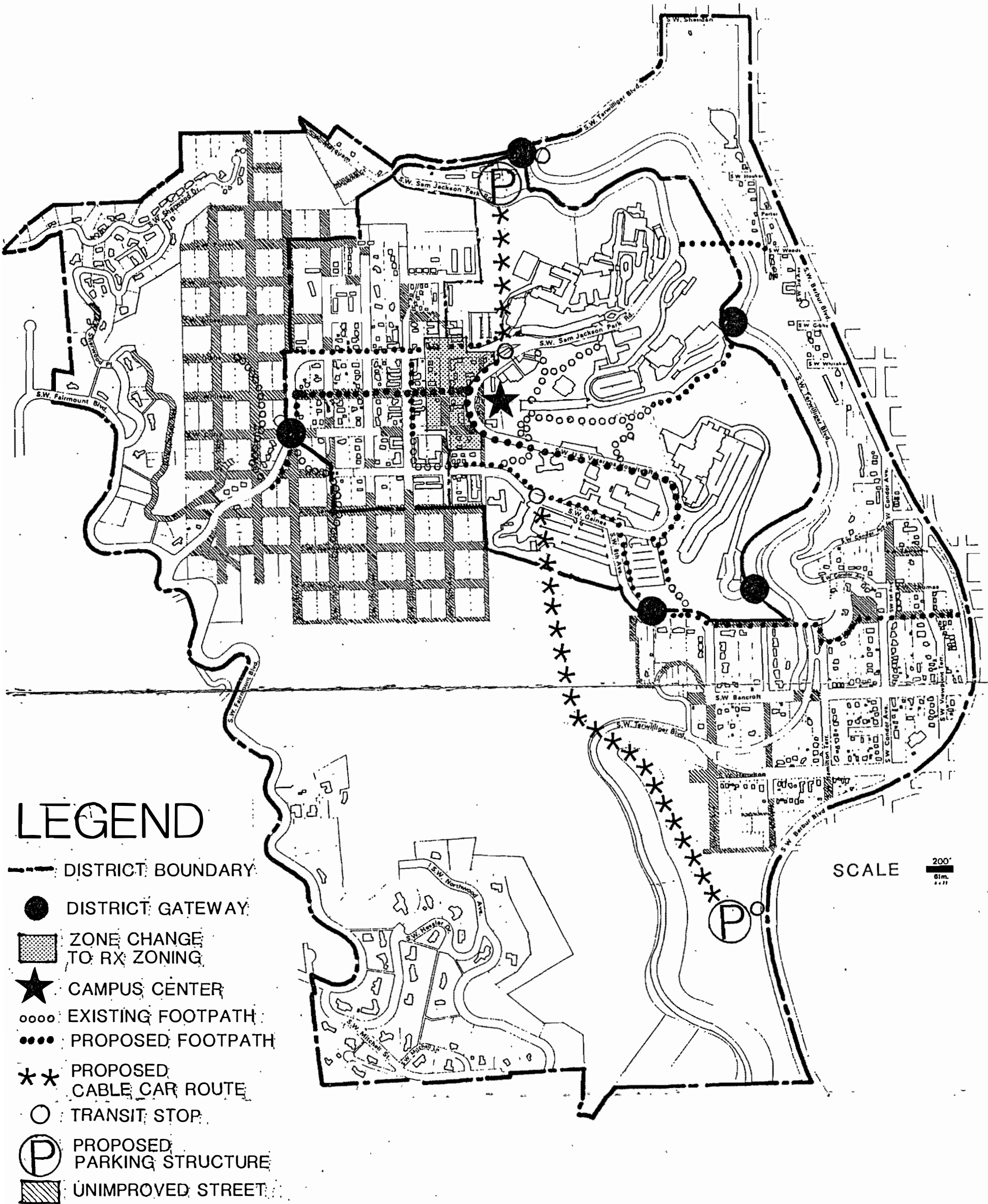
## **IMPLEMENTATION ACTIONS:**

- Improve the physical condition of substandard streets.
- Identify the university district with appropriate signs and gateways.
- Place unique and coordinated street furniture in the district area.
- Create a central place of information and exchange for community and campus activities.
- Provide neighborhood vest pocket parks in unimproved street right of ways.
- Build bike lane from Terwilliger up Campus Drive with connections to U.S. Veterans Hospital Road and Sam Jackson Road (\*\*)
- Promote housing types to encourage students and staff to reside in the community.
- Provide covered bicycle parking on campus in central locations.
- Promote the use of scooters by offering parking in close-in central locations with inexpensive permits.
- Develop and improve masonry stairway from Sam Jackson Road. by the Shriners Hospital to Lair Hill. Utilize concrete or rock construction and a lighting system.. (\*\*)
- Build a path that links Marquam Hill Road with U.S. Veterans Hospital Road via Whitaker Street.(\*\*)
- Improve and extend the sidewalk along at least one side of Gibbs Street.(\*\*)
- Encourage a more extensive shuttle bus system from Terwilliger to Campus Drive to U.S. Veterans Hospital Road, SW Gaines, SW 11th, and Sam Jackson Road, with stops throughout the campus and homestead plat area with connections to downtown. (\*\*)



(\*\*) --PLEASE REFER TO THE ACCOMPANYING MAP.

# HOMESTEAD



## LEGEND

- DISTRICT BOUNDARY
- DISTRICT GATEWAY
- ▨ ZONE CHANGE TO RX ZONING
- ★ CAMPUS CENTER
- oooo EXISTING FOOTPATH
- PROPOSED FOOTPATH
- \* \* \* PROPOSED CABLE CAR ROUTE
- TRANSIT STOP
- P PROPOSED PARKING STRUCTURE
- ▨ UNIMPROVED STREET

SCALE 200'  
61m

## UNIVERSITY DISTRICT RECOMMENDATIONS

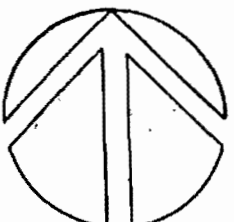
### HOMESTEAD NEIGHBORHOOD PLAN

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DEPARTMENT OF URBAN STUDIES AND PLANNING, PORTLAND STATE UNIVERSITY.



NORTH



- Build transit stops on the corner of Sam Jackson and U.S. Veterans Hospital Road, and the corner of Terwilliger Boulevard and Sam Jackson Road, and on Barbur Boulevard in south Homestead neighborhood... (See Parking below and the recommendations Map\*\*).
- Improve the institutions' directional signs for vehicles and pedestrians.
- Build a traffic divider at curve on SW Gibbs and 14th. (\*\*)
- Define boundaries of the campus.
- Emphasize lower height in new development.
- Define a new west campus boundary which encourages some purchase of land for institutional purposes. Efforts should be made to prevent the campus from encroaching beyond the boundary into the residential neighborhood.
- Promote mixed use development with an (RX) zoning classification which allows 20% commercial ground floor use by right ( another 20% as a conditional use) with the remainder being residential.
- Develop design guidelines for the district housing areas that will preserve the residential character of the neighborhood.
- Construct a large capacity parking structure at the corner of S.W. Sam Jackson Road and Terwilliger Boulevard. (where gas station is presently located across from the Carnival Restaurant, relocate another gas station in neighborhood. Provide a transit stop and transfer stop with the shuttle bus system at this location.to university campus and downtown. (\*\*)
- Examine the possibility of constructing a large parking structure along SW Barbur Boulevard (Maletus Property) with a shuttle connection to the south campus area. Provide a transit stop on Barbur for Tri-Met. Review the need for turn lanes and signals on Barbur.
- Campus security should patrol areas outside the campus in the university district.

## ***POLICY II.: TRANSPORTATION***

**Alleviate present levels of traffic congestion on Terwilliger Boulevard and Marquam Hill by fostering traffic circulation patterns which allow more efficient and expanded use of transit facilities, pedestrian access, and parking availability.**

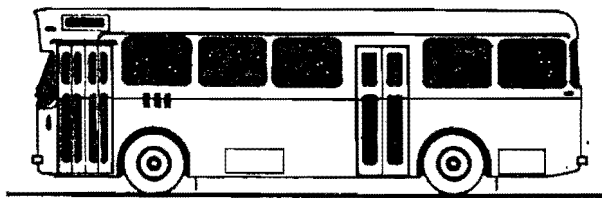
### ***OBJECTIVES:***

- A. Improve transit service on and up to the Hill.**
- B. Develop a transit connection linking downtown, PSU, OHSU, and Homestead Plat area. Considerations might be: monorail, cable car and shuttle buses.**
- C. Provide safe and convenient access routes and waiting areas at the bus stops to the medical center.**
- D. Separate pedestrian and vehicular traffic by developing a coherent pattern of pedestrian walkways that contribute safe and convenient access to the neighborhood and medical facilities.**
- E. Support the present Terwilliger Parkway Plan with continued enforcement of its objectives.**

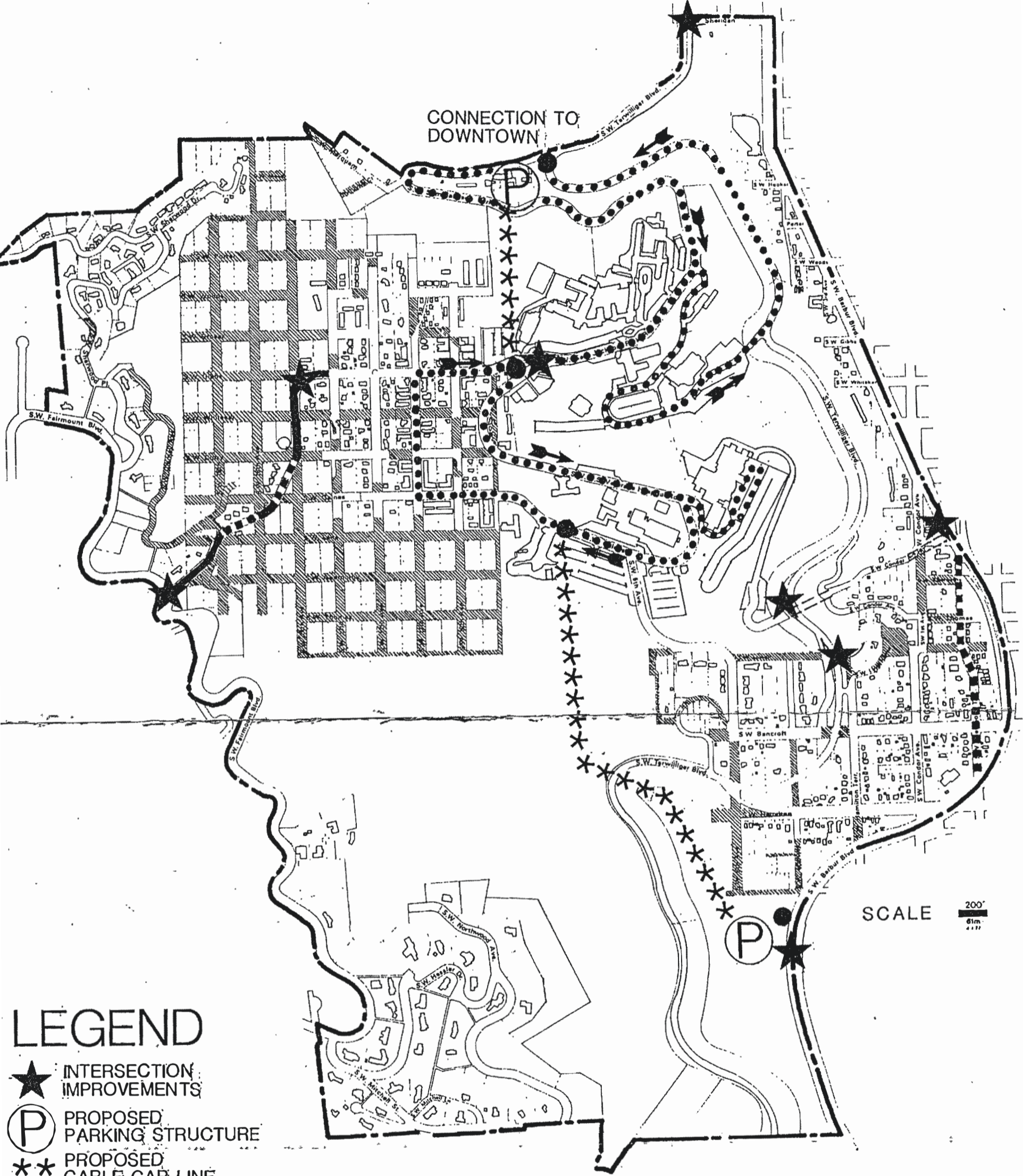
### ***IMPLEMENTATION ACTIONS:***

#### **Transit/Auto:**

- Study the potential for an alternative access route preferably a cable car system, to the medical complex, that avoids the residential areas and goes under Terwilliger without a connection to the parkway. (\*\*)
- Charge a toll for motor vehicle access to Terwilliger Boulevard during weekdays from 7a.m. to 6p.m.. Residents would receive access permits to reach their homes. Cars with three or more passengers would not be charged.
- Funds from the toll should be earmarked for maintenance of Terwilliger as well as the adjoining pedestrian pathways.
- Encourage a more extensive shuttle bus system from Terwilliger to Campus Drive to U.S. Veterans Hospital Road, SW Gaines, SW 11th, and Sam Jackson Road, with stops throughout the campus and Homestead Plat area with connections to downtown. (\*\*)
- Investigate the possibility of Tri-Met taking over the shuttle bus system. Eliminate large Tri-Met buses in the Homestead Plat and campus area by including connections to the shuttle bus system. (see Parking section below)
- Build transit stops on the corner of Sam Jackson and U.S. Veterans Hospital Road., and the corner of Terwilliger Boulevard. and Sam Jackson Road., and



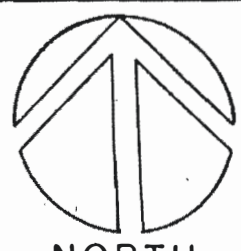
# HOMESTEAD



## LEGEND

- ★ INTERSECTION IMPROVEMENTS
- P PROPOSED PARKING STRUCTURE
- \*\* PROPOSED CABLE CAR LINE
- ..... CAMPUS BUS ROUTE
- TRANSIT STOP
- NO PARKING
- .... 2 HR PERMIT

## TRANSPORTATION RECOMMENDATION



# HOMESTEAD NEIGHBORHOOD PLAN

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PREPARED BY USP 528, COMPREHENSIVE PLANNING WORKSHOP  
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on Barbur Boulevard in south Homestead neighborhood.... (See Parking below and the Recreation Map\*\*).

- Build a traffic divider at curve on SW Gibbs and 14th. (\*\*)
- Build a traffic island at corner of SW Homestead and Terwilliger Boulevard
- Extend the right hand turn lane south at the intersection of SW Sheridan and SW Sam Jackson. (\*\*)
- Place stop signs at intersection of U.S. Veterans Hospital Road and SW Gibbs. (\*\*)

### **Pedestrian:**

- Build a bridge over Terwilliger Boulevard. to proposed Lowell Street trail with connections to the V.A. and campus. (\*\*)
- Build a walkway that connects Barbur Boulevard up SW Gibbs to Terwilliger Boulevard.(\*\*)
- Build new and improve old walkways on vacated street right of ways on Whitaker in Homestead Plat and on Lowell in SW Bancroft area. Utilize paved or chip trails with low intensity lighting.(\*\*)
- Improve pedestrian safety at the Campus Drive and Terwilliger Boulevard intersection through proper signs on Terwilliger on north and south approaches .
- Build bike lane up Campus Drive with connections to U.S. Veterans Hospital Road and Sam Jackson Road.(\*\*)

### **Parking Actions:**

- Consider medical center employee shuttle system from off-site parking facilities.
- Examine the possibility of construction of a large parking garage at the corner of SW Sam Jackson Road and Terwilliger Boulevard (where gas station is presently located across from the Carnival Restaurant). Relocate the gas station to another location in the neighborhood. Provide a transit stop and transfer stop with the shuttle bus system at this location. (\*\*)
- Prohibit parking on SW Marquam Hill Road from SW 14th on up to SW Fairmount.
- Expand parking permit system to areas of the neighborhood not currently included such as SW Marquam Hill Road and SW View Terrace.(\*\*)
- Build covered bicycle parking and integrate with existing parking structures.
- Allocate parking spaces too small for cars to scooters or motorcycles.

### ***POLICY III: DEVELOPMENT***

**Encourage neighborhood and medical complex to jointly develop and submit to the City a neighborhood plan that promotes mixed use development of residential while promoting commercial uses that support the needs of the campus community.**

#### ***OBJECTIVES:***

- A. Create and enforce those policies which prevent the negative externalities of development on the neighborhood infrastructure system such as streets, sewer, sidewalks, etc.
- B. Promote economically diverse housing in the Homestead Plat area to meet the needs of all groups using the medical complex (employees, students, visitors).
- C. Improve the quality and quantity of multi-family housing in the neighborhood to accommodate future growth needs of the university.
- D. Investigate expansion of the University south of Gaines, to anticipate a 20 year time horizon of development. (\*\*)
- E. Develop a center for the campus, a focus, where all paths lead, that includes the library, student center, and public information center. (\*\*)
- F. Maintain the present development guidelines along the Terwilliger Corridor and in the existing residential neighborhoods outside of the Homestead Plat area.

#### ***IMPLEMENTATION ACTIONS:***

- Expansion of the medical complex should be acknowledged as improving economic development of the state so that special economic development funds, both state and federal, can be dedicated to improving the infrastructure.
- In the event that such funding is unavailable to offset externalities, then a systems development charge should be imposed for road building, parking structures, storm and sanitary sewer construction and other needed improvements to the infrastructure on the hill.
- In lieu of a systems development charge, future medical center capital construction budgets should include funding for off-site infrastructure improvements in the campus and Homestead Plat area.
- Subject to the issuance of building permits a plan for infrastructure improvements should be adopted by the city and implementation begun.
- Require that all new development be reviewed for adequacy of services prior to issuance of occupancy permits.
- Establish traffic impact criteria that must be met before allowing development of new facilities that will add to the traffic congestion in the Homestead Plat or campus areas.

- The Keller and Lakeman properties south of Gaines, a vacant and hilly area, should be added to the City parks system. The Park Bureau should accept the land if offered at no cost. Investigate transfer of development rights to encourage such a donation.
- Define a west campus boundary (as seen in the University District Map) into the Homestead Plat area which encourages purchases of land for institutional purposes.
- Commercial developments should be based on local market needs of the neighborhood and medical complex. Issues of scale, market area, and growth need to be addressed through neighborhood plans based on 20 year time horizons.
- Allow mixed use development with an (RX) zoning classification (i.e. 20% commercial ground floor use, 20% additional conditional commercial use. The remainder would be residential).
- Require site review for all new construction in the Homestead Plat that is not covered by design review.
- Require that all residential housing eliminated be replaced in other locations in the Homestead Plat with a replacement ratio of 3 new to 1 lost.
- Have the community and medical complex mutually establish a neighborhood inventory of public view corridors to be protected from future development.

## ***POLICY IV: INFRASTRUCTURE***

**Develop an infrastructure plan which addresses sidewalks, street maintenance and protection, safety (lights), and future commercial and residential development needs.**

### ***OBJECTIVES***

- A. Build sidewalks and pathways along unused street right of ways and major collector routes for pedestrians in the campus and Homestead Plat area.**
- B. Where limited by topographical constraints, build sidewalks along only one side of the street.**
- C. Improve street maintenance on heavily trafficked streets such as SW 11th**
- D. Provide well designed street lighting using glare shields where necessary.**

### ***IMPLEMENTATION ACTIONS:***

- Require underground utilities on all new development in the neighborhood to enhance area appearance and improve views.**
- Build a walkway along Fairmount Boulevard.(\*\*)**
- Build a path that links Marquam Hill Road with U.S. Veterans Hospital Road via Whitaker Street.(\*\*)**
- Improve and extend the sidewalk along one side of Gibbs Street.(\*\*)**
- In conjunction with the city and state do an extensive study on the sewer improvements necessary to continue development south of Gaines.**

## ***POLICY V: RECREATION***

**Develop more diverse park and recreational facilities to meet the needs of those living in the neighborhood and those affiliated with the medical complex.**

### ***OBJECTIVES:***

- A. Provide recreational facilities such as a public swimming pool & tennis courts in the neighborhood.**
- B. Encourage OHSU and the V.A. to provide on campus recreational facilities, and make them available to the community.**
- C. Enhance communication between the neighborhood, city and regional agencies concerning recreational assets.**

### ***IMPLEMENTATION ACTIONS:***

- Erect signs at the entrance to Terwilliger Parkway to identify it as a park facility and recreational drive.(\*\*)
- Improve the trail head to Marquam Nature park and mark all access points to Marquam Nature Trail identifying the trail as a part of the 40-Mile Loop. (\*\*)
- Place a gateway and historical marker at the north entrance to Terwilliger Parkway.(\*\*)
- Develop a safe recreational walkway on SW Fairmount Boulevard.(\*\*)
- Communicate through neighborhood and campus newsletters (See Policy VI) to the community about fees & times when the campus recreational buildings are open to the public.
- Build walking path along SW Sam Jackson Road between the Shriners Hospital and Terwilliger Boulevard.
- Build a well lighted masonry stairway off Sam Jackson Road by the Shriners Hospital that acts as a linkage to the Lair Hill Neighborhood. (\*\*)
- Develop recreational facilities outside of the campus to be used by both school and residents.(\*\*)
- Construct children's activity parks in the lower Barbur/Bancroft neighborhood at Terwilliger and Hamilton and in the Homestead Plat area in the Whitacker Street right of way.
- Build bike lane from Terwilliger up Campus Drive with connections to U.S. Veterans Hospital Road and Sam Jackson Road.(\*\*)

(\*\*) –PLEASE REFER TO THE ACCOMPANYING MAP.



## ***POLICY VI: CAMPUS-NEIGHBORHOOD RELATIONS***

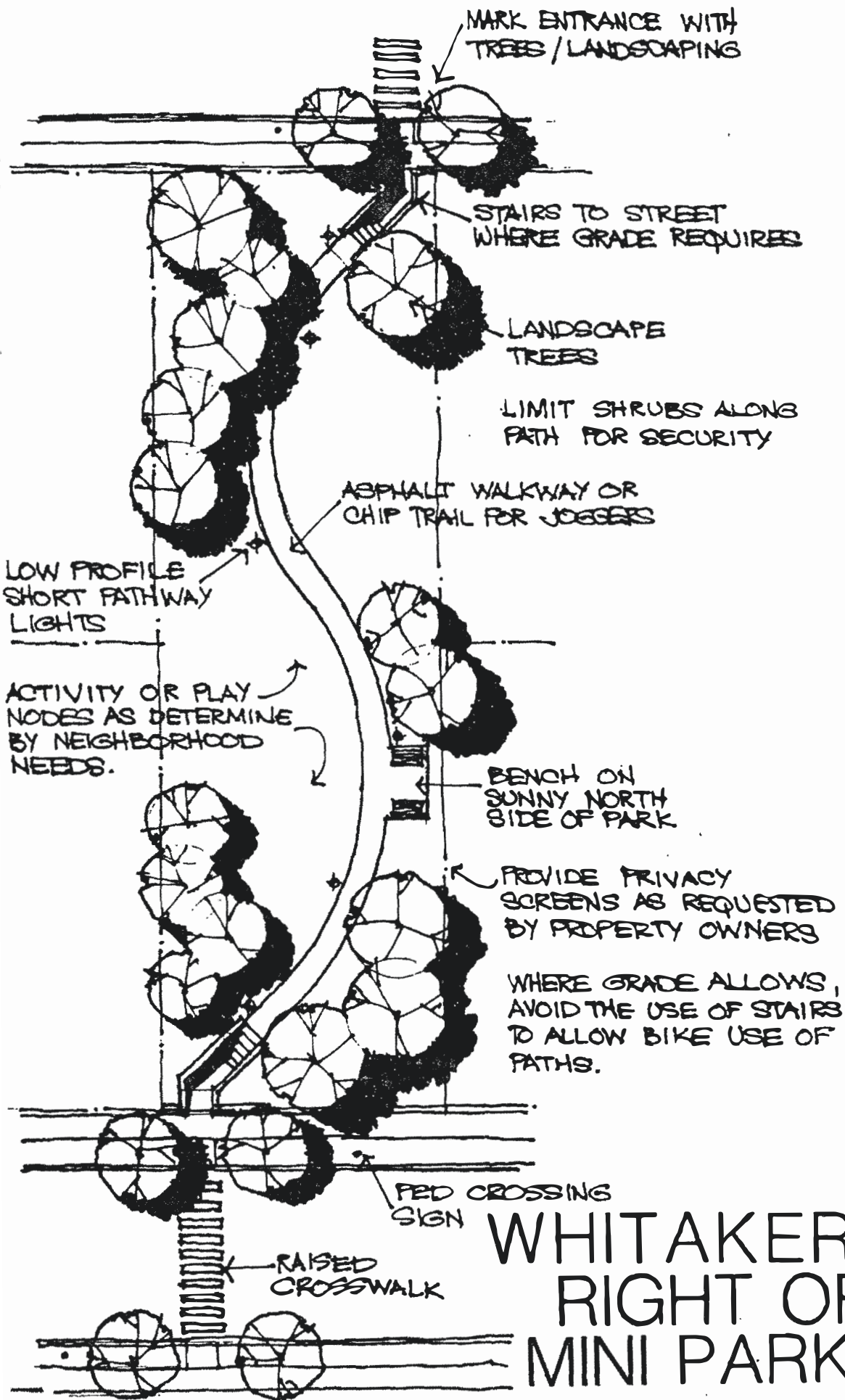
**Assure the accurate flow of information between the institutions and residents on the hill.**

### ***OBJECTIVES***

- A. Identify mechanisms that assure flow of communication between campus institutions, neighborhood, and non-resident property owners.**
- B. Identify mechanisms that insures representative neighborhood communication.**

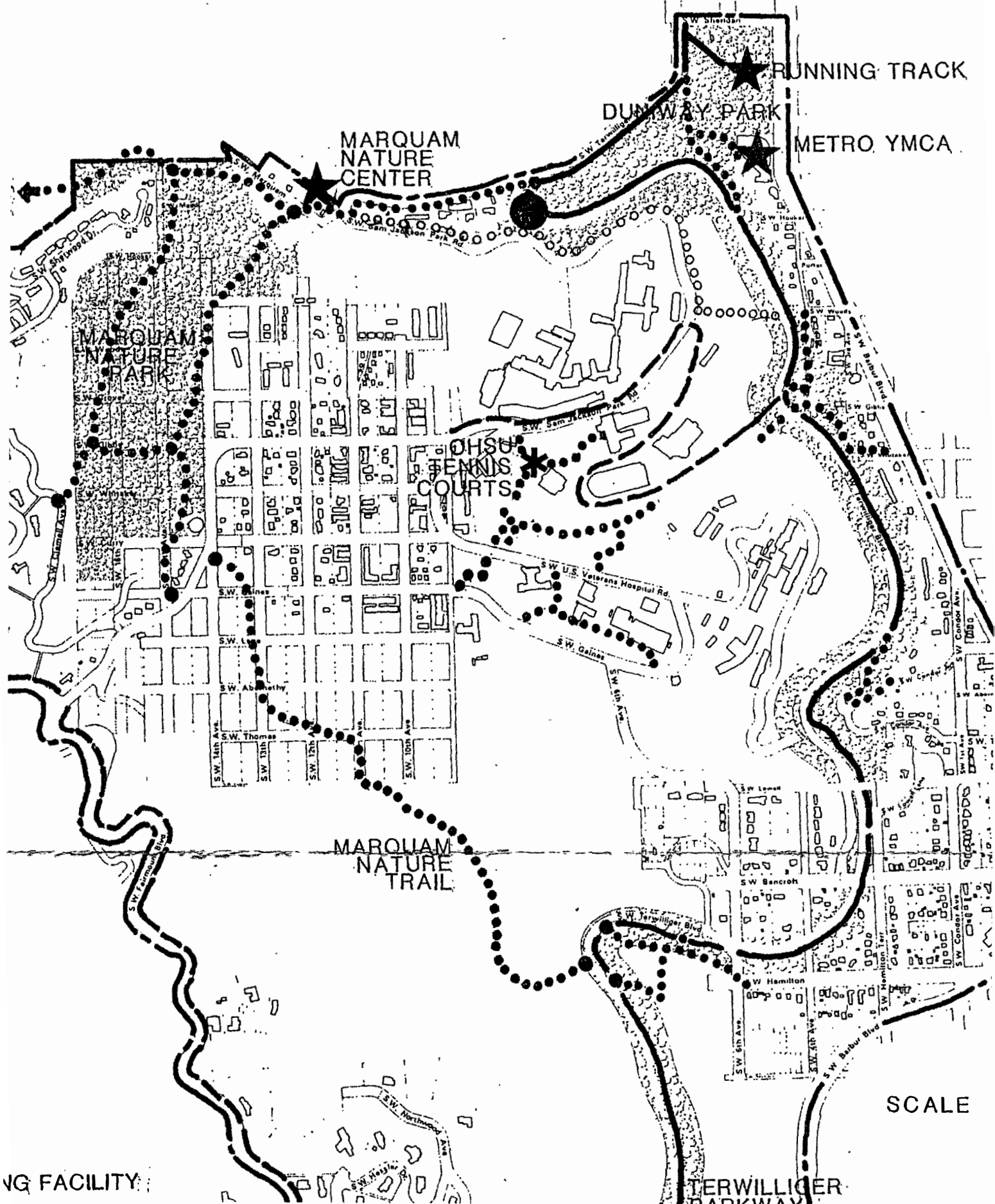
### ***IMPLEMENTATION ACTIONS:***

- Conduct a yearly 'state of the campus' meeting or forum with the campus-institutional leadership, neighbors and area property owners.
- Neighborhood residents, property owners and institutions should work with the city to develop and adopt as part of the city comprehensive plan a neighborhood plan addressing; needs of the campus, livability of the area and the infrastructure needed.
- Develop an information center to enhance and expand communication to the public (See Development Policy III, Objective D).
- Allow Homestead Neighborhood Association and medical facilities access to the other's newsletter, giving each the opportunity to write articles and advertise events.
- Place all property owners on mailing list of campus gram, a newsletter that is circulated between institutions on the campus.
- Create neighborhood subcommittees to encourage representation of the whole neighborhood.



# WHITAKER STREET RIGHT OF WAY MINI PARK/PATH

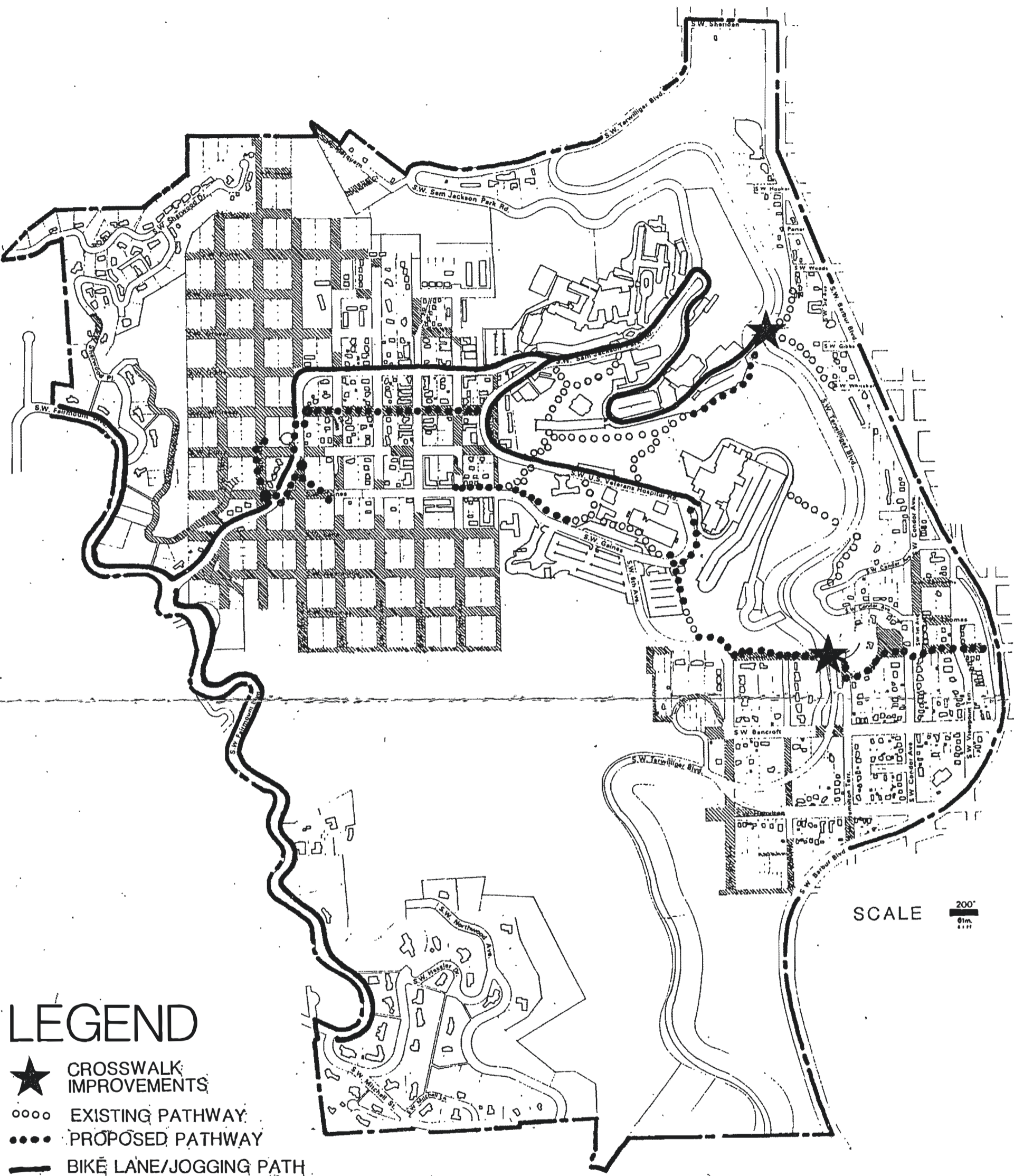
# HOMESTEAD



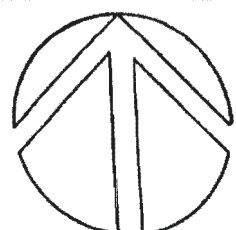
SCALE

ING FACILITY

# HOMESTEAD



## PEDESTRIAN/BICYCLE RECOMMENDATIONS



NORTH

## HOMESTEAD NEIGHBORHOOD PLAN

MARQUAM HILL, CITY OF PORTLAND, OREGON

WINTER TERM, 1988

PREPARED BY USP 528, COMPREHENSIVE PLANNING WORKSHOP  
DEPARTMENT OF URBAN STUDIES AND PLANNING, PORTLAND STATE UNIVERSITY

### III. BACKGROUND

The background to this document consists of seven sections. These sections are: a historical perspective, a summary of planning activities in the neighborhood, transportation facilities, development and infrastructure, geologic stability, amenities, and demographics.

#### *1. THE HISTORICAL PERSPECTIVE*

The Homestead neighborhood is located in southwest Portland, approximately one mile south of the Portland downtown. It is a hilly area nestled beneath Council Crest, overlooking the Willamette River and the Portland east side (See Map). The area is bounded on the north by a natural gulch traversed by SW Terwilliger Boulevard. On the east, SW Barbur Boulevard (Highway 99W) separates it from the Corbett/Lair Hill neighborhood. The south boundary is established by Hessler Hills (SW Mitchell) and Nature Conservancy Land. The western boundary runs along the east side of SW Fairmount Boulevard.

The neighborhood consists of three distinct residential districts linked by a landscaped parkway running the length of the neighborhood. The districts are separated from each other by large expanses of wooded, undeveloped hillside. While there is a general residential character to the neighborhood, the dominant development is a three entity medical research complex located in the northeast quadrant of the district. The complex consists of the Oregon Health Sciences University, the Shriners Children's Hospital and the Veterans Administration Hospital which give the district a strongly institutional character.

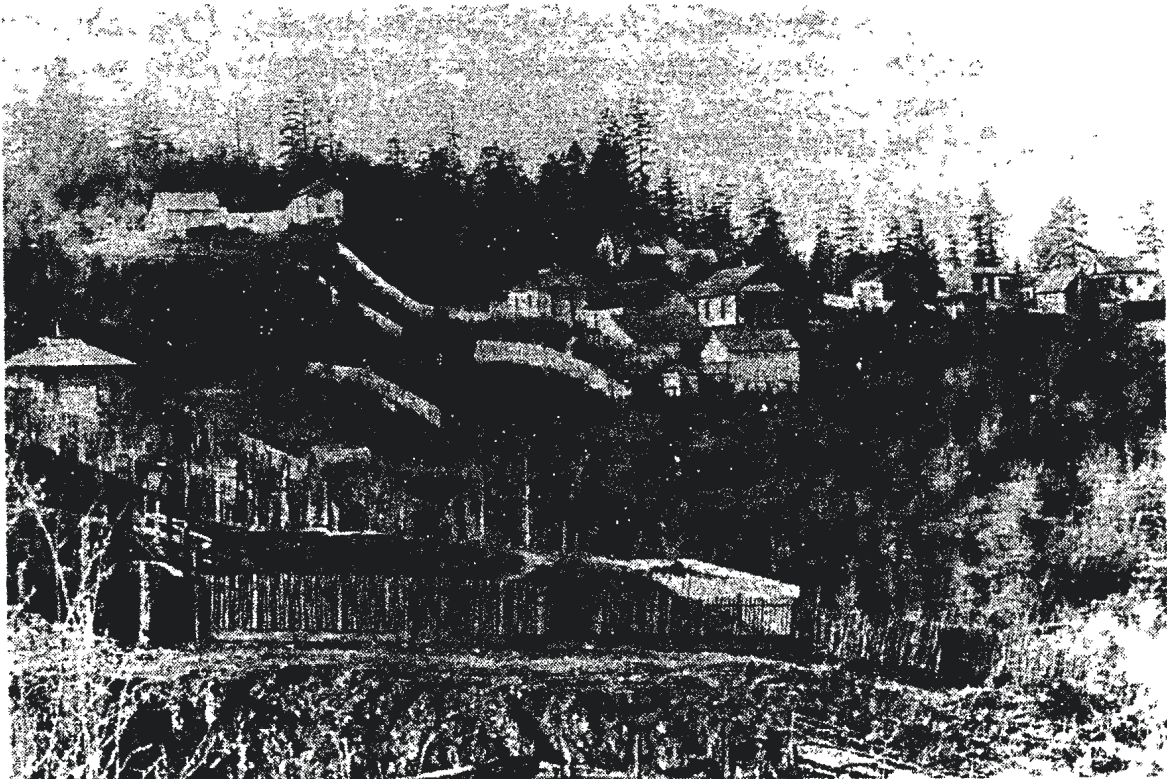
The three residential districts include good quality single family development linked by SW Fairmount Boulevard which hugs the crest of the hillside on the western boundary of the neighborhood. The platted Portland City Homestead district is built on a more level area between Portland Heights and the medical complex. This area is characterized by a mix of uses including single family, multi-family and commercial development. A third distinct residential district is located along the eastern flank of the neighborhood, generally below the Terwilliger Parkway and hospital area. This third district includes a mix of single family residences south of the Veterans Hospital but features a more diverse mix on the west side of Barbur Boulevard between SW Hamilton, the YMCA facility and Duniway Park.

Aside from the steep hilly terrain, the major constraint to development or expansion of the medical complex is poor access. Terwilliger Boulevard is a dedicated parkway and is not intended for further arterial expansion. Nevertheless,

traffic along Terwilliger is frequently congested because it is the major collector for north and southbound traffic generated by the medical complex. From the north, access up SW Sam Jackson Park Road is narrow, steep and winding. There is no direct connection from SW Barbur Boulevard up the hill.

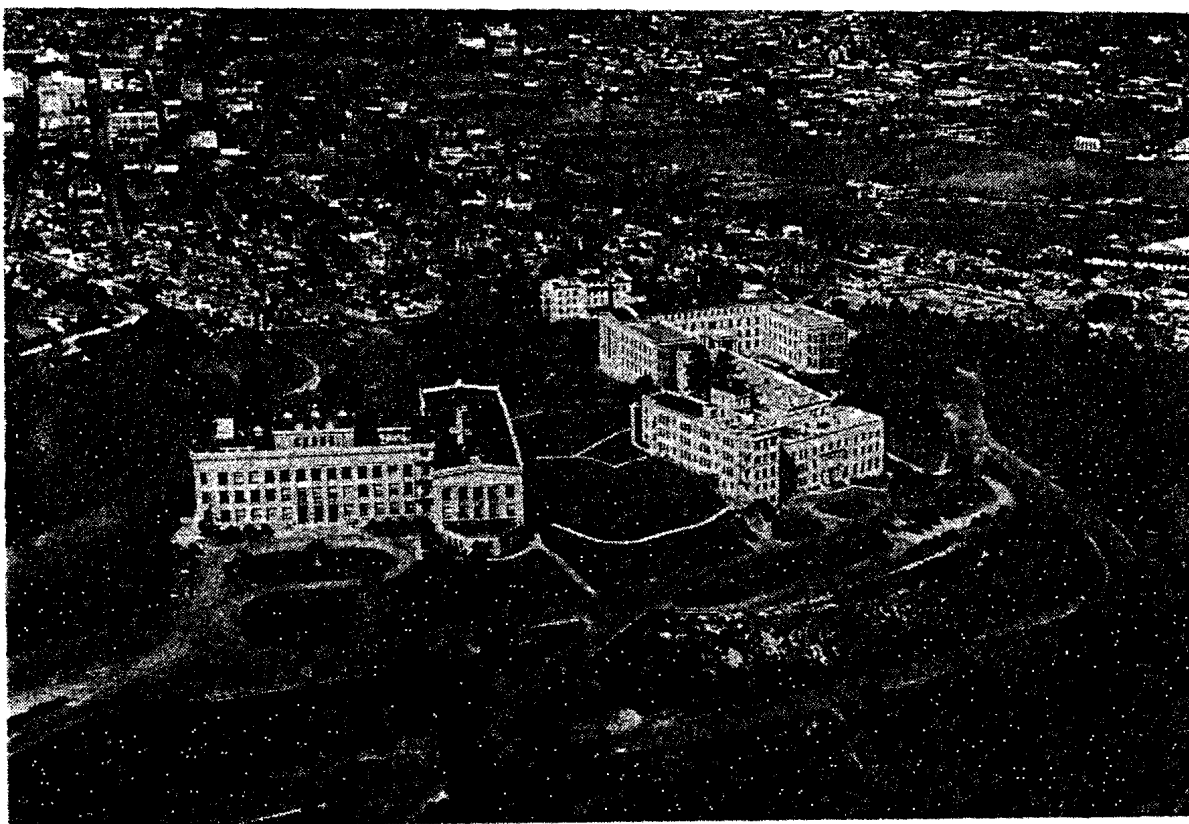
The residential districts which adjoin the medical complex are considered most sensitive to future development. The western portion of the neighborhood is more oriented to Portland Heights on the north and Hillsdale on the south. They are insulated from the rest of Marquam Hill by large expanses of undeveloped area and indirect access.

As the name implies, the neighborhood was originally acquired by Portland pioneer, Phillip Marquam, as a homestead claim. He later platted the area, disregarding topography, in a 200' by 200' block grid pattern matching the Portland plat adjacent to the north. The Portland City Homestead plat, the area lying immediately west of the medical complex, was recorded in 1880. Many of the blocks and streets have never been improved because of the undulating topography in the area. Residential development began in the late nineteenth century and continued sporadically into the present decade. Difficult access and steep topography made the area less desirable for residential development than competing sites lying to the north off Portland Heights or to the south and east in the more level areas adjacent to the river. The area was generally known as Marquam Hill.



The Homestead Plat Pre-OHSU  
Furnished by the Oregon Historical Society

Two major public investments opened Marquam Hill for development between 1910 and 1920: the building of the Terwilliger Parkway (1911) and the siting of the University of Oregon Medical School (1919).



The Medical Complex (1920's)  
Furnished by the Oregon Historical Society

The concept of a scenic parkway along the west hills of Portland dated back to John Olmstead's vision of Portland in 1903 when he reported to the Portland Park Board. The Parkway was built along an abandoned railroad right of way. Today, there is a design overlay that controls surrounding developments to allow for view corridors and the screening of residential development. The drive, as a clause in the deed of gift, cannot be expanded to accommodate additional traffic.

The Oregon Health Sciences University was created in 1974, it assimilated the University of Oregon Medical School, Dental School and School of Nursing, formerly separate institutions. In fact, the medical and dental schools date back a century and have been located on Marquam Hill since 1919. Enrollment at OHSU includes approximately 1,300 students in the three schools, not including support staff at the University Hospital (See Addendum). OHSU is affiliated with the Shriners Hospital for Crippled Children and the US Veterans Administration Medical Center and they share both facilities and staff. Recent figures indicate that OHSU employs 698 full-time and 425 part-time instructional and administrative

faculty, and 2,533 full-time and 887 part-time support personnel. In addition to the student base, over 400 interns, residents and fellows are employed at the facility and up to 1,200 volunteer faculty. The 26 building campus houses the three schools, the Vollum Institute for Advanced Biomedical Research and four patient care facilities (University Hospital, Doernbecher Children's Hospital, university clinics and the Crippled Children's Division). Three new centers, the Biomedical Information Communications Center, the Center for Occupational Disease Research and the Regional Eye Center are planned additions to the campus in the near future.

The Portland Veterans Administration Hospital is located on a 28.5 acre site donated to the government by the regents of the medical school after the entire Marquam Hill property was donated to the State of Oregon by Mrs. C.S. Jackson. That land was donated in 1926 as a memorial to Samuel Jackson, founder of the Oregon Journal. A VA Hospital has operated on the hill since 1929 and included a tuberculosis hospital at one time. The new eleven story medical center opened in February 1988 and demolition of the older buildings on campus is anticipated to begin in the fall of 1988. An additional parking garage is to be built by 1991. A pedestrian bridge connecting the second floor of the new medical center with the ninth floor of the Oregon Health Sciences University Hospital South is planned to be built in 1989.

The Shriners Children's Hospital was built adjacent to the OHSU campus in 1985. It includes 40 beds. This four story structure with built-in parking marked the further consolidation of hospital facilities in Marquam Hill. The old hospital had been located at NE 82nd and Sandy.

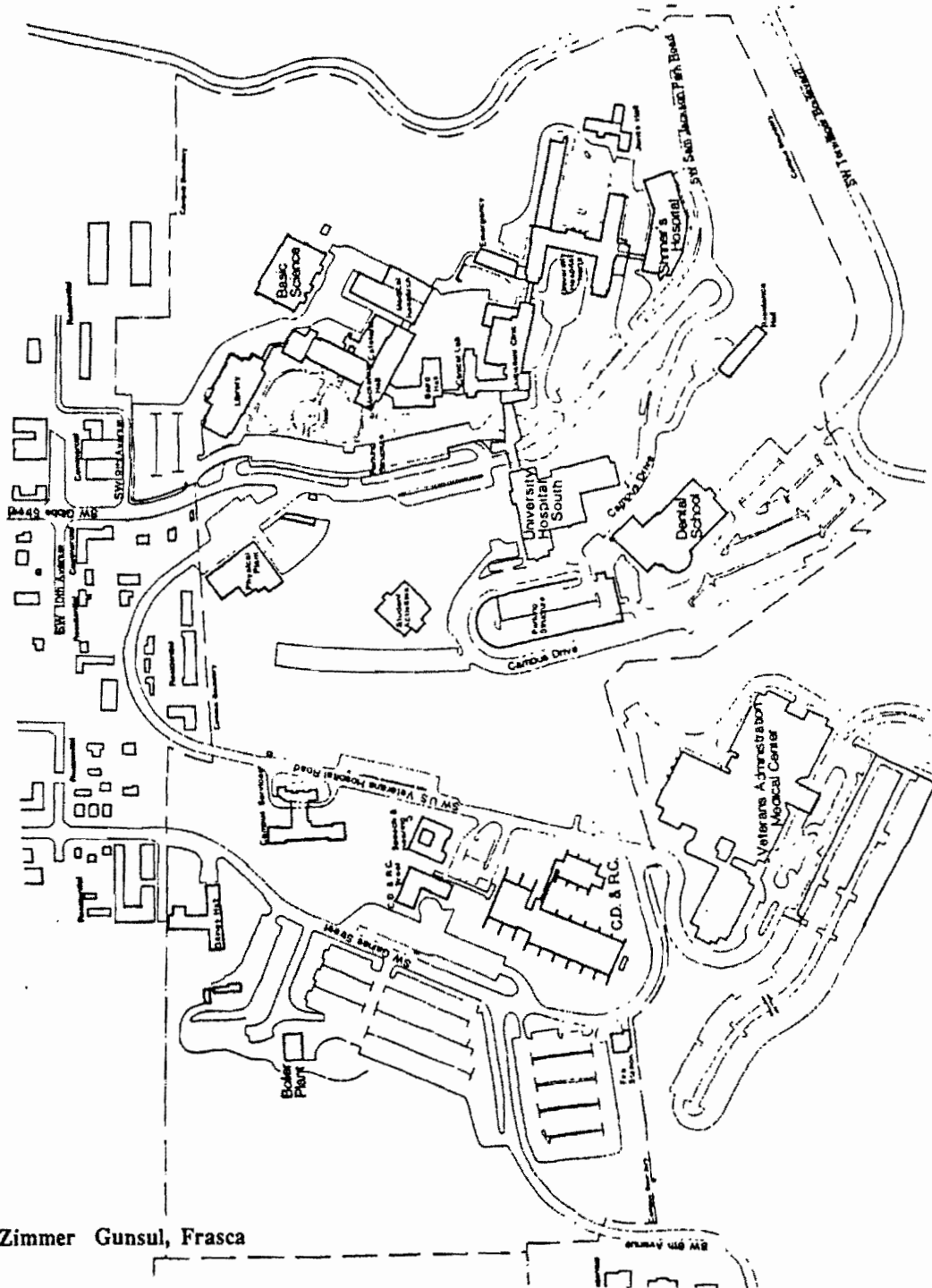
New development on the hill includes a 420 car parking garage (100 spaces of which will be assigned to the Shriners Hospital), now under construction.

Single family development has occurred on a sporadic basis. Presently, a number of the smaller housing units near the university campus are nearing the end of their economic lives. Other homes located on the hillside west of the medical complex are custom built, as are some newer homes built on infill lots on the east edge of the neighborhood overlooking Barbur Boulevard and the river.

A small commercial district flanking SW Gaines immediately west of the University complex includes a branch bank and convenience store. The Carnival Restaurant, located at the north end of the district on Sam Jackson Road, is a well established meeting place serving lunches. Its parking lot is frequently congested during the day. Additional commercial services are located on Barbur Boulevard, technically outside the neighborhood boundaries.

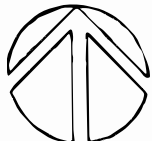
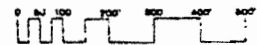


# OREGON HEALTH SCIENCES UNIVERSITY



Zimmer Gunsul, Frasca

## CAMPUS PLAN



### HOMESTEAD NEIGHBORHOOD PLAN

MARQUAM HILL, CITY OF PORTLAND, OREGON  
WINTER TERM, 1988

PREPARED BY USP 528, COMPREHENSIVE PLANNING WORKSHOP  
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NORTH

## **2. PLANNING ACTIVITIES**

Planning efforts in the Homestead neighborhood have resulted in several studies and general policy plans in addition to more specific zoning ordinances and land use plans. Up until the past 20 years, planning has been quite general, but beginning in the early 1970's, several more detailed and specific plans have been written that focus on the Marquam Hill area and the Homestead neighborhood. These studies should be referred to for specific details not addressed here.

### **1924 PLANNING AND ZONING ORDINANCE**

In 1919, the Portland Planning Commission adopted a "Report on City Planning and Housing Survey" which proposed a zoning ordinance consisting of eight land use zones. Later, however, in 1920, Portland voters rejected the proposed zoning ordinance largely because it was too stringent. By 1924, a more permissive zoning ordinance was passed. This zoning ordinance was the first attempt by the city to zone land for specific uses. It was applied to all areas within the Portland city limits including the Homestead neighborhood. It was written by the Planning Commission and the Portland Realty Board, and remained in operation until replaced in 1959. It contained four zones: 1) single family residence, 2) single or multi-family residence, 3) general business and light manufacturing, and 4) unrestricted. No height or bulk restrictions were proposed.

The 1924 zoning code had assigned apartment zones to the area in anticipation of continued rapid growth, which did not occur. Therefore, it was recommended that multiple dwelling areas be down-zoned to single-family areas in order to preserve residential values and aid in the establishment of neighborhood parks.

### **1959 ZONING CODE**

Portland's second zoning code was adopted in 1959. In contrast to the 1924 code which contained four zones, the new code contained fifteen zones: four industrial, four commercial, three apartment and four detached housing. A mixture of different uses was discouraged in most zones and the majority of the City was zoned exclusively single-family residential. Another new feature was a requirement that all new developments must provide on-site parking. This made the 1959 code differ radically from the 1924 code in that it reinforced the automobile as the dominant mode of transportation. Also included in the 1959 code were height restrictions, setbacks, and screening. This zoning although frequently modified since 1959 continues to direct development in Portland today.

## **1973 GEOLOGIC STUDY**

In 1969, the Portland Planning Commission began a process of intensive study of Marquam Hill in order to rationally direct future development in vacant areas. The original study area undertaken by the city was larger than the boundaries of the Homestead neighborhood. The study extended to the north towards Southwest Broadway Drive and Patton Road to include the Council Crest area. All totalled, the study area included 1140 acres.

At that time a zone change and conditional use permit was requested for a proposed 500 unit apartment complex, on the side of the Marquam Ravine. The Planning Bureau recommended approval of the project but the Planning Commission rejected it. Residents of the area concerned about the hillside environment, strongly opposed the project and formed the Southwest Hills Preservation League.

By 1971, it became apparent to the Planning Commission that a geologic study was required to allow future development. The city contracted with Portland State University to prepare a detailed study including recommendations. The study, entitled Environmental Geology for Planning of the Marquam Hill Area, Portland, Oregon was printed in late 1973. The report identified geologically hazardous areas and made recommendations for the most economical and safe forms of development. The recommendations report concluded that:

- \* All sites of proposed development should have an in-depth impact evaluation to determine the stability of the soil and the amount of development appropriate to the site.
- \*The optimal building configuration is a cluster type of Planned Unit Development (PUD).
- \*At sites where development is feasible the disturbance of natural vegetation should be minimized to limit the threat of landslide and erosion.

## **1974 DANIEL, MANN, JOHNSON AND MENDENHALL POLICY PLAN**

Alternative policy plans were investigated in June, 1973 when the staff of the Portland Planning Commission retained the consulting firm of Daniel, Mann, Johnson and Mendenhall (DMJM). The firm was hired to address several issues confronting Marquam Hill, including: vacant, undeveloped, residentially-zoned land, geological constraints, traffic access limitations and related issues of medical facilities expansion and the preservation of the natural amenities of the area. Four alternative development schemes were proposed for the future use of the undeveloped land. They ran the gamut from public purchase of all undeveloped land for park use to residential planned unit developments (PUD) at the maximum allowable density under the existing zoning.

The DMJM report expanded the information base from which public policy decisions could be made. It also acted as a forum for public discussion of issues.

# SUMMARY OF ZONING CLASSIFICATIONS

For more specific information, see Title 33  
of the code for the City of Portland

## SINGLE FAMILY RESIDENTIAL ZONES

- R10** low-density single-family residential allows one house on a 10,000-square-foot lot.
- R 7** medium-density single-family residential: allows one house on a 7,000-square-foot lot.
- R5** high density single-family residential:allows one house on a 5,000-square-foot lot.
- R2.5** attached single-family residential: allows construction of attached units with an average lot area of 2,500 square foot per lot.

## MULTI-FAMILY RESIDENTIAL ZONES

- R2** low density multi-family residential: allows single-family and row houses , duplexes, apartments and condominiums at a density of one unit per 2,000 square foot of site area.
- R1** medium-density multi-family residential: allows the same uses as R2 at a density varying from 43 units per acre. Additional density may be permitted if certain amenity packages are provided.

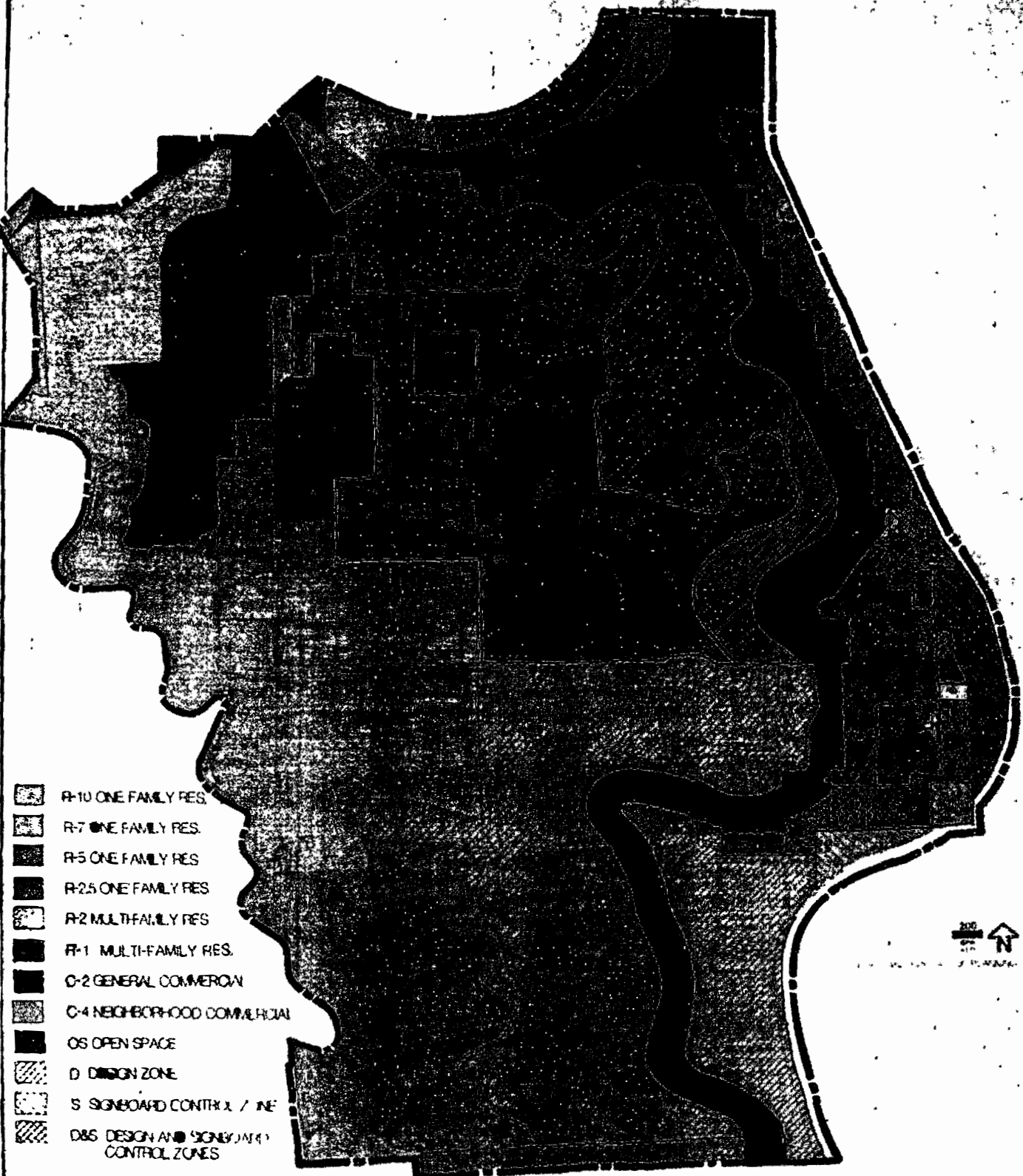
## COMMERCIAL ZONES













- C4** neighborhood commercial: allows small neighborhood service commercial business with a maximum floor area of 4,000 square foot. If extra conditions are met up to 7,000 square foot may be permitted.
- C2** general commercial: allows commercial and residential uses plus auto-oriented commercial. Some labor-intensive, light industrial uses are permitted.

## OVERLAY ZONES

- D** design: requires design review to conserve and enhance the appearance and character of the city for scenic and cultural value.
- S** signboard control: restricts and regulates signs near bridges and certain highways.

# HOMESTEAD



-  R-10 ONE FAMILY RES.
-  R-7 ONE FAMILY RES.
-  R-5 ONE FAMILY RES.
-  R-2.5 ONE FAMILY RES.
-  R-2 MULTIFAMILY RES.
-  R-1 MULTI-FAMILY RES.
-  C-2 GENERAL COMMERCIAL
-  C-4 NEIGHBORHOOD COMMERCIAL
-  OS OPEN SPACE
-  D DESIGN ZONE
-  S SIGNBOARD CONTROL ZONE
-  D&S DESIGN AND SIGNBOARD CONTROL ZONES



## ZONING

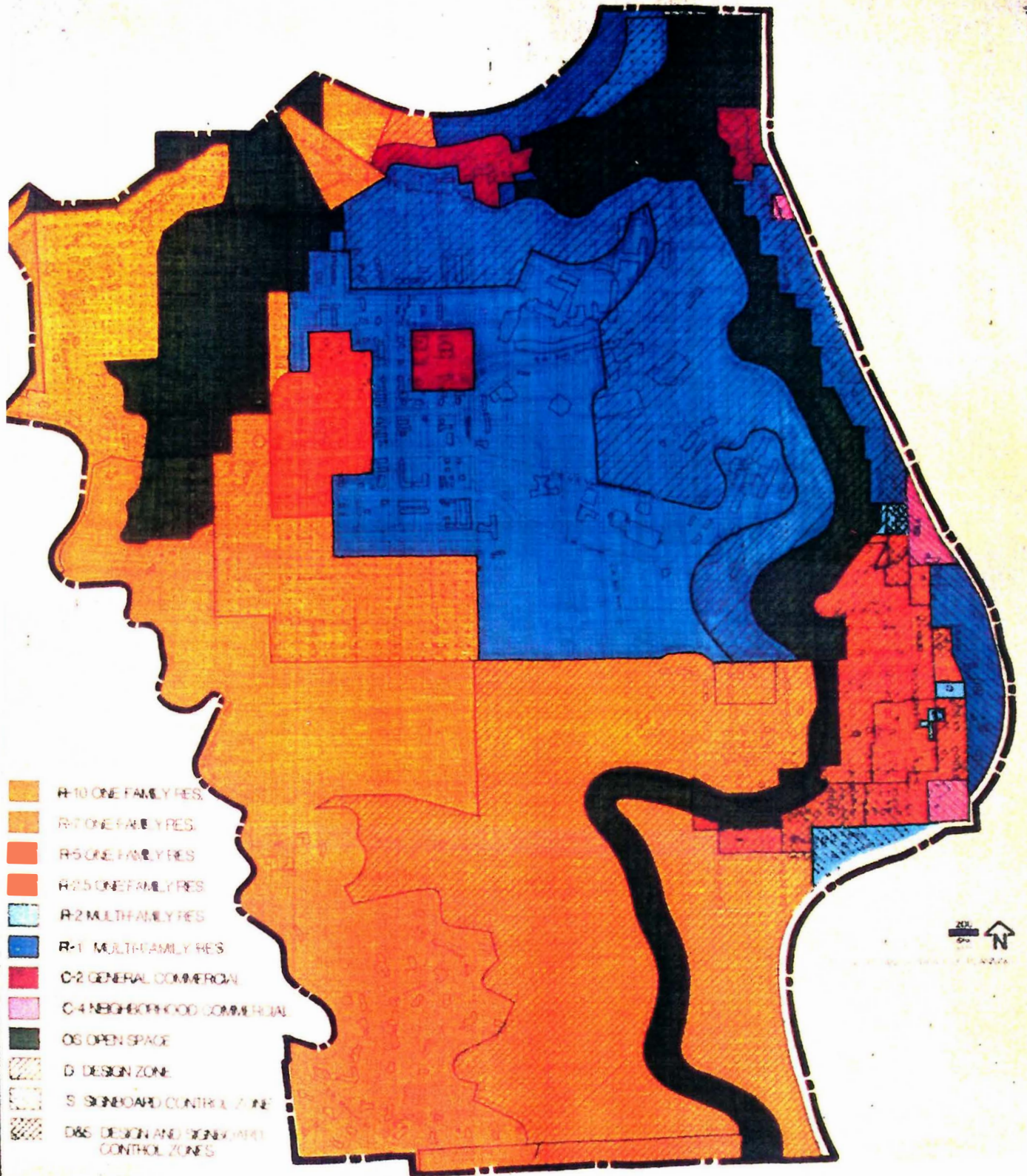


### HOMESTEAD NEIGHBORHOOD PLAN

MARQUAM HILL, CITY OF PORTLAND, OREGON  
 WINTER TERM, 1988

PREPARED BY U.P. 528, COMPREHENSIVE PLANNING WORKSHOP  
 DEPARTMENT OF URBAN STUDIES AND PLANNING, PORTLAND STATE UNIVERSITY

# HOMESTEAD



## ZONING

### HOMESTEAD NEIGHBORHOOD PLAN

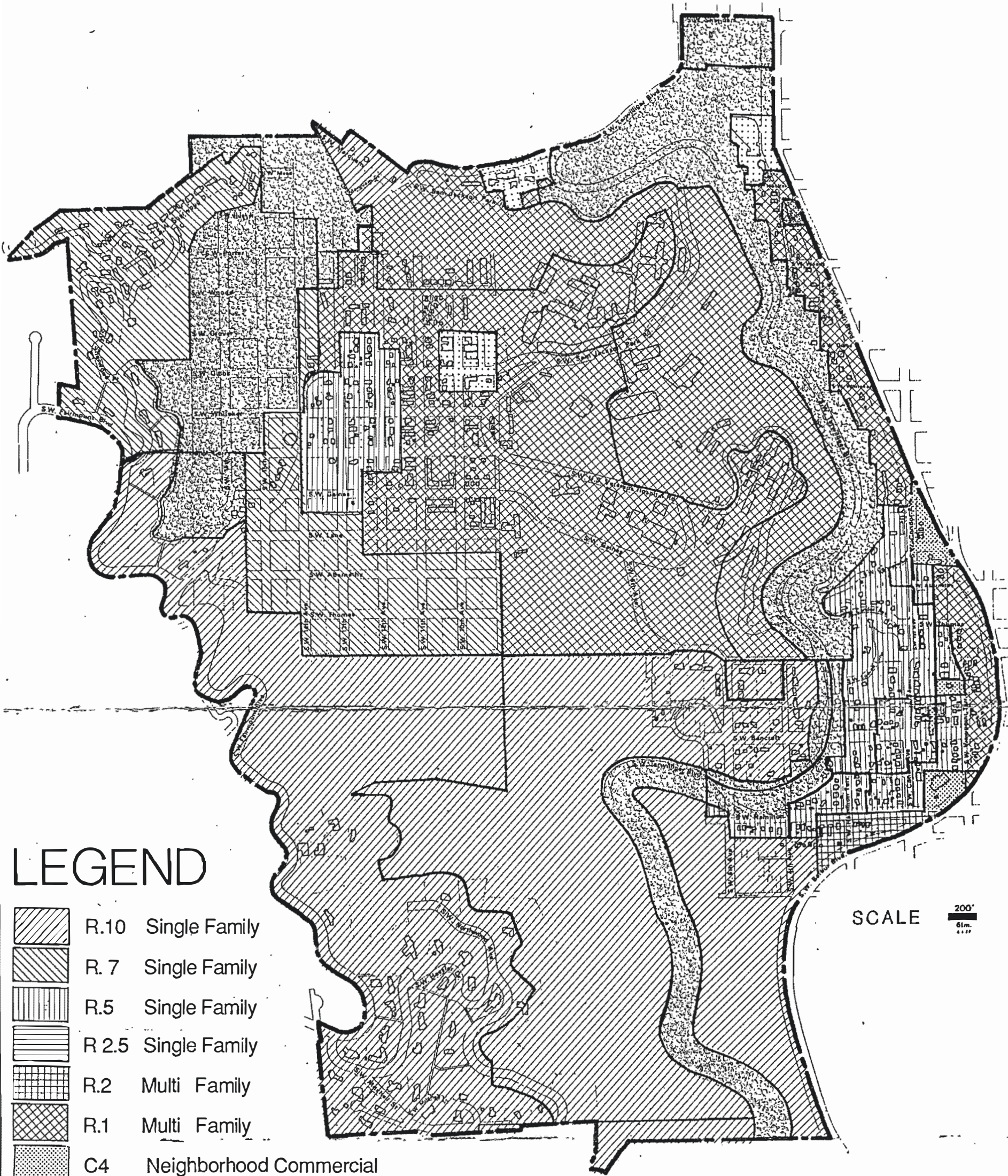
MARQUAM HILL, CITY OF PORTLAND, OREGON

WINNETT PERM, 1998

PREPARED BY: DEPT. OF COMMUNITY DEVELOPMENT, CITY OF PORTLAND  
 DEPARTMENT OF URBAN PLANNING AND DESIGN, PORTLAND STATE UNIVERSITY


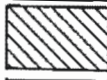



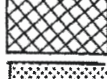
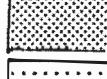




# HOMESTEAD



SCALE 200'  
61m

## LEGEND

-  R.10 Single Family
-  R.7 Single Family
-  R.5 Single Family
-  R.2.5 Single Family
-  R.2 Multi Family
-  R.1 Multi Family
-  C.4 Neighborhood Commercial
-  C.2 General Commercial
-  OS Open Space

## ZONING



# HOMESTEAD NEIGHBORHOOD PLAN

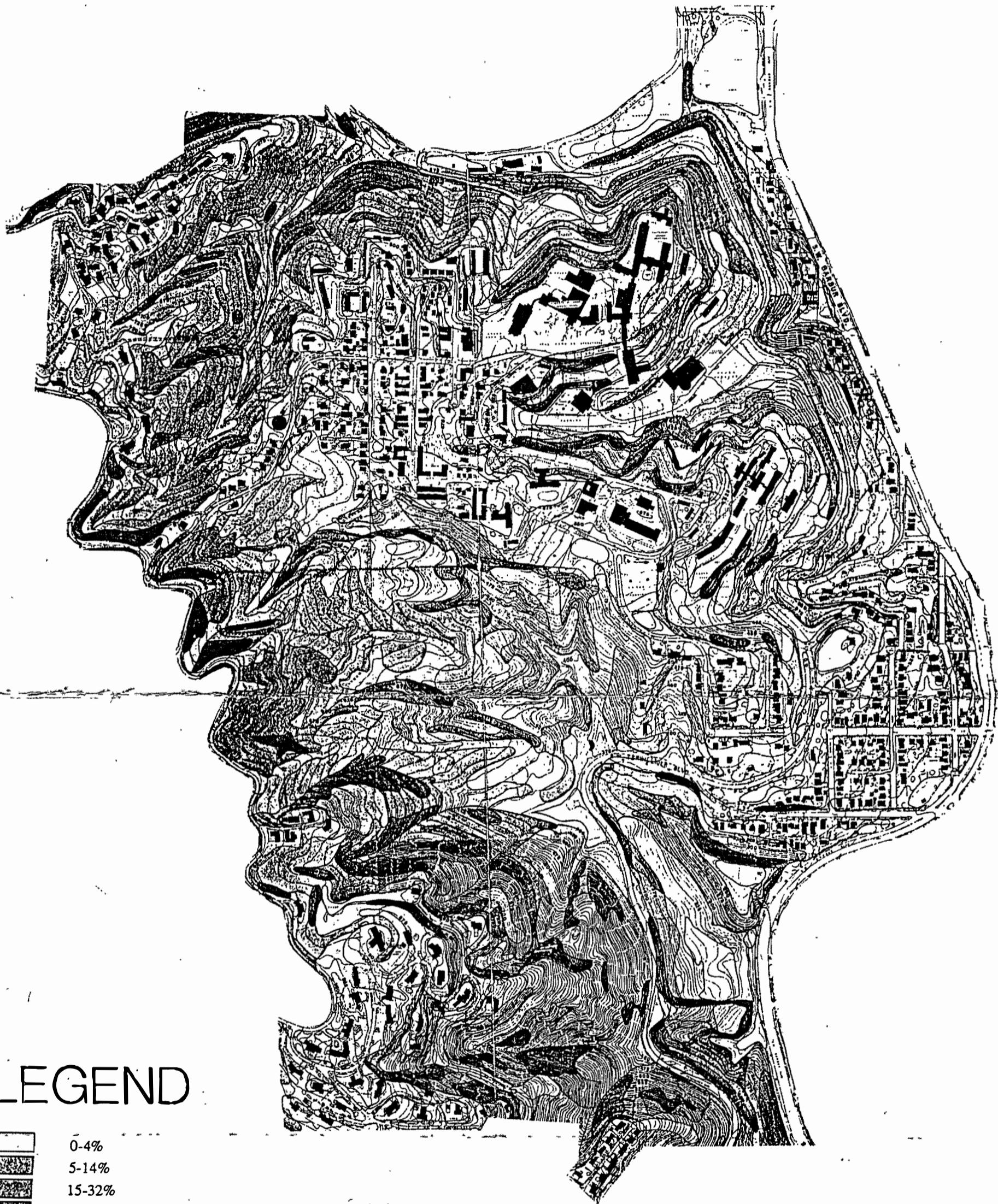
MARQUAM HILL, CITY OF PORTLAND, OREGON

WINTER TERM, 1988

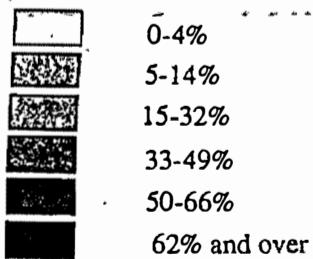
PREPARED BY USP 528, COMPREHENSIVE PLANNING WORKSHOP  
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NORTH

# HOMESTEAD



## LEGEND



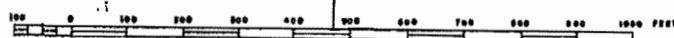
ENVIRONMENTAL MAPPING BY  
R.A. REDFERN, PORTLAND STATE UNIVERSITY 1972.

BASE MAP BY THE CITY OF PORTLAND

CARTOGRAPHY BY S.R. RENOLD  
M.E. LAWSON AND W.H. POKORNY

SEE STUDY: "ENVIRONMENTAL GEOLOGY FOR PLANNING  
OF THE MARQUAM HILL AREA FOR MORE DETAIL."

SCALE 1:4800



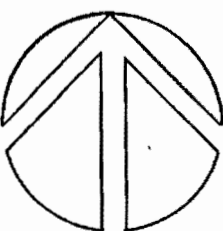
## GROUND SLOPE

# HOMESTEAD NEIGHBORHOOD PLAN

MARQUAM HILL, CITY OF PORTLAND, OREGON

WINTER TERM, 1988

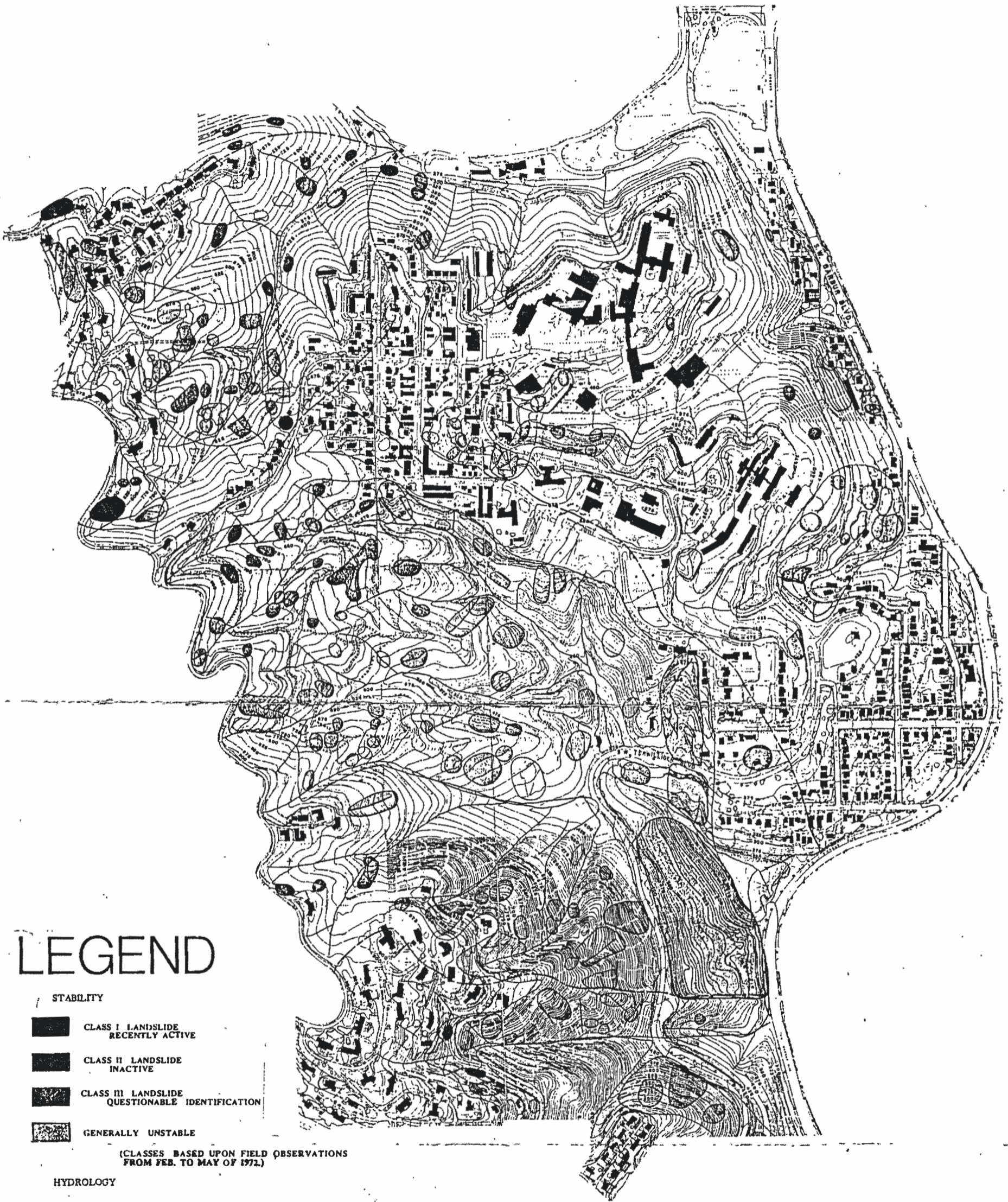
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NORTH





# HOMESTEAD

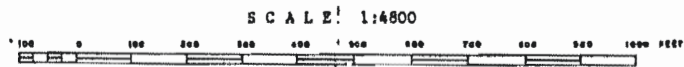


## LEGEND

- STABILITY**
-  CLASS I LANDSLIDE RECENTLY ACTIVE
  -  CLASS II LANDSLIDE INACTIVE
  -  CLASS III LANDSLIDE QUESTIONABLE IDENTIFICATION
  -  GENERALLY UNSTABLE

(CLASSES BASED UPON FIELD OBSERVATIONS FROM FEB. TO MAY OF 1972.)

- HYDROLOGY**
-  INTERMITTENT STREAMS
  -  DRAINAGE BASINS USED FOR RUNOFF



## GROUND STABILITY & HYDROLOGY



# HOMESTEAD NEIGHBORHOOD PLAN

MARQUAM HILL, CITY OF PORTLAND, OREGON  
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After review of the DMJM document, the Bureau of Planning concluded that a set of development policies would be more useful than adoption of a "plan", as such, for the area.

A public hearing was held on June 24, 1974, where a significant number of questions were raised which required further investigation. Action was deferred by the Planning Commission to allow more time for further work by the staff and neighborhood groups. During this period of time, the Homestead Neighborhood Association prepared a proposal consisting of nine recommendations. In April, 1975, the Southwest Hills Residential League formally objected to the Bureau of Planning's PUD proposal for the area, preferring to continue the single family detached home pattern of existing development.

### *1975 HOMESTEAD NEIGHBORHOOD ASSOCIATION, INC. REPORT*

A consensus of members of the Homestead Neighborhood Association agreed that some development within Marquam Hill was inevitable. Because of this, they had a number of concerns: What if new development was unable to pay its own way in terms of basic city services? More specific expansion plans and timetables for the medical school and V.A. Hospital were requested. Land difficult to develop because of geologic constraints was recommended to park status. Solutions to transportation congestion problems were requested before new development was allowed. The report outlined specific proposals that were presented to the Planning Commission. The Bureau of Planning, after review of the neighborhood's report, prepared a set of six policies for the Marquam Hill study area.

### *1977 MARQUAM HILL POLICY PLAN*

The 1977 Marquam Hill Policy Plan was the outcome of the review of the neighborhood report in an effort to effectively deal with the principle issues on the hill. The plan recommended six policies to the Planning Commission for adoption, three of which were ultimately passed by the Portland City Council. The three adopted policies include:

- \*That the Parks Bureau accept a "Marquam Hill Nature Park" should it be offered to them at no cost.
- \*That no building permits should be issued for any development in area of known soil instability without a soils engineers report of non-detrimental impact.

\*That all on-street parking be eliminated on Sam Jackson Road. That a two-hour limit be placed on on-street parking between 8 AM and 5 PM weekdays in the vicinity of the medical complex. To encourage transit service improvements to off set increased pressure on roads created by new development.

The policy plan provided detailed discussion and background to support the proposed recommendations and should be used as a resource tool for future planning efforts.

### ***1977 ARTERIAL STREETS CLASSIFICATION POLICY***

The Arterial Street Classification Policy (ASCP) was adopted in 1977 and later updated in 1983. The ASCP is intended to direct future development of Portland's transportation system. Being a policy, rather than a plan, the ASCP does not mandate any specific projects or any changes in traffic movement or transit service. Instead, the ASCP indicates what kinds of improvements are appropriate on various kinds of streets and in different areas of the city.

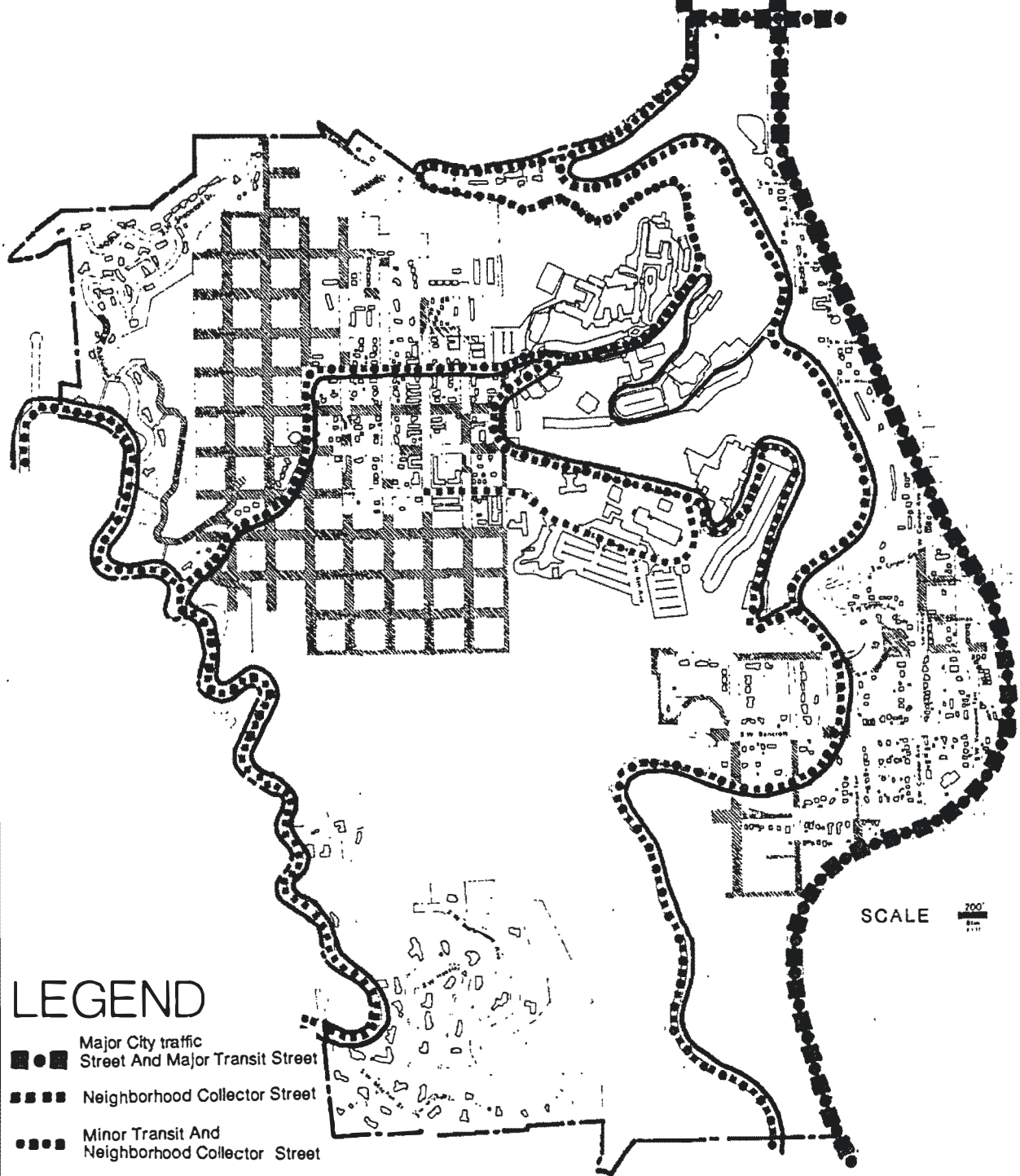
In the southwest area of the city, the policy examines the various aspects of the transportation system. The streets were classified and identified based upon a hierarchy of classifications from regional trafficway down to neighborhood collector street and other local service streets. Likewise, transit streets, bicycle routes and pedestrian paths were identified by classifications. Transportation recommendations should refer to this document for compliance with current policy.

### ***1980 COMPREHENSIVE PLAN***

The Comprehensive Plan has been prepared, in part, to satisfy the requirements and goals of the Land Conservation and Development Commission (LCDC). The LCDC requirements for Housing, Economy, Transportation, Energy, Urbanization and Public Facilities remain as individual sections. The Comprehensive Plan (1980) details those elements of the City that make it a desirable place to live, and attempts to meet the challenges of changes in technology and lifestyle.

The Comprehensive Plan calls for maintaining this basic development pattern while providing direction for responding to the future's demands. The proposed land use pattern limits the more intense residential densities to areas which reinforce the workability of public transit. The commercial centers along transit corridors are designed for new land uses which are not highly dependent on the automobile. A "new" type of single-family housing type allows some increase in density, reduces land and construction costs per unit, yet retains the qualities of the traditional single-family neighborhoods that now exist.

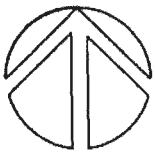
# HOMESTEAD



## LEGEND

- ● ■ Major City traffic Street And Major Transit Street
- ■ ■ Neighborhood Collector Street
- ● ● Minor Transit And Neighborhood Collector Street
- Bicycle Route
- (All Others Local Service St)

## STREET CLASSIFICATION



NORTH

## HOMESTEAD NEIGHBORHOOD PLAN

MARQUAM HILL, CITY OF PORTLAND, OREGON

WINTER TERM, 1988

PREPARED BY USP 528, COMPREHENSIVE PLANNING WORKSHOP  
DEPARTMENT OF URBAN STUDIES AND PLANNING, PORTLAND STATE UNIVERSITY.

Provisions are included which allow more efficient use of larger homes and vacant land, encourage apartment developments to be more compatible with other residential uses, promote energy conservation, strengthen and protect industrial areas and preserve and enhance environmental quality in the city. Existing neighborhoods are protected from uncontrolled development, speculation and deterioration.

### ***1983 TERWILLIGER PARKWAY CORRIDOR PLAN***

The Terwilliger Parkway Corridor Study was commissioned by the Portland Bureau of Planning in cooperation with the Bureau of Parks. The Planning Commission recommended the study in 1980 in response to public concern relative to development pressures in areas adjacent to the Parkway. The total study consisted of three documents:

- The Terwilliger Boulevard Inventory (1982)
- The Terwilliger Parkway Corridor Plan (1983)
- The Terwilliger Parkway Design Review Guidelines (1983).

The Terwilliger Boulevard Inventory provided background information on the characteristics and existing uses of the corridor and identified key issues to be addressed in the planning process. The Terwilliger Parkway Corridor Plan established goals and policies for future use and development of the parkway, addressing both public actions within the parkway right-of-way and private development adjacent to the parkway. The third document, the Terwilliger Parkway Design Review Guidelines recommended an expanded design zone and design guidelines specifically related to urban development adjacent to the parkway.

The D-zone overlay was first implemented in 1959 and required special design review to meet the following objective:

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

The Terwilliger Design Zone (D) effected properties and land use zones within 200 feet of the Parkway right-of-way, from SW Sheridan to the Capital Highway. In the past, design review had resulted in special design conditions such as landscaping requirements, restrictions on tree removal and building setbacks.

The goals and policies contained in the Terwilliger Plan were incorporated into the city's Comprehensive Plan. Specifically, the plan limits uses within the parkway to passive recreation (i.e.. walking, jogging, bicycling, picnicing, etc.). Also, the plan requires that any proposed changes in the Comprehensive Plan land use designation within the planning area, or abutting the uphill plan boundary, or within 500 feet of the downhill plan boundary, be reviewed to determine if the proposed use is consistent with the Terwilliger Plan.

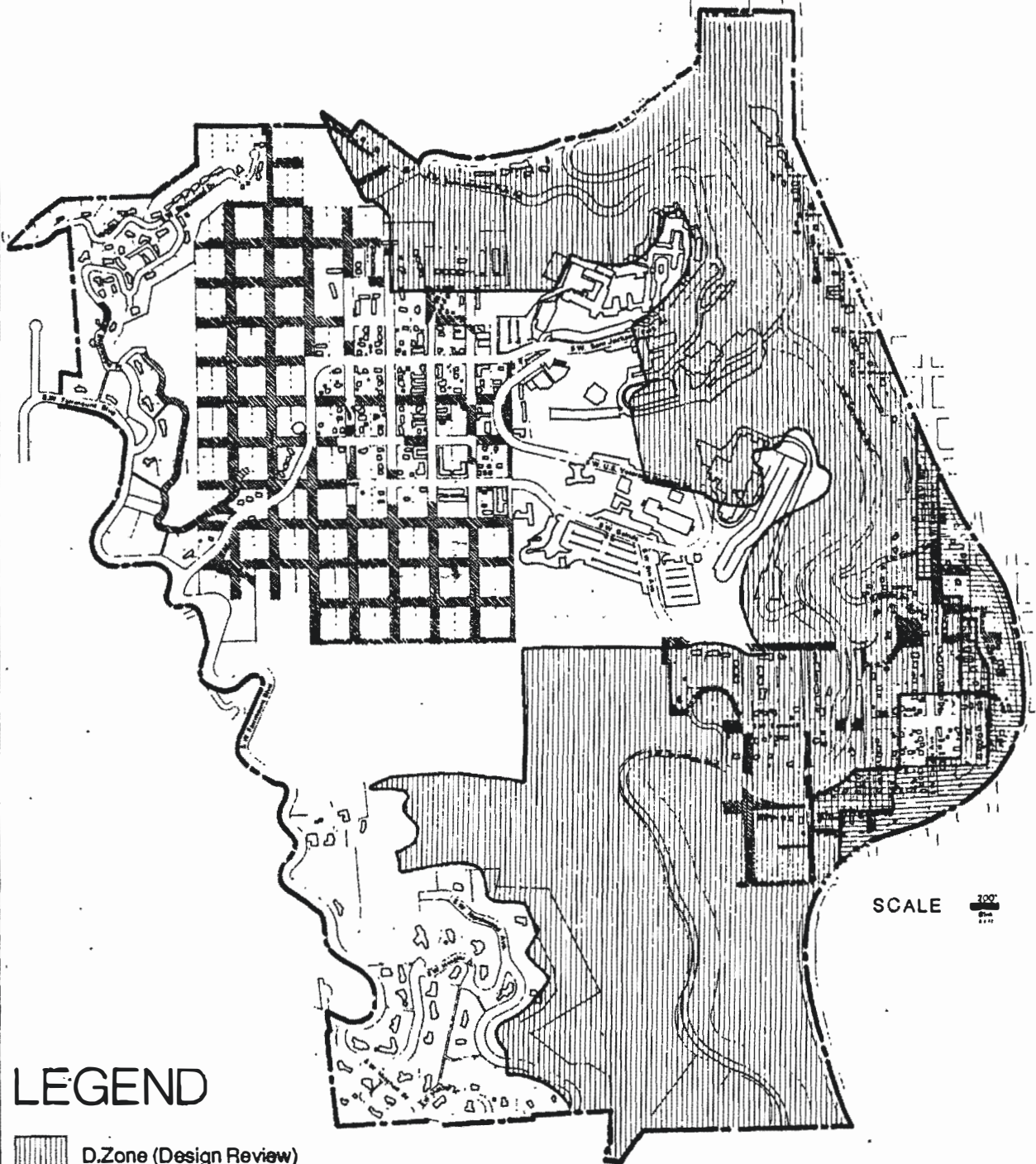


Common Sight  
Joggers and Walkers  
on Terwilliger






View of the City from Terwilliger Boulevard

# HOMESTEAD



## LEGEND

-  D.Zone (Design Review)
-  S.Zone (Sign Review)
-  Combined D & S Zone

## ZONING OVERLAYS



NORTH

## HOMESTEAD NEIGHBORHOOD PLAN

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## **1982 THE OREGON HEALTH SCIENCES UNIVERSITY FRAMEWORK MASTER PLAN**

The State of Oregon has set forth as a priority that the Oregon Health Science University (OHSU) should grow and become a nationally recognized research and teaching institution. In response to this interest in the growth of the university, the Zimmer, Gunsul, Frasca Partnership was contracted to develop a Framework Master Plan for the University. The plan represents a general development guide for the growth of the campus facilities in order to achieve its established goals and objectives. The plan was completed in August 1982.

The Framework Plan is a management tool for the University which allows for development flexibility to allow the institution to respond to demand for facilities, funding and scheduling. The Master Plan was organized into seven major components:

- \* Urban Design Framework
- \* Transportation
- \* Pedestrian Circulation
- \* University Development
- \* Geotechnical Analysis
- \* Utility Systems
- \* Campus Energy

Each component includes an analysis of existing conditions, general guidelines for future development and actions which will be undertaken as development occurs. It is not a "Campus Plan" that maps the future of the University but rather a series of recommendations and policies that should be followed when growth does occur.

### **3. TRANSPORTATION**

The west hills topography and a mixed development history have given the Homestead Neighborhood a unique set of transportation issues to deal with. Along with the development of hospitals and educational facilities has come problems of parking and traffic congestion. Major transportation problems have been caused by the following:

1. OHSU expansion and development.
2. VA Hospital expansion and development.
3. Poor traffic circulation around the medical centers and on Terwilliger Boulevard.
4. Recreational use along the Terwilliger Corridor.
5. Proximity to the downtown and Portland Heights traffic routed through the neighborhood.
6. Concentration of medical complex employees moving through lower and central neighborhoods.
7. Through traffic using Terwilliger Boulevard.
8. Parking problems because of too many cars, too few spaces.
9. Narrow street widths in upper neighborhoods.
10. Lack of sidewalks in residential areas.
11. Inadequate traffic collectors including: paved and gravel roads, paved and gravel parking lots & structures, bus stops, traffic signals, bikeways, trails, lampposts and guardrails.
12. Inadequate infrastructure including: storm drainage.

There are additional limitations imposed by steep slopes, poor soil conditions and poor access. The medical complex is the major focus point of the transportation problem. The primary streets approaching the complex are:

SW Sam Jackson Road via Terwilliger Boulevard  
SW Veterans Hospital Road via Terwilliger Boulevard  
Bancroft Street via Barbur and Terwilliger Boulevard  
Marquam Hill Road via Fairmount Road

Other streets affected are Hamilton, Hamilton Terrace, Condor, Gaines, and 11th Street. Terwilliger Boulevard is the primary collector and transit street. It serves both neighborhood residents, medical center employees, visitors and commuters from SW Portland areas. Barbur Boulevard is the nearest "major" arterial into and out of the city. This is east of the neighborhood and somewhat separated from the Marquam Hill traffic, but it influences traffic to and from the hill area and figures prominently in its future development. (\*\*)

Terwilliger Boulevard was improved through grading and gravel in 1914. In 1916 a committee asked city council to open Terwilliger to commercial traffic because its improvement provided one of the best routes for travel between downtown and southwest Portland. Under the terms of the deeds of gift the land could only be used as a boulevard and parkway or it would revert back to the grantors. Still unpaved in 1917, Mayor Baker, was forced to pave the road or lose it due to its continual deterioration. At this time Terwilliger Boulevard gained its permanent status as major public parkway.

Residential and institutional development can exacerbate traffic problems. Parking becomes a primary consideration. Parking structures are expensive due to site limitations. Any flat sites that are available are often best used for other vital institutional needs. The surrounding neighborhoods are often the recipient of overflow parking. As traffic volume reaches capacity on Marquam Hill, drivers shift their routes to SW Condor, Hamilton and Hamilton Terrace.

In the city's Arterial Streets Classification Policy all streets in the study area of this report are considered Neighborhood Traffic Collectors. Terwilliger is as well a Minor Transit Street for buses. Barbur is the only "Major" traffic and transit street. These classifications are indicated so that the street be used for traffic and transit functions which serve land uses located along the street corridors. That is, they are not intended to serve through traffic or transit trips. The amount of traffic volume clearly indicates that the use of Terwilliger Boulevard has been changed by the impacts of OHSU and the use by Southwest Portland residents going to downtown destinations.

Neighborhood groups in 1977 considered the traffic already too excessive for the type of classification assigned to these streets.

In 1977 the amount of trips to Marquam Hill were 24,365 vehicles per day. Over 55% of these trips traveled on Terwilliger Boulevard. Approximately 15% of these went through the residential areas of SW Condor, Hamilton Terrace, and Hamilton Street. New development of the V.A. Medical Complex and future development of OHSU may further add to traffic pressures. Problem areas on Terwilliger are at the intersections of SW Sheridan, SW Hamilton, SW Bancroft, SW Homestead, and Veterans Hospital Road.

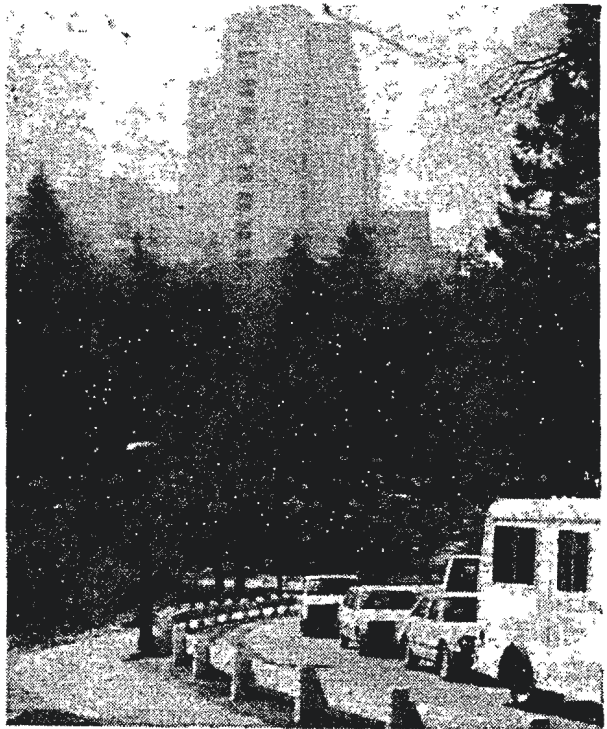


Photo from Terwilliger of traffic and Veterans Administration Hospital  
Taken at intersection of Campus Dr. & Terwilliger.

UPA LIBRARY

These roads have high volumes of traffic which are mostly attributable to the medical complex service vehicles, students, employees and visitors. Congestion and parking problems have been known to occur on Gaines Street, Gibbs St. and 11th. (\*\*)

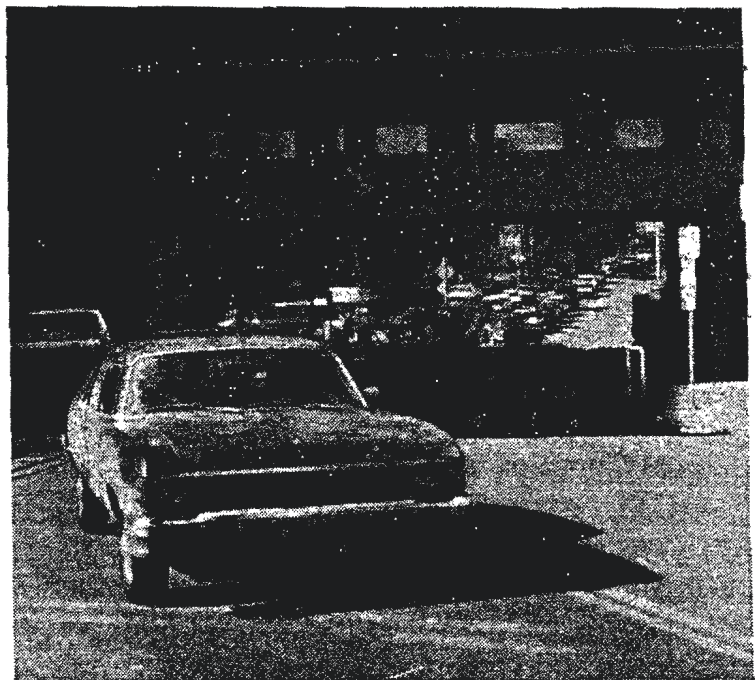
Issues related to development along the corridor and access to and from Terwilliger Boulevard have incremental impacts on traffic congestion. Lands adjacent to the donated lands of the corridor cannot be denied access to Terwilliger due to the deed of gift., even if alternative access exists. As volume increases there is pressure to make traffic improvements This means to expand the road's capacity and maintain traffic safety, traffic signals and turning lanes are needed. For Terwilliger Boulevard these additions will deteriorate the scenic and recreational qualities of the parkway as well as threaten to violate the deed of gift provisions.

### ***V.A. TRAFFIC AND PARKING***

Daily trips to the Veterans Administration Hospital may be estimated on the basis of of 4 trips per hospital bed. With the addition of the new hospital there are now 1960 daily trips being generated. The VA is attempting to combat the parking problem associated with this new inflow of visitors, staff and employees through an intensive car pooling program. Still, many parking problems exist due to the recent shifting in February 1988 of employees from the new parking structure. That structure will now be used primarily for patients visitors. The number of on site parking spaces increased from 570 in 1977 to 860 at the present time. The old VA Hospital structure is to be torn down and another parking garage erected in its place. With the addition of the new parking structure there will be an additional 240 parking spaces.

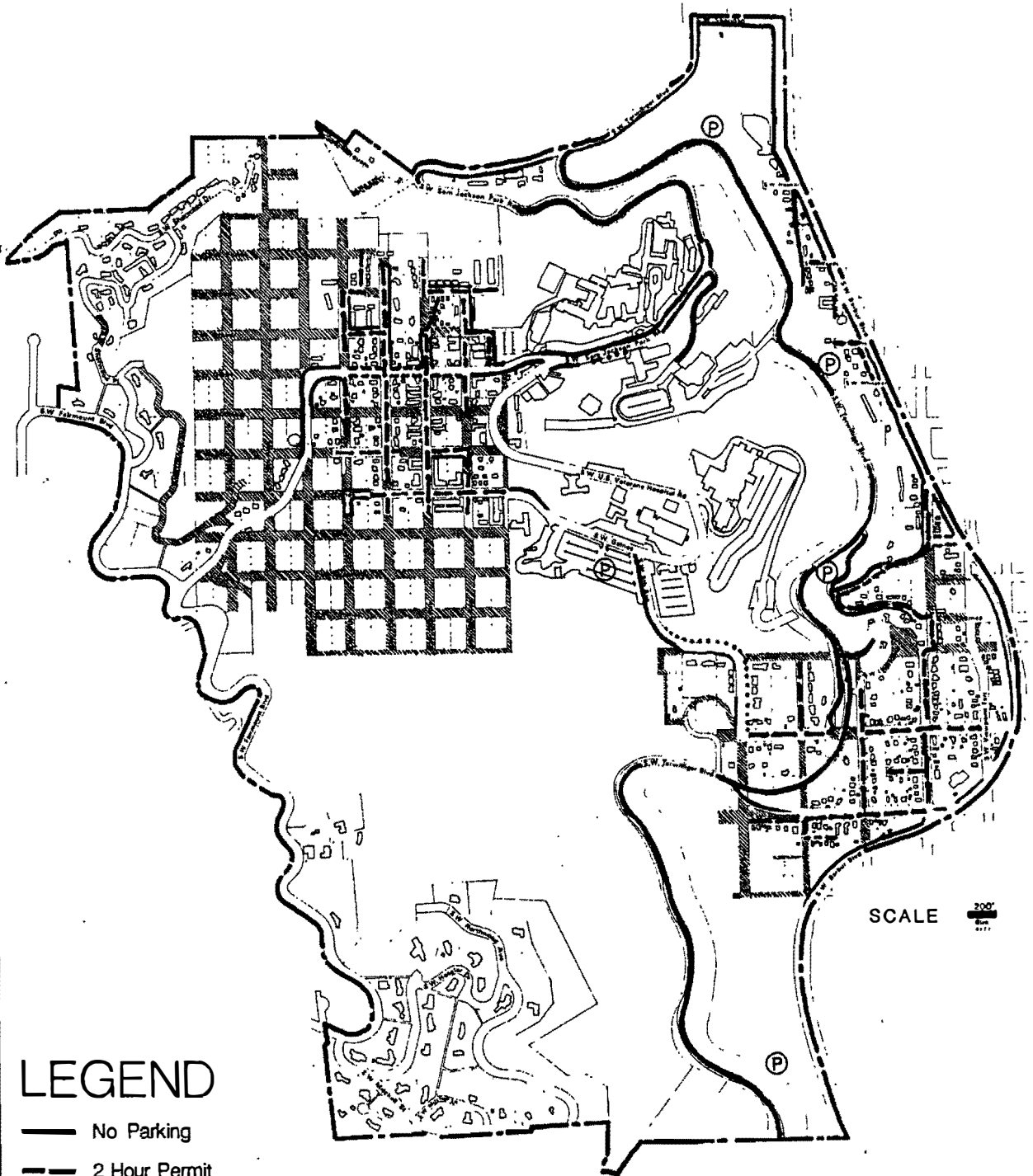
### ***OHSU TRAFFIC AND PARKING***

On the Marquam Hill campus there are now 3,090 parking spots with another 320 being added by September 1988. There are approximately 10,000 autos that frequent the campus area on a daily basis with over 7,000 students and employees at OHSU during each day. Patients and patient vistsors account for another 3,000 people coming to the hill each day. As construction on a new eye clinic and basic science



Common occurrence of traffic congestion on Sam Jackson Road and the Oregon Health Sciences Hospital

# HOMESTEAD



SCALE 200'  
0' 100' 200'

## LEGEND

- No Parking
- 2 Hour Permit
- Unimproved Streets
- streets

## PARKING

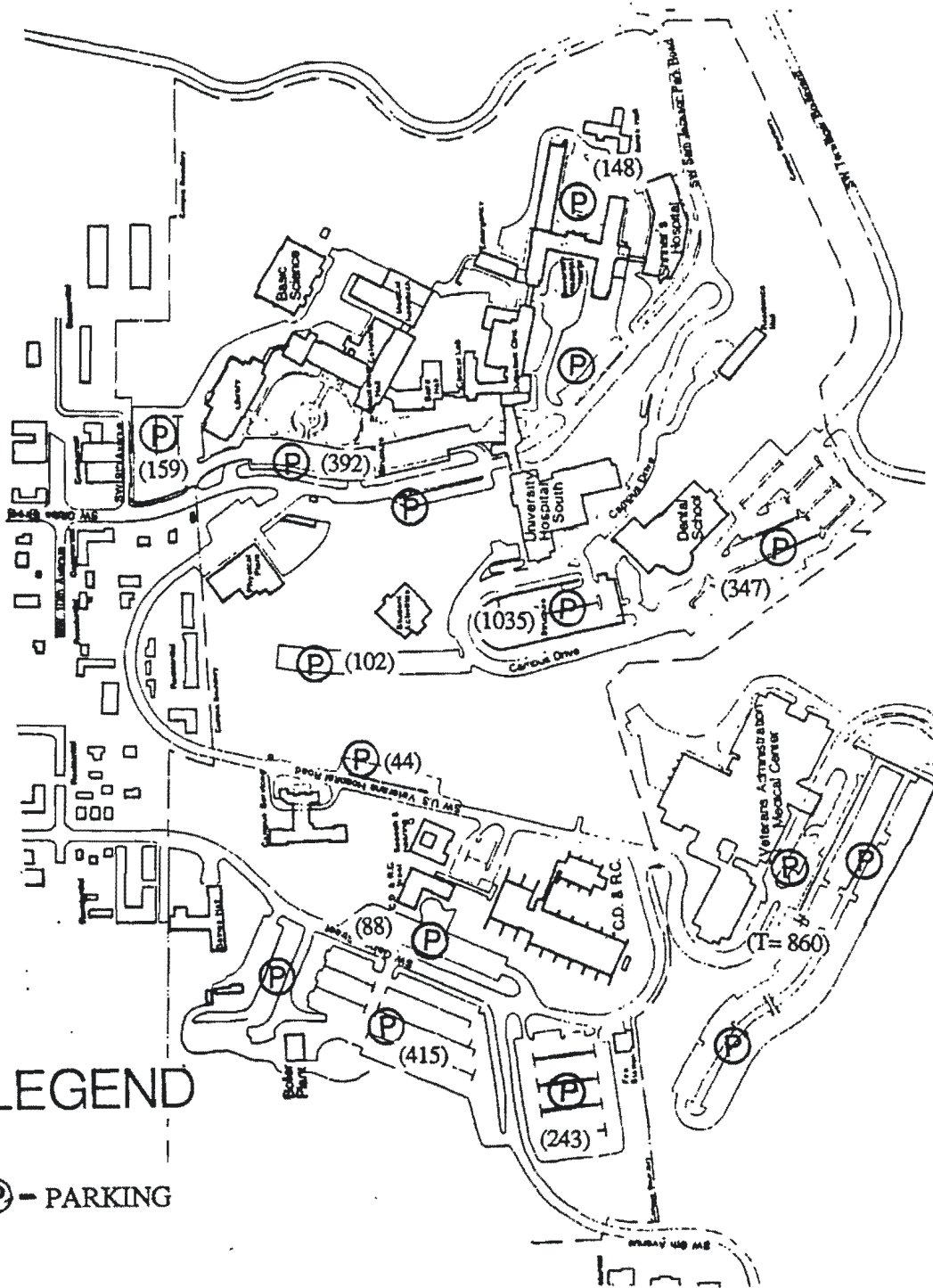


## HOMESTEAD NEIGHBORHOOD PLAN

MARQUAM HILL, CITY OF PORTLAND, OREGON  
WINTER TERM, 1988

PREPARED BY USP 528, COMPREHENSIVE PLANNING WORKSHOP  
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# OREGON HEALTH SCIENCES UNIVERSITY



## LEGEND

 - PARKING

## CAMPUS PARKING



NORTH

## HOMESTEAD NEIGHBORHOOD PLAN

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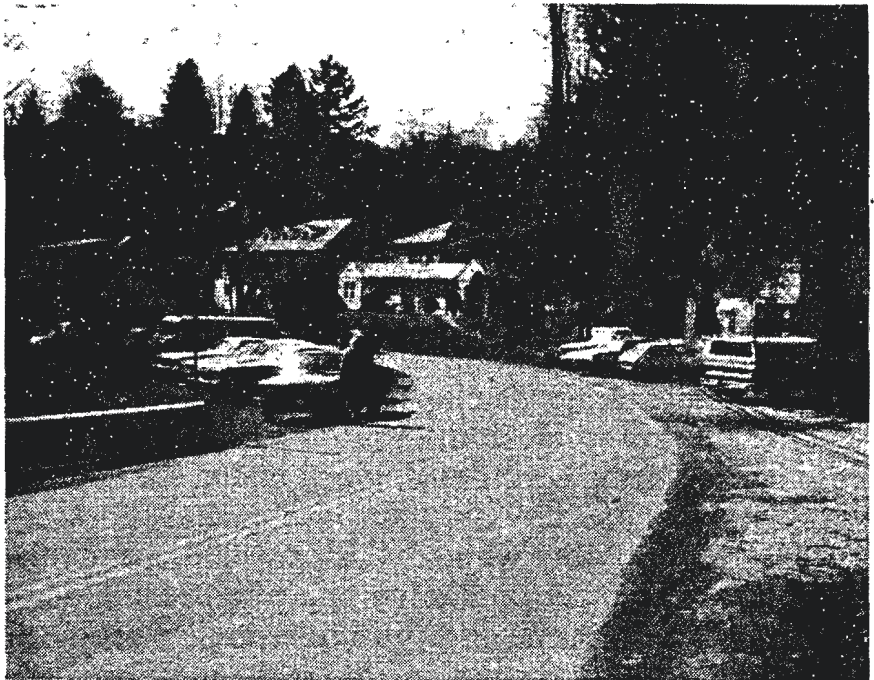
building addition begin in the fall of 1988, there will be a loss of 376 spaces. These spaces will be regained in 1992 but until such time there will be an increase in the parking problem. A state law enacted 29 years ago created a self-sufficient parking program which now operates on an annual budget of \$1,000,000.

The income derived from parking fees, tickets and meters is used to enforce restrictions and build for new parking. While there is a new parking structure being built south of the Shriners Hospital, this building will do little to solve the growing parking dilemma since much of the space will be devoted to patient parking. One measure to reduce parking demand is to give out free passes on Tri-Met the metropolitan transit agency. The parking budget pays for these. Those who are given priority to the parking permits still have the problem of finding a space. For this reason there is now a plan to develop a new structure for 700-1000 new spaces. Funding for this would come from the present parking budget. Other innovative programs are being considered which would facilitate a user operated van system with the state hopefully providing the capital necessary. Maintenance would be OHSU's responsibility while the users would operate them. Utilizing parking lots off campus is another possibility being considered but requires a coordinated van system and an emergency ride guarantee to give people the security and incentive to participate. Overall the parking programs have been attacking a constant problem but are in effect playing a catch-up game that often overlooks long range plans for short range solutions.

Getting around on the campus has been eased by a free shuttle bus system funded by the parking money (\*\*). For many administrators and medical personnel this is considered too time consuming. Often the frequency of the shuttle bus does not warrant a wait. Traffic from all related personnel often use the adjacent residential street of 11th, to get from one part of the campus to the other. This has caused premature deterioration of the street and some safety problems related to traffic moving swiftly through this area. Tri-Met also provides service to , from and around the campus (\*\*). There is a need to increase the service at peak times and yet retain an overall picture of the infrastructure problems such as street width and pedestrian traffic safety.

Narrow streets and lack of sidewalks make walking for the pedestrian difficult. Much of the population close to the campus live in multi-family housing.

This aggravates problems of parking and auto trips. The construction of new multi-family dwellings in the campus vicinity will need to consider adequate parking and the consequence of higher traffic volumes. In the next decade there will be added pressure on traffic from the construction of new research facilities and nursing school. This will only add more employees and attract more students.



U.S. Veterans Hospital Road, Pedestrian, parking and traffic congestion

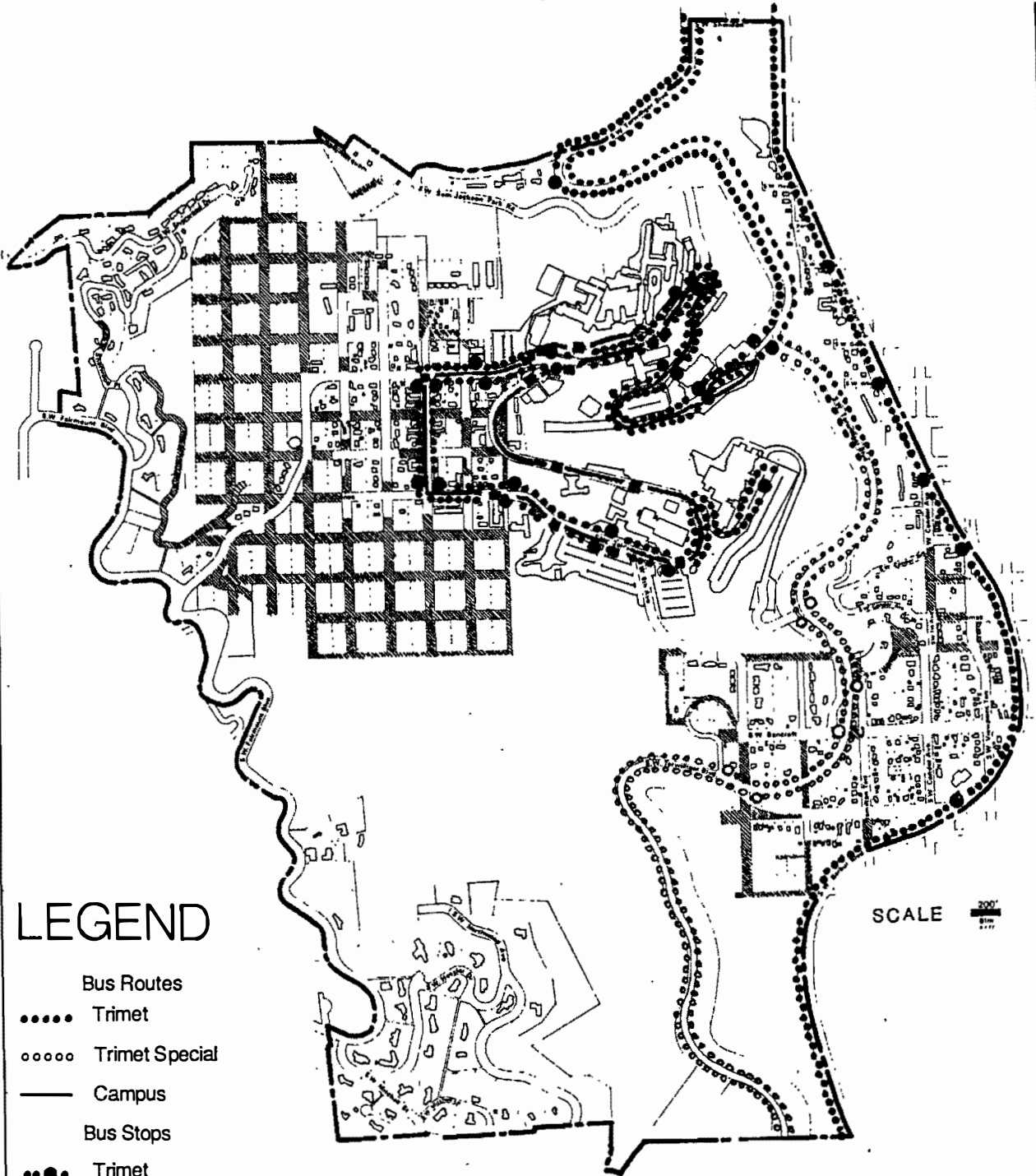
The residential area surrounding the campus have been granted by the city a resident permit parking status. This allows residents living in the area to acquire parking permits for their vehicles. This has alleviated some of the problems but still needs refining. There is still the tendency for students and employees continue to circumvent the process with "creative measures" by acquiring parking permits even though they do not live in the impacted areas.



Corner of 12th and Gibbs, Resident Parking. One of many dead end streets.



# HOMESTEAD

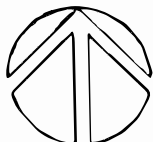


## LEGEND

- Bus Routes
- ..... Trimet
- oooo Trimet Special
- Campus
- Bus Stops
- Trimet
- Trimet Special
- Campus

SCALE

## MASS TRANSIT ROUTES



NORTH

## HOMESTEAD NEIGHBORHOOD PLAN

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## **MASS TRANSIT**

The area is serviced by Tri-Met bus lines. The Homestead Plat area has one bus line which plays an integral part in the movement of students and employees. This bus (number 8), circulates up Sam Jackson Road with stops near all the major medical buildings, to the V.A. Hospital via 11th and Gaines, on to Terwilliger Boulevard and then to Barbur Boulevard at about Burlingame. The route is retraced in reverse if coming from the Southwest rather than the Downtown area. The bus serves a necessary function of low cost transportation and elimination of parking problems on the hill. Still, it only impacts a small proportion of the personnel and visitors to the hill.

The Sherwood/Fairmount area has no bus service. The only other Tri-Met bus lines that are near are located on Barbur Boulevard with destinations in the Southwest Portland area. Major problems associated with the bus service are the bus size in comparison to road widths and turns, and inefficiency of transporting people strictly within the hill region. The recommendations policy on transportation addresses a shuttle bus system which focuses primarily on the hill area. Smaller buses would be more efficient for the medical employees and for streets which are unlikely to get any wider. Utilizing smaller buses also opens up greater possibility to provide walkways for pedestrians.

## **PEDESTRIANS, TRAILS and SIDEWALKS**

Walking, jogging, and bicycle riding are major activities of residents area wide. Terwilliger Boulevard is designated a bicycle and pedestrian path.

Policies associated with these designations require that safe and pleasant environments be created for movement by these modes. As mentioned, traffic volume is detrimentally impacting the quality of the area. Another area which needs recognition of problems is Fairmount Boulevard. This is influenced by joggers, cyclists and a lack of sidewalks making the roadway a narrow passage in certain spots. The lack of sidewalks in and around the campus area (e.g. SW Sam Jackson Rd & U.S. Veterans Hospital Rd.) forces pedestrians out into the right-of-way.



Fairmount Boulevard; a popular recreation corridor for walker, joggers and bicyclists, No sidewalks.

#### 4. DEVELOPMENT AND INFRASTRUCTURE

Steep topography and unstable terrain have hindered development of Marquam Hill since its original platting at the turn of the century. As with a number of locations throughout Portland's west hills, much of the open space which now enhances the neighborhood resulted more from accident than design.

Unfamiliar visitors to the neighborhood will be surprised that the grid pattern of the streets in the Homestead Plat is interrupted with unimproved streets, hills and gullies. In fact, automobile access to Marquam Hill was not assured until the completion of the Sam Jackson Road in the early 1920s. The reason so much land was available to donate for campus grounds and parks, was that it was otherwise unusable. An attempt at an elevated trestle to bring a cable car to the hill failed and for years, one had to climb several flights of steps from Duniway Park to reach the hill on foot.

This limited access clearly hampered residential development of Marquam Hill. No wholesale build-out of the Homestead Plat, the area lying immediately west of the university campus, was ever attempted. Today, there are only scattered houses which date back over 50 years. Many of these buildings are of fair to average quality housing stock.



SW 11th and Gibbs  
Furnished by the Oregon Historical Society

A more orderly pattern of residential development occurred on the periphery of the Homestead neighborhood where view lots were developed after the 1920s. Fairmount Boulevard provides access to residential properties on the east side of Council Crest, now overlooking the Homestead Plat and the university campus. Most of these homes were built after World War II using modern construction methods for hillside homes. Hessler Hills, located at the southwest corner of the neighborhood, is oriented towards Hillsdale and the Beaverton-Hillsdale Highway to the south. That development features larger, terraced sites with modern homes oriented to maximize the view potential.

The residential neighborhood overlooking Barbur Boulevard, on the east side of the Terwilliger Parkway, offers some of the best views of the Willamette River flowing north and of both the downtown and Portland east side. This area also features a broad mix of housing stock ranging in age from some homes built at the turn of the century to modern, northwest contemporary styled houses built on infill lots. Homes in this section of the neighborhood tend to be smaller and less expensive than comparable houses off Fairmount Boulevard and on Hessler Hills.

Residential development in the Homestead neighborhood is dwarfed by the medical complex. Up until the early 1980s, there was concern about the survival of the University of Oregon Medical School and the continuance of a medical complex on Marquam Hill. By then the Veterans Hospital had become obsolete and the University needed an infusion of funding. The 1977 Marquam Policy Plan recommended that the Veterans Hospital be relocated to a site near Emanuel Hospital in the Portland central eastside. However, for a combination of political and organizational reasons, the decision was made to site the new Veterans facility on Marquam Hill. At the same time, a new Shriners Hospital was also committed to the hill. The reorganization of the old Oregon Medical School into the Oregon

Health Sciences University and substantial increases in both State funding and in its endowment, assured the university of future growth. The growth in the medical complex on Marquam Hill paralleled the general expansion of health services as an industry in the Portland area and statewide.



New Veterans Administration Hospital in background.  
Older Buildings to be removed for a Parking Structure.

The 1980's have seen unprecedented building and redevelopment of hospital campuses throughout the Portland area.

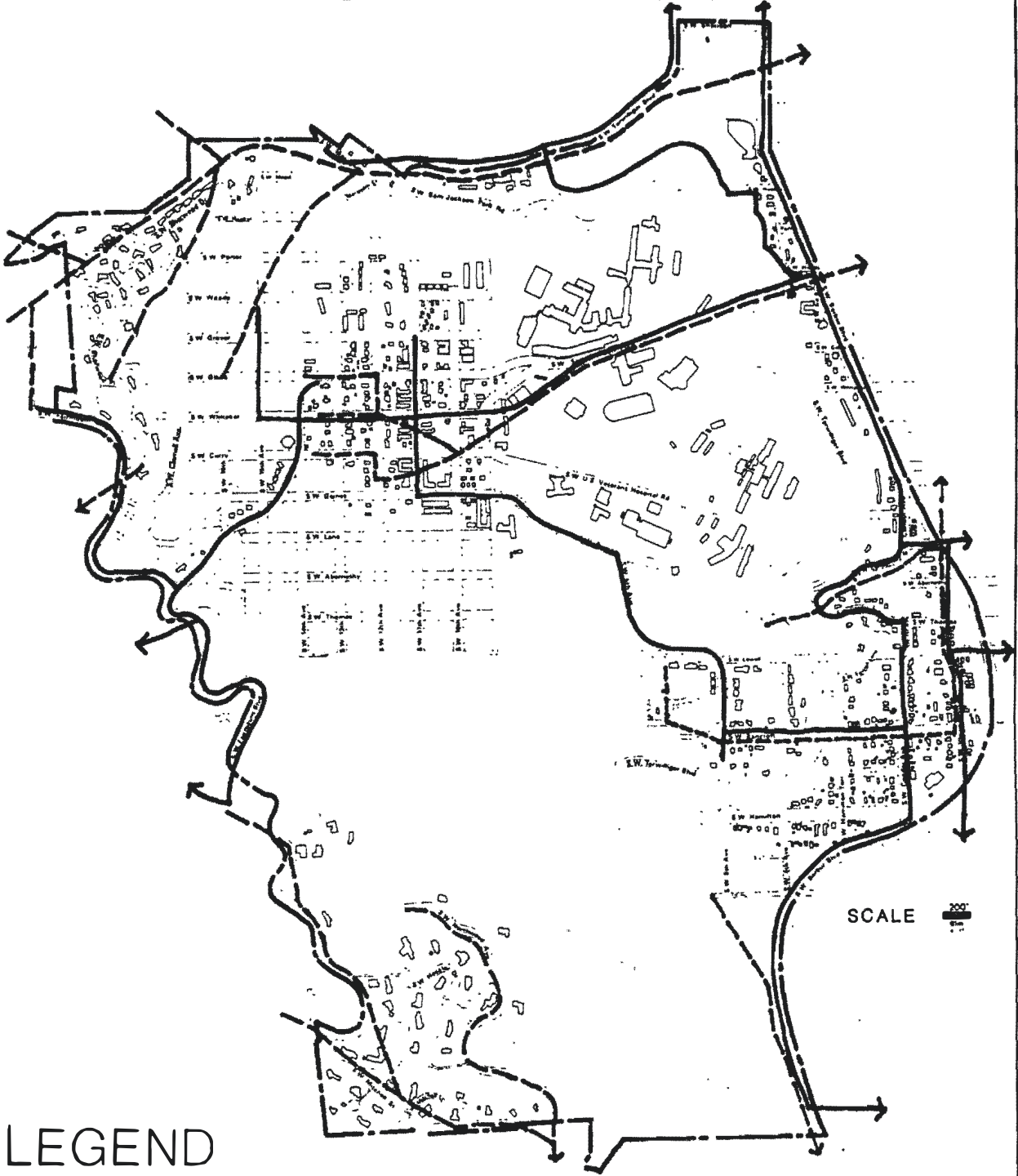
To the extent that these trends in health care are expected to continue indefinitely, the University stands poised for major expansion. However, once again, the terrain of Marquam Hill limits the development options for the medical complex. Much of the vacant land is located on unstable hillside with poor access. The logical area for expansion is into the relatively level Homestead Plat area. However, any expansion of the facilities will necessarily increase traffic on the hill. The scale of development will unquestionably alter the residential character of the Homestead Plat. Significant vertical development would ignite a firestorm of protest from affluent property owners living in the neighborhood off Fairmount Boulevard and further west along Council Crest.

The developed areas of the Homestead neighborhood are fully serviced by municipal utilities including water, sewer and power. The availability of storm drains is limited. Residential areas on Fairmount Boulevard and the Homestead Plat are drained in Marquam Gulch into a major trunk line. The residential area east of the Terwilliger Parkway drains into Barbur Boulevard, while the Hessler Hills district also drains to the south and into the Barbur Boulevard alignment. Much of the vacant area lying north of Hessler Hills and south of the Homestead Plat cannot be drained into existing connectors. New sanitary sewer lines and pump stations would be necessary before development could occur. Past studies have indicated too high an infrastructure cost in the southern university property to warrant expansion in this direction.



Commercial District on Gibbs in Homestead Plat  
dell, quick stop store, bank

# HOMESTEAD



## LEGEND

- Water Main
- - - Sewer Line

## UTILITIES



NORTH

## HOMESTEAD NEIGHBORHOOD PLAN

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## 5. GEOLOGIC STABILITY

Most of the buildable sites in the Marquam Hill area have already been developed. They occur on the nearly level or gently sloping lands. There are, at this time, almost no sites remaining that can be indiscriminately developed. The land remaining undeveloped is in areas sites with more hazardous ravines and steeper sloping hillsides. Currently, review of geologic hazardous conditions and adequate design safeguards for new construction are required on Marquam Hill.

The initial review to confirm the existence and nature of hazards must be undertaken by the developer due to a lack of detailed information available to the Bureau of Buildings. The study, "Environmental Geology for Planning of the Marquam Hill Area", prepared for the City of Portland by the Earth Science Department at Portland State University, identifies and provides detailed information on the degree of geologic hazard for Marquam Hill. The report recommends that hazardous areas, prior to being developed, should undergo a detailed soils investigation to determine the potential for landslide and erosion. As a result of this recommendation, the City Bureau of Planning recommends:

No building permit be issued for any development including a single family unit on a single family lot in areas of known soil instability as indicated on the map adopted by the Planning Commission, without a finding of non-detrimental impact, by the Bureau of Buildings based on an engineering geology and soils engineer report prepared by qualified professionals, statement of safety in terms of identified items and evaluation of roadway design.

In the Portland Hills, the minimum stable slope appears to exist along "spurs" running out from higher elevations. Generally speaking, gently sloping areas, less than 15 %, can be developed with few problems. Slopes from 15 to 33 % have been developed with some subsequent land failures. Slopes steeper than 33 % occupy the majority of the study area. These steep slopes are primarily located on the sides of geologically youthful stream canyons. Steeply sloped areas, greater than 67 %, are generally associated with shallow bedrock. Soil overlaying the bedrock on these slopes is actively moving downslope at varying rates.

Although slope is a critical factor, landslides do not occur on every steep slope. The type of bedrock, the type and thickness of soil and its moisture content are other factors which, together with slope, determine where landslides occur. More than 150 landslides involving almost 10 % of the land in the study area have been identified. Land slippage has occurred on almost all slopes, regardless of soil thickness or soil type. The majority of the slides, however, have occurred on slopes steeper than 15 % on Portland Hills silt and on basalt soils greater than five feet in thickness. As a result of the natural instability of the soil, uncontrolled alteration of

the land in the area will greatly increase the potential for new, renewed or increased landsliding. Areas with Portland Hills silt, although relatively stable when dry, become "spongy" and unstable when wet. As a result, land failures usually occur in the winter when the soil becomes saturated from seasonal rains.

The majority of the undeveloped land is composed of forests in various successional stages of growth. In some areas, the forests exhibit the obvious effects of unstable soil and general soil creep. The age and species of vegetation can offer some clues as to the historic stability of soils in these undeveloped areas, indicating the need for detailed soils analysis.

In the event that development does occur in sensitive areas, utmost care should be exercised during construction to minimize the potential for soil erosion and landslide. Flooding, erosion and landsliding increase in areas subject to vegetation disturbance or development. The vegetation of these sites should be cleared only for the proposed building and access to it, leaving as much of the site forested as feasible. In addition to minimizing the removal of vegetation, replanting should occur immediately following development to prevent excessive erosion and landslide potential.

Additional storm water runoff into the ravines as a result of further development is considered a problem by the city. Localized flooding and erosion in the canyons could occur as a result of increased stream flows. The city Planning Commission has adopted language in its subdivision regulations to require on site retention of peak hour storm water from new development to minimize the dangers associated with uncontrolled runoff.

Development occurring on Marquam Hill will no doubt experience construction problems relative to geography. Excavation in unweathered basalt and bedrock may require extensive effort, such as explosives. Large boulders could exist in areas of boring lava, especially in areas closer to Council Crest. Differential building settlement may occur when loads are applied on conglomerate without appropriate engineering design. Small amounts of building settlement can be expected throughout the area except where foundations rest on bedrock.

Undeveloped areas should be built out only after detailed investigation by a qualified engineering geologist, environmental geologist and/or a soils engineer. Chapters 29 and 70 of the Uniform Building Code outlines the regulations that protect development occurring in geologically hazardous areas. The code relies on proper design and safety protection being provided by competent geologists and engineers. The code states that engineering geology, soils and foundation investigations are to be made "when required by the building officials". Areas subject to detailed investigation are generalized as sites of known landslide or generally unstable land and/or areas with ground slope of 15 % or more.



## 6. AMENITIES

The Homestead neighborhood is fortunate to possess some of Portland's most enjoyable amenities right in its own "backyard". The area features a scenic parkway, a nature trail, jogging and bike paths, a park, forested hillsides, and some of the finest views in Portland.

### *TERWILLIGER CORRIDOR*

The most prominent amenity within the Homestead neighborhood is the Terwilliger Corridor. The Terwilliger Corridor represents a unique scenic and recreational resource. Originally conceived in 1903 by the Olmstead brothers, the parkway was designed as a recreational "pleasure drive" to take advantage of the area's special scenic opportunities.



Terwilliger Boulevard 1904  
Furnished by the Oregon Historical Society

The corridor actually consists of three parts; Terwilliger Boulevard, Parkway, and Trail. Terwilliger Boulevard refers to the public roadway and parking areas. Terwilliger Parkway consists of property adjacent to and within 400 feet of Terwilliger Boulevard owned by the City of Portland or the Parks Bureau. The

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

Terwilliger Parkway, Boulevard and Trail present the opportunity to experience the natural beauty and setting of Portland. While traveling through this area views of the city, Mt. St. Helens, Mt. Hood, the Willamette River, and the quiet serenity of the wooded hillside can be enjoyed.

In the 1970's a bike path was added along Terwilliger making the area a popular location amongst cyclists, joggers and walkers. The path for bicycle use, though, has become limited because of competition with pedestrians and joggers, and also due to poor alignment (too many curves) for an efficient bike route.

#### ***40-MILE LOOP***

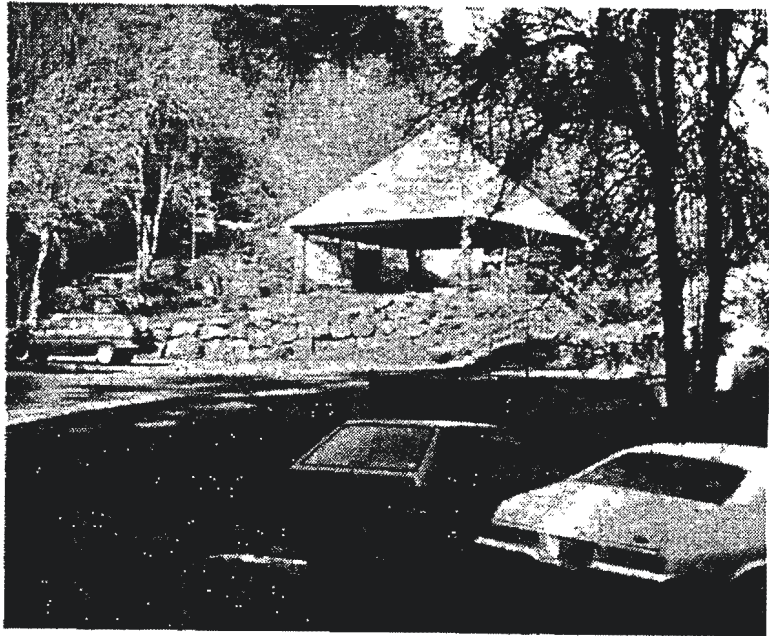
The 40-Mile Loop was also originally proposed by the Olmstead Brothers in 1903. The loop is designed to be a regional trail system envisioned to connect more than 30 parks in the Portland metropolitan area. A section of the 40-Mile Loop's course passes through the Homestead neighborhood. Though the loop system is to provide people with opportunities for day trips, hiking, biking, camping and canoeing, the grade changes and surface type within the neighborhood's segment limits the use to hiking only (excluding the Terwilliger portion where both bicycling and hiking uses are possible). The trail largely winds through the wooded hillside in what is now Marquam Nature Park.



**40 Mile Loop Trail at  
intersection with Terwilliger Blvd.**

## MARQUAM TRAIL AND NATURE PARK

The Marquam Trail and Nature Park are a part of the 40-Mile Loop. Marquam Trail ascends from a point along Terwilliger Parkway just south and west of S.W. Hamilton. There is a very small sign there indicating the trail. Marquam Trail climbs the hillside where it joins with Marquam Nature Park. The Park was donated to the city of Portland by the Friends of Marquam Nature Park and is now a city park.



Marquam Nature Park on lower Sam Jackson Rd.

## DUNIWAY PARK

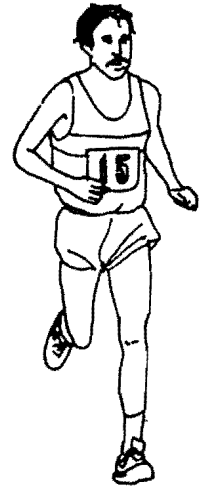
Duniway Park is located in the northeast corner of the Homestead neighborhood. Dedicated in 1918, the park site is on land which was once the site of a landfill. The park contains a quarter-mile running track with a field inside suitable for football or soccer. In other parts of the park are a soft jogging path, horseshoe pits, and a lilac garden. The park lacks sufficient public parking with only a small lot by the running track off of Barbur Boulevard servicing the entire park.



The beginnings of Duniway Park from a landfill. Barbur Blvd being constructed in background. Furnished by the Oregon Historical Society



Duniway Park today, structure in background is the YMCA.



## ***VEGETATION***

Marquam Hill presents a peaceful sylvan setting in close proximity to downtown Portland. This forest setting is a feature identified by most residents of the neighborhood as special. In the late 1800's much of the forest on Marquam Hill was clear-cut. Since then, the forest has returned along with its related indigenous understory plants. Native vegetation consists largely of Douglas fir, often mixed with deciduous red alder. One non-native plant, English Ivy, has become heavily established in the Douglas fir and red alder forests. The vegetation on Marquam Hill are important components of the area both in terms of the ecology and its visual character.

## VIEWS

The Homestead neighborhood is fortunate to have the topography that exists within it because it offers residents and the public some of Portland's finest view opportunities. The neighborhood ranges in elevation from about 175 feet above sea-level by Duniway Park to about 950 feet above sea-level along portions of Fairmount Boulevard. This topography and the eastward facing slope accesses views of the city and the Cascades. The City of Portland Bureau of Planning is currently developing a comprehensive survey and catalog of the city's view areas. That study contains comprehensive documentation of views within the Homestead neighborhood.



View from Elk Point  
on Terwilliger, looking  
East to Mt. Hood.

View towards east Portland  
from Terwilliger Blvd.



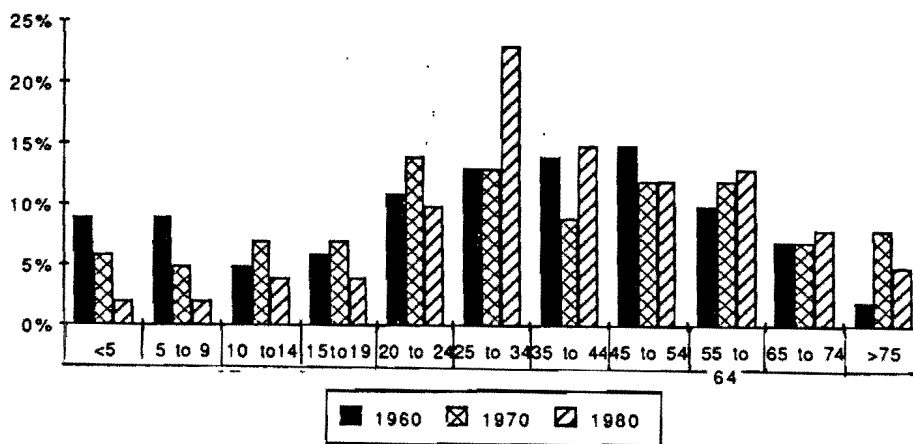
## 7. DEMOGRAPHICS

The Homestead neighborhood's total population fluctuated around 2,600 persons, and made up less than 1% of Portland's total population in the years 1960 - 1980 [Table 1A]. The census data indicates that the total Homestead population dropped 11% in 1980, compared to 1970. In this same time period, percentage of young people (age 20-34) living in this area, increased about 15% [Figure 1].

**TABLE 1A**                      **SELECTED SOCIOECONOMIC CHARACTERISTICS OF THE HOMESTEAD NEIGHBORHOOD AND PORTLAND**

	1960		1970		1980	
	HMSTEAD	PTLD.	HMSTEAD	PTLD.	HMSTEAD	PTLD.
TOTAL POPULATION	2570	372676	2734	382619	2680	366383
MEDIAN INCOME	\$10,255	\$6,340	\$11,241	\$9,062	\$17,438	\$14,782
COLLEGE GRADUATES	22%	11%	27%	12%	42%	22%
PROFESSION & RELATED OCCUPATIONS	69%	32%	60%	39%	63%	36%
HOUSING UNITS	891	143049	1081	152650	1327	###
-OWNER OCCUPIED	65%	58%	64%	54%	56%	###
PERSONS PER HOUSING UNIT	2.90	2.6	2.50	2.50	2.00	2.20
HOUSEHOLDS	842	134766	1048	149242	1269	162245
PERSONS PER HSLD.	2.85	2.70	2.60	2.56	1.99	2.25

**Figure 1**  
HOMESTEAD POPULATION  
PROFILES



Again during this time, the percentage of small children (under 5 years) in the neighborhood's total population dropped (from 9% in 1960, 6% in 1970 to 2% in 1980). This fact might indicate presence of young people on the hill who decided to postpone starting their families. Percentage of older people over 64 in the analyzed time, seems to remain stable, and tends to fluctuate around 10-15% on average.

Although the total Homestead population seemed to decrease in the years 1960-1980, during these same years there was a constant increase in housing units in this area [Fig. 2]. These new housing units may have been targeted for the rental market since the ratio of owner occupied housing in the Homestead area dropped from 65% in 1960 and 64% in 1970 to 56% in 1980 [Fig. 3]. It should be noted that the census data in Figure 3 still shows the Homestead neighborhood well ahead of Portland as a whole in percentage of owner occupied housing. This relatively higher ratio of home-owners living in the Homestead neighborhood may be explained by the higher median income statistic of households here compared to Portland as a whole (Table 1A). The inventory of property owners supported the census data and indicated over 81% of detached single family houses were owner occupied in the whole neighborhood.

Fig. 1 Housing Units Built in the Homestead Neighborhood Years 1960-80

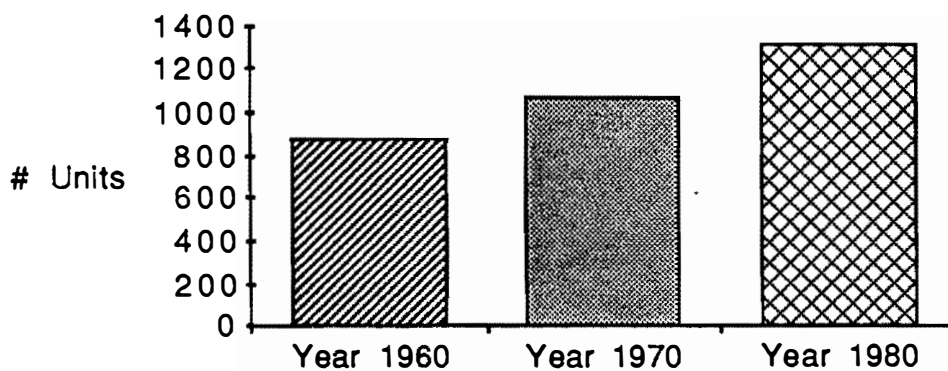
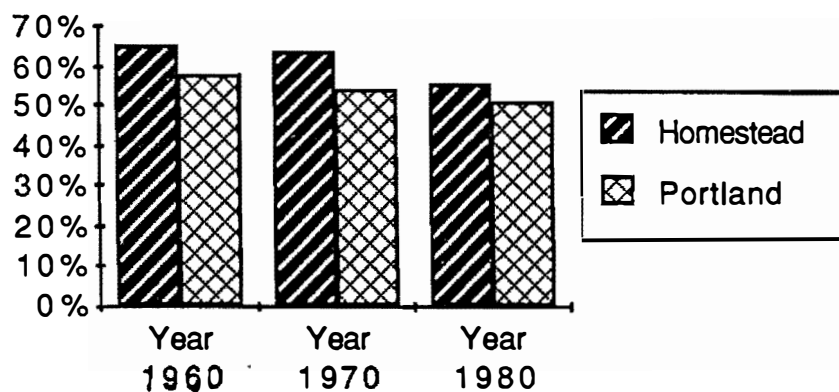


Fig. 2 Owner Occupied Housing Units Homestead & Portland 1960-80



In contrast, median rent paid by renters living in Homestead was lower than median rent in Portland in 1980 (Table 2C) and higher in 1960 and 1970 (Table 2A, 2B). This might indicate a deterioration of rental housing units in the neighborhood. Availability of cheaper rental housing in the area seemed to drop between 1960 and 1980, but there was a slight increase in "middle range rent" housing at the same time (Figures 6,7,8; next page).

The census data suggests that area residents generally have a high level of education. Concentration of graduates with at least four years of college education tends to be almost two times higher than in the City of Portland [Fig. 4].

Figure 4

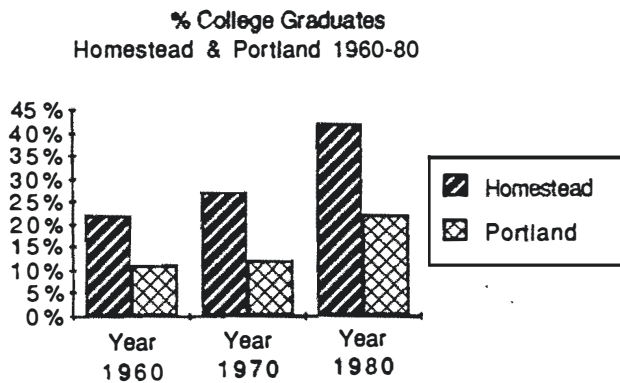


TABLE 2A

RENT RANGE	1960	
	HOMESTEAD	PORTLAND
<20\$	1%	9%
20-39\$	3%	14%
40-59\$	6%	20%
60-79\$	29%	19%
80-99\$	29%	22%
100-149\$	30%	14%
over 150\$	2%	2%
median rent	74\$	60\$

TABLE 2B

RENT RANGE	1970	
	HOMESTEAD	PORTLAND
< 30\$	0.10%	2%
30-39\$	0.10%	7%
40-59\$	3.80	10%
60-79\$	12%	17%
80-99\$	23%	18%
100-149\$	46%	35%
150-199\$	10%	8%
200-249\$	3%	2%
over 250\$	2%	1%
median rent	103\$	97\$

TABLE 2C

RENT RANGE	1980	
	HOMESTEAD	PORTLAND
<100\$	-	8%
100-149\$	5%	7%
150-199\$	20%	16%
200-249\$	32%	21%
250-299\$	20%	20%
300-349\$	7%	12%
350-399\$	6%	7%
>400\$	10%	9%
median rent	210\$	245\$

Homestead residents were employed in a variety of occupations. Data shows professional occupations account for 60% of the total employed. The same indicator for the City of Portland was never higher than 40% in the same years [Fig. 5]. These indicators support general observations that there is a high concentration of medical students and professional faculty in the neighborhood.



**% Professional Occupations  
Homestead & Portland 1960-80**

Figure 5

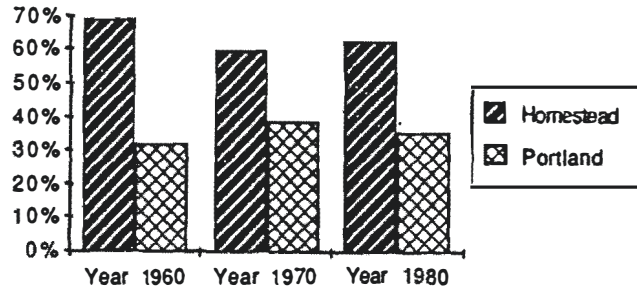


Figure 6

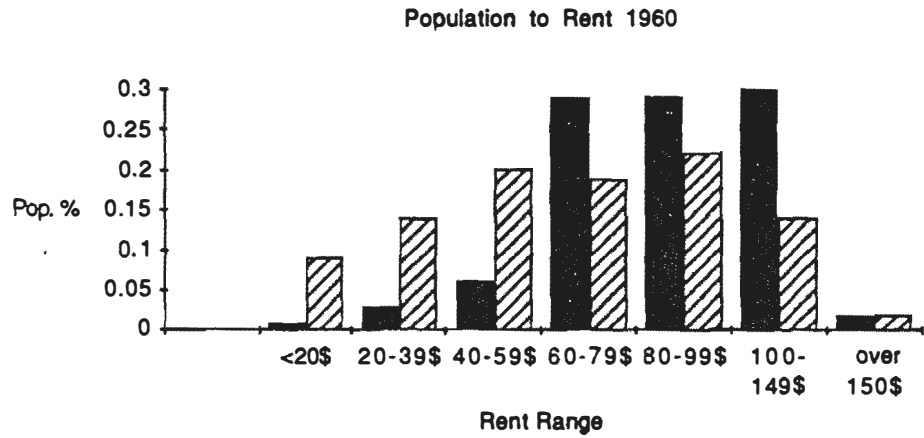


Figure 7

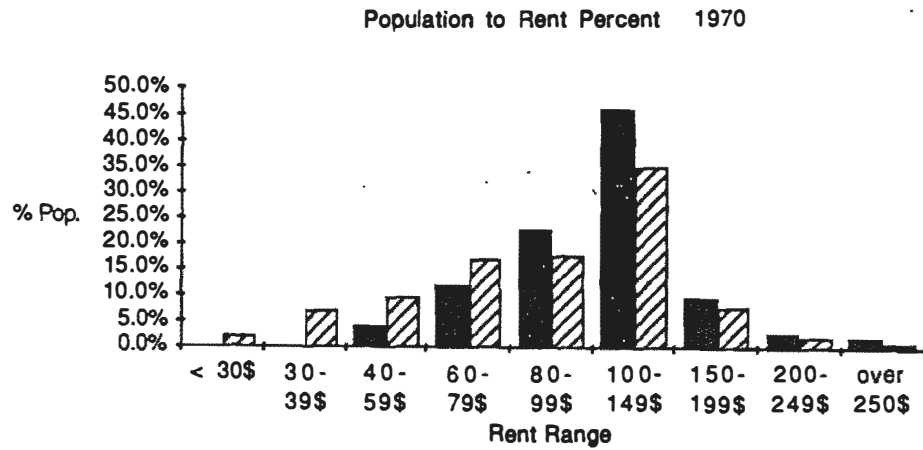
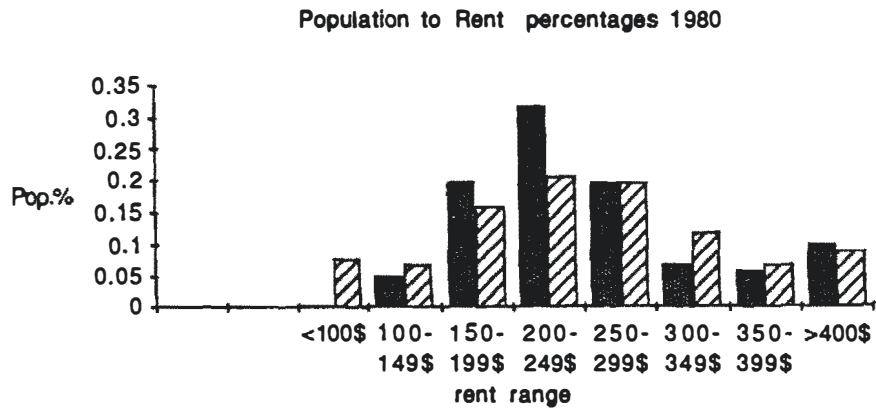
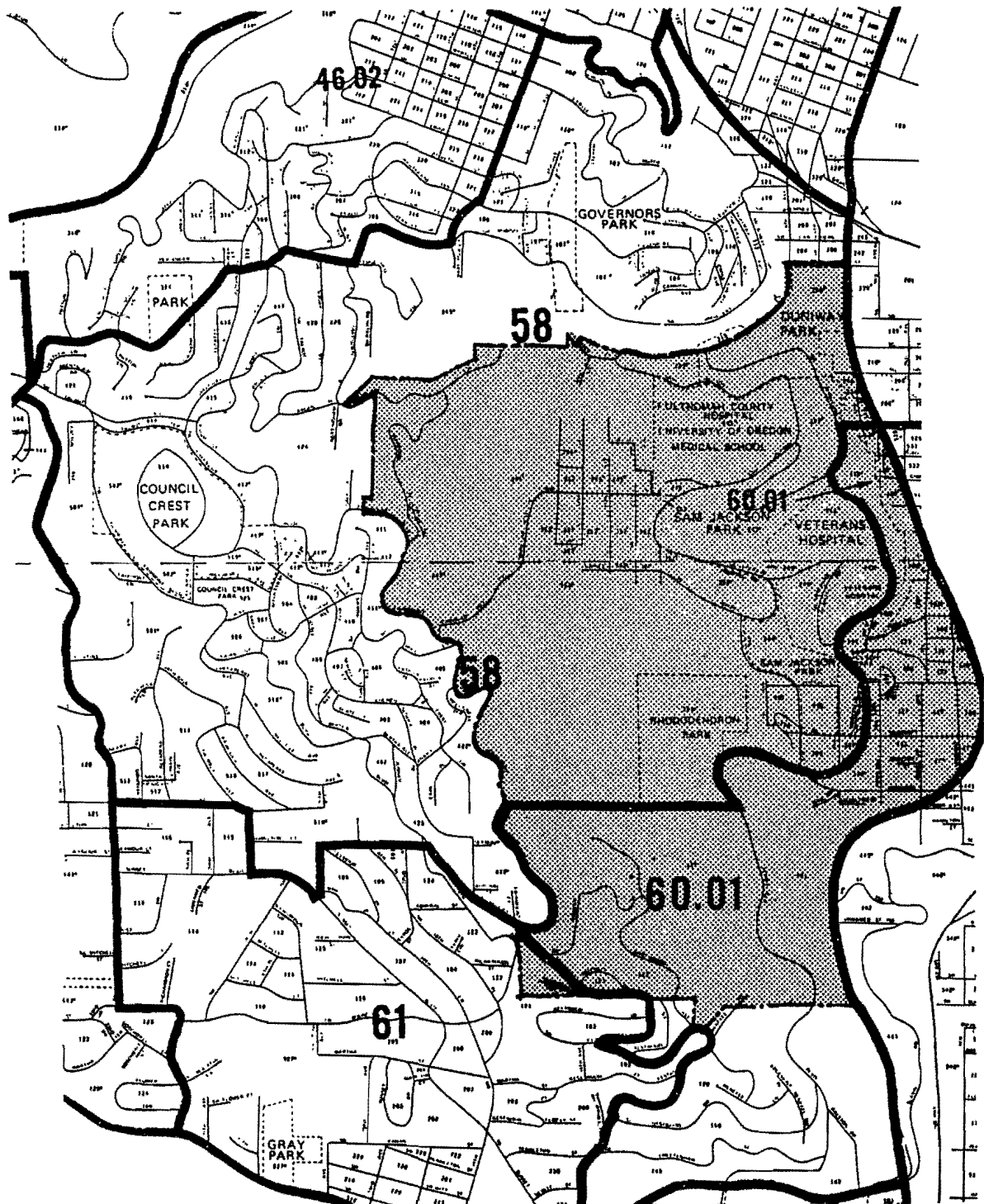


Figure 8



# HOMESTEAD



## CENSUS TRACTS



### HOMESTEAD NEIGHBORHOOD PLAN

MARQUAM HILL, CITY OF PORTLAND, OREGON

WINTER TERM, 1988

PREPARED BY USP 528, COMPREHENSIVE PLANNING WORKSHOP  
DEPARTMENT OF URBAN STUDIES AND PLANNING, PORTLAND STATE UNIVERSITY.

Homestead stands out from Portland with respect to the means of transportation used in commuting to work. In the years 1960-1980 about 67% of employed people living in the Homestead neighborhood used the auto (either as driver or as passenger) in their journey to work. More than 10% of the neighborhood's working persons walked to work. In comparison, only one-tenth of 1% of Portland's total employed persons were walking to work.

On average, about 10% of employed people living in Homestead used bus as their major means of transportation to school or work. In comparison, in Portland, about 15% of working people chose bus in their journey to work or school.

The Homestead neighborhood's crime statistics are quite favorable when compared to the whole of Portland's neighborhoods. Statistics provided by the Portland Police Bureau for the years 1984-1987 were analyzed for comparison. In percentage of violent crimes out of all crimes reported (violent and property crimes) Homestead was well below Portland's aggregate: Homestead hovered around 2%-4% while Portland's neighborhoods as a group was between 13%-14% [Table 3].

TABLE 3

Year	<i>% of Violent Crimes all Crimes Reported</i>		<i>Rate per 1000 pop. Reporting Crimes</i>	
	Homestead	Portland	Homestead	Portland
1984	3.3%	13.7%	104.5	158.8
1985	2.7%	13.3%	127.6	164.4
1986	2.8%	13.1%	109.3	171.7
1987	4.0%	13.2%	96.7	176.1

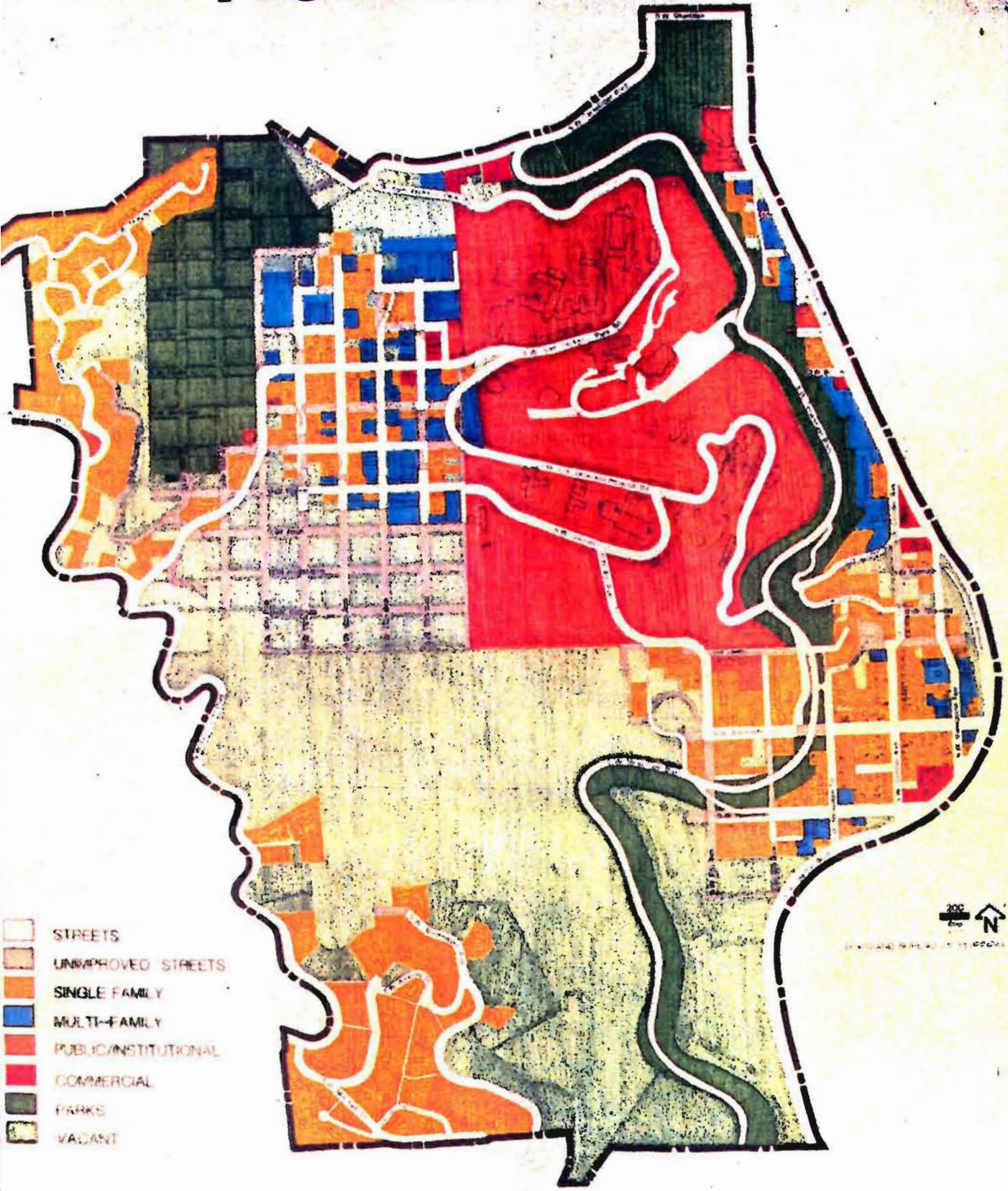
Source: Portland Police Bureau

Homestead also compared favorably when analyzing the rate per thousand of population reporting crimes. During the years 1984-1987 Portland's rate ranged from a low of 158.8 per thousand to a high of 176.1 per thousand. In the same time period, Homestead's rates ranged from a low of 96.7 per thousand to a high of 127.6 per thousand [Table 3].

In general, the Homestead neighborhood is a relatively safe one when compared to the whole of the city. The vast majority of the crimes reported in the neighborhood are property crimes with only a very small percentage being any type of violent crime.

The Homestead neighborhood might be depicted as a socio-economic enclave within the city due to its relatively higher concentrations of college graduates and professionals. The neighborhood maintains a higher ratio of owner occupied housing units and residents with a higher median income compared to Portland as a whole.

# HOMESTEAD



## LAND USE



### HOMESTEAD NEIGHBORHOOD PLAN

MARQUAM HILL, CITY OF PORTLAND, OREGON

WINTER 1988

PREPARED BY MSP, INC. FOR THE CITY OF PORTLAND  
IN PARTIAL FULFILLMENT OF A CONTRACT WITH OREGON STATE UNIVERSITY

## IV. PLANNING METHODS

The following section presents a summary of the planning methods utilized in aquisition of a land inventory and securing citizen participation.

### *1. PROPERTY DATA COLLECTIONS*

A major component of data collection prior to the findings of fact and making of recommendations is the compilation of a comprehensive inventory of affected properties. This is typically developed from field inspections, supplemented by county ownership records. In large built up areas, land use and development opportunities can be visually surveyed from the landscape. However, one critical factor in determining development potential is ownership. In Multnomah County, residential appraisal records are coded by tax lot and can be retrieved on a parcel by parcel basis. Unfortunately, that information is not referenced to street addresses, making it difficult to match those records with on site inspections.

It was found to be cost effective to contract with Tigor Title Insurance Company to run comprehensive "farms" on each of the quarter sections comprising the Homestead neighborhood. This data was then encoded on a micro-computer spread sheet and matched with tax maps of the area. This information was taken, in hand, when performing field inspections. In many cases, zoning information was incorrect and the county appraisal records had failed to note major remodeling.

While this method of compiling a property inventory provided a better mapping tool, the listing of the situs address and the ownership address (for sending tax records) gave the best measure for owner occupancy of single family dwellings. Where the tax payer address was different than the situs address, it was concluded there was a non-resident owner. In some cases, there may be privately carried contracts and a sale to an owner occupant has actually occurred.

The spread sheet format allowed sorting of the parcel files. Major landowners could be ranked according to acreage owned and the field observations could be cross tabulated in appropriate categories.

Field inspections were generally limited to observation made on foot from curbside. Attempts were made to verify the appraisal information on the county records including general building size and date of construction. The condition and amount of remodeling which various buildings had undergone was limited since there were few or no interior inspections.

The findings from this inventory include resolution of ownership patterns and the ranking of ownership interests. This information is presented in the findings section, following. The property inventory itself, supplemented with field observations, is included in the Addenda to this report.

## 2. *CITIZEN PARTICIPATION*

A major aspect of any planning process is the involvement of neighborhood residents. This provides additional access to issues and problems not always perceived by the planning group. It also provides up to date reference points to what people feel are immediate problems. In the planning process employed to produce this document, there were three components to citizen participation. These included a Neighborhood/OHSU Advisory Committee, a neighborhood survey, and a neighborhood workshop.

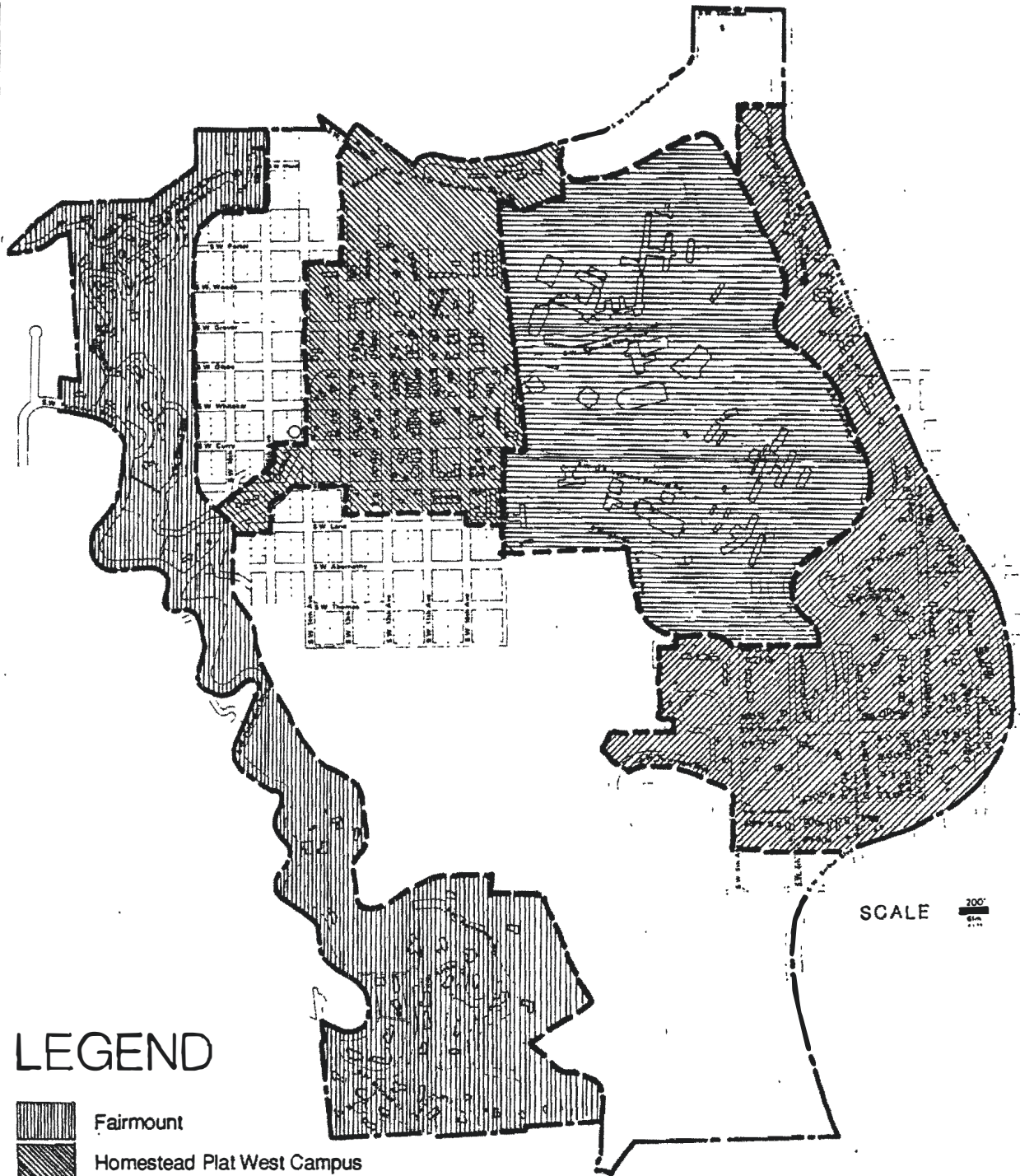
(1). The Advisory Committee was helpful in providing advise and direction. The committee reviewed our research and addressed issues of importance and problems overlooked. The formation of the committee was based wholly on those interested. The neighborhood committee members were called for at the neighborhood association meeting. The overall committee turned out to be remarkably representative . There were homeowners, a medical student, a former medical doctor at the institution, a former medical student, a retired engineer, the director of the OHSU Facilities Planning, a member of the Portland City Parks Bureau and non-resident property owners.

The committee met five times in the span of ten weeks. There was varying attendance but on average about eight individuals per meeting. Substitutes and interested parties from residents and non-residents owning property in the neighborhood, also took part in these meetings. All of these individuals added to the synthesis of the information and planning process.






(2). The neighborhood survey provided us with a means of reaching a wider audience. The questionnaire intended to identify new problems and assess the relevance of already established issues. It was composed of 15 questions of which 12 were a nominal yes/no response type and 3 open ended narrative response types. As with any questionnaire time and money were the primary limitations. Approximately 99% of all households with a mailing address received a questionnaire hand-delivered to their doorsteps. Return postage was guaranteed. We achieved a return rate of approximately 25% out of 1,000 questionnaires delivered.

Unfortunately the OHSU campus was not included in this survey since the questionnaire would have had to have been tailored to non-residents. The costs would have been too prohibitive. Cost also prevented us from having more than

# HOMESTEAD



## LEGEND

-  Fairmount
-  Homestead Plat West Campus
-  Barbur/Hamilton
-  OHSU/VA Property
-  Undeveloped

## SURVEY • SUB AREAS



NORTH

## HOMESTEAD NEIGHBORHOOD PLAN

MARQUAM HILL, CITY OF PORTLAND, OREGON

WINTER TERM, 1988

PREPARED BY USP 528, COMPREHENSIVE PLANNING WORKSHOP  
DEPARTMENT OF URBAN STUDIES AND PLANNING, PORTLAND STATE UNIVERSITY.



one person in a household answering a questionnaire. Absentee owners were omitted for similar reasons but definitely play an important part in neighborhood decisions.

There is no statistical significance attributed to the survey. This is because yes/no questions and narrative replies do not lend themselves to statistical analysis. Also the complex nature of the neighborhood and the omission of OHSU from the survey did not allow full representation of its participants. Still, the issues and process of problem identification were productive.

Questions within the survey were directed towards issues of:

- Neighborhood cohesion and stability
- Transportation and parking
- Future development and services
- Crime
- Recreation

Keep in mind when reviewing the following questions and answers that the total column responses were often tilted by one area, in particular the Fairmount area. For instance, in question number 5, the 82% of Fairmount residents using automobile as their major source of transportation overshadowed and averaged out the 26% response of the campus district. Looking at the total will not give a correct analysis of the varying neighborhoods. The figures that are in bold print are the ones considered to be of significance.

Areas of Response:

[Barbur/ Bancroft] [Campus Neigh.] [Fairmount]

Pop. response =104    Pop. Resp.=103    Pop.Resp.=38

Total

1. How long have you lived in the neighborhood?

Less than 1	14%	23%	11%	18%
1 to 4	<b>25%</b>	<b>53%</b>	21%	37%
5 to 10	16%	11%	21%	15%
10 to 15	17%	6%	16%	12%
More than 15	0%	7%	<b>32%</b>	18%

2. Will you continue to live in the neighborhood?

YES	<b>78%</b>	<b>66%</b>	<b>82%</b>	74%
NO	2%	2%	16%	12%
DON'T KNOW	10%	21%	2%	14%

**3. Are you now or have you been a (n)?**

OHSU Student	0%	39%	5%	17%
V.A. Employee	2%	6%	0%	3%
Faculty/Staff OHSU	7%	17%	14%	10%
Retired	14%	9%	11%	12%
Non-Response	75%	29%	71%	58%

**4. What part of the city do you regularly commute to?**

Downtown	34%	27%	29%	30%
Medical Complex	5%	25%	17%	15%
SW	26%	20%	20%	22%
NW	9%	7%	10%	9%
SE	8%	6%	7%	7%
NE	5%	6%	7%	6%
Tualatin Valley	3%	3%	2%	3%
Other	10%	6%	8%	8%

**5. How do you get to work/school?**

Auto	63%	26%	82%	51%
Bus	5%	6%	0%	5%
Walk	6%	41%	0%	20%
Bicycle	1%	0%	0%	0%
Bus + other Mode	5%	13%	3%	8%
Two modes w/o bus	11%	9%	3%	9%
Non-Response	10%	6%	10%	7%

**6. Where do you do you grocery shopping?**

Downtown	21%	28%	16%	23%
Hillsdale	18%	17%	21%	18%
Patton Road	5%	5%	25%	8%
Burlingame	39%	30%	9%	30%
Other	18%	20%	30%	21%

**7. Would you want a grocery store in your neighborhood?**

YES	33%	57%	18%	43%
NO	57%	28%	82%	51%
Don't Know	9%	12%	5%	
Non-Response	2%	3%	2%	

**8. What services are desired?**

Restaurant	24%	23%	20%
Full Ser. Grocery	21%	19%	6%
Coffee House	21%	28%	13%
Specialty Shop	9%	8%	6%
Dry Cleaners	7%	10%	20%
Bank	9%	5%	20%
Other	9%	8%	6%

**9. Would you approve of mixed-use development in your area?**

YES	27%	50%	8%	34%
NO	57%	37%	82%	52%
Don't Know	16%	13%	10%	14%

**10. Is parking a problem in your area?**

YES	72%	92%	40%	76%
NO	26%	7%	58%	23%
Don't Know	2%	1%	2%	1%

**11. Is crime a problem in your neighborhood?**

YES	39%	16%	37%	30%
NO	26%	60%	45%	43%
Don't Know	35%	24%	18%	27%

**12. Do you use recreational trails, facilities, or parks in your neighborhood?**

YES	85%	82%	74%	82%
NO	13%	17%	26%	17%
Don't Know	2%	1%		1%

Question 1 indicated that the most transient population exists in the campus area. Other areas indicated a more even distribution except for the Fairmount area which especially indicates people who have lived there for some time. Question 2 clearly indicated that the residents of all areas like living in this neighborhood. Question 3 revealed that only the campus neighborhood residents are truly affiliated in daily activities with the university. Question 4 showed a fairly even spread among areas to which people commute, though downtown seems to receive the highest marks in all areas. The major means of transport is, naturally, the automobile and very little use of the bus system. The only area which shows a preference for walking and other modes besides the automobile is the campus region.

Question 6 referring to shopping preferences, indicated that Burlingame is well used by two neighborhood areas, while the Fairmount area utilizes their closest store which is at Hillsdale and Patton Road. Addition of grocery stores to the various neighborhoods was not well received except in the campus area. Still this area signified that a coffee house and not a grocery store was the highest priority item. The spread in question 8 is rather even between all the services desired but no one service seems to stand out.

Mixed use development as indicated by question 9 was readily disapproved of in the Barbur/Bancroft and Fairmount areas while the campus area to gave it a 50% affirmative response . Parking is still considered a problem in Barbur/Bancroft and the campus areas because of proximity to the medical complex. Fairmount is too far removed to be detrimentally affected. Suprisingly, crime is not perceived as a problem in the campus area as indicated in question 11. The Barbur/Bancroft neighborhood still experiences some crime, as does the Fairmount area. The final coded question, question 12 indicated that everyone in some form uses the recreational assets of the area.

The following summary is a coding of responses performed on the last 3 questions of the questionnaire. These questions elicited an open response from the residents as to what they perceived the problems and solutions might be. The number of the responses and percentages of the total that are in bold type suggest relative importance.

**SURVEY OPEN ENDED RESPONCES**  
**ISSUES IDENTIFIED BY AREAS**

	FAIRMOUNT	HOMESTEAD PLAT	BARBUR	TOTAL
NUMBER OF RESPONCES	38	114	104	256
NO. OF SURVEYS DELIVERED	125	475	400	1000
Percentage of Response	30.4%	24%	26%	25.6%
	<b>No./%</b>	<b>No./%</b>	<b>No./%</b>	<b>No./%</b>
<b>#11. CRIME SOLUTIONS</b>				
NEIGHBORHOOD WATCH	5/13.2	4/3.51	15/13.2	<b>22/8.59</b>
BETTER STREET LIGHTING	3/7.89	4/3.509	4/3.51	11/4.3
PERSONAL ALARMS	4/10.5	0/0	7/6.14	11/4.3
BETTER POLICE PATROL	4/10.5	4/3.509	1/0.88	9/3.52
BUILD MORE JAILS	2/5.26	0/0	5/4.39	7/2.73

**FAIRMOUNT    HOMESTEAD PLAT    BARBUR    TOTAL**

**#13 RECREATIONAL FACILITIES USED**

TERWILLIGER PARKWAY	0/0	25/21.93	65/57	90/35.2
MARQUAM HILL TRAIL	10/26.3	27/23.68	9/7.89	36/14.1
DUNIWAY PARK	0/0	18/15.79	15/13.2	33/12.9
COUNCIL CREST PARK	7/18.4	11/9.649	0/0	18/7.03
FAIRMONT (JOG/WALK) ROUTE	5/13.2	6/5.263	0/0	11/4.3

**#13 RECREATIONAL FACILITIES NEEDED**

SWIMMING POOL	0/0	12/10.53	0/0	12/4.69
RUNNING PATHS	3/7.89	5/4.386	0/0	8/3.13
BIKE PATHS	3/7.89	0/0	4/3.51	7/2.73
TENNIS COURTS	0/0	7/6.14	0/0	7/2.73
PARK/PLAYGROUND	0/0	0/0	7/6.14	7/2.73

**#14. EXPECTED PROBLEMS NEXT 10 YEARS**

PARKING	0/0	37/32.46	25/22	62/24.2
TRAFFIC	7/18.4	20/17.54	30/26	57/22.3
OVERCROWDING	5/13.2	27/23.68	23/20	55/21.5
CRIME	10/26.3	7/6.14	24/21	41/16
EXPANSION OF OHSU	0/0	12/10.53	16/14	28/10.9
STREET MAINTAINANCE	8/21.1	10/8.772	0/0	18/7.03
SHORTAGE AFFORDABLE HSG	0/0	10/8.772	0/0	10/3.91
TOO MANY JOGGERS	4/10.5	0/0	0/0	4/1.56

**#15. POSITIVE ASPECTS OF LIVING IN AREA**

CLOSE TO DOWNTOWN	16/42.1	19/16.67	59/52	85/33.2
VIEWS	12/31.6	25/21.93	36/32	73/28.5
QUIET	12/31.6	30/26.32	16/14	58/22.7
FOREST	6/15.8	20/17.54	15/13	43/16.8
RESIDENCES	3/7.89	10/9	15/13.2	28/10.9
CLOSE TO WORK	0/0	22/19.3	0/0	22/8.59
SENSE OF SAFETY	0/0	15/13.16	0/0	15/5.86
HIKING TRAILS	3/7.89	0/0	0/0	3/1.17
CLOSE TO (MED.) SCHOOL	0/0	16/14.04	3/2.63	19/7.42

(3). The Neighborhood Workshop was another means by which we were able to obtain firsthand information with the neighborhood and OHSU. There were 22 participants. Advertising the workshop was accomplished through the neighborhood questionnaire. Students led three small groups in which four areas were addressed. The process of group involvement was aimed strictly at "brainstorming" ideas not debating them. Each person was also given five votes to cast

for the written ideas brain-stormed. This prioritized the most pressing problems and solutions. The four issue areas were:

- A. What do you feel are the neighborhoods assets?
- B. What do you feel are the problems in the neighborhood?
- C. What communication problems exist in and between the neighborhood and OHSU.
- D. What solutions would alleviate the above problems?

**Area A** major assets identified were:

The Terwilliger Parkway with its trees and trails, views, proximity to the downtown, health care, the heterogeneity of residents, young people, low crime in the campus area and a stable mix of single family and multifamily housing.

**Area B** identified problems as:

**Traffic** on Sam Jackson Road., Bancroft and Terwilliger, Sheridan and Terwilliger, Terwilliger itself, and on 11th there was construction traffic at OHSU, with access problems on/off hill.

**Streets.** improvements in widening or providing sidewalks, and basic street maintenance, lighting problems on Terwilliger.

**Alternative Transport.** needs in better mass transit, planning for the pedestrian, joggers on Fairmount.

**Parking.** problems on Hamilton St., Gibbs to Fairmount Sts, on the campus, parking permit problems.

**Infrastructure** problems in the streets, utilities (sewer, lighting, storm sewer improvement at Hamilton.

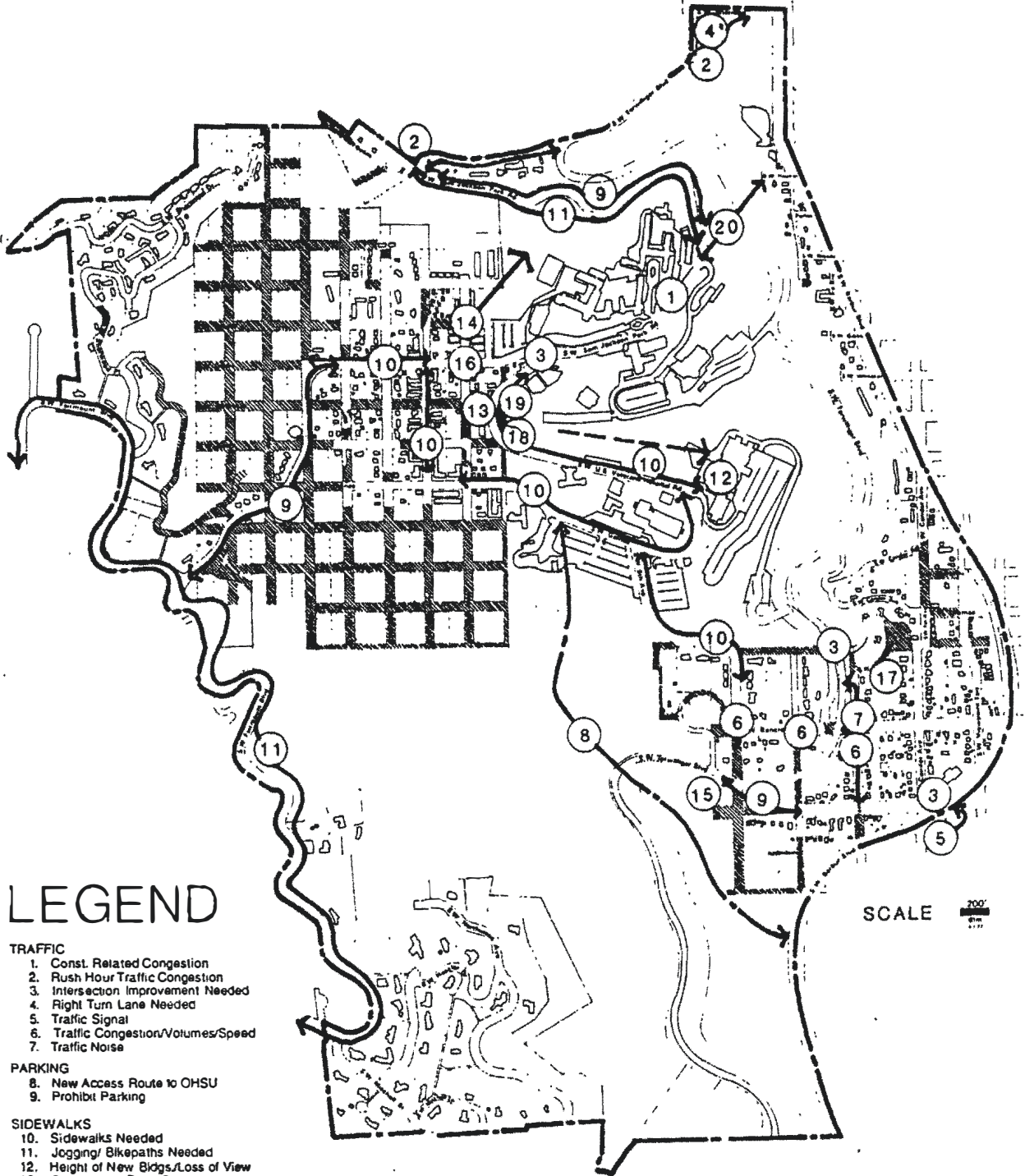
**Housing** problems with need for low cost housing near campus, a protection of views, taxing and zoning inconsistencies, Building heights.

**Zoning/Planning** changes needed to deal with the defining edge of the OHSU campus, protection of views, commercial development, parking, lack of cohesion .

**Recreation** Less traffic on Terwilliger, sidewalks on campus, activity parks for children, lack of bike lanes.

**OHSU Campus** need for better signs, information sources, rush hour traffic, parking problems, height of the VA, construction congestion, security lights brightness on Terwilliger, air pollution.

# HOMESTEAD



## LEGEND

### TRAFFIC

1. Const. Related Congestion
2. Rush Hour Traffic Congestion
3. Intersection Improvement Needed
4. Right Turn Lane Needed
5. Traffic Signal
6. Traffic Congestion/Volumes/Speed
7. Traffic Noise

### PARKING

8. New Access Route to OHSU
9. Prohibit Parking

### SIDEWALKS

10. Sidewalks Needed
11. Jogging/ Bikepaths Needed
12. Height of New Bldgs./Loss of View
13. Commercial Zone Change
14. View Of City Lights To Protect
15. Storm Sewer Needed
16. Define Campus Edge To OHSU
17. Crime
18. Campus Info. Center
19. Student Union/library
20. Footpath/vistars

SCALE 200'  
0' 100' 200'

## WORKSHOP PROBLEM IDENTIFICATION



NORTH

## HOMESTEAD NEIGHBORHOOD PLAN

MARQUAM HILL, CITY OF PORTLAND, OREGON

WINTER TERM, 1988

PREPARED BY USP 528, COMPREHENSIVE PLANNING WORKSHOP  
DEPARTMENT OF URBAN STUDIES AND PLANNING, PORTLAND STATE UNIVERSITY

**Area C** communication problems/solutions indicated are:

**Neighborhood** block meetings, communication tree with the non-resident property owners., notification to renters of neighborhood issues, creation of sub-committees for different areas of the neighborhood.

**OHSU** needs are to establish voting members from the neighborhood on campus committees, article in neighborhood newsletters and campus newsletters, a public office of information, an understanding of the unequal balance of power between the neighborhood and the institution.

**Area D** --Solutions indicated are:

**Traffic** routing of construction traffic, lid on number of vehicles allowed on hill, parking done at remote sites in conjunction with transit buses, left turn off of Barbur on to Hamilton St., Mass transit in cable cars, trams, trolleys or light rail, expansion of shuttle bus to other areas.

**Parking** prohibit parking on north side of Hamilton, expand parking permits to areas of unincluded streets.

**Capital Improvements** in building jogging/walking paths along Fairmount, spread cost of improvements over larger area, a special design district, identification of unbuildable lots, define growth factors

**Communications** Neighborhood access to campus communication, notification of non-resident land owners of issues,

**Views** establish with the city specific view corridors to protect above (and below) the campus area.



## V. FINDINGS AND CONCLUSIONS

These Findings and Conclusions laid the framework within which specific recommendations could be made. They evolved from the research conducted as part of this report.

Through the various planning processes already discussed there has been developed a list of 68 findings and conclusions. Out of these a list of the key findings have been sorted into 6 areas: transportation, development potential, housing, recreation/amenities, campus/neighborhood relations, and the university district. The following are a listing of the key findings which are in turn followed by the complete set of findings.

### KEY FINDINGS

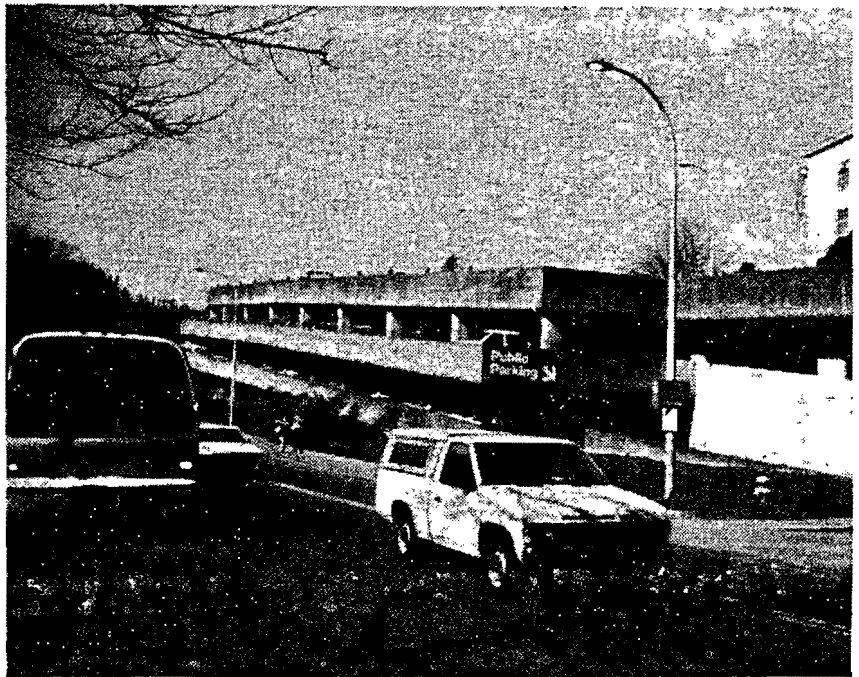
#### *A UNIVERSITY DISTRICT*

1. A need exists for developing a stronger identity for the campus, with mutually defined edges and cohesion with the neighborhood.
2. Because the medical institutions are non-profit, the millions of dollars of investment result in Zero dollars of property tax, which hinders infrastructure improvements in the area surrounding the campus.

#### *B. TRANSPORTATION:*

1. Sam Jackson Road is the major access route entering the campus and is chronically over loaded with parking and traffic.

2. Substandard streets are now heavily used for traffic movement. There are many undeveloped streets, particularly in the Homestead Plat area due to the topography. This contributes to poor traffic circulation.



Parking structure, Bus Stop;  
Traffic Congestion Area on Sam Jackson Rd.

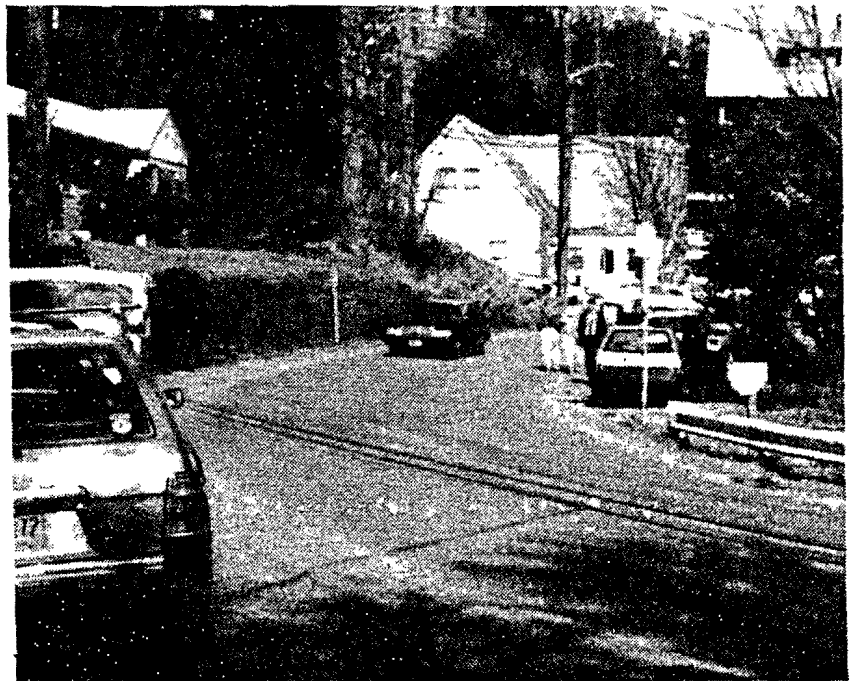
3. In light of future expansion needs and the limited amount of access, there is a need to identify and build a major access route for the area.
4. Present parking availability is not adequate to accommodate increased demand arising from future institutional growth.



Indication of parking problem obscuring older architecture with parking structures.

5. The north and south campus lack a good pedestrian linkage, which generates extra car trips between the two.

6. Walking is a substantial transportation mode within the Homestead Plat sub area. According to the 1980 census 10% walk to work & school. Survey results indicate that 40% of the respondents in this area walk to work or school. Both figures are substantial compared to the Portland area as a whole where one-tenth of 1% said they walk to work.



SW Veterans Hospital Road  
Edge of West Campus  
Parking and Pedestrian  
problems.

7. There is a lack of sidewalks in the area, particularly in the Homestead Plat area.

**C. DEVELOPMENT POTENTIAL:**

1. Development in all but the Homestead Plat area is opposed by the present neighborhood residents. The area is deficient in transit service, with only one bus line serving the area.
2. Access problems associated with the medical complex location raises questions about the appropriateness of more growth. Continued expansion of these institutions may be necessary to assure institutional viability. Expansion most logically would be to the west and possibly south of the present campus boundaries. However current transportation facilities are inadequate to support additional institutional expansion.
3. Much of the land in the neighborhood is controlled by governmental bodies. Over 50% of the land area is controlled by six entities.
4. There is a demand for commercial services on the hill but poor traffic circulation and access limit these development opportunities.

**D. HOUSING:**

1. The quality of the housing in the Homestead Plat is generally poor. This impacts the lifestyle of the students as well as providing low income housing.
2. The area is experiencing a decreasing number of owner occupied housing units. The total population in the neighborhood decreased between 1970-80, while the percentage of people aged 20-34 increased by 15%.

**E. RECREATION/AMENITIES:**

1. The neighborhood is well served by natural "nature" parks but lacks in activity parks. There are few facilities/playgrounds for children.

2. Views are important to maintaining value in the neighborhood. However, city policy does not protect private views. Although the city has a policy of not protecting private views, protection of public

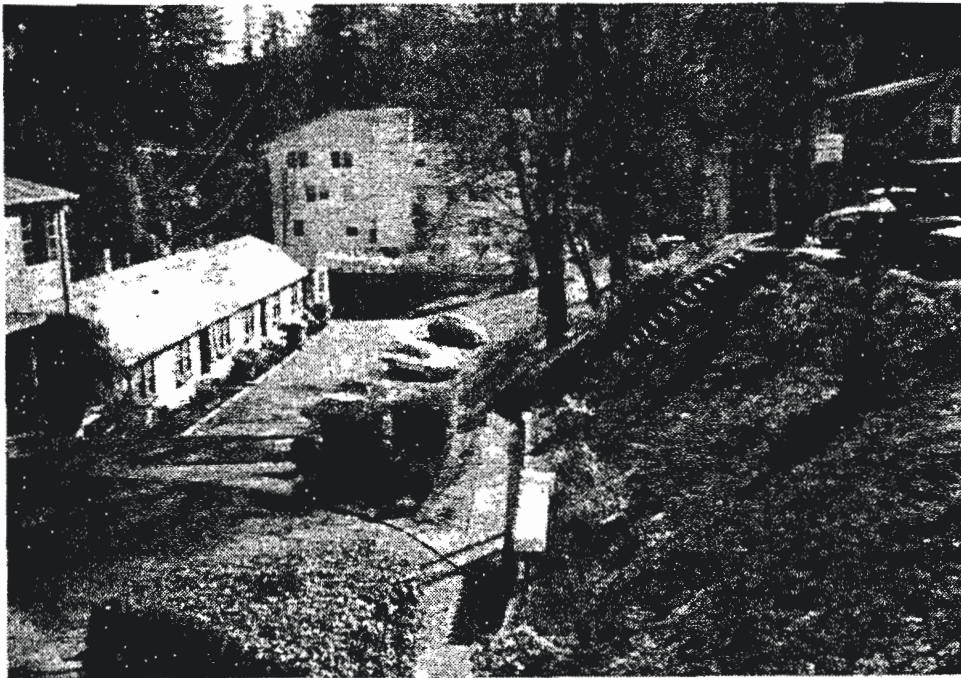


Street Right of Way at Whitacker St  
in the Homestead Plat, Possible Pedestrian  
Trail linkage and Activity Park Area.

views from streets and intersections, particularly west of the medical-complex, should be pursued.

**F. CAMPUS/NEIGHBORHOOD RELATIONS**

1. There is not sufficient communication between the medical-complex and the neighborhood.
2. There is a need for a centralized information center for communication between the various groups on the hill.



Present geographical center of campus is privately owned; the building in the back is the Ronald McDonald House one of the few places families can stay while children are in the Hospital.

## Total Listing of the Findings and Conclusions:

### *A. Medical Complex/University District*

1. A need exists for developing a stronger identity for the campus - with defined edges and look in location of future building. A University District like the one developed in Eugene, Oregon around the University of Oregon may be an appropriate model.
2. The campus doesn't read very well. Signs are needed to improve the identity and coherence of the campus - gateways.
3. Because the medical institutions are non-profit, the millions of dollars of investment result in 0 dollars of property tax, which hinders infrastructure improvements in the area.

### *B. Transportation*

1. Sam Jackson Road is the major access route entering the campus. It is chronically overloaded.
2. Present parking facilities are not adequate to accommodate increased demand arising from future institutional growth.
3. Substandard streets are now heavily used for traffic movement. There are many undeveloped streets, particularly in the west-campus area, due to topography. This contributes to poor traffic circulation.
4. Condition of streets and level of street improvements varies throughout the area, possibly because of topography. The worst street conditions are in the west-campus sub-area.
5. Primary transportation mode of west-campus sub-neighborhood is walking. Ten percent of neighborhood residential walk to work.
6. A number of platted streets are unimproved, this hampers both pedestrian and vehicular access, particularly in the west-campus area.
7. In light of future expansion needs and limited access, there is a need to identify and build a major access route for the area.
8. Neighborhood residents consider parking a problem in the west-campus and Terwilliger sub-neighborhoods.

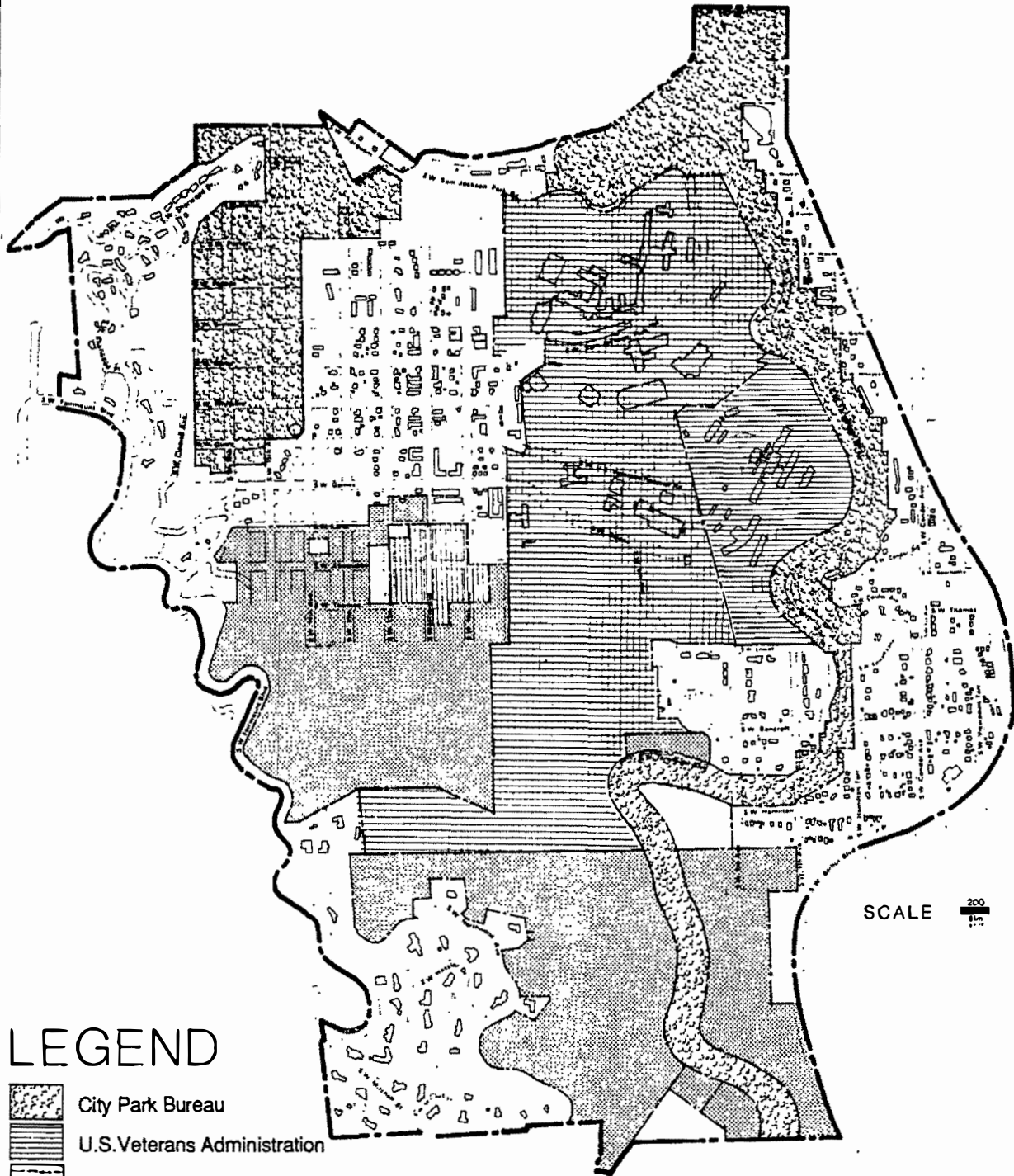
9. Car traffic needs to be controlled in the west-campus area, with safer, more pleasant facilities for pedestrians.
10. The two campuses lack a good pedestrian linkage, which generates extra car trips between the two.
11. There is a lack of sidewalks in the area, especially the west of campus area.
12. A conflict and hazard is created by the dual use of Fairmount by vehicles and pedestrians.
13. Parking on Gibbs - up to Fairmount creates a hazardous situation, i.e. lack of sidewalks.
14. Present parking permit system is flawed and needs to be repaired.
15. Lack of parking serving Duniway Park prevents full utilization of the park.
16. Due to lack of signs along Terwilliger corridor, those using the roadway are not aware that they are using a scenic and recreational facility.
17. Terwilliger Parkway is a recreational facility whose use is limited by deed of gift. Expansion of traffic to facilitate university/medical complex growth may threaten compliance with the terms of this donation.
18. Because of high traffic volume on Terwilliger, a linkage for pedestrians is needed to the east, across Barbur to the Lair Hill neighborhood.
19. The inadequacy of right hand turn lane at Sheridan and Terwilliger creates - leads to a back up of traffic at this intersection at rush hour.
20. The campus bus and parking at other locations might reduce traffic to the hill.
21. There is a high concentration of housing and population in the residential area just west of the campus, the campus sub-neighborhood.

### *. Development Potential*






1. Significant portion of vacant land is subject to soil instability. Topography of the area limits ability to develop new streets.

2. Development in all but the west-campus area is opposed by the present residents of the neighborhood. The area is deficient in transit service. There is only one bus line serving the area.
3. Access problems associated with the health science complex location raise questions about the appropriateness of more growth. Continued expansion of the medical campus may be necessary to assure institutional viability. Expansion most logically would be to the west into the west-campus area. However, the transportation system is inadequate to support additional institutional expansions.
4. Because of soil instability in the area, natural vegetation should be retained and reforestation encouraged.
5. Vacant area south of Gaines is not developable without a sewer trunk line connection to Barbur.
6. Additional growth on the hill is constrained by inadequate sewers.
7. New retail and commercial activity should target people who already live, work, study or are visitors to the hill.
8. Notwithstanding apparent demand for commercial services on the hill, poor traffic circulation and access severely limits development opportunities.
9. The Carnival Restaurant site and commercial area at base of the hill offers superior access and consequently presents the best opportunity for new additional commercial growth.
10. Residents do their shopping in a variety of areas outside of the neighborhood.
11. Much of the land in the neighborhood is controlled by governmental bodies. The table below shows large landholder interests. Over 50% of the land area is controlled by six entities.
12. History of the neighborhood strongly suggests that the pattern and quality of residential development has been dictated by access constraints.
13. Residents in the area are very concerned about the heights of new buildings.
14. Most residential buildings in the area are 1-2 stories in heights.
15. There is a lack of campus/community and retail facilities.

# HOMESTEAD



## LEGEND

-  City Park Bureau
-  U.S. Veterans Administration
-  Oregon Health Sciences Univ.
-  Portland School Dist. No 1
-  Privately Owned

## MAJOR OWNERSHIP PATTERNS



NORTH

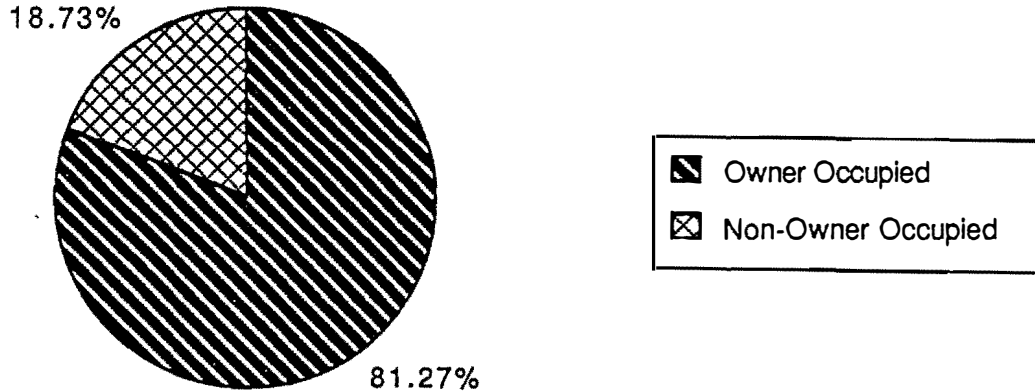
## HOMESTEAD NEIGHBORHOOD PLAN

MARQUAM HILL, CITY OF PORTLAND, OREGON  
WINTER TERM, 1988

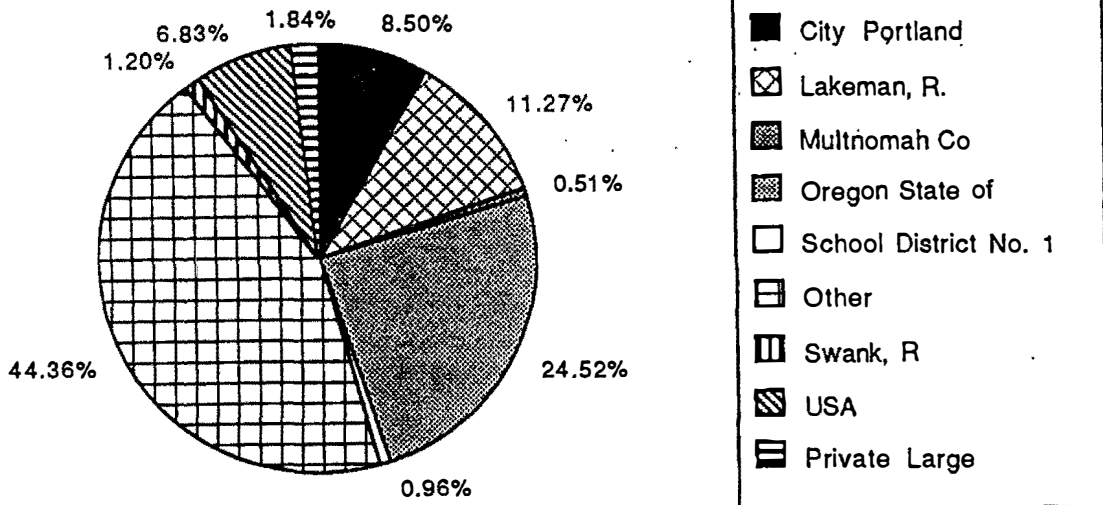
PREPARED BY USP 528, COMPREHENSIVE PLANNING WORKSHOP  
DEPARTMENT OF URBAN STUDIES AND PLANNING, PORTLAND STATE UNIVERSITY.



**SINGLE FAMILY RESIDENTIAL ZONES  
OWNER OCCUPIED HOUSING**



**Ownership Interest**



**RANKING OF LAND OWNERS**

**Figure 9**

	Percent
1. State of Oregon	24.52%
2. Richard Lakeman	11.27%
3. City of Portland	8.50%
4. The Federal Government	6.83%
5. R. Swank	1.20%
6. School District # 1	.96%
7. Other Mixed Residential and Commercial	44.36%

## ***D. Housing***

1. The neighborhood is readily divided into three sub-areas. Fairmount, Homestead Plat/Campus and below Terwilliger. The problems and needs of the Fairmount sub-neighborhood are fundamentally different than those of the other two sub-neighborhoods.
2. The quality of housing in the Homestead Plat sub-area is poor. This impacts the life style of the students living on the hill. Services may not be adequate for the needs of this group.
3. Most of the residents in the west-campus area have lived in the area less than five years. This is a transient population.
4. There is a shortage of housing affordable to students close to the campus; there are about 1,900 students registered at OHSU.
5. There is limited residential space near the campus, but a lot of vacant land.
6. Most of the residential housing is in average condition compared to expected conditions city-wide.
7. The area is experiencing a decreasing number of owner occupied housing units in the neighborhood. Producing a less homogeneous outlook among area residents. Total population on the hill decreased between 1970-1980, while the percentage of people 20-34 increased 15%.
8. Concurrently, the number of children on the hill decreased and the number of housing units increased.

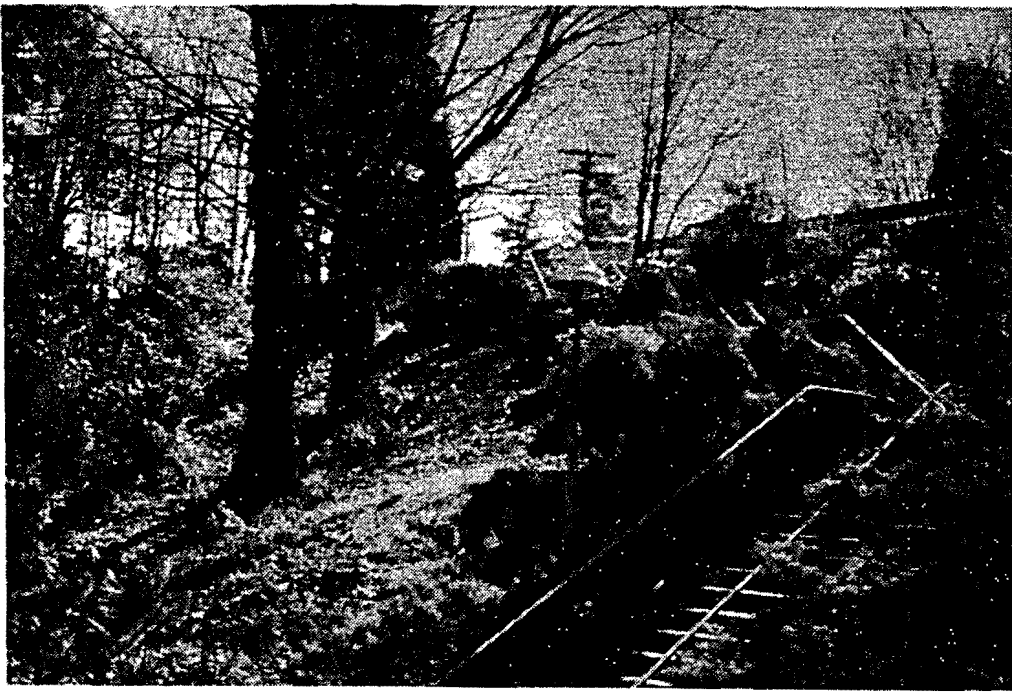
## ***E. Recreation and Amenities***

1. The neighborhood's recreational facilities are not fully utilized..
2. Neighborhood is well served by natural "nature" parks, but lack activity parks. This is particularly a problem in the west-campus sub-area.
3. There are no facilities for children especially in the west campus area.
4. Campus facilities may be able to meet the recreational needs of the west-campus population.
5. Residents of the neighborhood who utilize recreational facilities tend to use the facilities nearest their residence. Lack of outside facilities for children.

6. Views are as important to maintaining value in the neighborhood.
7. Barbur Boulevard corridor area offers outstanding views of the downtown and the river and excellent access to the downtown.
8. The city has a policy of not protecting private views, protection of public view from streets and intersections, particularly west of the campus, should be pursued.
9. On a relative basis, crime is a minor problem in the neighborhood.
10. Interference with private view will stir protests from affected owner/residents.
11. View protection may impede the vertical development of many sites.

### ***F. Campus/Neighborhood Relations***

1. Generally, residents are satisfied with the area, neighborhood, at this time, but they are concerned about the future.
2. To what extent is the university's growth supported by the public need and welfare, and how does this get weighed against the neighborhoods needs.
3. Image of the campus area needs to be improved.
4. There is not sufficient communication between the medical complex - institutions and the neighborhood.
5. Lack of informational system to tell neighborhood residents what facilities at OHSU exist and who can use them.
6. The area is composed of several population sub-groups that exist happily together. The older people seem to enjoy having the medical students in the neighborhood.
7. Income and education level of area residents is higher than the city average.
8. There is a need for a centralized information - tool - center - for communication between the various groups on the hill. (kiosks)
9. Most crime on the hill is property related.
10. Residents feel alienated from the planning process, primarily of campus development. A special design zone might address this university district.



Example of existing stairway on Campus  
between US Veteran Hospital Rd. & Gaines.



Stairs dead end at bottom of  
Lowell St. at Barbur Blvd.

Bik No.	Account #	Use	Owner	Owner Address	City, State	Owner Occupied	Cond.
Bik No.	Account #	Use	Owner	Owner Address	City, State	Owner Occupied	Cond.
	R991091240	---	Swank, Roy L	789 SW Summit View Dr.	Portland, OR		
	R991090960	2950 SW 12th Ave.	Swank, Roy L	789 SW Summit View Dr.	Portland, OR	no	
	R991091170	---	Swank, Roy L	789 SW Summit View Dr.	Portland, OR		
	R991091000	3010 SW 10th Ave.	Marquam Village Investors	50 SW 2nd Ave. #314	Portland, OR	no	
	R991090850	2955 SW 11th Ave.	Olsen, Marvin O.	2211 SW 1st Ave. #1105	Portland, OR	no	
353	R991090820	840 SW Gaines St.	Oregon State of (UofO)	State Highway Bldg.	Salem, OR		
353	R991090390	---	Oregon State of	State Highway Bldg.	Salem, OR		
352	R991090550	3310 SW US Vet. Hosp. Rd.	Oregon State of	16 SW Park Ave.	Portland, OR		
244	R991090560	SW US Vet. Hosp. Rd.	United States of America	620 SW Main St.	Portland, OR		
353	R991090350	---	Oregon State of (Board of)	P.O. Box 3157	Eugene, OR		
353	R991090990	4455 SW Terwilliger Blvd.	Norris, Thelma	4455 SW Terwilliger Blvd.	Portland, OR	yes	3
353	R991090590	---	Norris, Charles F.	4455 SW Terwilliger Blvd.	Portland, OR		
141	R991091040	---	City of Portland	1700 SW 4th Ave.	Portland, OR		
141	R991091200	---	Lakeman, Richard E.	2562 SW Buckinghham	Portland, OR		
141	R991091070	---	Lakeman, Richard E.	2562 SW Buckinghham	Portland, OR		
141	R991091550	---	CHELF	3181 SW Sam Jackson Rd.	Portland, OR		
121	R991091150	3056 SW Fairmount Blvd.	Hodges, Clarence V.	3056 SW Fairmount Blvd.	Portland, OR	yes	3
121	R991091090	3080 SW Fairmount Blvd.	Keeler, Lyle P.	3080 SW Fairmount Blvd.	Portland, OR	yes	3
121	R991091080	3070 SW Fairmount Blvd.	Tsongas, George A.	3070 SW Fairmount Blvd.	Portland, OR	yes	2
121	R991091220	3084 SW Fairmount Blvd.	Ritchie, Claire J.	3084 SW Fairmount Blvd.	Portland, OR	yes	3
121	R991091510	---	Ritchie, Claire J.	3084 SW Fairmount Blvd.	Portland, OR		3
121	R991091270	3062 SW Fairmount Blvd.	Hagenstein, W.D.	3062 SW Fairmount Blvd.	Portland, OR	yes	3
121	R991100280	---	United States of America	620 SW Main St.	Portland, OR		
121	R991161590	---	Keller, Richard B.	4700 SW Northwood Ave.	Portland, OR		
121	R991161110	---	Nature Conservancy	1234 NW 25th Ave.	Portland, OR		
121	R991160920	---	Oregon State of	State Highway Bldg.	Salem, OR		3
121	R991161410	---	City of Portland	1220 SW 5th Ave.	Portland, OR		2
121	R991160410	5700 SW Terwilliger Blvd.	Che Inc.	115 S. Acacia Ave.	Solana Beach, CA	no	
121	R991160880	---	Lock, Terry R.	5226 SW Menefee Dr.	Portland, OR		
121	R991161330	---	Thomas, Clifford E.	5210 SW Menefee Dr.	Portland, OR		
121	R991160830	---	Williams, Homer G.	117 SW Taylor St.	Portland, OR		
121	R991160870	---	Williams, Homer G.	117 SW Taylor St.	Portland, OR		
121	R991161080	---	Wallace, George E.	5300 SW Landing Sq. #19	Portland, OR		
121	R991161730	3046 SW Fairmount	Gross, Allyn M.	3046 SW Fairmount	Portland, OR	yes	3
121	R991181180	3080 SW Fairmount	Rosenthal, Charles W.	3080 SW Fairmount	Portland, OR	yes	3
121	R991161280	3084 SW Fairmount	O'Neil, Kenneth D.	4125 SW Bertha Ave.	Portland, OR	no	3
121	R991161150	3082 SW Fairmount	Anderson, Algrid A.	082 SW Fairmount	Portland, OR	yes	3
121	R991161320	4600 SW Northwood			Portland, OR		3
245	R991090480	51371 SW Sam Jackson Park Rd	Oregon State of	724 SW Harrison St	Portland, OR		
245	R991090460	513181-3251 SW Marquam Hill Rd	Oregon State of (Med Dept)	Marquam Hill	Portland, OR	Yes	
242	R991090470	52810 SW Sam Jackson Park Rd	Glasgow, Buckner B et al	11414 Gold Hill Ct	Gold River, CA		
242	R991090850	---	City of Portland (leased)	2800 SW Sam Jackson Park Rd	Portland, OR		
242	R991090520	32800 SW Sam Jackson Park Rd	Snider, Merrill & Kathleen	2800 SW Sam Jackson Park Rd	Portland, OR	Yes	2
242	R991090190	32824 SW Sam Jackson Park Rd	Berland, Kenneth	13303 SW Fosberg Rd	Portland, OR		2
242	R991090200	22830-2846 SW Sam Jackson Pk Rd	Nelson, Mary E	2832 SW Sam Jackson Park Rd	Portland, OR	Yes	2
242	R991091210	01950 SW Sam Jackson Park Rd	City of Portland (leased)	6040 SW Burma Rd	Lake Grove, OR		
245	R991090210	---	City of Portland	1700 SW 4th Ave	Portland, OR		
245	R991090020	2545 SW Terwilliger Blvd	Terwilliger Plaza Inc	2545 SW Terwilliger	Portland, OR		
133	R284100020	13984 SW Condor Ave.	Corno, Gina M.	3984 SW Condor Ave.	Portland, OR	yes	3
133	R284100030	13986 SW Condor Ave.	McGivary, John B.	3986 SW Condor Ave.	Portland, OR	yes	3
133	R284100040	---	Sutton, Leslie S.	3984 SW Condor Ave.	Portland, OR		
133	R284100090	13976 SW Condor Ave.	Frost, Frank N.	3976 SW Condor Ave.	Portland, OR	yes	3
133	R284100110	13968 SW Condor Ave.	Blumhagen, Alan L.	3968 SW Condor Ave.	Portland, OR	yes	2
133	R284100130	13964 SW Condor Ave.	Moyer, John F.	3964 SW Condor Ave.	Portland, OR	yes	2
133	R284100150	13956 SW Condor Ave.	Farrans, Helen	3956 SW Condor Ave.	Portland, OR	yes	2
133	R284100210	13852 SW Condor Ave.	Anderson, Robert B.	3852 SW Condor Ave.	Portland, OR	yes	1
133	R284001230	3944 SW Condor Ave.	Redlich, Ralph J.	5820 SW Taramynn	Beaverton, OR	no	1
108	R284100270	14031 SW Condor Ave.	Arnold, Laurence E.	2903 Village Spring La.	Vienna, VA	no	3
108	R284100310	13993 SW Condor Ave.	Dawley, Douglas L.	3993 SW Condor Ave.	Portland, OR	yes	3
108	R284100350	13983 SW Condor Ave.	Lorentz, Theresa S.	3983 SW Condor Ave.	Portland, OR	yes	3
108	R284100370	13977 SW Condor Ave.	Borgeson, Edwin G.	3977 SW Condor Ave.	Portland, OR	yes	3
108	R284100410	3950 SW Lowell Lane	Farrans, William L.	3950 SW Lowell Lane	Portland, OR	yes	
108	R284100450	3940 SW Lowell Lane	Bricker, Monte	3940 SW Lowell Lane	Portland, OR	yes	
127	R284100490	14141 SW Condor Ave.	Scott, Ivan L.	4141 SW Condor Ave.	Portland, OR	yes	2
127	R284100510	14131 SW Condor Ave.	Wiseman, Marjorie S.	4131 SW Condor Ave.	Portland, OR	yes	2
127	R284100530	14109 SW Condor Ave.	Preisling, Sandra M.	4109 SW Condor Ave.	Portland, OR	yes	2
127	R284100540	---	Thomas, Alberta L.	P.O. Box 452	Battleground, WA		
127	R284100550	---	Martin, J. Jacquelyn	907 River Rd. #155A	Eugene, OR		
127	R284100610	212 410 -05 SW Condor Ave.	Martin, J. Jacquelyn	907 River Rd. #155A	Eugene, OR	no	2
127	R284100630	---	Joslin, D. M.	3140 SW 70th Ave.	Portland, OR		
127	R284100720	14084 SW Lowell Lane	Purdy, Marlan	4084 SW Lowell Lane	Portland, OR	yes	2
127	R284100780	14138 SW Hamilton Terr.	Moorhead, John C.	4138 SW Hamilton Terr.	Portland, OR	yes	2
128	R284100880	4099 SW Lowell Lane	Kenward, John B.	4099 SW Lowell Lane	Portland, OR	yes	
240	R140907670	2(2) 2911-2915 SW 4th Ave.	Lindau, Eileen	2905 SW 4th	Portland, OR	no	2
			Diamond, Esther	1730 SW Martha	Portland, OR		2

Pkg	Rem	Zone	Year	Site	Living	No.	No.	Addition	Bik	Lot	Land	Improved	Total
			Built	Area	Area	Bdrms	Stys				Value	Value	A Value
Pkg	Rem	Zone	Year	Site	Area	Bdrms	Stys	Addition	Bik	Lot	Land	Improved	Total
			Built	Area	Area	Bdrms	Stys				Value	Value	A Value
		R1		200,376				09 1S 1E		TL 124	\$84,300	\$0	\$84,300
		R1	1948	9,148	1,081			09 1S 1E		TL 96	\$20,300	\$22,200	\$42,500
		R1		3,485				09 1S 1E		TL 117	\$2,900	\$0	\$2,900
		R1	1978	50,530	8,916			09 1S 1E		TL 100	\$50,400	\$179,600	\$230,000
		R1	1948	38,333	1,581			09 1S 1E		TL 85	\$25,400	\$31,300	\$56,700
		R1	1931	92,347	33,056			09 1S 1E		TL 82	\$315,700	\$530,800	\$846,300
		R1	0	69,696	0			09 1S 1E		TL 39	\$29,400	\$0	\$29,400
		R1	1956	1,980,238				09 1S 1E		TL 55	\$4,868,800	\$77,342,100	\$82,210,900
		R1		1,201,385				09 1S 1E		TL 56	\$2,500,000	\$122,916,000	\$125,416,000
		R10	0	1,213,582				09 1S 1E		TL 35	\$550,000	\$0	\$550,000
1/2	0	R10	1960	27,443	1,414			09 1S 1E		TL 99	\$37,800	\$43,400	\$81,200
		R10	0	56,628				09 1S 1E		TL 59	\$78,000	\$0	\$78,000
		R10	0	110,642				09 1S 1E		TL 104	\$150,000	\$0	\$150,000
		R10	0	52,708				09 1S 1E		TL 120	\$76,000	\$0	\$76,000
		R10	0	1,551,607				09 1S 1E		TL 107	\$362,600	\$0	\$362,600
		R10	0	10,019				09 1S 1E		TL 155	\$15,000	\$0	\$15,000
2/2	1	R10	1959	21,780	2,211			09 1S 1E		TL 115	\$32,500	\$147,500	\$180,000
2/2	1	R10	1957	50,530	2,272			09 1S 1E		TL 109	\$63,000	\$111,800	\$174,800
2/2	1	R10	1954	10,454	2,248			09 1S 1E		TL 106	\$42,000	\$115,500	\$157,500
2/2	0	R10	1963	13,504	1,641			09 1S 1E		TL 122	\$42,000	\$137,500	\$179,500
2/2	1	R10	0	6,970				09 1S 1E		TL 151	\$5,000	\$0	\$5,000
2/2	1	R10	1966	29,621	1,804			09 1S 1E		TL 127	\$46,200	\$139,000	\$185,200
		R1	0	40,511				10 1S 1E		TL 28	\$68,200	\$0	\$68,200
		R10	0	220,849				16 1S 1E		TL 159	\$36,000	\$0	\$36,000
		R10	0	1,275,872				16 1S 1E		TL 111	\$14,500	\$0	\$14,500
2/2	1	R10	0	32,870				16 1S 1E		TL 92	\$60,000	\$0	\$60,000
1/1	0	R10	0	34,848				16 1S 1E		TL 141	\$12,000	\$0	\$12,000
		LC	1955	21,344	10,010			18 1S 1E		TL 41	\$160,000	\$500,000	\$660,000
		R7	0	20,909				18 1S 1E		TL 88	\$800	\$0	\$800
		R7	0	8,970				18 1S 1E		TL 133	\$200	\$0	\$200
		R7	0	94,525				16 1S 1E		TL 83	\$45,000	\$0	\$45,000
		R10	0	72,745				16 1S 1E		TL 87	\$35,000	\$0	\$35,000
		R10	0	89,734				16 1S 1E		TL 108	\$15,000	\$0	\$15,000
2/2	0	R10	1980	15,246	3,074	3	1	16 1S 1E		TL 173	\$44,100	\$203,400	\$247,500
2	0	R10	1984	10,454		3	2	16 1S 1E		TL 118	\$36,700	\$133,300	\$170,000
2/2	1	R10	1987	39,204				16 1S 1E		TL 128	\$36,000	\$0	\$36,000
2/2	0	R10	1982	19,602	1,459	3	1	16 1S 1E		TL 115	\$42,000	\$137,500	\$179,500
2/2	0	R10	1956	39,600	1,371	2	1	16 1S 1E		TL 132	\$105,000	\$69,800	\$174,800
		R1	1927	328,442		0		09 1S 1E		TL 48	\$1,130,500	\$21,726,400	\$22,856,900
		R1	1925	642,510	60,488	0		09 1S 1E		TL 46	\$2,176,400	\$48,508,100	\$50,684,500
		C2	0	17,424	0	0	0	09 1S 1E		TL 47	\$25,200	\$0	\$25,200
		C2D	1989	11,328				09 1S 1E		TL 85	\$56,600	\$4,900	\$61,500
0/6	0	C2	1969	28,750	1,806			09 1S 1E		TL 52	\$92,600	\$74,300	\$166,900
0/2	0	C2	1969	13,068	2,360			09 1S 1E		TL 19	\$50,500	\$14,500	\$65,000
0/7	0	R1	1963	17,424	8,420			09 1S 1E		TL 20	\$87,900	\$183,700	\$251,600
		R1	0	8,276	0	0	0	09 1S 1E		TL 21	\$27,800	\$0	\$27,800
		R1	0	15,248	0	0	0	09 1S 1E		TL 21	\$51,400	\$0	\$51,400
		FHD	1961	130,680	257,963	0		09 1S 1E		TL 2	\$931,200	\$8,688,800	\$7,820,000
2/1	0	R5	1971	4,500	744	2	1	1st St. Terrace	A	W50' 1.2	\$29,100	\$69,900	\$99,000
2	0	R5	1975	8,000	922	3	1	1st St. Terrace	A	E50' 1.2	\$33,900	\$96,600	\$130,500
		R5	0	12,130	0	0	0	1st St. Terrace	A	3 & 4	\$9,700	\$0	\$9,700
1	2	R5	1933	7,400	1,279	2	1	1st St. Terrace	A	5	\$29,100	\$60,900	\$90,000
1	0	R5	1952	6,400	910	3	1	1st St. Terrace	A	8	\$29,100	\$74,400	\$103,500
0	0	R5	1913	8,345	1,580	3	1	1st St. Terrace	A	7	\$29,100	\$74,400	\$103,500
1	0	R5	1958	9,300	883	1	1	1st St. Terrace	A	8	\$33,900	\$56,100	\$90,000
1	1	R5	1915	2,960	1,623	2	1	1st St. Terrace	A	TL 6	\$25,000	\$45,000	\$70,000
		R5	1900	6,700	1,260	3	1	1st St. Terrace	A	9	\$29,000	\$21,000	\$50,000
1/1	1	R5	1892	8,300	1,840	4	2	1st St. Terrace	B	S50' 1	\$33,900	\$69,600	\$103,500
		R5	1936	5,700	1,557	3	1	1st St. Terrace	B	2	\$29,100	\$101,400	\$130,500
		R5	1921	6,200	1,432	3	1	1st St. Terrace	B	4	\$29,100	\$60,900	\$90,000
		R5	1908	12,200	2,086	3	1	1st St. Terrace	B	5 & 6	\$35,000	\$77,500	\$112,500
		R5	1968	9,100	1,577	3	1	1st St. Terrace	B	6 & 6	\$33,900	\$137,100	\$171,000
		R5	1958	11,900	1,762	2	2	1st St. Terrace	B	8 & 9	\$38,800	\$126,200	\$165,000
0	0	R5	1914	8,350	1,072	2	1	1st St. Terrace	D	1	\$24,200	\$47,800	\$72,000
		R5	1906	8,350	1,573	1	2	1st St. Terrace	D	2	\$24,200	\$52,300	\$76,500
		R5	1952	10,160	1,080	2	1	1st St. Terrace	D	3&4, 6&7	\$40,000	\$42,000	\$82,000
		R5	0	2,100	0	0	0	1st St. Terrace	D	TL 5	\$3,800	\$0	\$3,800
		R5	0	750	0	0	0	1st St. Terrace	D	E15' 8	\$900	\$0	\$900
		R5	1965	5,000	2,819	2	2	1st St. Terrace	D	5	\$22,700	\$86,300	\$109,000
		R5	0	6,100	0	0	0	1st St. Terrace	D	TL 1	\$32,900	\$0	\$32,900
0/3	0	R5	1927	9,200	2,204	3	2	1st St. Terrace	D	8 - 11	\$29,100	\$69,900	\$99,000
1	1	R5	1900	8,500	2,489	1	1	1st St. Terrace	D	W70' 10,11	\$29,100	\$38,400	\$67,500
		R5	1902	43,800	1,765	2	1.5	1st St. Terrace	E & F	TL 1	\$106,700	\$64,300	\$171,000
2/2	1	R1D	1908	8,000	4,704			Caruthers Add	Pt 76		\$40,000	\$69,000	\$109,000
1/0	0	R1	1930	5,000	1,048			Caruthers Add	Pt 76		\$25,400	\$28,400	\$53,800

Blk No.	Account #	Use	Owner	Owner Address	City, State	Owner Occupied	Cond.
240	R140907890	1	2925 SW 4th Ave	Weinstein, Sanford & Betsy	2945 SW 4th Ave	Portland, OR	yes 2
240	R140907700	---	---	Weinstein, Sanford & Betsy	2945 SW 4th Ave	Portland, OR	
240	R140907860		3007 SW Barbur Blvd	Creltz, Lenore	P.O. Box 3131 (97208)	Portland, OR	
240	R140907880		3030-3032 SW 4th	Bigley, Robert H et al	4621 SW Kelly Ave	Portland, OR	
240	R140907900	2	3030-3032 SW 4th Ave	Bigley, Robert & Zalk, Saul	4621 SW Kelly Ave	Portland, OR	no 2
240	R140907890	1	3007 SW 4th Ave	Melland, Ruth	3007 SW 4th Ave	Portland, OR	yes 2
240	R140907920	1	3017 SW 4th Ave	Coombo, Virgil et al	3717 SE 39th	Portland, OR	2
240	R140907930	---	---	City of Portland	1220 SW 5th Ave	Portland, OR	
240	R140907200	---	---	City of Portland	1220 SW 5th Ave	Portland, OR	
240	R140907470	---	---	City of Portland	1220 SW 5th Ave	Portland, OR	
240	R140907550		2815 SW Barbur Blvd	YMCA of Columbia-Willamette	621 SW Alder	Portland, OR	
240	R140907620	---	---	City of Portland	1220 SW 5th Ave	Portland, OR	
240	R140907710	2(9)	3461 SW Barbur Blvd		1220 SW 5th Ave	Portland, OR	no 3
136	R140913990		3507 SW Barbur Blvd.	Spar Investment co.	2400 SW 4th #110	Portland, OR	no
136	R140914050	2(6)	3505 SW Barbur Blvd.	Spar Investment co.	2400 SW 4th #110	Portland, OR	no 3
102	R140914060	1	3605 SW Condor Ave.	McLaughlin, James L.	3605 SW Condor Ave.	Portland, OR	yes 1
102	R140914070	1	3611 SW Condor Ave.	McLaughlin, James L.	12724 SE Salmon Cr.	Portland, OR	no 1
102	R140914080	1	3625 SW Condor Ave.	Hutton, Kurt R.	3625 SW Condor Ave.	Portland, OR	yes 2
102	R140914100	1	3635 SW Condor Ave.	Robinson, Christopher K.	3635 SW Condor Ave.	Portland, OR	yes 2
103	R140915470		W/3718 SW Condor Ave.	Nepom. Marvin S.	3718 SW Condor St. #100	Portland, OR	
103	R140915480	3	3718 SW Condor Ave.	Nepom. Marvin S.	3718 SW Condor St. #100	Portland, OR	yes 2
103	R140915500		3718 SW Condor Ave.	Nepom. Marvin S.	3718 SW Condor St. #100	Portland, OR	
103	R140915510		W/3718 SW Condor Ave.	Nepom. Marvin S.	3718 SW Condor St. #100	Portland, OR	
103	R140915520	3	3811 SW Barbur Blvd.	J & S Enterprises	5638 SW Dogwood Dr.	Lake Oswego, OR	no 2
109	R140915540	1	3825 SW View Point Ter	Colgan, Marvyle L.	2909 NW Santanita Tr.	Portland, OR	no 2
109	R140915550	1	3833 SW View Point Ter	Luff, Arthur W.	3833 SW View Point Ter	Portland, OR	yes 1
109	R140915560	1	25 SW Abernathy St.	Teuscher, George E.	25 SW Abernathy St.	Portland, OR	yes 2
109	R140915570	---	---	Crawford, Stan M.	5638 SW Dogwood Dr.	Lake Oswego, OR	
132	R140916800		16 SW Abernathy St.	Noble, Patricia H.	5055 NE Elliott Cir #157	Corvallis, OR	no
132	R140916820	1	3905 SW Condor Ave.	Ledwidge, Patrick J.	520 SW Yamhill St.	Portland, OR	yes 2
132	R140916840		3990 SW Condor Ave.	Schwoerer, Daniel L.	3990 SW Condor Ave.	Portland, OR	yes 2
132	R140916860	---	---	Noble, Patricia H.	5055 NE Elliott Cir #157	Corvallis, OR	
131	R140916880	1	4007 SW View Point Ter.	Ledwidge, P.J.	4007 SW View Point Ter.	Portland, OR	yes 2
131	R140916900	1	4019 SW View Point Ter	Jewett, Timothy C.	4019 SW View Point Ter	Portland, OR	yes 2
131	R140916920		4000 SW Condor Ave.	Greenman, Ronald	4000 SW Condor Ave.	Portland, OR	yes
131	R140916930		4014 SW Condor Ave.	Butler, William H.	4014 SW Condor Ave.	Portland, OR	yes 0
131	R140916940		4030 SW Condor Ave.	Bunch, Lloyd R.	4030 SW Condor Ave.	Portland, OR	yes
140	R140916970	1	4024 SW View Point Ter	Garnstad, Jon J.	1306 NE 153rd Ave.	Portland, OR	no 2
140	R140916980	1	4014 SW View Point Ter	Ledwidge, Patrick J.	520 SW Yamhill St.	Portland, OR	no 2
140	R140916990	1	4000 SW View Point Ter	Gray, William H.	4000 SW View Point Ter	Portland, OR	yes 2
123	R380800550	1	1316 SW Mitchell Lane	Brown, Paul H.	1316 SW Mitchell Lane	Portland, OR	yes 3
123	R380800580		1142 SW Mitchell Lane	Elonka, George D.	1142 SW Mitchell Lane	Portland, OR	yes 3
122	R380800610		5115 SW Westwood Lane	Bartell, Virginia L.	5115 SW Westwood Lane	Portland, OR	yes
122	R380800640	1	1121 SW Mitchell Lane	Hillman, Henry L. Jr.	1121 SW Mitchell Lane	Portland, OR	yes 2
122	R380800690	1	1141 SW Mitchell Lane	Bakken, John R.	1141 SW Mitchell Lane	Portland, OR	yes 2
122	R380800720	1	1165 SW Mitchell Lane	Hamill, Kathleen B.	1165 SW Mitchell Lane	Portland, OR	yes 3
122	R380800870		1208 SW Hessler Dr.	Todd, Gordon T.	1208 SW Hessler Dr.	Portland, OR	yes 3
122	R380800900		1206 SW Hessler Dr.	Dickey, Gordon	1206 SW Hessler Dr.	Portland, OR	yes 3
122	R380800930		1202 SW Hessler Dr.	Saltzgeber, Gerald R.	1202 SW Hessler Dr.	Portland, OR	yes 3
121	R380801040		1209 SW Hessler Dr.	Griswold, Herbert E. Jr.	1209 SW Hessler Dr.	Portland, OR	yes 3
121	R380801100	1	4926 SW Northwood Ave.	Dishman, Jess M.	4926 SW Northwood Ave.	Portland, OR	yes 2
121	R380801130	1	4938 SW Northwood Ave.	Lumpkin, F. Dale	4938 SW Northwood Ave.	Portland, OR	yes 3
121	R380801190	1	4700 SW Northwood Ave.	Keller, Richard B.	4700 SW Northwood Ave.	Portland, OR	yes 3
121	R380801250		1211 SW Hessler Dr.	O'Ren, Harold M.	1211 SW Hessler Dr.	Portland, OR	yes 3
121	R380801310		1213 SW Hessler Dr.	Urban, Ethel L.	1213 SW Hessler Dr.	Portland, OR	yes 2
121	R380800100	---	---	Engel, Bruce L.	1215 SW Hessler Dr.	Portland, OR	
121	R380800130		W/1215 SW Hessler Dr.	Engel, Bruce L.	1215 SW Hessler Dr.	Portland, OR	
121	R380800160		1215 SW Hessler Dr.	Engel, Bruce L.	1215 SW Hessler Dr.	Portland, OR	yes 3
121	R380800210	---	---	Urban, Frank R.	1213 SW Hessler Dr.	Portland, OR	
121	R380800220		1225 SW Hessler	Erwin, Warde H.	1225 SW Hessler Dr.	Portland, OR	yes 3
121	R380800230		3104 SW Fairmount	Krupenger, Phillip F.	3104 SW Fairmount	Portland, OR	yes 3
121	R380800250		3112 SW Fairmount	Noall, Margaret E. Tr.	3112 SW Fairmount	Portland, OR	yes 2
121	R380800280		3118 SW Fairmount	Zalutsky, Audrey E.	3118 SW Fairmount	Portland, OR	yes 3
121	R380800310		3120 SW Fairmount	Phillip, Robert	3120 SW Fairmount	Portland, OR	yes 3
121	R380800340		3124 SW Fairmount	Gambes, L. Phao	3124 SW Fairmount	Portland, OR	yes 2
121	R380800370		1626 SW Mitchell	Cusack, Dennis R.	1626 SW Mitchell	Portland, OR	yes 2
121	R380800400		1550 SW Mitchell	Wilhelm, Robert J.	P.O. Box 10363	Portland, OR	?
121	R380800460		1530 SW Mitchell Ln	Fromer, Martin	1530 SW Mitchell Ln	Portland, OR	yes 2
121	R380800490		1500 SW Mitchell Ln	Flyer, Harry	1500 SW Mitchell Ln	Portland, OR	yes 2
121	R380800430		1601 SW Mitchell Ln	Worthington, David P.	1601 SW Mitchell Ln	Portland, OR	yes 2
121	R380800550		1316 SW Mitchell Ln	Brown, Paul H.	1316 SW Mitchell Ln	Portland, OR	yes 3
121	R380800520		1330 SW Hessler Dr.	Baldwin, George M.	1330 SW Hessler Dr.	Portland, OR	yes 3
121	R380800750		1313 SW Mitchell Ln	Starr, Charles R.	1313 SW Marlow	Portland, OR	no 3
121	R380800780	---	---	Baldwin, George M.	1330 SW Hessler Dr.	Portland, OR	
121	R380800810		1320 SW Hessler Dr.	Mason, Charles V.	1320 SW Hessler Dr.	Portland, OR	yes 3
121	R380800840		1312 SW Hessler Dr.	Krippaehne, Marion L.	1312 SW Hessler Dr.	Portland, OR	yes 3
121	R380800870		1208 SW Hessler Dr.	Todd, Gordon T.	1208 SW Hessler Dr.	Portland, OR	yes 3
121	R380800900		1206 SW Hessler Dr.	Dickey, Gordon	1206 SW Hessler Dr.	Portland, OR	yes

Pkg	Rem	Zone	Year	Site	Living	No.	No.				Land	Improved	Total
		Built	Area	Area	Bdrms	Stys	Addition	Blk	Lot	Value	Value	A Value	
0/2	2	R1	1894	4,158	726		Caruthers Add	Pt 76		\$25,400	\$17,100	\$42,500	
		R1D	0	3,700	0	0	Caruthers Add	Pt 76		\$16,800	\$0	\$16,800	
		R1	1941	10,300	808		Caruthers Add	79	TL 2	\$32,900	\$16,100	\$49,000	
		R1	1975	4,100			Caruthers Add	79	TL 3	\$22,700	\$26,800	\$49,500	
0/12	0	R1	1975	8,500	8,010		Caruthers Add	79	TL 9	\$48,400	\$192,500	\$238,900	
0	1	R1	1880	5,152	1,055		Caruthers Add	79	TL 6	\$25,400	\$31,300	\$56,700	
0	0	R1	1886	5,668	1,004		Caruthers Add	79	TL 7	\$25,400	\$19,900	\$45,300	
		R1D	0	12,380	0	0	Caruthers Add	79	TL 8	\$31,100	\$0	\$31,100	
		OS	0	148,000	0	0	Caruthers Add	72 & 73		\$1,304,800	\$0	\$1,304,800	
		OS	0	1,600	0	0	Caruthers Add	74	TL 2	\$3,200	\$0	\$3,200	
		C2	1977	74,590	64,400	0	Caruthers Add	74 & 75	TL 2	\$868,100	\$4,356,900	\$5,225,000	
		OS	0	13,250	0	0	Caruthers Add	75	TL 5	\$33,700	\$0	\$33,700	
9/2	0	R1D	0	14,102	0	0	Caruthers Add	76	TL 1	\$35,200	\$0	\$35,200	
		R1	1880	8,030	1,848		Caruthers Add	148	L2 of 1,2,8	\$46,500	\$25,500	\$72,000	
7/9	0	R1	0	3,750	0	0	Caruthers Add	148	7	\$18,900	\$0	\$18,900	
0/0	0	R1	1898	6,515	1,634		Caruthers Add	149	1	\$34,900	\$30,000	\$64,900	
0/0	0	R1	1898	3,750	1,634		Caruthers Add	149	1 & 2	\$21,300	\$37,000	\$58,300	
0/0	0	R1	1885	7,500	2,201	Historic	Caruthers Add	149	2	\$25,200	\$24,300	\$49,500	
0/0	2	R1	1871	5,078	2,530		Caruthers Add	149	4	\$29,100	\$26,700	\$55,800	
		C4S	0	951	0	0	Caruthers Add	165	3 & 4	\$8,200	\$0	\$8,200	
4/11	0	C4S	1986	9,843	7,992		Caruthers Add	165	5 & 8	\$87,000	\$267,000	\$354,000	
		C4S	0	3,549	0	0	Caruthers Add	165	7	\$31,000	\$0	\$31,000	
		R1S	0	4,300	0	0	Caruthers Add	165	8	\$10,900	\$0	\$10,900	
0/19	0	C4S	1960	19,150	3,629		Caruthers Add	166	1 & 2,7 & 8	\$133,000	\$138,000	\$271,000	
0/0	1	R1	1895	5,000	1,935		Caruthers Add	166	3	\$27,300	\$33,800	\$61,100	
1/1	1	R1	1899	5,000	1,190		Caruthers Add	166	4	\$29,100	\$19,500	\$48,600	
0/2	1	R5	1920	5,000	1,466		Caruthers Add	166	5	\$24,200	\$25,300	\$49,500	
		R5	0	5,000	0	0	Caruthers Add	168	8	\$18,500	\$0	\$18,500	
		R1	1937	10,000	2,478		Caruthers Add	161	1 & 2	\$60,000	\$40,000	\$100,000	
2/2	0	R1	0	10,000	0	0	Caruthers Add	181	3 & 4	\$50,800	\$0	\$50,800	
		R5	1958	13,000	2,304		Caruthers Add	181	5 & 6	\$38,800	\$87,200	\$126,000	
		R5	0	10,000	0	0	Caruthers Add	181	7 & 8	\$30,000	\$0	\$30,000	
1/0	0	R5	1925	6,800	1,688		Caruthers Add	182	N 1/2	\$33,900	\$47,100	\$81,000	
1/0	1	R5	1923	6,800	1,378		Caruthers Add	182	S 1/2	\$33,900	\$33,100	\$67,000	
		R5	1936	4,850	1,500		Caruthers Add	182	TL 1	\$29,100	\$78,900	\$108,000	
0/1	0	R5	1935	4,850	1,158		Caruthers Add	182	W 1/2	\$29,100	\$51,900	\$81,000	
		R5	1928	4,000	948		Caruthers Add	182	S 40'	\$24,200	\$56,800	\$81,000	
1/1	2	R1	1925	4,600	1,172		Caruthers Add	183	6	\$28,000	\$37,000	\$65,000	
0/0	0	R1	1925	4,600	704		Caruthers Add	183	7 & 8	\$27,100	\$22,400	\$49,500	
0/0	2	R1	1925	4,600	920		Caruthers Add	183	8	\$27,100	\$25,100	\$52,200	
4/2	1	R10	1951	24,000	3,685	5	1.5	Hessler Hills		19	\$85,000	\$140,000	\$225,000
2/2	0	R10	1964	22,000	2,057	2	1	Hessler Hills		20	\$85,000	\$149,000	\$234,000
		R10	1955	29,000	892	0	1	Hessler Hills		21	\$85,000	\$27,500	\$112,500
2/2	0	R10	1955	74,000	1,404	2	1	Hessler Hills		22	\$150,000	\$61,500	\$211,500
1/1	0	R10	1942	33,000	2,578	4	2	Hessler Hills		23	\$85,000	\$117,500	\$202,500
2/2	0	R10	1988	35,000	3,131	3	2	Hessler Hills		24	\$110,000	\$4,000	\$114,000
4/2	0	R10	1963	35,920	1,684	3	1	Hessler Hills		27	\$100,000	\$93,500	\$193,500
4/2	0	R10	1955	37,000	2,399	3	1	Hessler Hills		28	\$110,000	\$70,100	\$180,100
4/2	0	R10	1951	22,000	3,430	4	1	Hessler Hills		28 & 33	\$110,000	\$128,500	\$238,500
4/2	0	R10	1954	28,000	2,116	3	1	Hessler Hills		32	\$115,000	\$105,500	\$220,500
		R10	1957	19,500	2,540	2	1	Hessler Hills		34 & 35	\$90,000	\$128,000	\$216,000
8/3	0	R10	1987	18,640	2,268	3	2	Hessler Hills		34	\$40,000	\$0	\$40,000
4/2	0	R10	1955	55,000	3,684	5	2	Hessler Hills		37 & 38	\$140,000	\$211,000	\$351,000
4/2	0	R10	1955	45,000	3,425	4	1	Hessler Hills		39 & 41	\$120,000	\$127,500	\$247,500
4/2	0	R10	1967	59,000	2,216	3	1	Hessler Hills		41	\$150,000	\$120,000	\$270,000
		R10		33,600	0	0	0	Hessler Hills		4	\$45,000	\$0	\$45,000
		R10		32,500	0	0	0	Hessler Hills		TL 10 of 5	\$90,000	\$1,000	\$91,000
2/2	0	R10	1952	59,978	5,314	4	1	Hessler Hills		TL 8 of 5&6	\$120,000	\$316,500	\$436,500
		R10		4,600	0	0	0	Hessler Hills		TL 9 of 6	\$10,000	\$0	\$10,000
2/2	0	R10	1951	18,300	2,798	2	1.5	Hessler Hills		TL 16 of 7	\$55,000	\$147,500	\$202,500
2/2	0	R10	1974	16,000	2,468	3	1	Hessler Hills		TL 17 of 7	\$42,000	\$138,000	\$180,000
1/1	0	R10	1952	32,000	2,314	2	1	Hessler Hills		8	\$88,000	\$135,200	\$223,200
2/2	0	R10	1956	34,700	3,293	5	1	Hessler Hills		9	\$100,000	\$233,000	\$333,000
2/2	0	R10	1951	32,900	4,211	7	1	Hessler Hills		10	\$75,000	\$225,000	\$300,000
2/2	0	R10	1958	29,200	2,919	3	1	Hessler Hills		11	\$90,000	\$247,500	\$337,500
0/2	0	R10	1952	43,000	2,450	3	1	Hessler Hills		TL 15 of 12	\$70,000	\$70,000	\$140,000
		R10	1960	22,300	2,813	1	1	Hessler Hills		13	\$80,000	\$148,800	\$228,800
2/2	0	R10	1957	28,500	2,048	4	1	Hessler Hills		15	\$50,000	\$62,500	\$112,500
2/2	1	R10	1959	10,419	1,846	3	1	Hessler Hills		16	\$70,000	\$92,000	\$162,000
2/2	0	R10	1951	29,000	2,318	3	1	Hessler Hills		14	\$85,000	\$65,500	\$150,500
2/2	0	R10	1951	24,000	3,885	5	1.5	Hessler Hills		19	\$85,000	\$140,000	\$225,000
2/2	0	R10	1951	24,300	2,320	3	1	Hessler Hills		17	\$90,000	\$153,000	\$243,000
2/4	0	R10	1951	27,000	2,381	4	1	Hessler Hills		TL 11 of 18&25	\$84,000	\$118,500	\$202,500
		R10		2,700	0	0	0	Hessler Hills		25	\$1,000	\$0	\$1,000
2/3	0	R10	1987	27,638	2,846	2	1	Hessler Hills		TL 13 of 25&26	\$80,000	\$0	\$80,000
3/3	0	R10	1978	24,889	1,690	2	1	Hessler Hills		TL 14 of 25 & 26	\$80,000	\$133,500	\$193,500
2/2	0	R10	1983	35,920	1,684	3	1	Hessler Hills		TL 18 of 27	\$100,000	\$93,500	\$193,500
		R10	1955	37,000	2,399	3	1	Hessler Hills		TL 1 of 28	\$110,000	\$70,000	\$180,000



No.	Account #	Use	Owner	Owner Address	City, State	Occupied	Cond.
121	R380800880	---	Dickey, Gordon	1206 SW Hessler Dr.	Portland, OR		
121	R380800930	1202 SW Hessler Dr.	Saltgeber, Gerald R.	1202 SW Hessler Dr.	Portland, OR	yes	
121	R380800950	1248 SW Hessler Dr.	Schiawa, E. Carl	1024 NE Davis St.	Portland, OR	no	
121	R380800980	1224 SW Hessler Dr.	Perkins, Louis M.	1224 SW Hessler Dr.	Portland, OR	yes	3
121	R380801010	1212 SW Hessler Dr.	Julien, Robert M.	1212 SW Hessler Dr.	Portland, OR	yes	3
121	R380801040	1209 SW Hessler Dr.	Griswold, Herbert E. Jr.	1209 SW Hessler Dr.	Portland, OR	yes	3
121	R380801160	---	Keller, Richard B.	4700 SW Northwood	Portland, OR		
121	R380801360	4545 SW Northwood	Schaeffer, Michael R.	1001 SW 5th #1900	Portland, OR	no	3
121		5140 SW Mitchell					
245	R541500010	SW Sam Jackson Parkway	McPhee, Archie & Fern	11250 SW Blakenev St	Beaverton, OR		
245	R541500070	---	City of Portland	1220 SW 5th Ave	Portland, OR		
245	R541500110	---	Jones, Louis W et al	9335 NW Roseway Lane	Portland, OR		
245	R541500250	1111 SW Marquam St	City of Portland	1020 SW Front Ave	Portland, OR		
245	R541500290	--	City of Portland	1020 SW Front Ave	Portland, OR		
245	R541500330	SW Marquam St	Jones, Louis W et al	9335 NW Roseway La	Portland, OR		
245	R541500370	1221 SW Marquam St	Jones, Louis W et al	9335 NW Roseway La	Portland, OR		
245	R541500390	1231 SW Marquam St	Jones, Louis W et al	9335 NW Roseway La	Portland, OR		
245	R541500450	---	Jones, Louis W et al	9335 NW Roseway La	Portland, OR		
245	R541500470	---	Jones, Louis W et al	9335 NW Roseway La	Portland, OR		
245	R541500490	---	Jones, Louis W et al	9335 NW Roseway La	Portland, OR		
245	R541500510	---	City of Portland	1220 SW 5th Ave	Portland, OR		
245	R642250010	1 3265 SW Sherwood Pl	Brunner, William L	3265 SW Sherwood Pl	Portland, OR	Yes	3
245	R642250070	1 3306 SW Sherwood Pl	Fullman, G & Edna	3306 SW Sherwood Pl	Portland, OR	Yes	3
245	R642250120	1 3324 SW Sherwood Pl	Kahn, Kevin & Suzanne	3324 SW Sherwood Pl	Portland, OR	Yes	3
245	R642250140	1 3400 SW Sherwood Pl	Sloan, Donald C Jr	3400 SW Sherwood Pl	Portland, OR	Yes	2
245	R642250160	1 3450 SW Sherwood Pl	Getreu, Ian & Beverly	3450 SW Sherwood Pl	Portland, OR	Yes	3
245	R642250190	1 3510 SW Sherwood Pl	Smith, Frank & Myrtle	3510 SW Sherwood Pl	Portland, OR	Yes	2
245		1 2535 SW Sherwood Dr					3
245		1 2602 SW Clemell					3
245	R668500040	1 2520 SW Sherwood Dr	Eichinger, Martin C	2520 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500070	1 2530 SW Sherwood Dr	Thomson, David & Karen	2530 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500100	1 2538 SW Sherwood Dr	Heiser, Richard & Anita	2538 SW Sherwood Dr	Portland, OR	Yes	3
245	R668500130	1 2546 SW Sherwood Dr	Stewart, Alan & Marilyn	2546 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500160	1 2604 SW Sherwood Dr	Behn, Joan	2604 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500190	1 2610 SW Sherwood Dr	Hymes, Jonah & Carol	2610 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500210	1 2618 SW Sherwood Dr	Goodwin, Peter & Erica	2618 SW Sherwood Dr	Portland, OR	Yes	3
245	R668500220	1 2624 SW Sherwood Dr	Crouch, Donald & Barbara	2624 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500230	1 2632 SW Sherwood Dr	Hoover, Eugene (1/10)	2632 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500280	1 2640 SW Sherwood Dr	Clark, John H	2640 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500310	1 2648 SW Sherwood Dr	Bennett, Michael & Evelyn	2648 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500350	1 2666 SW Sherwood Dr	Burns, Dorothy L	2666 SW Sherwood Dr	Portland, OR	Yes	3
245	R668500380	1 2704 SW Sherwood Dr	Duclos, Jon & Jan	2704 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500410	1 2714 SW Sherwood Dr	Ruyl, James & Joanna	2714 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500430	1 2720 SW Sherwood Dr	Shearer, Wallace	2720 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500450	1 2728 SW Sherwood Dr	O'Brien, Joseph	2728 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500480	1 2736 SW Sherwood Dr	Guerin, Thomas P	2736 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500510	1 2744 SW Sherwood Dr	Smith, Lester & Joan	2744 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500550	1 2768 SW Sherwood Dr	Van Dijk, Jan & Anne	2768 SW Sherwood Dr	Portland, OR	Yes	3
245	R668500570	1 2762 SW Sherwood Dr	Krygler, Marshall	2762 SW Sherwood Dr	Portland, OR	Yes	3
245	R668500610	1 2780 SW Sherwood Dr	Butke, Carl & Penny	P.O. Box 636	Portland, OR		3
245	R668500640	1 2781 SW Sherwood Dr	Alexander, L Barton	2781 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500670	1 2779 SW Sherwood Dr	Case, Wayne & Janice	2779 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500700	1 2775 SW Sherwood Dr	Nordstrom, William	2775 SW Sherwood Dr	Portland, OR	Yes	2
245	R668500730	1 2765 SW Sherwood Dr	Abbott, Norman	2765 Sw Sherwood Dr	Portland, OR	Yes	2
245	R668500760	1 2753 SW Sherwood Dr	Friedman, Ray & Nancy	2753 SW Sherwood Dr	Portland, OR	Yes	3
245	R668500780	1 2735 SW Sherwood Dr	Grossmann, Ronald & Jo	2735 SW Sherwood Dr	Portland, OR	Yes	3
245	R668500820	1 2725 SW Sherwood Dr	Lindgren, Thomas	2725 SW Sherwood Dr	Portland, OR	Yes	3
245	R668500880	1 2600 SW Sherwood Dr	Connor, William & Sonja	2600 SW Sherwood Dr	Portland, OR	Yes	3
245	R668500910	1 2626 SW Sherwood Pl	Lawrence, William Jr	2626 Sw Sherwood Pl	Portland, OR	Yes	3
245	R668501020	1 3030 SW Sherwood Pl	Movarekhi, Parviz	P.O. Box 41	Lake Oswego, OR		3
245	R668501050	1 3042 SW Sherwood Pl	Tomsich, John	3042 SW Sherwood Pl	Portland, OR	Yes	3
245	R668501060	1 3088 SW Sherwood Pl	Stromme, William	3088 SW Sherwood Pl	Portland, OR	Yes	3
245	R668501110	1 3120 SW Sherwood Pl	Kinner, Larry	3120 SW Sherwood Pl	Portland, OR	Yes	2
245	R668501140	1 3156 SW Sherwood Pl	Thorpe, John & Jean	3156 SW Sherwood Pl	Portland, OR	Yes	2
245	R668501170	1 3160 SW Sherwood Pl	Davis, Glenn	3160 SW Sherwood Pl	Portland, OR	Yes	3
245	R668501200	1 3110 SW Sherwood Pl	Christiansen, Harold & Edna	3110 SW Sherwood Pl	Portland, OR	Yes	3
245	R668501240	1 3220 SW Sherwood Pl	Lape, John B III	3220 SW Sherwood Pl	Portland, OR	Yes	2(3)
245	R668501260	1 3240 SW Sherwood Pl	Chown, Frank & Eleanor	3240 SW Sherwood Pl	Portland, OR	Yes	3
245	R668501290	1 3280 SW Sherwood Pl	Butler, Nancy	3280 SW Sherwood Pl	Portland, OR	Yes	3
245	R668501310	1 3259 SW Sherwood Pl	Snashall, Robert & Mary	3259 SW Sherwood Pl	Portland, OR	Yes	3
245	R668501340	1 3233 SW Sherwood Pl	Rush, John & Brenda	3233 SW Sherwood Pl	Portland, OR	Yes	2
245	R668501480	1 2615 SW Sherwood Dr	Efurd, David & Claudia	2615 SW Sherwood Dr	Portland, OR	Yes	3
245	R668501490	1 3151 SW Sherwood Pl	Stratton, Clyde & Jo Ann	3151 SW Sherwood Pl	Portland, OR	Yes	3
245	R668501500	1 2601 SW Sherwood Dr	Goodkin, Peter & Barbara	2601 SW Sherwood Dr	Portland, OR	Yes	3
245	R668501510	1 3143 SW Sherwood Pl	Smith, Barry & Annie	3143 SW Sherwood Pl	Portland, OR	Yes	2
245	R668501600	1 2625 SW Sherwood Dr	Polanek, Laddle & Marie	2625 SW Sherwood Dr	Portland, OR	Yes	2
245	R668501610	1 3131 SW Sherwood Pl	Udovick, Edward & Sara	3131 SW Sherwood Pl	Portland, OR	Yes	2
245	R668501620	1 3115 SW Sherwood Pl	Sittner, W.J.	3115 SW Sherwood Pl	Portland, OR	Yes	2

Pkg	Rem	Zone	Year	Site	Living	No.	No.	Addition	Bik	Lot	Land		Total
											Value	Improved	
		R10	Built	Area	Area	Bdrms	Stys						
			1951	22,000	3,430	4	1	Hessler Hills		TL 19 of 27	\$100	\$0	\$100
			1956	32,900	2,832	3	1	Hessler Hills		TL2 of 28&33	\$110,000	\$128,500	\$238,500
										29	\$90,000	\$238,500	\$328,500
2/2	0	R10	1952	29,500	2,398	3	1	Hessler Hills		30	\$88,000	\$171,200	\$259,200
2/2	0	R10	1959	21,600	2,199	5	1	Hessler Hills		31	\$80,000	\$155,000	\$235,000
2/2	0	R10	1954	28,000	2,116	3	1	Hessler Hills		32	\$115,000	\$105,500	\$220,500
				40,200	0	0	0	Hessler Hills		35&36	\$100,000	\$0	\$100,000
1/3	0	R10	1987	66,857	4,352	5	2	Hessler Hills		6&42	\$60,000	\$0	\$60,000
								Hessler Hills					\$0
		R10	0	13,500	0	0	0	Marquam Rd	1	1 - 3	\$25,000	\$0	\$25,000
		R10	0	20,000	0	0	0	Marquam Rd	1	4 & 5	\$12,500	\$0	\$12,500
		R1D	0	38,900	0	0	0	Marquam Rd	2	1 - 7	\$48,500	\$0	\$48,500
		R10	1890	10,200	665	1	1	Marquam Rd	3	1 & 2	\$18,000	\$0	\$18,000
		R10	0	10,000	0	0	0	Marquam Rd	3	3 & 4	\$25,000	\$0	\$25,000
		R1D	0	7,500	0	0	0	Marquam Rd	3	5	\$24,200	\$0	\$24,200
		R1D	1911	7,500	913	2	1	Marquam Rd	3	6	\$24,200	\$11,800	\$38,000
		R1D	1888	15,000	1,430	3	2	Marquam Rd	3	8 - 10	\$24,200	\$14,500	\$38,700
		R1D	0	5,000	0	0	0	Marquam Rd	3	11	\$2,400	\$0	\$2,400
		R1D	0	5,000	0	0	0	Marquam Rd	3	12	\$2,400	\$0	\$2,400
		R1D	0	5,000	0	0	0	Marquam Rd	3	13	\$2,400	\$0	\$2,400
		R10	0	7,000	0	0	0	Marquam Rd	3	14	\$2,500	\$0	\$2,500
2/2	0	R7	1977	12,000	2,122	3	2	Panorama		1	\$50,000	\$107,500	\$157,500
2/3	0	R7	1963	14,000	2,119	4	1	Panorama		3	\$70,000	\$132,500	\$202,500
2/2	0	R7	1965	11,900	2,058	2	2	Panorama		4 & 5	\$60,000	\$140,000	\$200,000
2/3	0	R7	1962	12,500	2,362	3	1	Panorama		5	\$70,000	\$119,000	\$189,000
2/3	2	R7	1961	38,200	2,590	2	1	Panorama		6	\$70,000	\$177,500	\$247,500
2/2	0	R10	1962	44,960	2,269	2	1	Panorama		7	\$100,000	\$125,000	\$225,000
2/2	0							Panorama					
1/3	0							Panorama					
2/2	0	R10	1976	19,000	1,988	3	2	Portland Hts Pk		2	\$40,000	\$87,800	\$127,800
2/0	0	R10	1977	5,739	1,050	2	1	Portland Hts Pk		3	\$40,000	\$63,500	\$103,500
2/2	0	R10.R7	1976	14,700	1,004	3	1	Portland Hts Pk		4	\$40,000	\$72,500	\$112,500
2/2	0	R10	1969	12,000	1,409	2	1	Portland Hts Pk		5	\$40,000	\$48,200	\$88,200
2/0	0	R10.R7	1974	12,700	1,104	2	1	Portland Hts Pk		6	\$40,000	\$38,300	\$78,300
1/2	1	R7	1952	14,900	1,264	3	1	Portland Hts Pk		7	\$35,000	\$55,000	\$90,000
2/2	0	R7	1982	13,800	1,594	3	2	Portland Hts Pk		8	\$35,000	\$145,000	\$180,000
2/0	0	R7	1969	5,600	1,792	3	2	Portland Hts Pk		9	\$35,000	\$68,500	\$103,500
2/0	0	R7	1968	8,600	1,563	3	1	Portland Hts Pk		10	\$35,000	\$64,000	\$99,000
2/2	0	R7	1968	12,400	1,408	3	1	Portland Hts Pk		P1 11	\$35,000	\$59,500	\$94,500
2/2	0	R7	1953	13,200	1,569	3	1	Portland Hts Pk		P1 11	\$35,000	\$73,000	\$108,000
2/2	0	R7	1968	11,000	1,631	3	1	Portland Hts Pk		13&P114	\$35,000	\$68,500	\$103,500
2/2	0	R7	1953	13,500	1,317	3	1	Portland Hts Pk		P1 14	\$40,000	\$68,000	\$108,000
2/2	0	R7	1952	10,500	1,751	3	1	Portland Hts Pk		16	\$40,000	\$68,000	\$108,000
2/2	0	R7	1954	10,500	1,721	3	1	Portland Hts Pk		17	\$40,000	\$68,000	\$108,000
2/2	0	R7	1953	10,500	1,478	2	1	Portland Hts Pk			\$40,000	\$59,000	\$99,000
2/2	0	R7	1949	13,300	2,256	4	1	Portland Hts Pk			\$40,000	\$81,500	\$121,500
2/2	0	R7	1948	12,390	1,885	3	1	Portland Hts Pk			\$40,000	\$72,500	\$112,500
2/3	0	R7	1964	11,265	1,564	2	1	Portland Hts Pk		22 - 24	\$25,000	\$95,600	\$120,600
2/2	0	R7	1986	10,315	1,976	3	2	Portland Hts Pk		22 & 23	\$25,000	\$90,000	\$115,000
2/2	0	R7	1981	11,000	2,230	3	2	Portland Hts Pk		24	\$40,000	\$126,500	\$166,500
2/0	0	R7	1977	14,900	1,682	1	2	Portland Hts Pk		25	\$50,000	\$73,300	\$123,300
2/2	0	R7	1949	10,400	916	2	1	Portland Hts Pk		26	\$60,000	\$48,000	\$108,000
2/2	0	R7	1987	11,100	751	2	1	Portland Hts Pk		27	\$60,000	\$43,500	\$103,500
2/0	0	R7	1970	14,700	1,182	1	2	Portland Hts Pk		28	\$52,000	\$48,800	\$100,800
2/2	0	R7	1977	11,400	1,402	1	2	Portland Hts Pk		29	\$40,000	\$95,000	\$135,000
2/2	0	R7	1977	9,577	2,006	3	2	Portland Hts Pk		30	\$60,000	\$93,000	\$153,000
3/2	0	R7	1986	10,867	2,820	4	2	Portland Hts Pk		31	\$60,000	\$210,000	\$270,000
2/2	0	R7	1962	12,000	2,070	3	1	Portland Hts Pk		33	\$60,000	\$88,500	\$148,500
2/5	0	R7	1959	20,800	1,580	3	1	Portland Hts Pk		35 & 36	\$110,000	\$74,500	\$184,500
2/2	0	R7	1964	14,275	1,496	3	1	Portland Hts Pk		38	\$60,000	\$70,500	\$130,500
1/1	0	R7	1975	12,800	1,345	2	2	Portland Hts Pk		39	\$60,000	\$52,000	\$112,000
2/5	0	R7	1974	9,000	1,581	1	1	Portland Hts Pk		40	\$60,000	\$79,500	\$139,500
2/2	0	R7	1956	7,000	1,565	2	1	Portland Hts Pk		41	\$60,000	\$61,500	\$121,500
2/2	0	R7	1960	7,000	1,891	2	1	Portland Hts Pk		42	\$60,000	\$102,000	\$162,000
2/2	0	R7	1965	7,000	2,047	3	1	Portland Hts Pk		43	\$60,000	\$88,500	\$148,500
2/2	0	R7	1960	8,000	1,740	3	1	Portland Hts Pk		44	\$60,000	\$79,500	\$139,500
2/2	0	R7	1977	11,000	3,075	4	2	Portland Hts Pk		46	\$50,000	\$110,000	\$160,000
2/2	0	R7	1964	7,100	2,761	2	2	Portland Hts Pk		47	\$60,000	\$79,500	\$139,500
2/2	0	R7	1977	7,000	784	3	1	Portland Hts Pk		48	\$45,000	\$67,500	\$112,500
2/2	0	R7	1962	12,000	1,561	2	1	Portland Hts Pk		49	\$45,000	\$63,000	\$108,000
2/1	0	R7	1961	26,000	2,510	4	2	Portland Hts Pk		50	\$90,000	\$90,000	\$180,000
2/2	0	R7	1980	8,940	2,716	3	2	Portland Hts Pk		54 & 55	\$40,000	\$108,500	\$148,500
2/2	0	R7	1961	15,000	1,859	3	1	Portland Hts Pk		54	\$40,000	\$77,000	\$117,000
2/2	0	R7	1979	12,129	2,462	3	2	Portland Hts Pk		54 & 55	\$40,000	\$122,000	\$162,000
1/1	0	R7	1975	11,100	850	2	1	Portland Hts Pk		56	\$40,000	\$50,000	\$90,000
2/2	0	R7	1960	6,500	1,508	3	1	Portland Hts Pk		57	\$35,000	\$73,000	\$108,000
2/2	0	R7	1960	6,375	1,830	2	1	Portland Hts Pk		57	\$40,000	\$50,000	\$90,000
2/2	0	R7	1960	14,700	2,150	3	1	Portland Hts Pk		58	\$60,000	\$93,000	\$153,000

Blk No.	Account #	Use	Owner	Owner Address	City, State	Owner Occupied	Cond.
245	R668501680	1	2639 SW Sherwood Dr	Anderson, James & Anne	2639 SW Sherwood Dr	Portland, OR	Yes 3
245	R668501710	1	2631 SW Sherwood Dr	South, Lols	2631 SW Sherwood Dr	Portland, OR	Yes 2
245	R668501720	1	2659 SW Sherwood Dr	Rau, Robert & Jeanette	2659 SW Sherwood Dr	Portland, OR	Yes 2
245	R668501740	1	2665 SW Sherwood Dr	Halmark, William & Ruth	2665 SW Sherwood Dr	Portland, OR	Yes 2
245	R668501770	1	2635 SW Sherwood Pl	Clark, William & Jane	2635 SW Sherwood Pl	Portland, OR	Yes 3
245	R668501800	1	2651 SW Sherwood Pl	Watson, John & Linda	2651 SW Sherwood Pl	Portland, OR	Yes 2
245	R668501830	1	3015 SW Sherwood Pl	Pooman, John	3015 SW Sherwood Pl	Portland, OR	Yes 2
245	R668501870	1	3105 SW Sherwood Pl	Courtney, Dale & Coral	3105 SW Sherwood Pl	Portland, OR	Yes 2
351	R668003370	2/2	3405-3409 SW 12th Ave	Cook, Alfred & Susan	3205 SW 11th Ave	Portland, OR	3
353	R668003250	1	3431 SW 13th Ave	Rokos, Miroslav	3431 SW 13th Ave	Portland, OR	Yes 2
353	R668003260	1	1323 SW Curry St	Henry, James & Marsha	1323 SW Curry St	Portland, OR	Yes 2
353	R668003270	1	3411 SW 13th Ave	Adams, Bruce	3411 SW 13th Ave	Portland, OR	Yes 2
353	R668003280	1	3405 SW 13th Ave	Allen, Richard	3405 SW 13th Ave	Portland, OR	Yes 1
353	R668003300	1	3428 SW 14th Ave	Steele, Wayman & Sandra	3428 SW 14th Ave	Portland, OR	Yes 2
353	R668003910	1	3329 SW 13th Ave	McAlpine, William	3329 SW 13th Ave	Portland, OR	Yes 2
353	R668003270	1	3411 SW 13th Ave	Adams, Bruce	3411 SW 13th Ave	Portland, OR	Yes 2
353	R668003280	1	3405 SW 13th Ave	Allen, Richard G	3405 SW 13th Ave	Portland, OR	Yes 2
353	R668003300	2	3428 SW 14th Ave	Steele, Wayman & Sandra	3428 SW 14th Ave	Portland, OR	Yes 2
353	R668003320		---	Steele, Wayman & Sandra	3425 SW 14th Ave	Portland, OR	
353	R668003330		---	Allen, Richard G.	3405 SW 13th Ave	Portland, OR	
351	R668003340	1/1	3435 SW 12th Ave	Clemens, Arora J	3435 SW 12th Ave	Portland, OR	Yes 1
351	R668003350	2/6	3425 SW 12th Ave	Brown, Richard T	3425 SW 12th Ave	Portland, OR	Yes 2
351	R668003360	1	3417 SW 12th Ave	Tofte, John K	601 1st Street	Lake Oswego, OR	2
351	R668003370	2/2	405-3409 SW 12th Ave	Cook, Alfred & Sarah	3205 SW 11th Ave	Portland, OR	3
351	R668003380	1	1225 SW Curry St	Schoepper, Victor H	1225 SW Curry St	Portland, OR	1
351	R668003390	1	1235 SW Curry St	Schoepper, Victor H	1235 SW Curry St	Portland, OR	Yes 3
351	R668003400	1	3412 SW 13th Ave	Hedlund, Bengt & Florence	3412 SW 13th Ave	Portland, OR	Yes 2
351	R668003410	1	3404 SW 13th Ave	Jasmer, Ena M	Rt 2 Box 201-H	Vashon, WA	1
353	R668003420	1	3435 SW 11th Ave	Pritchett, Patricia	3435 SW 11th Ave	Portland, OR	Yes 2
353	R668003430	2/6	3425 SW 11th Ave	Koblegrade, B Rupert	1130 SW Morrison St	Portland, OR	2
353	R668003440	2/8	3415 SW 11th Ave	Cook, Alfred & Sarah	1151 SW King Ave	Portland, OR	2
353	R668003450	1	3405 SW 11th Ave	Cook, Alfred & Sarah	1151 SW King Ave	Portland, OR	2
353	R668003460	1	3434 SW 12th Ave	Neuberger, Robert J	3434 SW 12th Ave	Portland, OR	Yes 3
353	R668003480	1	3416 SW 12th Ave	Krippaehne, Thomas M	3416 SW 12th Ave	Portland, OR	Yes 2
353	R668003500	1	3406 SW 12th Ave	Miller, Lols S	3392 SW Fairmount Blvd	Portland, OR	2
352	R668003510	2/15	1011 SW Curry St	New, Roger	8867 SW Bvtn-Hillsdale Hwy	Portland, OR	2
352	R668003540	1	3405 SW 10th Ave	Raveaux, Greg & Linda	887 Lexington	Astoria, OR	2
352	R668003550	1	3422 SW 11th Ave	Miller, Loui	3392 Sw Fairmount Blvd	Portland, OR	1
352	R668003570	2/8	3414 SW 11th Ave	Grace, Stephen (1/2) et al	4640 SW Macadam Ave	Portland, OR	2
352	R668003580	2/4	3402-3408 SW 11th Ave	Cook, Alfred L	16675 SW Babson Pl	Portland, OR	1
352	R668003590	2/3	3424 SW US Veterans Hosp Rd	Krieg, William & Barbara	6937 SW 31st Ave	Portland, OR	2
352	R668003600	1	3416 Sw US Veterans Hosp Rd	Gafalo, Pearl R	2815 SW Ridge Dr	Portland, OR	2
352	R668003610	1	3402 Sw Veterans Hospital Rd	Sunders, Thomas G	61 SE 68th Ave	Portland, OR	2
352	R668003620	1	3407 SW US Veterans Hosp Rd	Gregory, John & Bonnie	1059 SW Westwood Dr	Portland, OR	2
352	R668003630	2/24	3425 SW US Veterans Hosp Rd	Chapter of Beta Nu	9780 SW Shady La	Portland, OR	2
352	R668003650	2/5	3411 SW US Veterans Hosp Rd	Glickman, Frank	4445 SW Barbur Blvd	Portland, OR	2
352	R668003660	1	930 Sw Whitaker St	Izaurerdo, Manuel (1/2)	2237 SW Market St Dr	Portland, OR	2
245	R668003670		---	City of Portland	1220 SW 5th Ave	Portland, OR	
245	R668003750		---	City of Portland	1220 SW 5th Ave	Portland, OR	
245	R668003830		---	City of Portland	1220 SW 5th Ave	Portland, OR	
353	R668003910	1	3329 SW 13th Ave	McAlpine, William S	3329 SW 13th Ave	Portland, OR	Yes 2
353	R668003940	2/2	3303 SW 13th Ave	Miller, Michael J	3303 SW 13th Ave	Portland, OR	Yes 2
353	R668003950		---	City of Portland	1700 SW 4th Ave	Portland, OR	
353	R668003960		---	McAlpine, William S	3329 SW 13th Ave	Portland, OR	
353	R668003980		---	Morris, Audrey S	3303 SW 13th	Portland, OR	
351	R668003990	1	3337 SW 12th Ave	Sullivan, Eugene & Edith	3560 SW Bancroft Ct	Portland, OR	2
351	R668004000	1	3327 SW 12th Ave	Stevenson, Marilyn E	3815 SW 50th Ave	Portland, OR	2
351	R668004010	1	3315 SW 12th Ave	Six, Glenola	3315 SW 12th Ave	Portland, OR	Yes 2
351	R668004020	1	1206 SW Gibbs St	Wetzel, Maisie & Gonzalez	1206 SW Gibbs St	Portland, OR	Yes 3
351	R668004030	1	3326 SW 13th Ave	Claycomb, Cecil K	3326 SW 13th Ave	Portland, OR	Yes 3
351	R668004050	1	1124 SW Gibbs St	Howard, Ruth J	1224 SW Gibbs	Portland, OR	Yes 2
351	R668004060	7	W/3326 SW 13th Ave	Claycomb, Cecil K	3326 SW 13th Ave	Portland, OR	
351	R668004070	1	1238 Sw Gibbs St	Watson, Colleen M	2509 120th Dr NE	Lake Stevens, WA	2
351	R668004080	2/4	1103-1133 SW Whitaker St	Caron, Gordon	1728 SW Elizabeth	Portland, OR	1(2)
353	R668004090	2/7	3327 SW 11th Ave	Chow, Wayne G	4640 SW Macadam Ave	Portland, OR	1(2)
353	R668004100	2/6	3317 SW 11th Ave	Grace, Esther U	P.O. Box 06058 (97206)	Portland, OR	2
353	R668004110	1	1106 Sw Gibbs St	Brown, Joan	4701 SW Dosh Rd	Portland, OR	1
353	R668004120		???	Miller, Lols S	3392 SW Fairmount Blvd	Portland, OR	
353	R668004130	1/2	3328 SW 12th Ave	Miller, Lols S	3392 SW Fairmount Blvd	Portland, OR	2
353	R668004140		---	Poterson, Ernie C.	3316 SW 12th Ave	Portland, OR	
353	R668004150	1	1124 SW Gibbs St	Grunow, Mathilde W	1124 SW Gibbs St	Portland, OR	Yes 2
353	R668004160	1	1136 SW Gibbs St	Case, Steven J	1136 SW Gibbs St	Portland, OR	Yes 2
352	R668004170	1	3333 SW 10th Ave	Davidson, Richard O	3204 SW 10th Ave	Portland, OR	2
353	R668004180	1	3316 SW 12th Ave	Robinson, Thomas & Ruth	4358 SW Redondo St	Portland, OR	?
353	R668004200	3	1010 Sw Gibbs	First Interstate Bank of OR	P.O. Box 3131 (97208)	Portland, OR	3
352	R668004220	2/7	3306-3314 SW 11th Ave	Miller, Lols S et al	3302 SW Fairmount Rd	Portland, OR	1(2)
352	R668004230	2/3	3336 SW 11th Ave	Marshall, Alice K	3336 SW 11th Ave	Portland, OR	Yes 1(1)
352	R668004240	1	3333 SW US Veterans Hosp Rd	Davidson, Richard O	3204 SW 10th Ave	Portland, OR	2

Pkg	Rem	Zone	Year	Site	Living	No.	No.	Addition	Blk	Lot	Land	Improved	Total
			Built	Area	Area	Bdrms	Stvs				Value	Value	A Value
2/2	0	R7	1963	8,100	2,518	3	2	Portland Hl Pk		80	\$50,000	\$94,000	\$144,000
2/2	0	R7	1960	13,000	2,442	3	1	Portland Hls Pk		59&61	\$50,000	\$130,000	\$180,000
2/3	0	R7	1957	9,600	1,818	5	1	Portland Hls Pk		61	\$50,000	\$130,000	\$180,000
2/3	0	R7	1953	8,100	2,001	3	1	Portland Hls Pk		62	\$40,000	\$95,000	\$135,000
2/2	0	R7	1974	8,900	1,883	2	1	Portland Hls Pk		63	\$50,000	\$71,500	\$121,500
2/0	0	R7	1956	7,000	1,438	3	1	Portland Hls Pk		64	\$60,000	\$70,500	\$130,500
2/2	1	R7	1962	7,400	1,426	2	1	Portland Hls Pk		65	\$60,000	\$79,500	\$139,500
2/2	0	R7	1956	8,700	1,592	3	1	Portland Hls Pk		67	\$50,000	\$71,500	\$121,500
2/2	0	R5	1942	5,000	1,572	3	1	Ptld City Hmstd	57	4	\$30,000	\$37,500	\$67,500
2/1	0	R5	1963	5,000	936	2	1	Ptld City Hmstd	56	1 & 2	\$30,000	\$46,500	\$76,500
0/2	0	R5	1963	5,000	936	1	1	Ptld City Hmstd	56	1 & 2	\$25,000	\$51,500	\$76,500
1/1	1	R5	1955	4,350	1,000	2	1	Ptld City Hmstd	56	3	\$25,000	\$30,000	\$55,000
0/3	0	R5	1941	5,650	1,134	2	1	Ptld City Hmstd	56	3	\$35,000	\$33,000	\$68,000
2/2	1	R5	1937	9,750	1,828	4	1	Ptld City Hmstd	56	5	\$50,000	\$35,500	\$85,500
1/2	0	R5	1938	15,000	1,305	2	1	Ptld City Hmstd	87	1 - 3	\$40,000	\$35,000	\$75,000
0/3	0	R5	1955	4,350	1,000	2	1	Ptld City Hmstd	56	3	\$30,000	\$55,000	\$85,000
0/3	0	R5	1941	5,850	1,134	2	1	Ptld City Hmstd	56	3	\$33,000	\$68,000	\$101,000
2/2	1	R5	1937	9,750	1,828	4	1	Ptld City Hmstd	56	5	\$35,500	\$85,500	\$121,000
		R5	0	5,000	0	0	0	Ptld City Hmstd	56	7	\$15,000	\$0	\$15,000
		R5	0	4,500	0	0	0	Ptld City Hmstd	56	8	\$15,000	\$0	\$15,000
1/1	0	R5	1947	5,000	1,602	1	1	Ptld City Hmstd	57	1	\$25,000	\$47,000	\$72,000
0	0	R5	1928	5,000	1,319	1	1	Ptld City Hmstd	57	2	\$25,000	\$33,500	\$58,500
2/2	0	R5	1895	5,000	782	2	1	Ptld City Hmstd	57	3	\$18,500	\$58,500	\$77,000
2/2	0	R5	1942	5,000	1,572	3	1	Ptld City Hmstd	57	4	\$30,000	\$37,500	\$67,500
0/2	1	R5	1924	5,000	864	1	1	Ptld City Hmstd	57	5 & 6	\$25,000	\$2,000	\$27,000
1/1	0	R5	1956	5,000	1,204	3	1	Ptld City Hmstd	57	5 & 6	\$25,000	\$38,000	\$63,000
0	0	R5	1950	5,000	3,088	4	1	Ptld City Hmstd	57	7	\$40,000	\$72,500	\$112,500
1/1	0	R5	1959	5,000	1,130	2	1	Ptld City Hmstd	57	8	\$45,000	\$31,500	\$76,500
2/2	1	R1	1938	5,000	1,506	2	1	Ptld City Hmstd	58	1	\$38,800	\$42,200	\$81,000
0/5	0	R1	1949	5,000	2,640	6	1	Ptld City Hmstd	58	2	\$33,900	\$79,100	\$113,000
0/5	0	R1	1963	5,000	5,040	8	2	Ptld City Hmstd	58	3	\$33,900	\$150,100	\$184,000
0/3	1	A1	1885	5,000	1,744	2	1	Ptld City Hmstd	58	4	\$29,100	\$30,900	\$60,000
2/2	0	R5	1942	7,500	1,882	5	1	Ptld City Hmstd	58	5	\$40,000	\$47,300	\$87,300
1/1	0	R5	1952	7,500	1,038	1	1	Ptld City Hmstd	58	6	\$40,000	\$41,000	\$81,000
0	2	R5	1947	5,000	1,720	3	1	Ptld City Hmstd	58	8	\$30,000	\$42,000	\$72,000
2/3	0	R1	1973	15,000	11,011	15	2	Ptld City Hmstd	59	1 - 3	\$94,000	\$267,000	\$361,000
0	1	R1	1928	5,000	1,152	5	1	Ptld City Hmstd	59	4	\$19,400	\$34,600	\$54,000
0/2	0	R1	1885	10,000	988	4	1	Ptld City Hmstd	59	5 & 6	\$77,600	\$100	\$77,700
0/5	0	R1	1943	5,000	3,401	8	2	Ptld City Hmstd	59	7	\$33,900	\$97,100	\$131,000
0/6	0	R1	1957	5,000	2,446	4	2	Ptld City Hmstd	59	8	\$29,100	\$95,900	\$125,000
0/4	0	R1	1943		1,548	4	2	Ptld City Hmstd	54	1 & 2	\$11,600	\$60,400	\$72,000
0/2	0	R1	1938	1,300	980	3	1	Ptld City Hmstd	60	3	\$12,600	\$27,900	\$40,500
1/1	0	R1	1937	1,500	1,230	2	2	Ptld City Hmstd	60	4	\$11,500	\$28,500	\$40,000
0/1	0	R1	1941	750	750	2	1	Ptld City Hmstd			\$8,200	\$23,800	\$32,000
0/13	1	R1	1930	13,000	8,944	24	2	Ptld City Hmstd	80	1 & 2	\$80,500	\$106,500	\$187,000
2/5	0	R1	1943	5,200	2,146	5	1	Ptld City Hmstd	60	3	\$33,900	\$77,100	\$111,000
0/2	0	R1	1917	5,000	1,300	3	1	Ptld City Hmstd	60	8	\$19,400	\$39,100	\$58,500
		R7	0	40,000	0	0	0	Ptld City Hmstd	64	1 - 8	\$8,500	\$0	\$8,500
		R7	0	40,000	0	0	0	Ptld City Hmstd	65	1 - 8	\$8,500	\$0	\$8,500
		R7	0	40,000	0	0	0	Ptld City Hmstd	66	1 - 8	\$35,000	\$0	\$35,000
1/2	0	R5	1938	15,000	1,305	2	1	Ptld City Hmstd	67	1 - 3	\$40,000	\$35,000	\$75,000
1/3	0	R5	1885	4,800	1,502	2	1	Ptld City Hmstd	67	4	\$20,000	\$33,800	\$53,800
		R5	0	4,500	0	0	0	Ptld City Hmstd	67	5	\$15,000	\$0	\$15,000
		R5	0	4,500	0	0	0	Ptld City Hmstd	67	6 & 7	\$15,000	\$0	\$15,000
		R5	0	1,100	0	0	0	Ptld City Hmstd	67	8	\$100	\$0	\$100
0/1	0	R5	1938	5,000	1,337	3	1	Ptld City Hmstd	68	1	\$25,000	\$38,000	\$63,000
0/1	1	R5	1938	5,000	1,225	3	1	Ptld City Hmstd	68	2	\$25,000	\$38,000	\$63,000
1/1	0	R5	1942	5,000	904	2	1	Ptld City Hmstd	68	3	\$25,000	\$28,000	\$54,000
2/2	0	R5	1940	5,000	2,913	3	1	Ptld City Hmstd	68	4	\$25,000	\$56,000	\$81,000
3/3	0	R5	1987	10,000	1,330	3	1	Ptld City Hmstd	68	5 & 6	\$35,000	\$41,500	\$76,500
1/1	0	R5	1947	5,000	1,562	2	1	Ptld City Hmstd	68	7 & 8	\$25,000	\$38,000	\$63,000
		R5	0	2,500	0	0	0	Ptld City Hmstd	68	7	\$5,000	\$0	\$5,000
0	0	R5	1941	2,500	780	2	1	Ptld City Hmstd	68	8	\$17,600	\$10,300	\$27,900
4/4	0	R1	1941	5,000	2,701	4	1	Ptld City Hmstd	83	1	\$29,100	\$98,900	\$128,000
0/3	0	R1	1945	5,000	2,695	7	1	Ptld City Hmstd	69	2	\$33,900	\$80,100	\$114,000
0/6	0	R1	1941	5,000	2,373	6	1	Ptld City Hmstd	89	3	\$33,900	\$64,100	\$98,000
0	1	R1	1880	5,000	2,144	4	1.5	Ptld City Hmstd	69	4	\$29,100	\$33,900	\$63,000
		R5	1940	5,000	1,467	3	1	Ptld City Hmstd	89	5	\$25,000	\$0	\$25,000
0/2	1	R5	1940	5,000	1,987	6	1	Ptld City Hmstd	69	6	\$25,000	\$38,000	\$63,000
		R5	0	528	0	0	0	Ptld City Hmstd	69	7	\$100	\$0	\$100
0/0	0	R5	1941	3,200	1,656	3	1	Ptld City Hmstd	69	7 & 8	\$20,000	\$43,000	\$63,000
2/0	0	R5	1890	4,482	2,190	4	1.5	Ptld City Hmstd	89	7 & 8	\$25,000	\$34,400	\$59,400
1/1	0	R1	1942	10,000	2,842	6	1	Ptld City Hmstd	70	1 & 2	\$77,600	\$43,900	\$121,500
0/1	2	R5	1941	1,920	788	1	1	Ptld City Hmstd	89	7	\$19,900	\$23,200	\$43,100
0/3	0	C2A1	1980	15,000	3,244	0	1	Ptld City Hmstd	67	3 & 4	\$125,900	\$203,400	\$329,300
3/5	0	R1	1942	5,000	4,378	7	1	Ptld City Hmstd	70	7 & 8	\$33,900	\$85,100	\$119,000
2/5	1	R1	1952	5,000	1,082	2	1	Ptld City Hmstd	70	5	\$24,200	\$52,300	\$76,500
0/3	2	R1	1936	2,300	1,854	2	1	Ptld City Hmstd	71	1	\$17,400	\$27,600	\$45,000

Bk	No.	Account #	Use	Owner	Owner Address	City, State	Owner	Occupied	Cond.
	352	R668004250	2\5	3321-25 SW Veterans Hospital	Bennett, Ramona A	3204 SW 10th Ave	Portland, OR		1
	352	R668004270	1	904 SW Gibbs St	Sanders, Darrel & Betty	8723 SE Stephens St	Portland, OR		2
	352	R668004290		---	Davidson, Richard O	3204 SW 10th Ave	Portland, OR		
	352	R668004300		---	Davidson, Richard O	3204 Sw 10th Ave	Portland, OR		
	352	R668004310	1\2	3332-3336 SW 10th Ave	Smith, Arthur & Hazel	3204 SW 10th Ave	Portland, OR		1(2)
	352	R668004320	1\2	3324-3328 SW 10th Ave	Thomas, Rose C	9443 SW 52nd Ave	Portland, OR		2
	352	R668004330	2\1\4	930 SW Gibbs St	Cook, Alfred & Sarah	1728 SW Elizabeth St	Portland, OR		2
	245	R668004350		---	City of Portland	1220 SW 5th Ave	Portland, OR		
	245	R668004430		---	City of Portland	1220 SW 5th Ave	Portland, OR		
	245	R668004510		---	Multnomah County	12240 NE Gilsan St	Portland, OR		
	245	R668004590		w/1325 SW Gibbs ST	Oregon State of	4550 SW Lombard	Beaverton, OR		
	245	R668004620		---	Foreign Mission Foundation	4550 SW Lombard	Beaverton, OR		
	245	R668004630	2\9	1325 SW Gibbs St	Oregon State of	P.O. Box 3157 (97403)	Eugene, OR		1
	245	R668004660		w/1325 SW Gibbs St	Oregon State of	4550 SW Lombard	Beaverton, OR		
	212	R668004670	1	1203 SW Gibbs St	Blocherstaff, Albert & Lorna	720 Sw Washington St	Portland, OR		2
	212	R668004680	1\2	3225 SW 12th Ave	Helfner, Allan D	461 2nd St	Lake Oswego, OR		2
	212	R668004690	1	13211 SW 12th Ave	Loan, Betty J et al	3211 SW 12th Ave	Portland, OR		2
	212	R668004700	1	13203 SW 12th Ave	Jahns, Oskar & Eugenie	3203 SW 12th Ave	Portland, OR	Yes	2
	212	R668004710	1	11233 SW Gibbs St	Kataqlri, George & Helen	1233 SW Gibbs ST	Portland, OR	Yes	2
	212	R668004720	1	13228 SW 13th Ave	Kataqlri, George & Helen	3228 SW 13th Ave	Portland, OR	Yes	3
	212	R668004730	1	13216 SW 13th Ave	Moyer, Leonard & Susan	P.O. Box 1517 (99362)	Walla Walla, WA		2
	212	R668004740	1	3206 SW 13th Ave	Christensen Family Trust	631 Little Kalama Rd	Woodland, WA		2
	245	R668004750	2\4	1105-1135 SW Gibbs St	Placentini, Franklin D	2200 SE 76th Ave	Portland, OR		1
	212	R668004760	2\1\3	3223 SW 11th Ave	Placentini, Franklin D	2200 SE 76th Ave	Portland, OR		2
	245	R668004780	1	3205 SW 11th Ave	Pearson, William & Cherie	3205 SW 11th Ave	Portland, OR	Yes	2
	245	R668004790	1	1139 SW Gibbs ST	Society of Jesus of Province	1 SW Columbia St	Portland, OR		2
	245	R668004800	1	3224 SW 12th Ave	Dorris, Thomas C	3224 SW 12th Ave	Portland, OR	Yes	2
	245	R668004810	5	s/3204 SW 12th Ave	Dorris, Clyde B	3204 SW 12th Ave	Portland, OR		
	245	R668004820	1\2	3204 SW 12th Ave	Dorris, Clyde B	3204 SW 12th Ave	Portland, OR	Yes	2
	245	R668004830	2\7	3233 SW 10th Ave	Rotkowski, Magdalena	P.O. Box 2032 (97208)	Portland, OR		2
	245	R668004840	5	s/3211 SW 10th Ave	Krippaehne, John V et al	511 SW 10th Ave	Portland, OR		
	245	R668004850	2\3\4	3211 SW 10th Ave	Krippaehne, John V et al	511 SW 10th Ave	Portland, OR		2
	245	R668004870	0	1033 SW Gibbs St	Krippaehne, Thomas M	1312 SW Hessler Dr	Portland, OR		
	245	R668004890	2\3	3216 SW 11th Ave	First Interstate Bank of OR	1206 SW Gibbs	Portland, OR		
	245	R668004900	1	3202 Sw 11th Ave	Welble, Betty	3112 SW 11th Ave	Portland, OR		2
	246	R668004910		---	State of Oregon	P.O. Box 3175 (97403)	Portland, OR		
	245	R668004950	3	915 SW Gibbs St	Placentini, John	2540 NE Riverside Way	Portland, OR		3
	245	R668004970	5	s/3204 Sw 10th Ave	Tenth Avenue Apartments	3204 Sw 10th Ave	Portland, OR		1
	245	R668004980	2\2	3204-3206 SW 10th Ave	Tenth Avenue Apartments	3204 Sw 10th Ave	Portland, OR	Yes	1
	245	R668004990		---	City of Portland	1220 Sw 5th Ave	Portland, OR		
	245	R668005070		---	City of Portland	1220 Sw 5th Ave	Portland, OR		
	245	R668005150		---	City of Portland	1220 Sw 5th Ave	Portland, OR		
	245	R668005230		3101-3111 SW 13th Ave	First Interstate Bank of OR	P.O. Box 2971	Portland, OR		
	245	R668005310	2	1225-1245 SW Grover St	Gordon, Larry B	2365 NW Flinders St	Portland, OR		2
	245	R668005400	2	3131 SW 11th Ave	Poe, Richard S	3131 SW 11th Ave	Portland, OR	Yes	2
	245	R668005420	2	3130 SW 12th Ave	Olscheld, Elmo & Eunice	P.O. Box 2032 (97208)	Portland, OR		2
	245	R668005440		---	Roy, William & Ruth	3106 Sw 12th Ave	Portland, OR		
	245	R668005450		---	Roy, William & Ruth	3106 Sw 12th Ave	Portland, OR		
	245	R668005460	1	3106 Sw 12th Ave	Roy, William & Ruth	3106 Sw 12th Ave	Portland, OR	Yes	2
	245	R668005480	1	3121 SW 10th Ave	Stevenson, Marilyn E	3615 SW 50th Ave	Portland, OR		1
	245	R668005500	1	3128 SW 11th Ave	Saltveit, Carl & Noreen	2029 SW Montgomery Dr	Portland, OR		1
	245	R668005510	2	3120 SW 11th Ave	Mackie, Elaine	3120 SW 11th Ave	Portland, OR	Yes	2
	245	R668005520	1	3112 SW 11th Ave	Welble, Betty L	3112 SW 11th Ave	Portland, OR	Yes	1
	245	R668005530		---	Callahan, Robert A	3120 SW 11th Ave	Portland, OR		
	245	R668005540	1	3110 Sw 11th Ave	Parker, Jeffrey	3737 SW Hillside Dr	Portland, OR		1
	245	R668005560	1\1	1017 Sw Grover St	Hlmsl, Kathleen	6700 NW Thompson Rd	Portland, OR		2
	245	R668005580	1	3103 SW 10th Ave	Sanford, Ruby	3103 SW 10th Ave	Portland, OR	Yes	2
	245	R668005590		---	Stevenson, John L Jr	3815 SW 50th Ave	Portland, OR		
	245	R668005600	1\1	1027 SW Grover St	Brown, Charlotte C	4817 SW Stephenson St	Portland, OR		1
	245	R668005610		---	Hlmsl, Kathleen	6700 NW Thompson Rd	Portland, OR		
	245	R668005620	1	3136 SW 11th Ave	Pearson, William & Cherie	3205 SW 11th Ave	Portland, OR		2
	245	R668005630	1	3106 SW 11th Ave	Luther, Robert & Norma	2241 Dellwood Ave	Medford, OR		1
	245	R668005640		---	Oregon State of	P.O. Box 3175 (97403)	Eugene, OR		
	245	R668005690	2	3106 SW 10th Ave	Felty, James C	50 SW 2nd Ave	Portland, OR		2
	245	R668005730		---	City of Portland	1220 SW 5th Ave	Portland, OR		
	245	R668005810		---	City of Portland	1220 SW 5th Ave	Portland, OR		
	245	R668005890		---	City of Portland	1220 SW 5th Ave	Portland, OR		
	245	R668005990		---	City of Portland	1220 SW 5th Ave	Portland, OR		
	245	R668006030		---	City of Portland	1220 SW 5th Ave	Portland, OR		
	245	R668006060	1	3035 Sw 12th Ave	Pemoll, Elizabeth	80 Tern St	New Orleans, LA		1
	245	R668006070	1	3025 Sw 12th Ave	Khater, Rasmi & Geraldine	3025 SW 12th Ave	Portland, OR	Yes	1
	245	R668006080	1	3015 SW 12th Ave	Laser, Jeffrey A	1455 SW Taylors Ferry Rd	Portland, OR		1
	245	R668006090	1	3005 SW 12th Ave	Andersen, Donald L	3005 SW 12th Ave	Portland, OR	Yes	2
	245	R668006100	2	1239 SW Woods St	Raveaux, Greg & Linda	1239 SW Woods St	Portland, OR	Yes	2
	245	R668006110		---	Raveaux, Greg & Linda	1239 SW woods St	Portland, OR		
	245	R668006120		---	Raveaux, Greg & Linda	1239 SW woods St	Portland, OR		
	245	R668006130		---	Poe, Nelson & Thelma	P.O. Box 58 (95606)	Brooks, CA		
	245	R668006140	1	3035 SW 11th Ave	Stevenson, Marilyn E <sup>b</sup>	3815 SW 50th Ave	Portland, OR		1

Pkg	Rem	Zone	Year	Site	Living	No.	No.	Addition	Blk	Lot	Land	Improved	Total
0/3	3	R1	1959	Area	Area	Bdrms	Stys				Value	Value	A Value
0/3	3	R1	1959	4,000	1,680	3	1	Ptld City Hmstd	71	2	\$25,000	\$81,000	\$86,000
0	1	C2	1913	10,000	2,206	4	2	Ptld City Hmstd	71	3 & 4	\$80,000	\$100	\$80,100
		R2	0	1,500	0	0	0	Ptld City Hmstd	71	5	\$5,800	\$0	\$5,800
		R2	0	1,000	0	0	0	Ptld City Hmstd	71	5	\$4,100	\$0	\$4,100
1	0	R1	1933	2,500	1,128	2	1	Ptld City Hmstd	71	5	\$14,500	\$27,500	\$42,000
1/2	0	R1	1941	5,000	1,438	2	2	Ptld City Hmstd	71	8	\$29,100	\$30,900	\$60,000
0/9	0	C2	1982	10,000	9,726	15	2	Ptld City Hmstd	71	7 & 8	\$67,900	\$316,100	\$384,000
		R7	0	40,000	0	0	0	Ptld City Hmstd	75	1 - 8	\$8,500	\$0	\$8,500
		R7	0	40,000	0	0	0	Ptld City Hmstd	76	1 - 8	\$8,500	\$0	\$8,500
		R7	0	40,000	0	0	0	Ptld City Hmstd	77	1 - 8	\$8,500	\$0	\$8,500
		R1	0	15,000	0	0	0	Ptld City Hmstd	78	1 - 3	\$45,000	\$0	\$45,000
		R1	0	5,000	0	0	0	Ptld City Hmstd	78	4	\$8,400	\$0	\$8,400
0/9	0	R7	1960	15,000	6,272	0	2	Ptld City Hmstd	78	5 - 7	\$45,000	\$110,000	\$155,000
		R7	0	5,000	0	0	0	Ptld City Hmstd	75	8	\$7,500	\$0	\$7,500
0	0	R5	1928	5,000	2,274	3	1.5	Ptld City Hmstd	79	1	\$25,000	\$56,000	\$81,000
0/2	1	R5	1894	5,000	1,970	7	2	Ptld City Hmstd	79	2	\$25,000	\$29,000	\$54,000
0/1	0-1	R5	1945	5,000	1,098	2	1	Ptld City Hmstd	79	3	\$25,000	\$42,500	\$67,500
1/2	0	R5	1946	5,000	1,148	2	1	Ptld City Hmstd	79	4	\$25,000	\$51,500	\$76,500
2/2	1	R5	1951	5,000	1,089	2	1	Ptld City Hmstd	79	5	\$25,000	\$37,500	\$62,500
2/0	2	R5	1952	5,000	1,125	3	1	Ptld City Hmstd	79	8	\$25,000	\$35,700	\$60,700
1/3	2	R5	1946	5,000	1,236	2	1	Ptld City Hmstd	79	7	\$25,000	\$30,800	\$55,800
0/1	0	R5	1946	5,000	1,256	2	1	Ptld City Hmstd	79	8	\$25,000	\$33,500	\$58,500
4/5	0	R1	1956	5,750	2,914	5	1	Ptld City Hmstd	80	1	\$33,900	\$84,100	\$118,000
0/13	0	R1	1967	11,500	8,940	13	2	Ptld City Hmstd	79	2 & 3	\$77,600	\$281,400	\$359,000
1/2	2	R1	1953	8,750	952	2	1	Ptld City Hmstd	80	4	\$48,500	\$41,500	\$90,000
2/0	0	R5	1953	5,000	1,317	2	1	Ptld City Hmstd	80	5	\$25,000	\$25,400	\$50,400
1/2	1	R5	1946	5,000	1,536	2	1	Ptld City Hmstd	80	6	\$25,000	\$33,500	\$58,500
		R1	0	5,000	0	0	0	Ptld City Hmstd	80	7	\$30,500	\$6,200	\$38,700
4/4	1	R1	1963	8,000	1,714	3	1	Ptld City Hmstd	81	8	\$58,200	\$49,800	\$108,000
0/2	0	C2	1947	5,000	3,383	7	1	Ptld City Hmstd	81	1	\$38,800	\$111,200	\$150,000
0/16		C2	0	5,000	0	0	0	Ptld City Hmstd	81	2	\$33,000	\$3,200	\$36,200
0/5	1	C2	1930	10,000	22,271	33	3	Ptld City Hmstd	82	3 & 4	\$77,600	\$474,400	\$552,000
		R1	1880	10,000	929	5	1.5	Ptld City Hmstd	81	5 & 6	\$60,000	\$0	\$60,000
		R1	1974	5,000	3,000	3	1	Ptld City Hmstd	81	7	\$29,100	\$96,900	\$126,000
0/2	0	R1	1884	5,000	1,782	1	1	Ptld City Hmstd	81	8	\$24,200	\$23,500	\$47,700
		C2	0	21,100	0	0	0	Ptld City Hmstd	82	1 - 4	\$150,300	\$0	\$150,300
0/9	0	C2	1986	10,000	3,480	0	1	Ptld City Hmstd	82	5 & 6	\$94,500	\$135,000	\$229,500
15/0		C2	1931	5,000	5,000	0	1	Ptld City Hmstd	82	7	\$34,000	\$5,000	\$39,000
0/2	1	C2	1953	5,000	4,042	5	2	Ptld City Hmstd	82	8	\$34,000	\$67,000	\$101,000
		R7	0	40,000	0	0	0	Ptld City Hmstd	86	1 - 8	\$8,500	\$0	\$8,500
		R7	0	40,000	0	0	0	Ptld City Hmstd	87	1 - 8	\$8,500	\$0	\$8,500
		R7	0	40,000	0	0	0	Ptld City Hmstd	88	1 - 8	\$8,500	\$0	\$8,500
		R7.R1	1961	62,000	15,048	25	2	Ptld City Hmstd	89 & 100	TL 1	\$111,500	\$363,500	\$475,000
2/0	0	R1	1967	40,000	25,560	39	2	Ptld City Hmstd	90	1 - 8	\$209,500	\$715,500	\$925,000
2/5	1	R1	1946	10,000	1,548	2	1	Ptld City Hmstd	91	1	\$77,600	\$61,900	\$139,500
2/2	0	R1	1963	13,000	1,340	3	1	Ptld City Hmstd	91	5	\$77,600	\$57,400	\$135,000
		R1	0	5,000	0	0	0	Ptld City Hmstd	Pt vacated Woods St		\$5,000	\$0	\$5,000
		R1	0	5,000	0	0	0	Ptld City Hmstd	Pt vacated Woods St		\$5,000	\$0	\$5,000
2/4	0	R1	1962	13,000	1,821	4	1	Ptld City Hmstd	91	7	\$58,200	\$67,800	\$126,000
0/2	0	R1	1948	8,200	1,440	2	1	Ptld City Hmstd	92	TL 1	\$38,800	\$36,200	\$75,000
0/3	0	A1	1937	2,136	916	2	1	Ptld City Hmstd	92	TL 8	\$14,500	\$26,000	\$40,500
0	0	R1	1937	3,850	916	2	1	Ptld City Hmstd	92	TL 9	\$19,400	\$23,800	\$43,200
0	0	R1	1937	2,100	938	2	1	Ptld City Hmstd	92	TL 10	\$14,500	\$24,200	\$38,700
		R1	0	840	0	0	0	Ptld City Hmstd	92	TL 12	\$100	\$0	\$100
1/0	0	R1	1938	4,900	715	1	1	Ptld City Hmstd	92	TL 7	\$20,000	\$20,000	\$40,000
1	0	R1	1938	3,000	980	1	1	Ptld City Hmstd	92	TL 4	\$12,600	\$27,900	\$40,500
0/2	0	R1	1938	2,400	960	2	1	Ptld City Hmstd	92	TL 2	\$14,500	\$23,300	\$37,800
		A1	0	1,200	0	0	0	Ptld City Hmstd	92	TL 14	\$400	\$0	\$400
1	0	R1	1938	2,000	980	2	1	Ptld City Hmstd	92	5	\$12,600	\$27,900	\$40,500
		R1	0	400	0	0	0	Ptld City Hmstd	93	2	\$100	\$0	\$100
0	0	A1	1937	2,248	916	2	1	Ptld City Hmstd	92	5 - 7	\$14,500	\$26,000	\$40,500
1/0	0	R1	1937	2,350	784	1	1	Ptld City Hmstd	92	8	\$14,500	\$21,000	\$35,500
		A1	0	28,700	0	0	0	Ptld City Hmstd	93	1 - 4	\$145,100	\$0	\$145,100
1/2	0	R1	1950	20,000	9,425	25	2	Ptld City Hmstd	93	5 - 8	\$135,000	\$252,200	\$387,200
		R7	0	40,000	0	0	0	Ptld City Hmstd	97	1 - 8	\$8,500	\$0	\$8,500
		R7	0	40,000	0	0	0	Ptld City Hmstd	98	1 - 8	\$8,500	\$0	\$8,500
		R7	0	40,000	0	0	0	Ptld City Hmstd	99	1 - 8	\$8,500	\$0	\$8,500
		R7	0	10,000	0	0	0	Ptld City Hmstd	100	2 - 4	\$3,000	\$0	\$3,000
		R7	0	15,000	0	0	0	Ptld City Hmstd	100	6 - 8	\$3,000	\$0	\$3,000
1/2	0	R1	1948	5,000	1,128	2	1	Ptld City Hmstd	101	1	\$24,200	\$26,200	\$50,400
0/1	0	R1	1948	5,000	1,128	2	1	Ptld City Hmstd	101	2	\$24,200	\$23,300	\$49,500
2/2	0	R1	1948	5,000	1,128	2	1	Ptld City Hmstd	101	3	\$25,000	\$13,000	\$38,000
0/7	2	R1	1948	5,000	1,128	2	1	Ptld City Hmstd	101	4	\$24,200	\$26,900	\$53,100
0/15	0	R1	1967	5,000	7,092	13	3	Ptld City Hmstd	101	5	\$24,200	\$194,800	\$219,000
		A1	0	5,000	0	0	0	Ptld City Hmstd	101	6	\$21,000	\$0	\$21,000
		A1	0	5,000	0	0	0	Ptld City Hmstd	101	7	\$21,000	\$0	\$21,000
		R1	0	2,500	0	0	0	Ptld City Hmstd	101	8	\$2,000	\$0	\$2,000
0/1	0	R1	1948	8,000	1,080	2	1	Ptld City Hmstd	102	1	\$30,000	\$22,000	\$52,000

Blk No.	Account #	Use	Owner	Owner Address	City, State	Owner Occupied	Cond.
245	R668006150	1	3025 SW 11th Ave	Olson, Jay C	3025 SW 11th Ave	Portland, OR	Yes 1
245	R668006160	1	3015 SW 11th Ave	Miltrev, Isabella	3015 SW 11th Ave	Portland, OR	Yes 1
245	R668006170	1	3005 Sw 11th Ave	Swank, Roy L	2221 Sw 1st Ave	Portland, OR	1
245	R668006180	2	3030 SW 12th Ave	Sherban, Leon & Cora	3030 Sw 12th Ave	Portland, OR	Yes 2
245	R668006200	1	3020-3024 SW 12th Ave	Tugale, David W	3020 SW 12th	Portland, OR	Yes 2
245	R668006220	1	1005 SW Woods St	McCorkie, Cephas B	1005 SW Woods St	Portland, OR	Yes 2
245	R668006230	2	1001 SW Woods St	Caron, Sidonie K	1728 SW Elizabeth St	Portland, OR	2
245	R668006240	2	1015 SW Woods St	Caron, Gordon & Sidonie	8250 N Lombard	Portland, OR	2
245	R668006260	2	1025 SW Woods St	Dizney, Alta L	1025 SW Woods St	Portland, OR	Yes 2
245	R668006280	2	1035 SW Woods St	Stevenson, Marilyn E	1035 SW Woods St	Portland, OR	Yes 2
245	R668006300	2	3050 SW 10th Ave	Marquam Village Investors	50 Sw 2nd Ave	Portland, OR	2
245	R668006380	---	---	City of Portland	1220 SW 5th Ave	Portland, OR	
245	R668006410	---	---	City of Portland	1220 SW 5th Ave	Portland, OR	
245	R668006490	---	---	City of Portland	1220 SW 5th Ave	Portland, OR	
245	R668006570	---	---	City of Portland	1220 SW 5th Ave	Portland, OR	
245	R668006650	---	---	Floom, Harold & Lily	5740 Sw 23rd Ave	Portland, OR	
245	R668006670	--	---	City of Portland	1220 SW 5th Ave	Portland, OR	
245	R668006730	--	---	City of Portland	1220 SW 5th Ave	Portland, OR	
245	R668006910	--	---	City of Portland	1220 SW 5th Ave	Portland, OR	
245	R668000010	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
245	R668000090	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
245	R668000170	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
245	R668000250	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
245	R668000300	---	---	Bloom, Sarah C.	801 K St.	Centralla, WA	
245	R668000310	---	---	Levin, Morris	P.O. Box 1478	Portland, OR	
245	R668000330	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
245	R668000410	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
245	R668000450	---	---	School District No. 1	631 NE Clackamas	Portland, OR	
245	R668000490	---	---	School District No. 1	631 NE Clackamas	Portland, OR	
245	R668000500	---	---	School District No. 1	631 NE Clackamas	Portland, OR	
245	R668000570	---	---	School District No. 1	631 NE Clackamas	Portland, OR	
245	R668000650	---	---	Lamb, Evelyn S.	3621-1 Vista Campana	Oceanside, CA	
245	R668000690	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
245	R668000730	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
245	R668000810	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
245	R668000890	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
245	R668001040	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
245	R668001050	---	---	McCulloch, Catherine	3755 SW Marquam Hill	Portland, OR	
245	R668001060	---	3755 SW Marquam	McCulloch, Catherine	3755 SW Marquam Hill	Portland, OR	yes
353	R668001090	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
353	R668001130	---	---	Multnomah County	12240 NE Glisan	Portland, OR	
353	R668001170	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
353	R668001250	---	---	Lakeman, Richard E.	2562 SW Buckingham	Portland, OR	
353	R668001300	---	---	Elfers, Robert J.	3345 SW 98th Ave.	Portland, OR	
353	R668001310	---	---	Elfers, Richard H.	6823 Ripley Lane	Renton, WA	
353	R668001330	---	---	Lamb, Evelyn S.	3621-1 Vista Campana	Oceanside, CA	
353	R668001350	---	---	Singleton, Kenneth J.	35 Lerida Ct.	Portola Valley, CA	
353	R668001410	---	---	School District No. 1	631 NE Clackamas	Portland, OR	
353	R668001480	---	---	Multnomah County	12240 NE Glisan	Portland, OR	
353	R668001490	---	---	School District No. 1	631 NE Clackamas	Portland, OR	
353	R668001570	---	---	Seabold, Harry C.	908 SW Gaines St. #29	Portland, OR	
353	R668001590	---	---	Seabold, Harry C.	908 SW Gaines St. #29	Portland, OR	
353	R668001600	---	---	Seabold, Harry C.	908 SW Gaines St. #29	Portland, OR	
353	R668001610	---	---	Seabold, Harry C.	908 SW Gaines St. #29	Portland, OR	
353	R668001650	---	---	City of Portland	1220 SW 5th Ave.	Portland, OR	
353	R668001710	---	3706 SW Marquam Hill Rd.	Casey, Craig J.	3706 SW Marquam Hill	Portland, OR	yes 2
353	R668001720	---	---	Casey, Craig J.	3706 SW Marquam Hill	Portland, OR	
353	R668001730	---	---	Casey, Craig J.	3706 SW Marquam Hill	Portland, OR	
245	R668001740	---	3705 SW Marquam Hill	Eastman, Marjorie	3705 SW Marquam Hill	Portland, OR	yes 2
245	R668001750	---	3715 SW Marquam Hill	Rowlands, Catherine J.	88 Catlin Ave.	Rumford, RI	no 2
245	R668001770	---	3725 SW Marquam Hill	Davis, Joan M.	3725 SW Marquam Hill	Portland, OR	yes 2
353	R668001790	---	---	Kirchhof, Anton C. Jr.	5313 SW 19th Dr.	Portland, OR	
353	R668001870	---	---	Black, Frederick A.	502-A PDN Bldg. 238 O'Hara St	Agana, Guam	
353	R668001890	---	---	Johanns, Gary E.	2313 SW Arnold	Portland, OR	
353	R668001900	---	---	Kusen, Marianne G.	P.O. Box 84206	Fairbanks, AK	
353	R668001910	---	---	Black, Frederick A.	502-A PDN Bldg. 238 O'Hara St	Agana, Guam	
353	R668001930	---	---	Kirchhof, Anton C. Jr.	5313 SW 19th Dr.	Portland, OR	
353	R668001950	---	---	Singleton, Estelle F.	4856 Mahalo Dr.	Eugene, OR	
353	R668001980	---	---	Kirchhof, Anton C. Jr.	5313 SW 19th Dr.	Portland, OR	
353	R668001970	---	3719 SW 12th Ave.	Kirchhof, Anton C. Jr.	5313 SW 19th Dr.	Portland, OR	no
353	R668001990	---	---	Kirchhof, Anton C. Jr.	5313 SW 19th Dr.	Portland, OR	
353	R668002020	---	---	Johanns, Gary E.	2313 SW Arnold	Portland, OR	
353	R668002030	---	---	Singleton, Estelle F.	4856 Mahalo Dr.	Eugene, OR	
353	R668002040	---	---	Singleton, Estelle F.	4856 Mahalo Dr.	Eugene, OR	
353	R668002050	---	3710-30 SW 12th Ave.	Eder, H. Phillip	3445 SE Harold Ct.	Portland, OR	no
353	R668002060	1	1104 SW Galnos St.	Popé, Richard S.	3131 SW 11th	Portland, OR	no 2
353	R668002070	---	---	Singleton, Estelle F.	4856 Mahalo Dr.	Eugene, OR	
353	R668002090	---	3710-30 SW 12th	Eder, H. Phillip	3445 SE Harold Ct.	Portland, OR	no

Pkg	Rem	Zone	Year	Site Area	Living Area	No. Bdrms	No. Stvs	Addition	Blk	Lot	Land Value	Improved Value	Total A Value
1/1	0	R1	1948	5,000	1,080	2	1	Ptld City Hmstd	102	2	\$24,200	\$34,300	\$58,500
0/	0	R1	1948	5,000	1,380	2	1	Ptld City Hmstd	102	3	\$24,200	\$34,300	\$58,500
0/	0	R1	1948	5,000	1,080	2	1	Ptld City Hmstd	102	4	\$24,200	\$32,000	\$56,200
1/2	1	R1	1953	13,000	1,314	3	1	Ptld City Hmstd	102	5	\$50,000	\$70,000	\$120,000
2/2	1	R1	1957	10,000	2,380	2	1	Ptld City Hmstd	102	7 & 8	\$87,900	\$80,100	\$128,000
0/0	0	R1	1947	2,875	1,517	2	1	Ptld City Hmstd	103	1	\$19,400	\$61,600	\$81,000
0/9	0	R1	1964	12,375	4,704	7	2	Ptld City Hmstd	103	2 - 4	\$41,700	\$151,300	\$193,000
0/2	0	R1	1947	5,000	2,282	3	2	Ptld City Hmstd	103	1 - 4	\$38,800	\$85,200	\$104,000
1/0	0	R1	1947	10,000	1,100	2	1	Ptld City Hmstd	103	5 - 8	\$29,100	\$38,400	\$67,500
1/2	0	R1	1948	10,000	1,267	2	1	Ptld City Hmstd	103	5 - 8	\$40,000	\$37,000	\$77,000
0/56	0	R1	1966	45,250	27,133	50	3	Ptld City Hmstd	104	1 - 4	\$194,000	\$773,000	\$967,000
		R7	0	15,000	0	0	0	Ptld City Hmstd	108	1 - 3	\$3,000	\$0	\$3,000
		R7	0	40,000	0	0	0	Ptld City Hmstd	109	1 - 8	\$8,500	\$0	\$8,500
		R7	0	40,000	0	0	0	Ptld City Hmstd	110	1 - 8	\$8,500	\$0	\$8,500
		R7	0	40,000	0	0	0	Ptld City Hmstd	111	1 - 8	\$8,500	\$0	\$8,500
		R1	0	10,000	0	0	0	Ptld City Hmstd	112	1 & 2	\$4,100	\$0	\$4,100
		A1	0	30,000	0	0	0	Ptld City Hmstd	112	3 - 8	\$12,600	\$0	\$12,600
		R10	0	40,000	0	0	0	Ptld City Hmstd	118	1 - 8	\$8,500	\$0	\$8,500
		R10	0	40,000	0	0	0	Ptld City Hmstd	124	1 - 8	\$8,500	\$0	\$8,500
		R7	0	40,000	0	0	0	Ptld City Hmstd	1	1 - 8	\$10,000	\$0	\$10,000
		R7	0	40,000	0	0	0	Ptld City Hmstd	2	1 - 8	\$10,000	\$0	\$10,000
		R7	0	40,000	0	0	0	Ptld City Hmstd	3	1 - 8	\$10,000	\$0	\$10,000
		R7	0	25,000	0	0	0	Ptld City Hmstd	4	1 - 5	\$6,200	\$0	\$6,200
		R7	0	5,000	0	0	0	Ptld City Hmstd	4	6	\$1,300	\$0	\$1,300
		R7	0	10,000	0	0	0	Ptld City Hmstd	4	7 & 8	\$3,000	\$0	\$3,000
		R7	0	40,000	0	0	0	Ptld City Hmstd	5	1 - 8	\$10,000	\$0	\$10,000
		R7	0	20,000	0	0	0	Ptld City Hmstd	6	1 - 4	\$5,000	\$0	\$5,000
		R5	0	20,000	0	0	0	Ptld City Hmstd	6	5 - 6	\$5,000	\$0	\$5,000
		R7	0	5,000	0	0	0	Ptld City Hmstd	7	1	\$1,300	\$0	\$1,300
		R7	0	35,000	0	0	0	Ptld City Hmstd	7	2 - 8	\$9,000	\$0	\$9,000
		R7	0	40,000	0	0	0	Ptld City Hmstd	8	1 - 8	\$10,000	\$0	\$10,000
		R7	0	20,000	0	0	0	Ptld City Hmstd	9	1 - 4	\$5,000	\$0	\$5,000
		R7	0	20,000	0	0	0	Ptld City Hmstd	9	5 - 8	\$5,000	\$0	\$5,000
		R7	0	40,000	0	0	0	Ptld City Hmstd	10	1 - 8	\$10,000	\$0	\$10,000
		R7	0	40,000	0	0	0	Ptld City Hmstd	11	1 - 8	\$10,000	\$0	\$10,000
		R10, R7	0	40,000	0	0	0	Ptld City Hmstd	12	1 - 8	\$10,000	\$0	\$10,000
		R10	0	1,200	0	0	0	Ptld City Hmstd	20	1 & 2	\$200	\$0	\$200
		R10	0	4,300	0	0	0	Ptld City Hmstd	20	5 & 6	\$2,000	\$0	\$2,000
		R10	1949	13,000	1,301	3	1	Ptld City Hmstd	20	3 & 4	\$28,000	\$33,200	\$61,200
		R7	0	30,000	0	0	0	Ptld City Hmstd	21	1 - 4	\$7,500	\$0	\$7,500
		R10	0	10,000	0	0	0	Ptld City Hmstd	21	5 & 6	\$5,000	\$0	\$5,000
		R7	0	40,000	0	0	0	Ptld City Hmstd	22	1 - 8	\$10,000	\$0	\$10,000
		R7	0	30,000	0	0	0	Ptld City Hmstd	23	1-4, 5, 8	\$7,500	\$0	\$7,500
		R7	0	5,000	0	0	0	Ptld City Hmstd	23	6	\$1,500	\$0	\$1,500
		R7	0	5,000	0	0	0	Ptld City Hmstd	23	7	\$1,500	\$0	\$1,500
		R7	0	10,000	0	0	0	Ptld City Hmstd	24	1 & 2	\$2,500	\$0	\$2,500
		R1, R7	0	30,000	0	0	0	Ptld City Hmstd	24	3 - 8	\$12,600	\$0	\$12,600
		A1, R7	0	35,000	0	0	0	Ptld City Hmstd	25	1 - 7	\$21,000	\$0	\$21,000
		R1	0	5,000	0	0	0	Ptld City Hmstd	25	8	\$4,100	\$0	\$4,100
		R1, R7	0	40,000	0	0	0	Ptld City Hmstd	26	1 - 8	\$25,300	\$0	\$25,300
		R7	0	10,000	0	0	0	Ptld City Hmstd	27	1 & 2	\$2,500	\$0	\$2,500
		R1	0	5,000	0	0	0	Ptld City Hmstd	27	3	\$4,100	\$0	\$4,100
		R1	0	5,000	0	0	0	Ptld City Hmstd	27	4	\$4,100	\$0	\$4,100
		R1, R7	0	20,000	0	0	0	Ptld City Hmstd	27	5 - 8	\$10,400	\$0	\$10,400
		R10	0	30,000	0	0	0	Ptld City Hmstd	31	1 - 6	\$10,000	\$0	\$10,000
0/2	0	R7	1947	4,500	1,235	2	1	Ptld City Hmstd	32	1	\$12,000	\$69,000	\$81,000
		R7	0	300	0	0	0	Ptld City Hmstd	32	2	\$500	\$0	\$500
		R10	0	500	0	0	0	Ptld City Hmstd	32	5	\$1,500	\$0	\$1,500
1/1	d	R7	1947	4,800	2,134	3	1	Ptld City Hmstd	32	E65' 3&4	\$12,000	\$60,000	\$72,000
1/1		R10, R7	1947	6,300	1,174	2	1	Ptld City Hmstd	32	3	\$15,000	\$37,200	\$52,200
1/1		R10	1947	9,300	1,174	2	1	Ptld City Hmstd	32	W75' 6-8	\$20,000	\$34,000	\$54,000
		R7	0	35,000	0	0	0	Ptld City Hmstd	33	1 - 6	\$35,000	\$0	\$35,000
		R7	0	9,000	0	0	0	Ptld City Hmstd	34	1	\$15,000	\$0	\$15,000
		R5	0	9,000	0	0	0	Ptld City Hmstd	34	3	\$30,000	\$0	\$30,000
		R5	0	5,000	0	0	0	Ptld City Hmstd	34	4	\$30,000	\$0	\$30,000
		R7, R5	0	9,800	0	0	0	Ptld City Hmstd	34	5	\$15,000	\$0	\$15,000
		R7, R5	0	11,200	0	0	0	Ptld City Hmstd	34	2	\$15,000	\$0	\$15,000
		R1	0	5,000	0	0	0	Ptld City Hmstd	35	1	\$8,400	\$0	\$8,400
		R1	0	5,000	0	0	0	Ptld City Hmstd	35	2	\$8,400	\$0	\$8,400
		R1	0	5,000	0	0	0	Ptld City Hmstd	35	3	\$8,400	\$0	\$8,400
		R7, R5	0	15,000	0	0	0	Ptld City Hmstd	35	5 - 7	\$50,000	\$0	\$50,000
		R5	0	8,000	0	0	0	Ptld City Hmstd	35	8	\$35,000	\$0	\$35,000
		R1	0	5,000	0	0	0	Ptld City Hmstd	36	1	\$8,400	\$0	\$8,400
		R1	0	5,000	0	0	0	Ptld City Hmstd	36	2	\$8,400	\$0	\$8,400
		R1	0	5,500	0	0	0	Ptld City Hmstd	38	W10' 3	\$25,300	\$0	\$25,300
0/1	0	R1	1948	4,500	2,654	2	2	Ptld City Hmstd	36	4	\$28,100	\$57,900	\$84,000
		R1	0	10,000	0	0	0	Ptld City Hmstd	36	5 & 6	\$18,800	\$0	\$18,800
		R1	1917	10,000	2,016	5	2	Ptld City Hmstd	36	7 & 8	\$58,200	\$22,800	\$81,000



Blk	No.	Account #	Use	Owner	Owner Address	City, State	Owner Occupied	Cond.
353	R668002110		2\4 1	1004--1090 SW Galnes	Grace, Ether V. Tr.	P.O. Box 06058	Portland, OR	no 2
353	R668002190		2\3 2	908 SW Galnes	Gainesview Manor Inc.	906 SW Galnes	Portland, OR	no 2
353	R668002230		2\5	3736 SW 10th Ave.	Stephen, Kenneth E.	Rt. 2 Box 238	Hillsboro, OR	no 2
353	R668002240		1	3724 SW 10th Ave.	Seabold, Marie	333 NE Hillwood Dr.	Hillsboro, OR	no 2
353	R668002250		1	934 SW Galnes St.	Seabold, Harry C.	908 SW Galnes #29	Portland, OR	no 3
353	R668002260			924 SW Galnes	Seabold, Harry C.	908 SW Galnes #29	Portland, OR	no
353	R668002270		---	City of Portland		1220 SW 5th Ave.	Portland, OR	
353	R668002320		---	Dykstra, John S.		HC 27-A	Canyonville, OR	
353	R668002330		---	City of Portland		1220 SW 5th Ave.	Portland, OR	
353	R668002360		---	Halliday, Wilbur A.		1399 Sacramento Ave. #38	Bryte, CA	
353	R668002370		---	City of Portland		1220 SW 5th Ave.	Portland, OR	
353	R668002400		---	Eastman, Susan		8245 26th Ave. N.	St. Petersburg, FL	
353	R668002440		---	Multnomah County		12240 NE Gilsan St.	Portland, OR	
353	R668002480		---	Williamson, Wayne A.		4137 SW Greenleaf Ct	Portland, OR	
245	R668002500			3505 SW Marquam Hill	Mitchell, Robin L.	17859 Sundown Ct.	Lake Oswego, OR	no 2
245	R668002520			3535 SW Marquam Hill	Pernoll, Elizabeth L.	80 Tem St.	New Orleans, LA	no 2
245	R668002530			3525 SW Marquam Hill	Pernoll, Elizabeth L.	80 Tem St.	New Orleans, LA	no 2
245	R668002550			3515 SW Marquam Hill	Bayly, Joanne J.	3515 SW Marquam Hill	Portland, OR	yes 3
245	R668002570		---	---	Hearn, James D.	3523 SW 13th Ave.	Portland, OR	
353	R668002580		1	3523 SW 13th Ave.	Hearn, James D.	3523 SW 13th Ave.	Portland, OR	yes 3
353	R668002590		---	---	Hearn, James D.	3523 SW 13th Ave.	Portland, OR	
353	R668002600		1	1316 SW Curry St.	Blunt, David H.	829 Summer St., NE	Salem, OR	no 1
353	R668002610		---	---	Williamson, Wayne	4137 SW Greenleaf Ct	Portland, OR	
353	R668002650		2\2	3535 SW 12th Ave.	Noonan, William D.	1215 SW Galnes Ave	Portland, OR	no 2
353	R668002660		1	3525 SW 12th Ave.	Pernoll, Elizabeth L.	80 Tem St.	New Orleans, LA	no 2
353	R668002670		1	3515 SW 12th Ave.	Quarum, Merril L.	3515 SW 12th Ave.	Portland, OR	yes 2
353	R668002680		1	1212 SW Curry St.	Jahns, Occar F.	3203 SW 12th Ave.	Portland, OR	no 3
353	R668002690		---	---	Draper, Larry H.	19 28 SW 35th Ct.	Lake Oswego, OR	
353	R668002710		---	---	Quarum, Merril L.	3515 SW 12th Ave.	Portland, OR	
353	R668002720		1	1232 SW Curry St	Lawrence, David M.	2900 E. 7th Ave.	Denver, CO	no 2
353	R668002730		2\1 1	1111 SW Galnes St.	Koblegarde, B. Rupert	1151 SW King Ave.	Portland, OR	no 2
353	R668002750		2\1 3	3507 SW 11th Ave.	Sanders, Wilbert	1728 SW Elizabeth St.	Portland, OR	no 1
353	R668002770		1	1135 SW Galnes St.	Krippaehne, Marion L.	1312 SW Hessler Dr.	Portland, OR	no 2
353	R668002780		1	1127 SW Galnes St.	Krippaehne, Marion L.	1312 SW Hessler Dr.	Portland, OR	no 1
353	R668002790		---	---	Krippaehne, Marion L.	1312 SW Hessler Dr.	Portland, OR	
353	R668002810		1	3516 SW 12th	U'Ren, Harold M.	1211 SW Hessler	Portland, OR	no 2
353	R668002820		1	1126 SW Curry St	U'Ren, Cathryn C.	1211 SW Hessler	Portland, OR	no 2
353	R668002820		2\1 4	1007-1017 SW Galnes St.	Seabold, Marie	383 NE Hillwood Dr.	Hillsboro, OR	no 2
353	R668002840		2\2 3	3518-3532 SW 11th Ave.	Chinook Investment Co.	720 SW Washington #250	Portland, OR	no 2
353	R668002900		---	---	Deets, Marcel F.	909 SW Galnes St.	Portland, OR	
353	R668002910		1	909 SW Galnes St.	Deets, Marcel F.	909 SW Galnes St.	Portland, OR	yes 1
353	R668002930			902-912 SW Curry St.	Heinze, Thomas F.	80014 Glugliano NA	Italia	no
353	R668002940		1	927 SW Galnes St.	Gard, Timothy L.	927 SW Galnes St.	Portland, OR	yes 2
353	R668002950		1	3626 SW 10th Ave.	Van Buskirk, E. Michael	1625 NW 29th Ave.	Portland, OR	no 2
353	R668002955		---	---	Dorris, Thomas C.	3204 SW 12th Ave.	Portland, OR	
353	R668002960		1	925 SW Galnes St.	Salvelt, Carl M.	2029 SW Montgomery	Portland, OR	no 1
353	R668002970		1	931 SW Galnes St.	Newton, Thomas P.	931 SW Galnes St.	Portland, OR	yes 3
353	R668002980			3510-3512 SW 10th Ave.	Dorris, Thomas C.	3224 SW 12th Ave.	Portland, OR	no
353	R668002990			922 SW Curry St.	Pernoll, Elizabeth L.	80 Tem St.	New Orleans, LA	no
353	R668003000		1	3624 SW 10th Ave.	Neely, Idene	2235 SE 60th Ave.	Portland, OR	no 2
353	R668003010		---	---	City of Portland	1220 SW 5th Ave.	Portland, OR	
353	R668003090		---	---	City of Portland	1220 SW 5th Ave.	Portland, OR	
353	R668003170		---	---	City of Portland	1220 SW 5th Ave.	Portland, OR	
353	R668003250		1	3431 SW 13th Ave.	Rokos, Miroslav C.	3431 SW 13th Ave.	Portland, OR	yes 2
353	R668003260		1	1323 SW Curry St.	Henry, James L.	1323 SW Curry St.	Portland, OR	yes 2
353	R668001980		1	3709 SW 12th Ave.	Sanders, Wilbert	1831 W. Harvard	Roseburg, OR	no 1
	R669101680		2\1 2	4310-16 SW View Point Ter	McClinicy, John J.	5310 SW Iowa St.	Portland, OR	no 2
	R669101700		1	4320 SW View Point Ter	Goodenough, David A.	4320 SW View Point Ter	Portland, OR	yes 2
	R669101710		---	---	Oregon State of	Dept. of Trans. Bldg. 119	Salem, OR	
	R669101720		---	---	Phillips, Harold M.	2945 NW 111th Ave.	Portland, OR	
	R669101721			4100 SW Barbur Blvd.	Phillips, Harold M.	29 5 NW 111th Ave.	Portland, OR	no
130	R669101830			4210-30 SW View Point Ter	McClinicy, John J.	3090 Rosemont Rd.	West Linn, OR	no
130	R669101840			4210-30 SW View Point Ter	McClinicy, John J.	3090 Rosemont Rd.	West Linn, OR	no
130	R669101850		2\1 5	4210-30 SW View Point Ter	McClinicy, James	3090 Rosemont Rd.	West Linn, OR	no 2
130	R669101860		1	015 SW Bancroft St.	McClinicy, John J.	5310 SW Iowa St.	Portland, OR	no 1
130	R669101870		2\3	4234 SW View Point Ter	Trummer, Helen G.	1897 Mar West	Tiburon, CA	no 2
130	R669101880		2\2	4240-42 SW View Point Ter	McClinicy, John J.	5310 SW Iowa St.	Portland, OR	no 2
130	R669101890		1	021 SW Bancroft St.	Bonn, Robert S.	29 SW Bancroft St.	Portland, OR	no 2
130	R669101900		2\1 4	4130-44 SW View Point Ter	Smith, Lendon H.	2233 SW Market St.	Portland, OR	no 2
130	R669101920		2\3	4126 SW View Point Ter	Teuscher, George E.	9921 SW 30th Ave.	Portland, OR	no 2
130	R669101930		1	4118 SW View Point Ter	Schmokel, B. Carol	2116 NE 28th Ave.	Portland, OR	no 2
130	R669101940		1	4104 SW View Point Ter	Kerley, Robert V.	1916 NE Clackamas St.	Portland, OR	no 2
130	R669101950		1	012 SW Lowell St.	Sahaclan, Stephen E.	012 SW Lowell St.	Portland, OR	yes 2
130	R669101970		1	022 SW Lowell St.	Castrol, Ralph C.	8889 Caminito Pl. Cen #7322	San Diego, CA	no 2
130	R669101980		1	4103-05 SW View Point Ter	Kemeny, Matthias D.	4104 SW View Point Ter	Portland, OR	yes 2
129	R669101990		2\4	4117 SW View Point Ter	Black, Donn L.	2546 NW 53rd Dr.	Portland, OR	no 2
129	R669102010		2\5	4131 SW View Point Ter	Porcell, Albert	0334 SW Idaho St.	Portland, OR	no 2
129	R669102020		2\4	4135-41 SW View Point Ter	Pappas, James T.	4141 SW View Point Ter	Portland, OR	yes 2

Pkg	Rem	Zone	Year	Site Area	Living Area	No. Bdrms	No. Stys	Addition	Bik	Lot	Land Value	Improved Value	Total A Value
25	0	R1	1951	40,000	27,308	41	2	Ptld City Hmstd	37	1 - 8	\$232,800	\$484,200	\$717,000
12/0	0	R1	1960	20,000	22,452	32	2	Ptld City Hmstd	38	1 - 4	\$135,800	\$549,200	\$685,000
3/5	0	R1	1989	5,000	3,835	0	2	Ptld City Hmstd	38	5	\$29,100	\$60,900	\$120,000
0/2	0	R1	1947	5,000	1,440	5	1	Ptld City Hmstd	38	6	\$24,200	\$15,200	\$39,400
1/1	0	A1	1937	4,807	870	1	1	Ptld City Hmstd	38	E 1/2 7	\$27,100	\$8,900	\$36,000
		A1	1937	5,393	800	1	1	Ptld City Hmstd	38	W 1/2 7	\$31,000	\$8,600	\$39,600
		R10	0	5,500	0	0	0	Ptld City Hmstd	41	1 & 2	\$1,500	\$0	\$1,500
		R10	0	5,000	0	0	0	Ptld City Hmstd	42	1	\$1,500	\$0	\$1,500
		R10	0	24,500	0	0	0	Ptld City Hmstd	42	2-4, 7 & 8	\$7,500	\$0	\$7,500
		R10	0	5,000	0	0	0	Ptld City Hmstd	42	5	\$1,500	\$0	\$1,500
		R10	0	5,000	0	0	0	Ptld City Hmstd	42	6	\$1,500	\$0	\$1,500
		R10, R7	0	20,000	0	0	0	Ptld City Hmstd	43	1 & 2	\$10,000	\$0	\$10,000
		R10, R7	0	20,000	0	0	0	Ptld City Hmstd	43	3-4, 7 & 8	\$12,000	\$0	\$12,000
		R7	0	2,700	0	0	0	Ptld City Hmstd	44	1 & 2	\$2,400	\$0	\$2,400
0/3	0	R7	1947	7,000	1,293	2	1	Ptld City Hmstd	44	4	\$18,000	\$36,000	\$54,000
0/1	0	R7	1947	4,000	1,073	2	1	Ptld City Hmstd	44	5	\$13,000	\$34,700	\$47,700
1/1	1	R7	1947	5,100	1,073	2	1	Ptld City Hmstd	44	2	\$15,000	\$34,500	\$49,500
1/3	0	R7	1947	6,000	1,073	2	1	Ptld City Hmstd	44	3	\$16,000	\$33,500	\$49,500
		R5	0	5,000	0	0	0	Ptld City Hmstd	45	1	\$15,000	\$0	\$15,000
1/5	0	R5	1978	5,000	1,443	2	1	Ptld City Hmstd	45	2	\$16,000	\$64,100	\$80,100
		R5	0	5,000	0	0	0	Ptld City Hmstd	45	3	\$16,000	\$0	\$18,000
1/1	0	R5	1942	5,000	813	2	1	Ptld City Hmstd	45	4	\$17,000	\$37,000	\$54,000
		R5	0	20,000	0	0	0	Ptld City Hmstd	45	5 - 8	\$30,000	\$0	\$30,000
0/2	0	R1	1884	5,000	1,523	2	2	Ptld City Hmstd	46	1	\$29,100	\$36,900	\$88,000
1/1	0	R1	1951	5,000	1,755	2	1	Ptld City Hmstd	46	2	\$29,100	\$42,900	\$72,000
0/1	1	R5	1951	5,000	966	2	1	Ptld City Hmstd	46	3	\$18,000	\$45,200	\$81,200
1/4	0	R5	1942	5,000	864	2	1	Ptld City Hmstd	46	4	\$18,000	\$54,000	\$72,000
		R5	0	13,000	0	0	0	Ptld City Hmstd	46	5	\$45,000	\$0	\$45,000
		R5	0	5,000	0	0	0	Ptld City Hmstd	46	7	\$5,000	\$0	\$5,000
1/3	1	R5	1942	5,000	1,082	2	1	Ptld City Hmstd	46	8	\$18,000	\$58,500	\$76,500
10/0	0	R1	1965	9,500	7,020	10	2	Ptld City Hmstd	47	1	\$83,000	\$218,000	\$281,000
5/6	1	R1	1940	10,000	7,835	13	2	Ptld City Hmstd	47	3 & 4	\$83,000	\$193,000	\$256,000
0	0	R1	1937	2,500	1,734	5	2	Ptld City Hmstd	47	5	\$16,900	\$50,100	\$67,000
3/0	0	R1	1937	3,000	691	2	1	Ptld City Hmstd	47	E50'	\$14,500	\$28,700	\$43,200
		R1	0	5,000	0	0	0	Ptld City Hmstd	47	6	\$25,300	\$0	\$25,300
2/2	0	R5	1962	5,000	1,032	1	1	Ptld City Hmstd	47	7	\$20,000	\$34,000	\$54,000
1/3	0	R5	1938	5,000	1,316	3	1	Ptld City Hmstd	47	8	\$20,000	\$38,500	\$58,500
8	0	R1	1956	10,000	7,872	11	2	Ptld City Hmstd	48	1 & 2	\$58,200	\$181,800	\$240,000
0/17	0	R1	1955	30,000	30,707	33	2	Ptld City Hmstd	48	3 - 8	\$174,600	\$585,400	\$780,000
		R1	0	5,000	0	0	0	Ptld City Hmstd	49	1	\$25,300	\$0	\$25,300
0/1	0	R1	1904	10,000	1,543	3	1	Ptld City Hmstd	49	2 & 3	\$58,200	\$13,800	\$72,000
		R1	1927	5,000	1,347	2	1	Ptld City Hmstd	49	4	\$24,200	\$41,800	\$66,000
0	0	A1	1937	1,470	982	2	1	Ptld City Hmstd	49	Pt. 5	\$8,700	\$27,300	\$38,000
0	0		1936	2,150	840	2	1	Ptld City Hmstd	49	Pt. 5	\$6,200	\$25,300	\$31,500
		R2	0	1,750	0	0	0	Ptld City Hmstd	49	Pt. 5	\$5,700	\$0	\$5,700
0/1	0	A1	1937	1,470	982	2	1	Ptld City Hmstd	49	Pt. 5	\$8,700	\$30,900	\$39,600
1/2	0	R1	1937	1,260	1,082	4	1	Ptld City Hmstd	49	Pt. 5	\$12,000	\$18,000	\$30,000
		R1	1952	5,000	1,848	3	1	Ptld City Hmstd	49	7	\$29,100	\$57,900	\$87,000
		A1	1928	5,000	780	2	1	Ptld City Hmstd	49	8	\$24,200	\$29,800	\$54,000
0/2	0	R1	1936	1,900	970	1	1	Ptld City Hmstd	49	Pt. 5	\$9,700	\$24,500	\$34,200
		R7	0	40,000	0	0	0	Ptld City Hmstd	53	1 - 8	\$8,500	\$0	\$8,500
		R7	0	40,000	0	0	0	Ptld City Hmstd	54	1 - 8	\$8,500	\$0	\$8,500
		R7	0	39,500	0	0	0	Ptld City Hmstd	55	1	\$100,000	\$0	\$100,000
2/1	0	R5	1963	5,000	936	2	1	Ptld City Hmstd	56	E50' 1,2	\$30,000	\$46,500	\$76,500
0/2	0	R5	1963	5,000	936	1	1	Ptld City Hmstd	56	W50' 1,2	\$25,000	\$51,500	\$76,500
0/2	1	R1	1890	5,000	1,730	2	2	Ptld City Hmstd	35	4	\$29,100	\$63,900	\$93,000
0/6	0	R1	1978	11,810	9,789	12	2	Ptld. Hmstd.	5	TL6 of A-B	\$85,900	\$208,800	\$272,700
2/2	1	R1	1910	3,750	946	2	1	Ptld. Hmstd.	5	TL6 of C-D	\$21,300	\$23,700	\$45,000
		C2	0	415	0	0	0	Ptld. Hmstd.	5	TL6 of A-D	\$100	\$0	\$100
		R2S	0	9,805	0	0	0	Ptld. Hmstd.		Sub Lt. 4	\$71,200	\$0	\$71,200
		R2S	1936	9,805	3,100	0	0.1	Ptld. Hmstd.		Sub Lt. 4	\$0	\$125,000	\$125,000
		R1	0	6,569	0	0	0	Ptld. Hmstd.	6	TL16 of 3	\$33,200	\$0	\$33,200
		R1	0	1,226	0	0	0	Ptld. Hmstd.	6	TL22 of 3	\$5,400	\$0	\$5,400
4/12	0	R1	1974	7,289	10,526	15	2	Ptld. Hmstd.	6	TL7 of 3	\$42,600	\$260,900	\$303,500
0/1	0	R1	1890	1,929	788	1	0	Ptld. Hmstd.	6	TL25 of 3	\$10,500	\$20,500	\$31,000
2/0	1	R1	1894	4,675	2,700	3	2	Ptld. Hmstd.	6	TL8 of 3	\$25,500	\$37,300	\$62,800
2/2	0	R1	1970	2,746		2	0	Ptld. Hmstd.	6	TL9 of 3	\$25,500	\$91,800	\$117,300
1/1	0	R1	1906	4,620	1,064	2	1	Ptld. Hmstd.	6	TL10 of 3	\$21,300	\$19,200	\$40,500
0/9	0	R1	1962	11,500	11,684	14	2	Ptld. Hmstd.	6	TL19 of 4	\$68,900	\$233,100	\$300,000
0/1	1	R1	1908	3,600	2,488	3	2	Ptld. Hmstd.	8	TL2 of 4	\$20,800	\$43,300	\$64,100
0/0	0	R1	1908	1,846	1,476	2	2	Ptld. Hmstd.	6	TL14 of 4	\$9,900	\$44,500	\$54,400
0/1	0	R1	1908	2,200	1,648	2	2	Ptld. Hmstd.	6	TL3 of 4	\$11,800	\$44,300	\$56,100
0/0	0	R1	1908	1,900	1,412	2	1	Ptld. Hmstd.	6	TL13 of 4	\$11,600	\$44,200	\$55,800
0/0	1	R1	1908	2,800	1,330	4	1	Ptld. Hmstd.	6	TL5 of 4	\$14,500	\$51,600	\$88,100
0/0	1	R5	1892	8,500	3,388	2	2	Ptld. Hmstd.		N.55' of	\$38,700	\$33,900	\$72,800
1/0	0	R5	1912	7,750	7,450	8	3	Ptld. Hmstd.	7	1	\$37,800	\$92,400	\$130,200
0/0	1	R2	1892	10,000	3,223	5	2	Ptld. Hmstd.		S120' of	\$38,800	\$36,000	\$74,800
4/0	0	R2	1980	10,005	3,638	4	1	Ptld. Hmstd.		N70' of	\$45,500	\$80,900	\$126,400

Account #	Use		Owner	Owner Address	City, State	Owner	Occupied	Cond.
R669102050	2(2)	4235-43 SW View Point Ter	Kenney, Rosemary R.	4211 SW Condor Ave.	Portland, OR		no	2
R669102060	2(2)	13-15 SW Bancroft St.	Pernoli, Elizabeth L.	80 Tern St.	New Orleans, LA		no	2
R669102070	1	29 SW Bancroft St.	Bonn, Robert S.	29 SW Bancroft St.	Portland, OR		yes	3
R669102080	2(4)	21-27 SW Bancroft St.	Bonn, Robert S.	29 SW Bancroft St.	Portland, OR		no	3
R669102090	2(2)	4229-31 SW View Point Ter	Barrett, Ruth	4229 SW View Point Ter	Portland, OR		yes	2
R669102100	1	4217 SW View Point Ter	Ragan, Marlene	4619 SW View Point Ter	Portland, OR		no	1
R669102110	1	4205 SW View Point Ter	Johnson, Sheldon E.	4205 SW View Point Ter	Portland, OR		yes	2
R669102140	1	4242 SW Condor Ave.	Sposito, Patricia M.	4242 SW Condor Ave.	Portland, OR		yes	2
R669102150	1	4 32 SW Condor Ave.	Thompson, L. Francelle	832 SW Westwood Dr.	Portland, OR		yes	2
R669102200	1	4224 SW Condor Ave.	Kusma, John P.	4224 SW Condor Ave.	Portland, OR		yes	3
R669102210	1	4212 SW Condor Ave.	Headley, William L.	2669 SW Montgomery Dr.	Portland, OR		no	1
R669102220	1	4208 SW Condor Ave.	Johnson, Dale E.	4208 SW Condor Ave.	Portland, OR		yes	2
R669102240	1	4204 SW Condor Ave.	Newhouse, Cornelius J.	4204 SW Condor Ave.	Portland, OR		yes	2
R669102260	1	4100 SW Condor Ave.	Shafer, Mark H.	4100 SW Condor Ave.	Portland, OR		yes	3
R669102270		---	Kemeny, Matthias D.	4105 SW View Point Ter	Portland, OR			
R669102280	1	4112 SW Condor Ave.	Bisaccio, Gary A.	4112 SW Condor Ave.	Portland, OR		yes	3
R669102300	1	4128 SW Condor Ave.	Slvage, Stephen E.	4128 SW Condor	Portland, OR		yes	3
R669102320	1	4140 SW Condor A e.	Sloop, Perry R.	4140 SW Condor Ave.	Portland, OR		yes	3
R669102340	1	4331 SW View Point Ter	Sullivan, Mary H.	4331 SW View Point Ter	Portland, OR		yes	2
R669102360		---	Bolger, Margaret	36 SW Bancroft St.	Portland, OR			
R669102380	1	20 SW Bancroft St.	Fachini, Leo L.	324 SW Nevada Ct.	Portland, OR		no	2
R669102400	1	12 SW Bancroft	Mulvihill, Fred C.	12 SW Bancroft	Portland, OR		yes	2
R669102410	1	4315 SW View Point Ter	Hester, John S.	4315 SW View Point Ter	Portland, OR		yes	2
R669102420	1	4323 SW View Point Ter	Smith, Alma A.	4323 SW View Point Ter	Portland, OR		yes	2
R669102430	1	4341 SW View Point Ter	Stoffer, Donna D.	4341 SW View Point Ter	Portland, OR		yes	2
R669102440	3	4445 SW Barbur Blvd.	Cook, Ward	520 SW Stark St.	Portland, OR		no	0/2
R669102441	2	4445 SW Barbur Blvd.	Cook, Ward	5 0 SW Stark St.	Portland, OR		no	0/2
R669102442		---	Oregon State of	State Highway Bldg.	Salem, OR			
R669102530		---	Cook, Ward	520 SW Stark St.	Portland, OR			
R669102550		---	Cook, Ward	520 SW Stark St.	Portland, OR			
R669102560	1	4400 SW Condor Ave.	Glendinning, Norwood E.	4400 SW Condor Ave.	Portland, OR		yes	2
R669102580	1	46 SW Bancroft St.	Concannon, Bryan J.	48 SW Bancroft St.	Portland, OR		yes	3
R669102590	1	4310 SW Condor Ave.	Simonton, Theresa I.	4310 SW Condor Ave.	Portland, OR		yes	2
R669102600	1	4318 SW Condor Ave.	Powell, Michael M.	4318 SW Condor Ave.	Portland, OR		yes	1
R669102610	2	4328 SW Condor St.	Powell, Michael M.	4328 SW Condor St.	Portland, OR		yes	1
R669102620	1	4336 SW Condor Ave.	McArthur, Mary	4336 SW Condor Ave.	Portland, OR		yes	3
R669102640	1	36 SW Bancroft St.	Bolger, Margaret	36 Sw Bancroft St.	Portland, OR		yes	3
R669102660	1	41 SW Bancroft St.	Western Ore. Conf. Assn.	605 SE 39th Ave.	Portland, OR			2
R669102670		---	Oregon State of	State Highway Bldg.	Salem, OR			
		3950 SW Lowell Ln					yes	2
		3940 SW Lowell Ln					yes	2
R669103220	1	232 SW Hamilton St.	Kemper, Evelyn M.	2442 SW Sheffield	Portland, OR		no	2
R669103230	1	218 SW Hamilton St.	Selander, Robert E.	218 SW Hamilton St.	Portland, OR		yes	1
R669103240	2(2)	212-214 SW Hamilton St.	Hess, Barton M.	212 SW Hamilton St.	Portland, OR		no	2
R669103260		4571 SW Barbur Blvd.	Hess, Barton M.	P.O. Box 3332	Sunriver, OR			
R669103270		---	Hess, Barton M.	P.O. Box 3332	Sunriver, OR			
R669103280	1	4310 SW Hamilton St.	Bonney, Joseph P.	4310 SW Hamilton St.	Portland, OR		yes	2
R669103300	1	200 SW Bancroft St.	Mann, Nome D.	200 SW Bancroft St.	Portland, OR		yes	2
R669103310	1	130 SW Bancroft St.	Elliott, James L.	130 SW Bancroft St.	Portland, OR		yes	2
R669103320	1	124 SW Bancroft St.	Nickerson, Don L.	124 SW Bancroft St.	Portland, OR		yes	3
R669103330	1	4305 SW Condor Ave.	English, Jeffrey D.	4305 SW Condor Ave.	Portland, OR		yes	2
R669103340	1	4311 SW Condor Ave.	Campbell, Sandra	0205 SW Montgomery #406	Portland, OR		no	2
R669103350	1	4323 SW Condor Ave.	Soga, Key	4323 SW Condor Ave.	Portland, OR		yes	3
R669103360	1	4335 SW Condor Ave.	Wyse, Scott C.	4335 SW Condor Ave.	Portland, OR		yes	3
R669103370	1	123 SW Bancroft Ct.	Campillo, Linda M.	123 SW Bancroft Ct.	Portland, OR		yes	2
R669103380	1	163 SW Bancroft Ct.	Cavanaugh, A. Thomas Jr.	123 SW Bancroft Ct.	Portland, OR		no	2
R669103390	1	201 SW Bancroft Ct.	Fritcher, Mark S.	201 SW Bancroft Ct.	Portland, OR		yes	3
R669103400	1	4322 SW Hamilton Terr	King, Shelley M.	4322 SW Hamilton Terr	Portland, OR		yes	2
R669103410	1	4334 SW Hamilton Ter	Prichard, Marie F. Tr.	4334 SW Hamilton Ter	Portland, OR		yes	2
R669103430	1	4405 SW Condor Ave.	Menashe, R. Barry	6426 SW Bvtn-Hisdl Hwy.	Portland, OR		no	1
R669103440	1	4415 SW Condor Ave.	Gleyre, Etsle M.	4415 SW Condor Ave.	Portland, OR		yes	2
R669103450	1	4423 SW Condor Ave.	Labby, Ben A.	4423 SW Condor Ave.	Portland, OR		yes	3
R669103460	1	105 SW Hamilton St.	Barker, Donald E.	105 SW Hamilton St.	Portland, OR		yes	2
R669103470	1	138 SW Bancroft Ct.	Baedlove, James L.	2042 SW Madison #3	Portland, OR		no	1
R669103490	1	127 SW Hamilton St.	R m, Samuel R.	127 SW Hamilton St.	Portland, OR		yes	2
R669103510	1	4 02 SW Hamilton Ter	Hakkarainen, Oscar E.	8010 NW Skyline Blvd.	Portland, OR		no	2
R669103520	1	4408 SW Hamilton Ter	Williams, Bessie S.	4408 SW Hamilton Ter	Portland, OR		yes	2
R669103520	1	4412 SW Hamilton Ter	Williams, Bessie S.	4408 SW Hamilton Ter	Portland, OR		no	1
R669103540	1	200 SW Bancroft Ct.	Sims, Teresa L.	200 SW Bancroft Ct.	Portland, OR		yes	
R669103560	2(2)	225-9 SW Hamilton St.	Urten, Harold M.	1211 SW Hessler Dr.	Portland, OR		no	1
R669103580	1	215 SW Hamilton St.	Gordon, Mary E.	P.O. Box 8367	Portland, OR		no	1
R669103590	1	203 SW Hamilton St.	Urten, Harold M.	1211 SW Hessler Dr.	Portland, OR		no	2
R669103600	1	4211 SW Condor Ave.	Kenney, Rosemary R.	4211 SW Condor Ave.	Portland, OR		yes	3
R669103640	1	4219 SW Condor Ave.	McCartney, H. Scott	4219 SW Condor Ave.	Portland, OR		yes	3
R669103660	1	4241 SW Condor Ave.	Good, James K. Jr.	4241 SW Condor Ave.	Portland, OR		yes	2
R669103680	1	115 SW Bancroft St.	Sparkman, Laura L.	7742 SE 15th Ave.	Portland, OR		no	2
R669103690	1	117 SW Bancroft St.	Son, Victoria J.	400 W. 6th Ave.	Columbus, OH		no	2
R669103700	1	131 SW Bancroft St.	Ekstrom, Barbara J.	131 SW Bancroft St.	Portland, OR		yes	2

Pkg	Rem	Zone	Year	Site	Living	No.	No.	Addition	Blk	Lot	Land	Improved	Total
			Built	Area	Area	Bdrms	Stys				Value	Value	A Value
2/2	0	R5	1955	5,100	2,077	2	1	Ptld. Hmstd.		Sub Lt.2	\$22,700	\$66,500	\$89,200
2/1	0	R5	1951	4,250	1,274	2	1	Ptld. Hmstd.		Sub Lt.2	\$19,100	\$34,500	\$53,800
2/2	0	R2	1959	8,700	1,292	3	1	Ptld. Hmstd.		Sub Lt.2	\$30,000	\$55,000	\$85,000
1/4	0	R2	1966	14,500	4,354	5	2	Ptld. Hmstd.		Sub Lt.2	\$68,000	\$60,000	\$128,000
1/0	0	R5	1908	4,675	1,826	2	2	Ptld. Hmstd.	7	C	\$21,300	\$41,400	\$62,700
1/1	1	R2	1883	4,675	896	2	1	Ptld. Hmstd.	7	D	\$24,200	\$34,300	\$58,500
1/0	1	R2	1907	10,200	2,538	1	2	Ptld. Hmstd.	7	E & F	\$38,800	\$42,200	\$81,000
1/2	1	R5	1889	4,875	912	1	1	Ptld. Hmstd.	7	A	\$24,200	\$29,800	\$54,000
0	1	R5	1890	2,528	1,940	2	2	Ptld. Hmstd.		Sub Lt.3	\$13,600	\$35,000	\$48,600
1	2	R5	1892	4,675	1,668	3	1.5	Ptld. Hmstd.		Sub Lt.3	\$24,200	\$60,800	\$85,000
2	0	R5	1898	4,455	2,829	2	2	Ptld. Hmstd.		Sub Lt.3	\$22,700	\$45,800	\$68,500
0	2	R5	1905	4,700	1,394	3	1	Ptld. Hmstd.		Sub Lt.3	\$24,200	\$44,200	\$68,400
1	1	R5	1890	5,300	1,320	3	1	Ptld. Hmstd.		Sub Lt.3	\$24,200	\$40,600	\$84,800
	2	R5	1949	8,400	1,415	2	1	Ptld. Hmstd.			\$32,900	\$81,600	\$94,00
		R5	0	5,000	0	0	0	Ptld. Hmstd.		E.50'	\$3,800	\$0	\$3,800
3	2	R5	1938	10,200	2,135	4	1	Ptld. Hmstd.	7	4	\$36,800	\$89,200	\$126,000
3	1	R5	1937	10,200	1,809	3	1	Ptld. Hmstd.	7	S120' 4	\$36,800	\$80,200	\$117,000
2	1	R5	1937	10,200	2,270	5	1	Ptld. Hmstd.	7	S60' 4	\$36,800	\$89,200	\$126,000
1/0	1	R5	1908	7,820	1,522	1	2	Ptld. Hmstd.	8	1	\$25,200	\$46,800	\$72,000
		R5	0	4,140	0	0	0	Ptld. Hmstd.	8	1	\$11,800	\$0	\$11,800
1/2	0	R5	1941	6,900	1,513	3	1	Ptld. Hmstd.	8	1	\$28,000	\$40,000	\$68,000
1/1	2	R5	1940	4,140	984	2	1	Ptld. Hmstd.	8	1	\$19,400	\$40,000	\$59,400
1/1	0	R5	1941	4,140	1,302	3	1	Ptld. Hmstd.	8	1	\$19,400	\$3,100	\$22,500
1/1	0	R5	1941	4,140	1,544	3	1	Ptld. Hmstd.	8	1	\$19,400	\$45,400	\$64,800
1/1	0	R5	1942	7,820	1,077	2	1	Ptld. Hmstd.	8	1	\$23,200	\$29,000	\$52,200
	0	C4S	0	40,400	0	0	0	Ptld. Hmstd.		TL 1	\$201,700	\$0	\$201,700
	0	C4S	0					Ptld. Hmstd.		TL 1	\$0	\$442,000	\$442,000
		C4	0	715	0	0	0	Ptld. Hmstd.	8	2 & 3	\$4,400	\$0	\$4,400
		R5P	0	8,000	0	0	0	Ptld. Hmstd.	8	3	\$38,800	\$0	\$38,800
		R5	0	5,000	0	0	0	Ptld. Hmstd.	8	3	\$21,300	\$0	\$21,300
3	0	R5	1948	10,000	1,631	3	1	Ptld. Hmstd.	8	3	\$42,600	\$60,900	\$103,500
1/1	2	R5	1913	4,675	1,456	3	2	Ptld. Hmstd.		Sub Lt.4	\$24,200	\$34,300	\$58,500
4	0	R5	1968	4,675	1,284	5	1	Ptld. Hmstd.		Sub Lt.4	\$24,200	\$63,100	\$87,300
0	1	R5	1892	4,675	1,766	2	2	Ptld. Hmstd.	8	Lt.4 of C	\$20,900	\$20,300	\$41,200
0	0	R5	1880	4,675	720	1	1	Ptld. Hmstd.	8	Lt.4 of D	\$24,200	\$25,300	\$49,500
3	1	R5	1898	10,200	1,600	3	1.5	Ptld. Hmstd.	8	31000	\$45,500		\$45,500
1/1	2	R5	1890	10,200	2,130	3	1.5	Ptld. Hmstd.	8	G & H	\$36,800	\$19,900	\$56,700
2	0	R2	0	13,650	0	0	0	Ptld. Hmstd.		Sub Lt.1	\$65,900	\$11,900	\$77,800
		R2	0	500	0	0	0	Ptld. Hmstd.		Sub Lt.1	\$2,000	\$0	\$2,000
2/2	0		1965					Ptld. Hmstd.					\$0
2/0	1		1960					Ptld. Hmstd.					\$0
1/1	0	R2	1900	4,675	1,177	1	1.5	Ptld. Hmstd.	10	4	\$24,200	\$36,500	\$60,700
1/0	0	R2	1888	4,875	852	1	1	Ptld. Hmstd.		N 110'	\$24,200	\$19,900	\$44,100
0/0	1	R2	1893	12,400	1,202	2	1	Ptld. Hmstd.	10	1 & 4	\$48,500	\$41,500	\$90,000
		R2	1932	3,825	1,199	3	2	Ptld. Hmstd.		E 85'	\$14,500	\$12,500	\$27,000
		R2	0	900	0	0	0	Ptld. Hmstd.		W 42.5'	\$300	\$0	\$300
1/1	1	R5	1922	10,000	1,548	3	1	Ptld. Hmstd.	11	1 & 2	\$48,500	\$64,000	\$112,500
0/0	0	R5	1950	4,666	1,184	1	1	Ptld. Hmstd.	11	3	\$24,200	\$47,800	\$72,000
0/0	0	R5	1926	4,800	1,470	3	1	Ptld. Hmstd.	11	4	\$19,400	\$57,100	\$76,500
2/2	0	R5	1987	4,600	1,670	2	2	Ptld. Hmstd.	11	5	\$19,400	\$0	\$19,400
2	2	R5	1926	5,000	1,620	3	1	Ptld. Hmstd.	11	6	\$24,200	\$47,800	\$72,000
3	0	R5	1932	5,000	1,192	3	1	Ptld. Hmstd.	11	7	\$24,200	\$38,800	\$63,000
2	2	R5	1941	5,000	818	2	1	Ptld. Hmstd.	11	8	\$24,200	\$38,800	\$63,000
2	2	R5	1938	5,000	1,783	2	1	Ptld. Hmstd.	11	9	\$24,200	\$47,800	\$72,000
0	0	R5	1925	4,660	930	2	1	Ptld. Hmstd.	11	10	\$21,300	\$38,100	\$59,400
3	2	R5	1924	4,680	960	2	1	Ptld. Hmstd.	11	11	\$21,300	\$38,100	\$59,400
2	2	R5	1951	4,660	1,109	2	1	Ptld. Hmstd.	11	12	\$21,300	\$46,200	\$67,500
1/1	0	R5	1926	5,000	1,496	3	1	Ptld. Hmstd.	11	13	\$24,200	\$70,300	\$94,500
1/1	1	R5	1922	5,000	2,075	3	2	Ptld. Hmstd.	11		\$24,200	\$97,300	\$121,500
	0	R5	1926	5,000	1,064	3	1	Ptld. Hmstd.	11	16	\$24,200	\$33,400	\$57,600
3	0	R5	1927	5,000	652	1	1	Ptld. Hmstd.	11	17	\$24,200	\$20,800	\$45,000
3	2	R5	1928	5,000	872	1	1	Ptld. Hmstd.	11	18	\$24,200	\$28,000	\$52,200
1/1	1	R5	1925	5,000	800	4	1	Ptld. Hmstd.	11	19	\$24,200	\$61,300	\$85,500
2	0	R5	1941	7,000	1,217	2	2	Ptld. Hmstd.	11	20	\$23,200	\$37,500	\$60,700
2/1	0	R5	1924	7,000	1,207	3	1	Ptld. Hmstd.	11	21	\$29,100	\$42,900	\$72,000
2/2	1	R5	1898	6,000	994	1	1	Ptld. Hmstd.	11	TL 1	\$27,100	\$35,900	\$63,000
0/0	1	R5	1907	9,000	2,336	2	2	Ptld. Hmstd.	11	3	\$36,400	\$50,300	\$86,700
2/0	0	R5				2	1	Ptld. Hmstd.	11	3			\$0
		R5	1925	6,300	728	2	1	Ptld. Hmstd.	11	3	\$27,100	\$26,900	\$54,000
1/0	0	R5	1890	9,350	2,448	2	2	Ptld. Hmstd.	11	3	\$38,200	\$8,800	\$47,000
1/1	0	R5	1889	4,875	1,056	2	1	Ptld. Hmstd.		S 110'	\$19,400	\$34,600	\$54,000
0/1	0	R5	1892	4,675	1,580	1	1.5	Ptld. Hmstd.	11	3	\$19,400	\$21,100	\$40,500
3	1	R5	1914	13,000	1,729	3	1	Ptld. Hmstd.	12	2	\$36,800	\$57,700	\$94,500
1	2	R5	1914	6,384	2,080	4	1	Ptld. Hmstd.	12	2	\$23,200	\$53,300	\$76,500
2	2	R5	1952	5,750	1,720	4	2	Ptld. Hmstd.	12	2	\$27,100	\$22,400	\$49,500
2/0	0	R5	1915	4,600	1,472	4	1	Ptld. Hmstd.	12	2	\$21,300	\$32,700	\$54,000
0/0	0	R5	1938	4,800	720	2	1	Ptld. Hmstd.	12	2	\$21,300	\$29,100	\$50,400
1/0	0	R5	1914	4,830	1,792	4	1	Ptld. Hmstd.	12	2 & H	\$24,200	\$47,800	\$72,000

Blk	Account #	Use	Owner	Owner Address	City, State	Owner	Occupied	Cond.
127	R699103710	1	219 SW Bancroft St.	Stager, Reed R.	219 SW Bancroft St.	Portland, OR	yes	2
127	R699103720	1	225 SW Bancroft St.	Becker, Jeffrey L.	233 SW Bancroft St.	Portland, OR	yes	1
127	R699103730	1	233 SW Bancroft St.	Becker, Jeffrey L.	233 SW Bancroft St.	Portland, OR	yes	2
127	R699103740		4216 SW Hamilton Ter	Freeman, Roxane J.	4216 SW Hamilton Ter	Portland, OR	yes	2
127	R699103760		4204 SW Hamilton Ter	Wold, Harlan A.	4204 SW Hamilton Ter	Portland, OR	yes	2
127	R699103800	1	201 SW Bancroft St.	Nye, Daniel A.	201 SW Bancroft St.	Portland, OR	yes	2
127	R699103830	1	---	City of Portland	1700 SW 4th Ave.	Portland, OR		
127	R699103950	1	4112 SW 4th Ave.	Rankin, Gale S.	4112 SW 4th Ave.	Portland, OR	yes	3
127	R699103980	1	4138 SW 4th Ave.	Keen, Ruth E.	4138 SW 4th Ave.	Portland, OR	yes	3
	R699104010	1	4120 SW 4th Ave.	De Marco, James D.	4120 SW 4th Ave.	Portland, OR	yes	3
			4206 SW 4th Ave.					3
			4216 SW 4th Ave.					3
			4224 SW 4th Ave.					2
138	R699104040	1	4323 SW Hamilton Ter	Dargen, James J.	4323 SW Hamilton Ter	Portland, OR	yes	1
138	R699104070	1	---	Crafton, David J.	4423 SW Hamilton Ter	Portland, OR		2
138	R699104080	1	307 SW Hamilton St.	Alberty, Roger E.	307 SW Hamilton St.	Portland, OR	yes	2
138	R699104100	1	325 SW Hamilton St.	Friedman, Peter D.	325 SW Hamilton St.	Portland, OR	yes	2
138	R699104120	1	4401 SW Hamilton Ter	Muller, Richard A.	4401 SW Hamilton Ter	Portland, OR	yes	2
138	R699104130	1	4411 SW Hamilton Ter	Moody, Max L.	P.O. Box 7488	Vallejo, CA	no	2
138	R699104170	1	4423 SW Hamilton Ter	Crafton, David J.	4423 SW Hamilton Ter	Portland, OR	yes	2
138	R699104180	1	335 SW Hamilton St.	Sampson, Helene D.	335 SW Hamilton St.	Portland, OR	yes	2
138	R699104200	1	347 SW Hamilton St.	Nyheim, Beto	347 SW Hamilton St.	Portland, OR	yes	2
138	R699104210	1	359 SW Hamilton St.	Needham, Thomas R.	359 SW Hamilton St.	Portland, OR	yes	2
138	R699104220	1	348 SW Bancroft St.	Bleze, Gerald M.	348 SW Bancroft St.	Portland, OR	yes	2
138	R699104240	1	360 SW Bancroft St.	Engel, Rudolf	360 SW Bancroft St.	Portland, OR	yes	2
138	R699104260		---	City of Portland	1700 SW 4th Ave.	Portland, OR		
138	R699104400	1	4529 SW Hamilton Ter	Berry, W. James	4529 SW Hamilton Ter	Portland, OR	yes	2
138	R699104410	2(2)	304 SW Hamilton St.	Laughlin, Carol A.	1001 SE 94th Ave.	Vancouver, WA		2
138	R699104430	2(4)	326-34 SW Hamilton St.	Haugen, Joan	7140 SW Nevada Terr	Portland, OR	no	2
138	R699104436		---	Fraunfelder, Annelise	9040 SW 28th	Portland, OR		
138	R699104470	2(4)	340-46 SW Hamilton Ct.	Fraunfelder, Annelise	9040 SW 28th	Portland, OR	no	2
138	R699104500		WI/4529 SW Hamilton Ter	Berry, W. James	4529 SW Hamilton Ter	Portland, OR	yes	
138	R699104510		---	Gaul, Teresa E.	7301 SW 26th Ave.	Portland, OR		
138	R699104516		---	Oregon State of	State Highway Bldg.	Selem, OR		
138	R699104520		---	City of Portland	1700 SW 4th Ave.	Portland, OR		
138	R699104560		---	City of Portland	1700 SW 4th Ave.	Portland, OR		
138	R699104580		---	Ross, Melba M.	1442 NE Baulah Dr.	Roseburg, OR		
138	R699104600		---	Gaul, Teresa E.	7301 SW 26th Ave.	Portland, OR		
138	R699104620	1	374 SW Hamilton Ct.	Auld, J. Robert Jr.	374 SW Hamilton Ct.	Portland, OR	yes	2
138	R699104630	1	364 SW Hamilton Ct.	Urwyler, Emma	364 SW Hamilton Ct.	Portland, OR	yes	2
138	R699104640	1	354 SW Hamilton Ct.	Varon, Solomon	354 SW Hamilton Ct.	Portland, OR	yes	2
138	R699104650	1	348 SW Hamilton St.	Urwyler, William J.	348 SW Hamilton St.	Portland, OR	yes	2
138	R699104670	1	356 SW Hamilton St.	Friz, Richard M.	356 SW Hamilton St.	Portland, OR	yes	2
138	R699104680	1	360 SW Hamilton St.	De Marco, James D.	4120 SW 4th Ave.	Portland, OR	no	2
138	R699104690	1	382 SW Hamilton Ct.	Moller, James E.	382 SW Hamilton Ct.	Portland, OR	yes	1
138	R699104700	1	430 SW Hamilton St.	Shearer, Glenn M.	430 SW Hamilton St.	Portland, OR	yes	2
141	R699104730	1	418 SW Hamilton St.	Hammond, Waltraud E.	418 SW Hamilton St.	Portland, OR	yes	2
141	R699104760	1	404 SW Hamilton St.	Dyer, Jack V.	404 SW Hamilton St.	Portland, OR	yes	2
141	R699104790		---	Maletts, James G.	4 Bassett Lane	Atherton, CA		
141	R699104910		---	Maletts, James G.	4 Bassett Lane	Atherton, CA		
141	R699105010	1	528 SW Hamilton St.	Jones, Stewart R.	528 SW Hamilton St.	Portland, OR	yes	2
141	R699105040	1	520 SW Hamilton St.	Blatter, Roger C.	520 SW Hamilton St.	Portland, OR	yes	2
141	R699105070	1	506 SW Hamilton St.	Anderson, Larry R.	16495 SE Devonshire	Gladstone, OR	no	2
141	R699105080		---	Blatter, Roger C.	520 SW Hamilton St.	Portland, OR		
141	R699105110		---	Morehouse, La Verne	4351 SW Terwilliger Blvd.	Portland, OR		
141	R699105130	1	4351 SW Terwilliger Blvd.	Morehouse, La Verne	4351 SW Terwilliger Blvd.	Portland, OR	yes	2
308	R699105170		428 SW Bancroft St.	Peterson, George H.	428 SW Bancroft St.	Portland, OR	yes	3
308	R699105190		---	Morehouse, La Verne	4351 SW Terwilliger Blvd.	Portland, OR		
308	R699105220		---	City of Portland	1700 SW 4th Ave.	Portland, OR		
308	R699105400		---	Kistler, Daniel R.	4361 SW Terwilliger Blvd.	Portland, OR		
308	R699105401		---	Aklyama, Grace E.	1705 Evergreen Ave.	Juneau, AK		
308	R699105420	1	4361 SW Terwilliger Blvd.	Kistler, Daniel R.	4261 SW Terwilliger Blvd.	Portland, OR	yes	3
308	R699105460	1	534 SW Bancroft St.	Marquard, James M.	534 SW Bancroft St.	Portland, OR	yes	3
308	R699105480	1	512 SW Bancroft St.	Stelner, Rosa	512 SW Bancroft St.	Portland, OR	yes	2
308	R699105490	1	504 SW Bancroft St.	Fischer, Pauline M.	504 SW Bancroft St.	Portland, OR	yes	2
308	R699105500	1	4371 SW Terwilliger Blvd.	Eblhara, May M.	1705 Evergreen Ave.	Juneau, AK	no	2
239	R699105530		---	St. Elizabeth Parish	4112 SW 6th Dr.	Portland, OR		
239	R699105550	1	WI/4112 SW 4th Ave.	St. Elizabeth Parish	4112 SW 6th Dr.	Portland, OR	no	3
239	R699105580		---	St. Elizabeth Parish	4112 SW 6th Dr.	Portland, OR		
239	R699105600	5	4112 SW 6th Ave.	St. Elizabeth Parish	4112 SW 8th Ave.	Portland, OR	yes	3
239	R699105630		---	Wright, Paul S.	411 SW Bancroft St.	Portland, OR		
239	R699105640	1	---	Burgner, Paul R.	510 NE 49th Ave. #311	Portland, OR		
239			425 SW Bancroft St.					2
239	R699105660	1	411 SW Bancroft St.	Lewis & Clark College	411 SW Bancroft St.	Portland, OR	no	3
239	R699105730	1	4230 SW 8th Dr.	Ritzmann, Leonard W.	4230 SW 6th Dr.	Portland, OR	yes	2
239	R699105780	1	505 SW Bancroft St.	Bradley, Helen	505 SW Bancroft St.	Portland, OR	yes	2
239	R699105800	1	515 SW Bancroft St.	Elwell, Leonard H.	515 SW Bancroft St.	Portland, OR	yes	2
239	R699105820	1	525 SW Bancroft St.	Myers, Pauline H.	5551 SW Menefee Dr.	Portland, OR	no	3

Pkg	Rem	Zone	Year	Site	Living	No.	No.	Addition	Bik	Lot	Land	Improved	Total
			Built	Area	Area	Bdrms	Stvs				Value	Value	A Value
1/0	0	R5	1892	4,250	1,576	3	1	Ptd. Hmstd.		Sub Lt.3	\$21,300	\$50,700	\$72,000
1/0	0	R5	1893	2,300	824	2	1	Ptd. Hmstd.		Sub Lt.3	\$14,500	\$26,000	\$40,500
1/2	2	R5	1908	3,740	2,079	3	2	Ptd. Hmstd.		Sub Lt.3	\$20,000	\$70,000	\$90,000
2/3	2	R5	1898	10,370	1,516	2	1	Ptd. Hmstd.		Sub Lt. 3	\$33,900	\$69,600	\$103,500
0/2	1	R5	1903	9,600	1,300	2	1	Ptd. Hmstd.	12	E & F	\$33,900	\$39,900	\$73,800
1/2	0	R5	1956	9,860	1,132	3	1	Ptd. Hmstd.		Sub Lt. 3	\$31,000	\$23,900	\$54,900
		R10,R5	0	39,700	0	0	0	Ptd. Hmstd.	13	1 & 2	\$116,400	\$0	\$116,400
2/2	0	R10	1960	15,000	931	2	1	Ptd. Hmstd.		S.155'	\$33,900	\$42,600	\$76,500
2/2	0	R10	1956	8,000	1,329	2	1	Ptd. Hmstd.		S 80'	\$31,000	\$75,200	\$106,200
2/2	0	R10	1956	12,700	1,710	4	1	Ptd. Hmstd.		S 155'	\$29,000	\$71,000	\$100,000
2/2	0							Ptd. Hmstd.					\$0
2/2	0							Ptd. Hmstd.					\$0
2/2	2							Ptd. Hmstd.					\$0
0/0	0	R5	1926	9,350	2,066	4	2	Ptd. Hmstd.	14	C & D	\$33,900	\$69,600	\$103,500
0/0	0	R5	0	4,800	0	0	0	Ptd. Hmstd.	14	2	\$4,800	\$0	\$4,800
0/0	0	R5	1951	7,800	1,000	2	1	Ptd. Hmstd.	14	2	\$22,100	\$64,600	\$86,700
0/0	0	R5	1951	7,800	1,585	2	2	Ptd. Hmstd.	14	2	\$24,200	\$47,800	\$72,000
0/0	1	R5	1892	7,680	1,407	4	2	Ptd. Hmstd.	14	2. E. F	\$31,000	\$63,500	\$94,500
0/0	0	R5	1910	6,800	1,826	3	2	Ptd. Hmstd.	14	TL 1 of 2	\$30,000	\$60,000	\$90,000
2/0	1	R5	1890	4,600	1,877	3	1	Ptd. Hmstd.	14	2	\$21,300	\$41,700	\$63,000
1/0	0	R5	1940	6,300	1,400	3	1	Ptd. Hmstd.	14	3	\$27,100	\$49,400	\$76,500
1/0	0	R5	1940	4,750	1,632	3	1	Ptd. Hmstd.		E110'	\$25,200	\$46,800	\$72,000
1/2	0	R5	1940	4,550	1,795	3	1	Ptd. Hmstd.		W 70'	\$23,200	\$57,800	\$81,000
2	2	R5	1904	6,300	1,482	2	1	Ptd. Hmstd.		Sub Lt. 4	\$29,100	\$69,900	\$99,000
1/1	1	R10	1951	6,300	1,872	3	1	Ptd. Hmstd.		Sub Lt.4	\$29,100	\$78,900	\$108,000
		R5	0	68,000	0	0	0	Ptd. Hmstd.		Sub Lt.4	\$197,800	\$0	\$197,800
0/0	1	R2	1889	4,300	708	1	1	Ptd. Hmstd.		E 110'	\$19,400	\$18,400	\$37,800
0/0	0	R2	1908	8,320	2,618	2	2	Ptd. Hmstd.	15	1	\$37,800	\$43,200	\$81,000
4/4	0	R2	1957	11,680	6,408	4	1	Ptd. Hmstd.		N 130'	\$52,800	\$115,800	\$168,600
		R2	0	120	0	0	0	Ptd. Hmstd.		W 4'	\$300	\$0	\$300
0/5	0	R2	1980	9,880				Ptd. Hmstd.	15	1	\$35,800	\$103,100	\$138,900
		R2	0	1,500	0	0	0	Ptd. Hmstd.		S 50'	\$2,900	\$0	\$2,900
		R2	0	1,200	0	0	0	Ptd. Hmstd.	15	2	\$300	\$0	\$300
		R2	0	375	0	0	0	Ptd. Hmstd.	15	2	\$100	\$0	\$100
		R2	0	18,300	0	0	0	Ptd. Hmstd.	15	2	\$30,700	\$0	\$30,700
		R10	0	8,580	0	0	0	Ptd. Hmstd.			\$7,700	\$0	\$7,700
		R10	0	9,000	0	0	0	Ptd. Hmstd.		W 80'	\$4,800	\$0	\$4,800
		R10	0	8,000	0	0	0	Ptd. Hmstd.		E 90'	\$5,800	\$0	\$5,800
1/0	1	R10	1894	4,000	700	1	1	Ptd. Hmstd.	15	4	\$19,400	\$34,600	\$54,000
0/0	1	R10	1894	4,000	720	1	1	Ptd. Hmstd.	15	4	\$19,400	\$29,200	\$48,600
0/0	1	R10	1894	5,000	1,164	3	1	Ptd. Hmstd.	15	4	\$19,400	\$34,600	\$54,000
2/2	0	R5	1946	8,500	1,294	3	1	Ptd. Hmstd.	15	4	\$29,100	\$38,400	\$67,500
0/0	1	R5	1911	4,250	2,192	2	2	Ptd. Hmstd.	15	TL 3 of 4	\$19,100	\$46,100	\$65,200
1/1	1	R5	1890	5,250	857	2	1	Ptd. Hmstd.	15	TL4 of 4	\$27,100	\$40,400	\$67,500
1/0	1	R10	1894	5,000	680	1	1	Ptd. Hmstd.	15	TL5 of 4	\$24,200	\$22,600	\$46,800
1/0	0	R5,R10	1927	12,870	1,194	2	1	Ptd. Hmstd.		W 25'	\$24,000	\$40,800	\$64,800
0/1	0	R5,R10	1930	7,425	1,300	2	1	Ptd. Hmstd.	16	1	\$24,000	\$51,600	\$75,600
2/2	0	R5,R10	1923	16,450	2,331	4	1	Ptd. Hmstd.			\$40,000	\$60,800	\$100,800
		R10	0	39,000	0	0	0	Ptd. Hmstd.		Sub Lt.2	\$15,000	\$0	\$15,000
		R10	0	36,400	0	0	0	Ptd. Hmstd.	16	3	\$15,000	\$0	\$15,000
1/1	1	R5,R10	1884	9,870	1,288	2	1	Ptd. Hmstd.	16	4	\$24,000	\$48,000	\$72,000
0/0	1	R5,R10	1884	11,750	994	2	1	Ptd. Hmstd.	16	4	\$24,000	\$34,500	\$58,500
1/1	0	R5,R10	1929	18,095	2,094	0	2	Ptd. Hmstd.	16	4	\$40,000	\$58,300	\$96,300
		R5,R10	0	1,725	0	0	0	Ptd. Hmstd.	16	4	\$500	\$0	\$500
		R10	0	8,500	0	0	0	Ptd. Hmstd.	17	1	\$30,000	\$0	\$30,000
1/2	0	R10	1926	11,400	1,866	4	1	Ptd. Hmstd.		S 70'	\$40,000	\$81,500	\$121,500
2/2	0	R10	1955	8,500	1,236	3	1	Ptd. Hmstd.	17	1	\$30,000	\$65,400	\$95,400
		R10	0	10,200	0	0	0	Ptd. Hmstd.	17	1	\$28,000	\$0	\$28,000
		R5	0	56,600	0	0	0	Ptd. Hmstd.	17	TL 1	\$120,000	\$0	\$120,000
		R10	0	6,500	0	0	0	Ptd. Hmstd.		TL 2	\$3,000	\$0	\$3,000
		R10D	0	6,500	0	0	0	Ptd. Hmstd.		TL 2	\$3,000	\$0	\$3,000
1/1	0	R10	1942	11,050	1,480	2	1	Ptd. Hmstd.	17	4	\$35,000	\$50,500	\$85,500
1	0	R10	1912	8,000	1,781	3	1	Ptd. Hmstd.			\$36,000	\$50,400	\$86,400
0	0	R10	1958	8,000	896	1	1	Ptd. Hmstd.	17	4	\$24,000	\$30,000	\$54,000
1	0	R10	1911	6,000	1,056	1	1	Ptd. Hmstd.	17	4	\$24,000	\$28,200	\$52,200
2	1	R10	1940	14,950	1,921	2	1	Ptd. Hmstd.			\$42,000	\$67,800	\$109,800
		R10	0	11,880	0	0	0	Ptd. Hmstd.	18	1	\$30,000	\$0	\$30,000
2/2	0	R10	0	11,500	0	0	0	Ptd. Hmstd.	18	1	\$21,000	\$5,200	\$26,200
		R10	0	9,780	0	0	0	Ptd. Hmstd.			\$36,000	\$0	\$36,000
30	2	R10	1959	8,500	1,576	5	1	Ptd. Hmstd.		W 85'	\$32,000	\$94,000	\$126,000
		R10	0	17,000	0	0	0	Ptd. Hmstd.	18	2	\$36,000	\$0	\$36,000
		R10	0	11,050	0	0	0	Ptd. Hmstd.	18	2	\$35,000	\$0	\$35,000
0	0							Ptd. Hmstd.					\$0
2	1	R10	1930	11,180	2,682	1	1.5	Ptd. Hmstd.	18	2	\$36,000	\$113,400	\$149,400
2/2	0	R10	1952	20,240	2,223	2	1	Ptd. Hmstd.	18	3	\$40,000	\$113,000	\$153,000
1	0	R10	1944	5,980	1,514	3	1	Ptd. Hmstd.	18	3	\$25,000	\$56,000	\$81,000
1	2	R10	1944	6,670	1,365	2	1	Ptd. Hmstd.	18	3	\$26,000	\$53,200	\$79,200
1	2	R10	1944	6,900	1,365	2	1	Ptd. Hmstd.	18	3	\$25,000	\$38,000	\$63,000

Trk	Account #	Use	Owner	Owner Address	City, State	Occupied	Cond.
39	R669105840	1	4112 SW 6th Ave. Dr.	St. Elizabeth Parish	P.O. Box 587	Portland, OR	no 3
39	R669105890	1	4134 SW 6th Ave. Dr.	Olson, Marvin O.	4134 SW 6th Ave. Dr.	Portland, OR	yes 2
39	R669105910	1	4124 SW 6th Ave. Dr.	St. Elizabeth Parish	4112 SW 6th Ave.	Portland, OR	yes 2
39	R669105940	1	4100 SW 6th Ave.	Karamanos, John D.	4100 SW 6th Ave.	Portland, OR	yes 2
39	R669105960	1	4137 SW 6th Ave.	Hallock, Joseph T.	4137 SW 6th Ave.	Portland, OR	yes 3
39	R669105980	1	4125 SW 6th Ave.	Campbell, Carl	4125 SW 6th Ave.	Portland, OR	yes 3
39	R669106000	1	4115 SW 6th Ave.	Karamanos, John D.	4100 SW 6th Ave. Dr.	Portland, OR	no 4
39	R669106020		---	Richardson, Bethel E.	4255 SW Bancroft Terr	Portland, OR	
09	R669106070		---	Hallock, Jacklyn L.	4137 SW 6th Ave. Dr.	Portland, OR	
10	R669106080	1	4391 SW Terwilliger Blvd.	Patterson, William S.	4391 SW Terwilliger Blvd.	Portland, OR	yes 3
10	R669106140		---	City of Portland	1700 SW 4th Ave.	Portland, OR	
10	R669106160		---	City of Portland	1700 SW 4th Ave.	Portland, OR	
41			---	City of Portland	1700 SW 4th Ave.	Portland, OR	
41	R669106280		---	Maletts, James G.	4 Bassett Lane	Atherton, CA	
41	R669106900		---	Oregon State of(leased)	4512 SW Kelley #300	Portland, OR	
41	R669106930		4512 SW Kelly Ave.	Cutler, James N. Jr.	4512 SW Kelly Ave.	Portland, OR	yes
41	R669106940		4530 SW Kelly Ave.	City of Portland (permit to)	4530 SW Kelly Ave.	Portland, OR	yes
41	R669106960		4540 SW Kelly Ave.	Multnomah County	2188 SW Park Pl.	Portland, OR	no
41	R669106980		4600 SW Kelly Ave.	American Pacific Wood	7100 SW Hampton #216	Tigard, OR	no
09	R827600010			Richardson, Bethel E.	4255 SW Bancroft Terr.	Portland, OR	
09	R827600110		4240 SW 7th Ave.	Capos, Mark S.	4240 SW 7th Ave.	Portland, OR	yes 3
09	R827600130		---	Richardson, James B.	721 SW Bancroft Terr.	Portland, OR	
09	R827600170			Richardson, James B.	721 SW Bancroft Terr.	Portland, OR	
09	R827600190	1	751 SW Bancroft	Richardson, James B.	721 SW Bancroft Terr.	Portland, OR	yes 2
09	R827600250		---	Richardson, Bethel E.	4255 SW Bancroft Terr.	Portland, OR	
09	R827600370		---	Richardson, Bethel E.	4255 SW Bancroft Terr.	Portland, OR	
09	R827600410		---	Richardson, Bethel E.	4255 SW Bancroft Terr.	Portland, OR	
09	R827600470		4255 SW Terwilliger	Richardson, Bethel E.	4255 SW Bancroft Terr.	Portland, OR	yes 3
09	R827600530		---	Richardson, Bethel E.	4255 SW Bancroft Terr.	Portland, OR	
24	R867502020	1	2850 Sw Fairmount Blvd	Voorhees, Ruth	2850 SW Fairmount Blvd	Portland, OR	Yes 3
24	R867502040	1	2880 SW Fairmont Blvd	Winkler, Victor	2880 SW Fairmont Blvd	Portland, OR	Yes 3
24	R867502230	1	3303 SW Sherwood Pl	Novack, Kenneth M.	3303 SW Sherwood Pl	Portland, OR	Yes 3

Pkg	Rem	Zone	Year	Site Area	Living Area	No. Bdrms	No. Stys	Addition	Blk	Lot	Land Value	Improved Value	Total A Value
2/2	2	R10	1959	22,100	5,519	0	1	Ptld. Hmstd.	18	4	\$30,000	\$240,000	\$270,000
2/2	0	R10	1953	10,560	1,481	2	1	Ptld. Hmstd.	18	4	\$28,000	\$51,200	\$79,200
2/2	2	R10	1952	12,320	1,677	3	1	Ptld. Hmstd.		N 70'	\$29,000	\$87,100	\$116,100
2/4	0	R10	1947	7,700	2,592	5	2	Ptld. Hmstd.	19	1	\$22,000	\$86,000	\$108,000
2	2	R10	1946	9,100	2,212	4	1.5	Ptld. Hmstd.	19	1	\$28,000	\$88,300	\$98,300
1	0	R10	1946	7,700	1,290	2	1	Ptld. Hmstd.		N 55'	\$22,000	\$43,700	\$65,700
1/1	0	R10	1947	7,700	1,576	2	2	Ptld. Hmstd.		S 55'	\$22,000	\$43,000	\$65,000
		R10	0	28,020	0	0	0	Ptld. Hmstd.			\$44,000	\$0	\$44,000
		R10	0	2,600	0	0	0	Ptld. Hmstd.	19	2	\$1,000	\$0	\$1,000
2	0	R10	1924	28,000	2,520	2	2	Ptld. Hmstd.	20	1	\$74,000	\$82,600	\$156,600
		R10	0	3,000	0	0	0	Ptld. Hmstd.	20	1	\$1,500	\$0	\$1,500
		R5	0	14,500	0	0	0	Ptld. Hmstd.			\$32,000	\$0	\$32,000
		R10,R5	0	29,900	0	0	0	Ptld. Hmstd.	21	1	\$60,000	\$0	\$60,000
		R10	0	29,900	0	0	0	Ptld. Hmstd.	21	2	\$12,000	\$0	\$12,000
		M3S	0	3,709	0	0	0	Ptld. Hmstd.	B	TL1	\$17,900	\$0	\$17,900
		M3S	1969	17,100	4,096	0	0.2	Ptld. Hmstd.	C	TL 1	\$107,600	\$238,400	\$348,000
		M3S	1972	3,100	624	0	0.1	Ptld. Hmstd.	C	1	\$13,500	\$25,000	\$38,500
		M3S	1908	17,800	8,394	0	0.3	Ptld. Hmstd.	C	TL 3	\$129,400	\$431,100	\$560,500
		M3S	1951	8,290	1,470	0	0.1	Ptld. Hmstd.	C	TL 4	\$56,200	\$98,800	\$155,000
		R10	0	21,000	0	0	0	The Cove		1 - 5	\$30,000	\$0	\$30,000
2	0	R10	1969	4,000	852	1	2	The Cove		6	\$12,000	\$33,000	\$45,000
		R10	0	8,000	0	0	0	The Cove		W100' 7	\$10,000	\$0	\$10,000
		R10	0	3,600	0	0	0	The Cove		8	\$500	\$0	\$500
2	0	R10	1914	10,000	1,328	2	1	The Cove		9 - 11	\$30,000	\$28,500	\$58,500
		R10	0	18,900	0	0	0	The Cove		12 - 16	\$18,000	\$0	\$18,000
		R10	0	5,400	0	0	0	The Cove		17 & 18	\$3,500	\$0	\$3,500
		R10	0	9,600	0	0	0	The Cove		19 - 21	\$8,500	\$0	\$8,500
2/2	2	R10	1951	10,980	1,329	2	1	The Cove		22 - 24	\$36,000	\$75,600	\$111,600
		R10	0	3,680	0	0	0	The Cove		25	\$2,000	\$0	\$2,000
2/2	0	R7	1957	9,300	1,592	1	1	Virginia Hts	10	1 - 3	\$60,000	\$132,500	\$192,500
2/0	0	R7	1971	7,500	2,240	1	2	Virginia Hts	10	1	\$70,000	\$210,000	\$280,000
?	0	R7	1974	18,800	5,412	5	2	Virginia Hts	11	1 - 3	\$75,000	\$262,500	\$337,500



**PROBLEM AND SOLUTION REVIEW FROM PUBLIC WORKSHOP**

**PROBLEMS:**

**TRAFFIC:**

**TRAFFIC NOISE**

**TERWILLIGER**

PROTECT TERWILLIGER BLVD FROM INCREASED TRAFFIC VOLUMES  
TURNING FROM BANCROFT TO TERWILLIGER  
RUSH HOUR ON SAM JAKSON RD  
ADD RIGHT TURN LANE SHERIDAN /TERWILL  
TRAFFIC VOLUME INCREASING ON TERWILLIGER

**STREET IMPROVEMENTS**

IMPROVE STREETS /WIDEN ;MUDDY STREET  
NO BIKE PATHS  
ACCESS TO BARBUR BLVD(NORTH)  
11TH -POTHOLES CONSTRUCT,HEAVEY TRAFIC

**CAMPUS**

CONSTRUCTIN CONGECTION PROBLEM  
TRAFFIC AT UNIVERSITY  
BETTER MASS TRANSIT TO MED SCHOOL  
ACCESS ON /OF HILL

**PEDESTRIANS**

NO THOUGHT FOR CHILDREN  
LACK OF SIDEWALKS MAIN STREET  
CURBS AND SIDEWALKS  
JOGGERS ON FAIRMONT  
POOR LIGHTING ON TERWILLIGER  
PED.PATHS/TRAILS

**ALTERNATIVE**

LACK OF SIDEWALKS  
BETTER MASS TRANSIT  
BIKE PATHS  
PED.PATHS  
ACCESS ON AND OFF HILL

**PARKING**

**CAMPUS**

GROWTH OF OHSU  
NEW VA HOSP  
BETTER MASS TRANSIT  
BLACK MARKET PARKING PERMITS

**NEIGHBORHOOD**

FAIRMONT TO 12TH  
1ST YEAR STUDENT W/IN NEIGHBORHOOD  
PARKING /SAFETY ON HAMILTON  
PARKING GIBBS TO FAIRMONT  
CRIME-CAR BREAKS.INS

**INFRASTRUCTURE**

**STREETS**

INTERSECTION IMPROVEMENTS AT BANCROFT AT TERWILL  
EXTRA RIGHT TURN LANE AT SHERIDAN  
STREET IMPROVEMENTS AND MAINTAINANCE (11 TH AVE)  
ACCESS ON/OFF THE HILL  
ACCESS(ROAD) TO BARBUR NORTH BOUND

**UTILITIES**

SEWER IMPROVEMENT  
LIGHTING ON TERWILLIGER IMPROVED  
STORM SEWER (HAMILTON)

ALT.TRANSIT SIDEWALKS/CURBS INSTALLED

RECREATION BIKE LANE

ACTIVITY/PLAYGROUND PARK  
JOGGING PATH ON FAIRMONT

HOUSING

NEED FOR GOOD LOW COST HOUSING NEAR CAMPUS  
CAMPUS LIVING ENVIRONMENT  
NO PROTECTION OF VIEWS  
TAXING AND ZONING INCONSISTENCIES  
LACK OF LOW AND MEDIUM INCOME HOUSING OPPORTUNITIES  
CRIME -BREAKINGS

TAXES

TAXING ZONING INCONSISTENCIES  
LOSS OF VIEWS -PROPERTY VALUES(HEIGHT OF VA AND OHSU BLDGS)  
POOR STREET MAINTANANCE-POTHOLES-/PAVING  
LACK OF CURBS AND SIDEWALKS

ZONING/PLANNING

HOUSING

LOW COST HOUSING NEAR CAMPUS  
DEFINITION OF EDGE OF CAMPUS

BUILDING HEIGHT

HEIGHT OF ALL RECENT BUILDINGS  
NO PROTECTION OF VIEWS AND VISTAS  
HEIGHT OF NEW V.A. HOSPITAL

COMMERCIAL DEVELOPMENT

LACK OF COMMERCIAL  
COMMERCIAL ZONE CHANGE ALONG V.A. HOSPITAL ROAD  
DEFINITION OF "EDGE" OF CAMPUS

CAMPUS PLANNING

DEFINITION OF "EDGE" OF CAMPUS  
NEED TO FOCUS GROWTH ON CAMPUS DUE TO SPACE LIMITS  
CAMPUS LIVING ENVIRONMENT  
PARKING PROBLEM  
LACK OF COHESION BETWEEN NEIGHBORHOOD AND CAMPUS

PARKS/RECREATION

PROTECT TERWILLIGER FROM TRAFFIC VOLUME INCREASES  
RECREATIONAL PATHS  
SIDEWALKS ON CAMPUS  
BIKE PATHS

CAMPUS EXPANSION

AVAIL. SITES SOUTH OF GAINES  
AVAIL. SITES SOUTH OF PARKING LOTS  
USE OF OLD SCHOOL SITES  
LACK OF COHESION BETWEEN NEIGHBORHOOD AND CAMPUS  
LIMIT EXPANSION OF MED. CAMPUS

RECREATION

NO THOUGHT OF CHILDREN  
LACK OF ACTIVITY/PLAYGROUND PARK  
LACK OF SIDEWALKS  
LACK OF BIKE PATHS (LANES)  
POOR LIGHTING ALONG TERWILLIGER PARKWAY  
PEDESTRIAN AND BIKE RIDER SAFETY (FROM TRAFFIC)  
FAIRMONT JOGGING PATH

**OREGON HEALTH SCIENCES UNIVERSITY**

**TRAFFIC**

TRAFFIC ON CAMPUS  
RUSH HOUR TRAFFIC  
PARKING ALONG STREETS/CONGESTION/SAFETY  
ACCESS ON/OFF HILL

**PARKING**

PARKING ALONG STREETS

**NEW BUILDINGS**

HEIGHT OF V.A.  
HEIGHT OF ALL RECENT BUILDINGS  
PROTECTION OF VIEWS FROM NEIGHBORHOOD

**NEW SITES**

SOUTH OF GAINES  
SOUTH OF PARKING LOT  
OLD SCHOOL SITE

**CAMPUS PLANNING**

LACK OF SIDEWALKS  
DEFINE "EDGE" OF CAMPUS  
LOW COST HOUSING NEAR CAMPUS  
CAMPUS LIVING ENVIRONMENT  
FOCUS GROWTH OF OF CAMPUS DUE TO SPACE LIMITATIONS  
LACK OF COHESION BETWEEN NEIGHBORHOOD AND CAMPUS PLANS  
LIMIT EXPANSION OF OHSU

**POLICY**

STAFF ATTITUDE/CAMPUS SIGNAGE/INFORMATION SOURCE  
LACK OF CENTRAL PLACE FOR INFORMATION  
PARKING ON CAMPUS VS NEIGHBORHOOD STREETS

**SITE PROBLEMS**

CONSTRUCTION CONGESTION/NOISE  
LAND/SLOPE STABILITY  
AIR POLLUTION (TRASH BURNER)  
SECURITY LIGHTS (AT DENTAL BLDG) SHINE ON NEIGHBORS

**CRIME**

CRIME (HAMILTON AREA) HOUSE BREAK-INS  
CAMPUS AREA - CAR BREAK-INS  
POOR LIGHTING ALONG TERWILLIGER

**NEIGHBORHOOD ASSETS**

**NATURAL AMENITIES**

**FOREST PARK**

NATURAL BEAUTY  
TREES  
NATURE TRAILS  
WILDLIFE  
CITY FOREST

**VEWS**

VEWS-MOUNTAINS  
RIVER VIEWS  
CITY VIEWS

**CLIMATE**

COOL SUMMER BREEZES  
MICROCLIMATES

**SECLUSION**

SECLUSION /PRIVACY

QUIETNESS  
URBAN/RURAL DIVERSITY

LOCATION

SECLUSION/PRIVACY  
ACCESS TO DOWNTOWN  
ACCESS TO FREEWAY  
PROXIMITY TO WORK  
PROXIMITY TO SCHOOL  
ACCESS TO HEALTH CARE  
VIEW AND VISTAS

RECREATIONAL  
OPPORTUNITIES

TERWILLIGER PARKWAY  
NATURE TRAILS  
JOGGINGS  
QUIETNESS

THE COMMUNITY

COMPOSITION

HETEROGENEITY OF RESIDENTS  
STUDENTS /NEIGHBORHOOD DYNAMICS  
STABLE MIXUP SINGLE FAMILY/MULTIFAMILY  
YOUNG PEOPLE  
HOUSING AFFORDABILITY

COMMUNITY

NEIGHBORLINESS  
SENSE OF COMMUNITY  
BANK /PLAID PANTRY  
SAFETY  
LOW CRIME

MED COMMUNITY

COMMON INTERESTS OF NEIGHBORHOOD MEMBER W/ OHSU  
ACCEPTANCE OF ALPHA HOUSE

COMMUNICATION  
PROBLEMS  
SOLUTIONS

WITHIN THE  
NEIGHBORHOOD

BLOCK MEETINGS  
GET NON-RESIDENT PROPERTY OWNERS ON MAILING  
LIST OF SW NEIGHBORHOOD  
NOTIFICATION OF RENTERS OF NEIGHBORHOOD ISSUES  
CREATE COMMITTEES REPRESENTING THE SUB-AREAS  
OF THE NEIGHBORHOOD

BETWEEN  
CAMPUS AND  
NEIGHBORHOOD

PUBLIC OFFICE OF INFORMATION ON CAMPUS  
VOTING MEMBER FROM NEIGHBORHOOD ON CAMPUS COMMITTEES  
UNIVERSITY RELATIONS ARTICLES IN NEIGHBORHOOD NEWSLETTERS  
STUDENT AND PEOPLE CENTER FOR CAMPUS AND COMMERCIAL  
ENHANCE EXISTING COMMUNICATION, NEIGHBORHOOD  
MEETING W/CAMPUS  
SIZE(POWER)DISPARITY BETWEEN NEIGHBORHOOD AND OHSU

## SOLUTIONS

### TRAFFIC

- VERTICAL TRAFFIC ALTERNATIVE (TRAM OR TROLLEY)
- ROUTE CONSTRUCTION TRAFFIC TO AVOID RESIDENTIAL AREAS
- ALTERNATIVE TRAFFIC FLOW ROUTES
- LID ON NUMBER OF VEHICLES ALLOWED ON HILL
- PARKING AT REMOTE SITES/ BUS TO VA/ OHSU
- CAVERN UNDER HILL FOR PARKING
- LEFT TURN OFF BARBUR (NORTH BOUND) ONTO HAMILTON
- MASS TRANSIT—CABLE CARS/LIGHT RAIL
- EXPAND SHUTTLE BUS TO OTHER AREAS

### PARKING

- VERTICAL TRAFFIC ALTERNATIVE
- LID ON NUMBER OF VEHICLES ALLOWED ON HILL
- PROHIBIT PARKING ON NORTH SIDE OF HAMILTON
- EXPAND PARKING PERMIT AREA TO UNINCLUDED STREETS

### CAPITAL IMPROVEMENTS

- BUILD JOGGING PATH ALONG FAIRMONT
- SPREAD COST OF IMPROVEMENTS OVER LARGER AREA FOR SPECIAL PROJECTS  
(AVOID PLACING HARDSHIP ON ADJACANT PROPERTY OWNERS)
- HAVE OWN DESIGN POLICY
- IDENTIFY UNBUILDABLE LOTS
- SELL ALL DEDICATED NON-BUILT STREETS AT CURRENT MARKET VALUE  
USING REVENUES TO IMPROVE EXISTING STREETS
- DEFINE GROWTH FACTORS ( USE NW PORTLAND AND GOOD SAM AS EXAMPLE

### COMMUNICATIONS

- ACCESS TO CAMPUS COMMUNICATION SYSTEM
- NOTIFY NON-RESIDENT LAND OWNERS OF PLANNING ISSUES
- COME TO GRIPS WITH COMMUNITY POWER RELATIVE TO OHSU

### VEWS

- ESTABLISH WITH CITY SPECIFIC VIEW CORRIDORS FROM SPECIAL  
PUBLIC SPACES (IE INTERSECTIONS) ABOVE THE MEDICAL COMPLEX  
TO PROTECT FOR BENEFIT OF ALL RESIDENTS

**OREGON HEALTH SCIENCES UNIVERSITY**

**PERSONEL DATA (1960 TO 1987)**

YEAR	AS OF DATE	FULL TIME	PART TIME
1960	11/31/60	251	53
1965	7/31/65	379	86
1970	6/30/70	468	99
1970	12/31/70	468	94
1975	12/31/75	753	225
1980	12/9/80	826	323
1981	12/30/81	839	330
1982	12/7/82	759	459
1983	12/7/83	794	397
1984	12/5/84	741	450
1985	12/5/85	809	460
1986	12/4/86	849	511
1987	12/7/87	899	564

**CIVIL SERVICE STAFF**

YEAR	FULL TIME	PART TIME
1960	891	221
1965	1257	217
1970	1315	280
1970	1409	315
1975	2482	404
1980	2834	707
1981	2676	864
1982	2600	801
1983	2619	888
1984	2521	900
1985	2385	946
1986	2373	976
1987	2459	1032

**STUDENT EMPLOYEES**

YEAR	FULL TIME	PART TIME
1980	42	298
1981	35	298
1982	15	253
1983	15	257
1984	21	237
1985	23	242
1986	34	258
1987	60	258

**OTHER GRADUATE STUDENT EMPLOYEES**

YEAR	
1980	347
1981	342
1982	342
1983	368
1984	427
1985	392
1986	418
1987	441

**STUDENT ENROLLMENT**

YEAR	
1960	1021
1965	1175
1970	1336
1975	1581
1980	1506
1981	1541
1982	1431
1983	1268
1984	1185
1985	1173
1986	1200
1987	1246

**STUDENT ENROLLMENT BY SCHOOL**

SCHOOL OF	MEDICINE	NURSING	DENTISTRY	TOTAL
1960	343	331	347	1021
1965	446	348	381	1175
1970	487	435	414	1336
1975	583	587	411	1581
1980	552	563	391	1506
1981	553	603	385	1541

