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CITY OF  
**PORTLAND, OREGON**  
HEARINGS OFFICE

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1900 S.W. 4<sup>th</sup> Avenue, Room 3100  
Portland, Oregon 97201  
Telephone: (503) 823-7307  
FAX: (503) 823-4347  
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**DECISION OF THE HEARINGS OFFICER**

**I. GENERAL INFORMATION**

**File No.:** LU 08-141810 PR (HO 4080029)

**Applicant:** Greg Van Patten  
Unico Properties LLC  
1215 Fourth Ave., Suite 600  
Seattle, WA 98161

**Contact/Representative:**  
Beverly Bookin  
The Bookin Group, LLC  
1020 SW Taylor, Ste. 760  
Portland, OR 97205

**Consultant:** Rick Williams  
Rick Williams Consulting  
610 SW Alder St., Ste. 1221  
Portland, OR 97205

**Listed Owner:** Marpark Block Two LLC  
1136 NW Hoyt St. #200  
Portland, OR 97209

**Hearings Officer:** Ian Simpson

**Bureau of Development Services (BDS) Representative:** Mark Walhood

**Site Address:** 1220 NW Marshall Street

**Legal Description:** Couch's Addition, Block 185, Lots 1-8

**Tax Account No.:** R180217260

**State ID No.:** 1N1E33AA 03200

**Quarter Section:** 2928

**Neighborhood:** Pearl District

**Business District:** Pearl District Business Association

**District Coalition:** Neighbors West/Northwest

**Plan District:** Central City Plan District - River District Subdistrict

**Zoning:** EXd (Central Employment base zone with Design overlay zone), Central City Plan District

**Land Use Review:** Type III, PR (Central City Parking Review)

**BDS Staff Recommendation to Hearings Officer:** Approval

**Public Hearing:** The hearing was opened at 1:30 p.m. on September 8, 2008, in the 3<sup>rd</sup> floor hearing room, 1900 SW 4<sup>th</sup> Avenue, Portland, OR, and was closed at 1:56 p.m. The record was held open until 4:30 p.m. on September 15, 2008 for new evidence, and until 4:30 p.m. on September 22, 2008 for the applicant's final response. The applicant requested (Exhibit H-7) on September 16, 2008 that the record be closed as of that date. The Hearings Officer approved the request, and the record was closed at that time.

**Testified at the Hearing:**

Mark Walhood, BDS Staff Representative

Greg Van Patten, 1215 4th Ave., Ste. 600, Seattle, WA 98161

Beverly Bookin, 1020 SW Taylor, Ste. 760, Portland, OR 97205

Rich Cassidy, PDOT, 1120 SW 5th Ave., Ste. 800, Portland, OR 97204

Bob Haley, PDOT, 1120 SW 5th Ave., Ste. 800, Portland, OR 97204

**Proposal:** The mixed-use Asa Flats + Lofts Project is currently under construction on the full block bounded by NW 12<sup>th</sup> and 13<sup>th</sup> Avenues, and NW Lovejoy and Marshall Streets. The building was originally approved through several Design, Conditional Use, and Central City Parking Reviews in tandem with the block immediately to the west (Safeway, office space, retail). This two-block project was previously identified as the "Lovejoy Blocks," with the block under consideration in this case known as Lovejoy Block 2 (hereinafter LB2).

The current proposal seeks to convert up to 150 Residential Parking spaces in the 207-space LB2 garage to Visitor Parking. The LB2 project was originally approved for 14 Growth/Retail spaces and 201 Residential spaces. As built, the LB2 garage includes nine Residential spaces on the ground floor, 98 Residential spaces on the second level, and 100 Residential spaces on the third level. No Growth/Retail spaces were constructed. The current proposal would maintain nine ground floor spaces for potential tenants visiting the Asa rental office, but allow up to 150 spaces on the two upper floors to be flexibly used for Visitor Parking weekdays between the hours of 7:00 a.m.

and 6:00 p.m. During these hours, Visitor Parking will be managed by an on-site attendant who would monitor vacancy and accept payment. After hours, the garage door will be closed, accessible only to residents via a card reader. Consistent with requirements for Visitor Parking, the operation will encourage short-term utilization by setting a rate schedule that charges lower parking rates for the first four hours and increases the hourly rate substantially for the fifth and subsequent hours. There will be no early-bird 'specials' or monthly parking rates. Converting the Residential Parking to Visitor Parking triggers a Type III Central City Parking Review.

**Approval Criteria:** To be approved, this proposal must comply with the approval criteria of Title 33, the Portland Zoning Code. The applicable approval criteria are found at Section 33.808.100.A-O, General Approval Criteria for Central City Parking Review. The applicable parking-related regulations are found at Section 33.510.261 (parking types) and Section 33.510.265 (River District Parking Sector 2 regulations).

## II. ANALYSIS

**Site and Vicinity:** The site includes the full block bounded by NW 12<sup>th</sup> and 13<sup>th</sup> Avenues, and NW Lovejoy and Marshall Streets. The site is currently being redeveloped with a mixed-use structure with retail space and parking at the ground floor, residential space and parking at the second and third floors, and an "L-shaped" apartment tower on the fourth through sixteenth floors. The site abuts the eastbound streetcar line on the south, on NW Lovejoy St. Parking garage access is located approximately mid-block on the east face of the building, on NW 12<sup>th</sup> Ave.

All abutting streets and sidewalks are improved to city standards, or will be improved when the project is constructed. Along NW 13<sup>th</sup> Avenue, unique standards for the right-of-way allow for raised docks in place of standard sidewalks, as is proposed with this project.

The site is located in Portland's River District, a historically industrial area that has been redeveloped to become home to a diverse range of uses including multi-unit residential buildings, retail, restaurants, and art galleries. There are several older buildings from the industrial era within two blocks of the site, such as Bridgeport Brewing and the Marshall Wells Lofts. The NW 13<sup>th</sup> Avenue Historic District's northern boundary is at NW Johnson, two blocks south of the site. The full block directly west of the site, also under construction, will include a grocery store, above-grade parking, and office space.

**Zoning:** The Central Employment (EX) base zone allows mixed-uses and is intended for areas in the city center that have predominantly industrial development. The zone is intended to allow industrial and commercial uses needing a central location. Residential uses are allowed, but are not intended to dominate or set development standards for other uses in the area. Development standards of the EX zone are intended to allow new development similar in character to existing development. The "d" or Design overlay zone is always applied in conjunction with the EX base zone. The Design overlay zone is applied to areas of the city with special scenic, cultural, or architectural value, and where urban design impacts of new development and exterior changes to

existing buildings require consideration, typically through the Design Review process. For this application, no exterior alterations to the previously-approved building are proposed.

The Central City plan district implements regulations specific to the Central City area. The plan district applies standards, incentives, and other regulations in an attempt to implement several plans for the area which have been adopted over time. Parking regulations within the plan district identify six different types of parking, and provide maximum limits on the various types of parking, depending on the location, size of development being served, and other factors. Significant amounts of new parking, or changes in the previously approved type of parking, among other triggers, will often require prior approval through the Central City Parking Review process.

**Land Use History:** City records indicate that prior land use reviews include the following:

- ZC 4684 - Area-wide zone change for a large area of Northwest Portland, including the northwest quarter-block of this site. No further information was available, such as final decision or conditions of approval, if any, in City records for this case.
- SR 50-69 - Site Review from 1969, for narrow mid-block segment of property facing NW Lovejoy Street. No further information was available, such as final decision or conditions of approval, if any, in City records for this case.
- LU 06-103294 CU PR - Approved Conditional Use and Central City Parking Review for the two-block “Lovejoy Blocks” development at this site and the block to the west. Approval was granted with a condition requiring that four to five parking spaces in the Block 1 (Safeway) portion of the project be designated for carpool parking.
- LU 06-103305 DZM - Approved Design Review and Modifications for the two-block “Lovejoy Blocks” development at this site and the block to the west. Standard conditions of approval were imposed requiring case number identification on building permit drawings, and preventing field changes.

**Agency Review:** A “Request for Response” was mailed July 28, 2008. The following agencies responded:

- The Water Bureau has no objection to the proposal (Exhibit E.1).
- The Urban Forestry Division of Portland Parks and Recreation has no objection to the proposal (Exhibit E.2).
- The Bureau of Environmental Services (BES) has no objections to the proposed project, as the proposal appears to have no impact on existing BES sanitary or stormwater facilities. Further physical alterations to the site will be subject to BES standards and requirements during the building permit review process (Exhibit E.3).
- The Site Development Section of the Bureau of Development Services (Site Development) reviewed the proposal and referred to their original comments for the earlier land use reviews for the site. After pre-treatment and flow control, stormwater may be discharged to the public sewer system with BES approval. During building permit approval, a site specific seismic hazard study will be required (Exhibit E.3). Staff noted that stormwater and seismic-

related issues for the structure were addressed during the previous design review and building permit reviews for this project. Changing the use of previously-approved parking stalls within the building will have no impact on stormwater or seismic issues.

- The Development Review Division of Portland Transportation (Portland Transportation) reviewed the application for potential impacts regarding the public right-of-way, traffic impacts, and conformance with adopted policies, street designations, relevant criteria in Titles 17 and 33, and for potential impacts upon transportation services. Portland Transportation staff's response included detailed findings for the Central City Parking Review, which are included below. Informational comments have also been provided, including a note that transportation system development charges may be assessed for this project during building permit review. As indicated below, Portland Transportation has no objection to approving the proposal (Exhibit E.5).

**Neighborhood Review:** A "Notice of Proposal in Your Neighborhood" was mailed on August 15, 2008. Two written responses were received. The first, from William J. Weisner (Exhibit H-1), is addressed under the appropriate approval criteria below. The second is from Ed Ostrom (Exhibit H-4). Mr. Ostrom states that the proposal is a significant change in use that should have been made during the approval process, not after the building was constructed, and that allowing a public parking structure in a residential building next to a street car line is a bad idea. The Hearings Officer finds that Mr. Ostrom appears to misunderstand the proposal. The proposal is to allow neighborhood visitors, primarily shoppers, to use the building's empty parking spaces during the day, when many of the vehicles owned by building residents will be absent from the parking facility. No physical changes to the building or the parking spaces are being proposed, but merely what vehicles will be using the parking spaces. Mr. Ostrom does not explain how the proposal violates any of the applicable approval criteria. Mr. Ostrom also fails to relate to any of the approval criteria his concern about the city allowing a public parking structure in a residential building next to a street car line, or his concern that the proposal negatively affects the Pearl District. The Hearings Officer finds that Mr. Ostrom's concerns are not relevant to any of the approval criteria.

## **ZONING CODE APPROVAL CRITERIA**

### **33.808.100 General Approval Criteria for Central City Parking Review**

**The request will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:**

**Findings:** Only sub-sections A., B., C., H., J. and K. of Section 33.808.100 contain approval criteria relevant to this proposal.

- A. The proposal will not by itself, or in combination with other parking facilities in the area, significantly lessen the overall desired character of the area. The desired character of the area is determined by City-adopted area, neighborhood, or development plans; by Comprehensive Plan designations and zoning, and by allowed densities.**

**Findings:** The proposal does not increase the number of approved parking spaces or facilities in the River District. The parking spaces in question are being built to support the rental housing within the project. As many of the residents living there may reverse commute, that is, use their cars during the day to go to work or undertake other daytime activities, these spaces could be left vacant. At the same time, there is continuing conversion of old warehouses into commercial and office uses and new residential buildings with ground-floor office/retail uses with little or no accessory parking, particularly for visitors to these sites. Allowing vacant Residential Parking to be used for Visitor Parking during the day is an efficient use of the parking supply.

A letter was received from William J. Weisner (Exhibit H-1) stating that he is a resident in the Streetcar Lofts and that the area around his building is very quiet for a city setting. He expressed a concern about noise associated with any audible garage entry/exit alarm for the subject parking garage. He stated that such an alarm noise would ruin, for him, any possibility of enjoying a summer evening with the patio doors open. Staff planner Mark Walhood suggested (Exhibit H-6) that this issue is arguably relevant to the “desired character” approval criterion in Section 33.808.100.A. Mr. Walhood recommended (Exhibit H-6), in consultation with Bob Haley of Portland Transportation and Paul van Orden, the city’s Noise Control Officer, that the applicant must receive approval from the city’s Noise Office before installing a garage entry alarm. Mr. Walhood noted that there are alarm models, for example, with adjustable day/night noise settings, or which use specific tones to ensure safety for pedestrians but minimize disturbing residents on upper floors nearby.

Mr. Walhood recommended a condition of approval (Exhibit H-6) to address Mr. Weisner’s concern, and the applicant agreed to this condition (Exhibit H-7). The Hearings Officer finds that this criterion is met.

- B. The transportation system is capable of safely supporting the proposed facility in addition to the existing uses in the area. Evaluation is based on the transportation impact analysis and includes factors such as street capacity and level of service, on-street parking impacts, access requirements, impacts on transit operations and movement, impacts on the immediate and adjacent neighborhoods, and pedestrian and bicycle safety.**

**Findings:** Using the evaluation factors listed above, the applicant provided a traffic study and all necessary plans and documentation to demonstrate that the transportation system is capable of safely supporting the proposed development in addition to the area’s existing uses. All intersections in the vicinity are not expected to drop below the city’s performance standards with the additional peak hour trips. No significant negative impacts are expected to occur in relation to any of the other evaluation factors. The garage already exists and the change to allow short term visitor parking will result in a minimal change to vehicle trips.

Portland Transportation concludes that the transportation system can support the proposed development for all of the stated evaluation factors. The Hearings Officer finds that this criterion is met.

**C. The parking facility is in conformance with the street classifications of the Central City Plan District and the Central City Transportation Management Plan.**

**Findings:** The street classifications for the streets surrounding the site are as follows:

	Traffic Mode	Transit Mode	Bike Mode	Pedestrian Mode
NW 12 <sup>th</sup> Ave.	Local Service	Local Service	Local Service	Local Service - NW Triangle Ped. District
NW 13 <sup>th</sup> Ave.	Local Service	Local Service	Local Service	City Walkway - NW Triangle Ped. District
NW Lovejoy St.	District Collector	Transit Access	City Bikeway	City Walkway - NW Triangle Ped. District
NW Marshall St.	Local Service	Local Service	Local Service	Local Service - NW Triangle Ped. District

Portland Transportation determined that the applicant’s traffic impact analysis (Exhibit A.1) confirms that the proposal supports the site’s street classifications. The Hearings Officer finds that this criterion is met.

**H. If the proposal is for Visitor Parking, the parking demand analysis shows a need for this parking at this location. The analysis must show the following criteria are met:**

- 1. At least 65 percent of the short term parking demand is from uses within 750 feet of the parking structure or lot; and**
- 2. At least one of the following is met:**
  - a. There is a cumulative increase in short-term parking demand due to an overall increase in activity associated with existing or new retail or other visitor-related uses; or**
  - b. The parking will serve major new attractions or retail development, or**

- c. **There has been a significant loss of on-street parking due to recent public works projects, or**
  - d. **There has been a significant loss of short-term parking spaces.**
3. **If the site is in an I zone, all of the following are met:**
- a. **The parking will primarily serve industrial firms;**
  - b. **The parking facility will not have significant adverse effects on nearby industrial firms; and**
  - c. **The parking facility will not significantly alter the overall industrial character of the area, based on the existing proportion of industrial and non-industrial uses and the effects of incremental changes.**

**Findings:** Portland Transportation determined that, based on the applicant's parking demand study (Exhibit A.1), all of the requested 213 Visitor parking spaces are based on demand from within 750 feet of the garage. The requested spaces are based on increased short-term parking demand due to increased activity associated with new and existing retail uses. The Hearings Officer finds that this criterion is met.

**J. If the site is outside the Core Area:**

1. **If the proposal is for Growth or Visitor Parking: The parking management plan supports alternatives to the single-occupant commuting vehicle through accommodations for carpooling, short-term parking, and other demand management measures appropriate to the type, size, and location of the parking facility, and consistent with the Central City Transportation Management Plan. If the proposal is for Visitor Parking, the parking management plan ensures that the parking will be primarily used for short-term parking.**

**Findings:** The applicant's parking management plan indicates that up to 150 out of the 207 Residential spaces will be used for short-term parking during weekday hours (7 a.m. – 6 p.m.). Portland Transportation determined that the criterion's intent is met and supports a shared, efficient use of the area's parking. The Hearings Officer finds that this criterion is met.

**K. If the site is in the Lloyd District Subdistrict, Goose Hollow Subdistrict, Central Eastside Subdistrict, Lower Albina Subdistrict or River District Sectors 1 or 2:**

1. **If the proposal is for Growth or Visitor Parking: The parking management plan supports alternatives to the single-occupant commuting vehicle through**



**accommodations for carpooling, short-term parking, and other demand management measures appropriate to the type, size, and location of the parking facility, and consistent with the Central City Transportation Management Plan. In addition:**

- a. If the proposal is for Visitor Parking, the parking management plan ensures that the parking will be primarily used for short-term parking; and**
- b. If the proposal is for Growth Parking to serve office uses, and there are more than 60 spaces included that will serve non-office uses: The parking management plan ensures that there is operational or physical separation of the office and non-office parking, so that the office users do not have access to the non-office parking.**

**Findings:** The site is within River District Sector 2 and is for Visitor parking, and therefore subsection a. applies. Staff determined that the applicant's parking management plan indicates the garage will be operated to ensure an adequate amount of residential parking is maintained while making the vacant (residential) spaces available for the area's short-term parking. The Hearings Officer finds that this criterion is met.

## **DEVELOPMENT STANDARDS**

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review before a building or zoning permit is approved.

## **III. CONCLUSIONS**

The applicant has proposed converting up to 150 Residential Parking spaces in the under-construction Asa Flats + Lofts (Lovejoy Block 2 or 'LB2') project to use as weekday Visitor Parking spaces between the hours of 7:00 a.m. and 6:00 p.m. The parking is intended to provide weekday daytime parking for area visitors, and take advantage of excess parking created by building residents who 'reverse commute.' The parking will be managed by an on-site attendant, and have a pricing schedule to encourage short-term use. Early-bird specials and monthly parking rates will not be provided. The applicant has provided the required narrative addressing parking demand in the immediate vicinity, and Portland Transportation has determined that the transportation impacts are acceptable. Therefore, the Hearings Officer approves the proposal.

## **IV. DECISION**

**Approval** of a Central City Parking Review to allow up to 150 Residential Parking spaces on the second and third floors of the building at 1220 NW Marshall Street (Asa Flats + Lofts) to be flexibly used as Visitor Parking between 7:00 a.m. and 6:00 p.m., Monday through Friday (and not on Saturday or Sunday).

Approval is subject to the following condition:

- A. If an audible/visual garage entry alarm is installed, the alarm shall be a self-adjusting ‘smart alarm’, and the applicant must have approval of the specific alarm from the City’s Noise Office before installation.

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Ian Simpson, Hearings Officer

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Date

**Application Deemed Complete:** July 21, 2008  
**Report to the Hearings Officer:** August 29, 2008  
**Decision Mailed:** October 3, 2008  
**Last Date to Appeal:** 4:30 p.m., October 17, 2008  
**Effective Date (if no appeal):** October 20, 2008

**Conditions of Approval:** This project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

**Appeal of the decision.** ANY APPEAL OF THE HEARINGS OFFICER’S DECISION MUST BE FILED AT 1900 SW 4<sup>TH</sup> AVENUE, PORTLAND, OR 97201 (823-7526). Until 3:00 p.m., Monday through Friday, file the appeal at the Development Services Center on the first floor.

Between 3:00 p.m. and 4:30 p.m., file the appeal at the Reception Desk on the 5th Floor. An appeal fee of \$4,148.50 will be charged (one-half of the application fee for this case). Information and assistance in filing an appeal can be obtained from the Bureau of Development Services at the Development Services Center.

**Who can appeal:** You may appeal the decision only if you wrote a letter which is received before the close of the record on hearing or if you testified at the hearing, or if you are the property owner or applicant. If you or anyone else appeals the decision of the Hearings Officer, only evidence previously presented to the Hearings Officer will be considered by the City Council.

**Appeal Fee Waivers:** Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for an appeal fee waiver provided that the association has standing to appeal. The appeal must contain the signature of the chairperson or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations which want to qualify for a fee waiver must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it before the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

The Bureau of Development Services may also grant fee waivers to low income applicants appealing a land use decision on their primary residence that they own in whole or in part. In addition, an appeal fee may be waived for a low income individual if the individual resides within the required notification area for the review, and the individual has resided at that address for at least 60 days. Individuals requesting fee waivers must submit documentation certifying their annual gross income and household size (copies of tax returns or documentation of public assistance is acceptable). Fee waivers for low income individuals must be approved before filing your appeal; please allow three working days for fee waiver approval.

**Recording the final decision.**

The final decision must be recorded with the Multnomah County Recorder. A few days before the last day to appeal, the city will mail instructions to the applicant for recording the documents associated with the final decision. A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope:

OR

- **In Person:** Bring the two recording sheets (sent in separate mailing) and the final decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034. For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

**Expiration of this approval.** An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

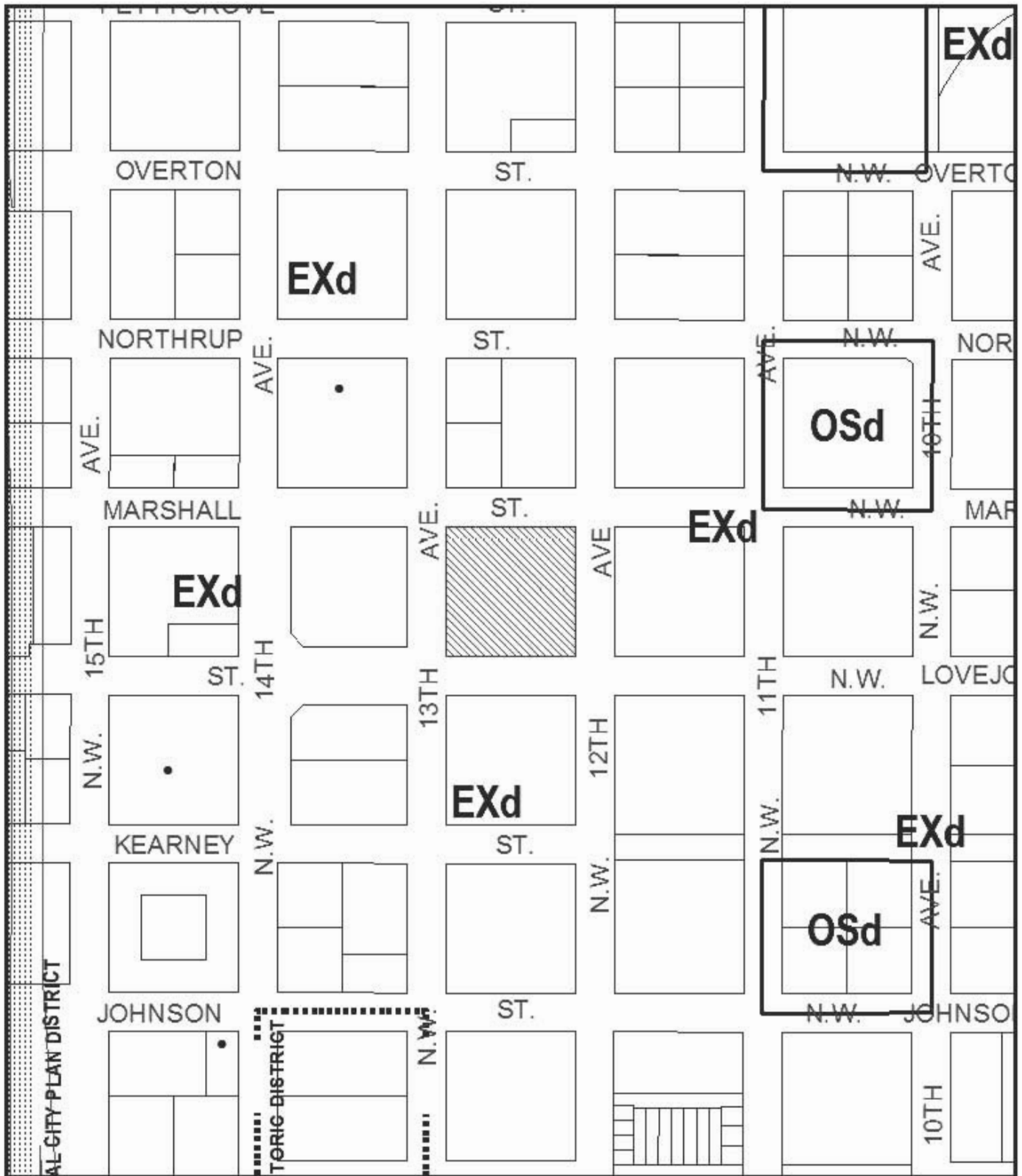
Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

**Applying for your permits.** A building permit, occupancy permit, or development permit may be required before carrying out an approved project. When applying for a permit, permittees must demonstrate compliance with:

- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the city.

**EXHIBITS**  
NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
  - 1. Original Application Narrative
- B. Zoning Map (**attached**)
- C. Plans & Drawings
  - 1. Ground Floor Plan
  - 2. Second Floor Plan w/ Notes (**attached**)
  - 3. Third Floor Plan
- D. Notification information
  - 1. Request for response
  - 2. Posting information and notice as sent to applicant
  - 3. Applicant's statement certifying posting
  - 4. Mailing list
  - 5. Mailed notice
- E. Agency Responses
  - 1. Water Bureau
  - 2. Urban Forestry Division of Portland Parks and Recreation
  - 3. Bureau of Environmental Services
  - 4. Site Development Section of the Bureau of Development Services
  - 5. Development Review Division of Portland Transportation
- F. Letters (none received at time of staff report publication)
- G. Other
  - 1. Original LUR Application Form, Tax Account Information and Receipt
  - 2. Site History Research
  - 3. Pre-Application Conference File - PC 08-123959 EA
  - 4. Review for Completeness (RFC) Routing Slip
- H. Received in the Hearings Office
  - 1. 8/24/08 Letter, Weisner, William J.
  - 2. Hearing Notice, Walhood, Mark
  - 3. Staff report, Walhood, Mark
  - 4. 9/4/08 Letter, Ostrom, Ed
  - 5. PowerPoint presentation, Walhood, Mark
  - 6. 9/11/08 Memo, Walhood, Mark
  - 7. 9/16/08 Letter requesting record be closed, Bookin, Beverly



# ZONING



Site



Historic Landmark



NORTH

This site lies within the:  
CENTRAL CITY PLAN DISTRICT

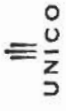
File No. LU 08-141810 PR  
 1/4 Section 2928  
 Scale 1 inch = 200 feet  
 State\_Id 1N1E33AA 3200  
 Exhibit B (Jul 01,2008)



PROJECT: LOWEY BLOCK 2

PROPERTY: 1000 PORTLAND ST. PORTLAND, OR 97208

OWNER: UNICO PROPERTIES INC. 1000 PORTLAND ST. PORTLAND, OR 97208



1	CONTRACTOR
2	ARCHITECT
3	MECHANICAL
4	ELECTRICAL
5	PLUMBING
6	PAINT
7	FINISHES
8	LANDSCAPE
9	GENERAL NOTES
10	MECHANICAL
11	ELECTRICAL
12	PLUMBING
13	PAINT
14	FINISHES
15	LANDSCAPE
16	GENERAL NOTES
17	MECHANICAL
18	ELECTRICAL
19	PLUMBING
20	PAINT
21	FINISHES
22	LANDSCAPE
23	GENERAL NOTES
24	MECHANICAL
25	ELECTRICAL
26	PLUMBING
27	PAINT
28	FINISHES
29	LANDSCAPE
30	GENERAL NOTES

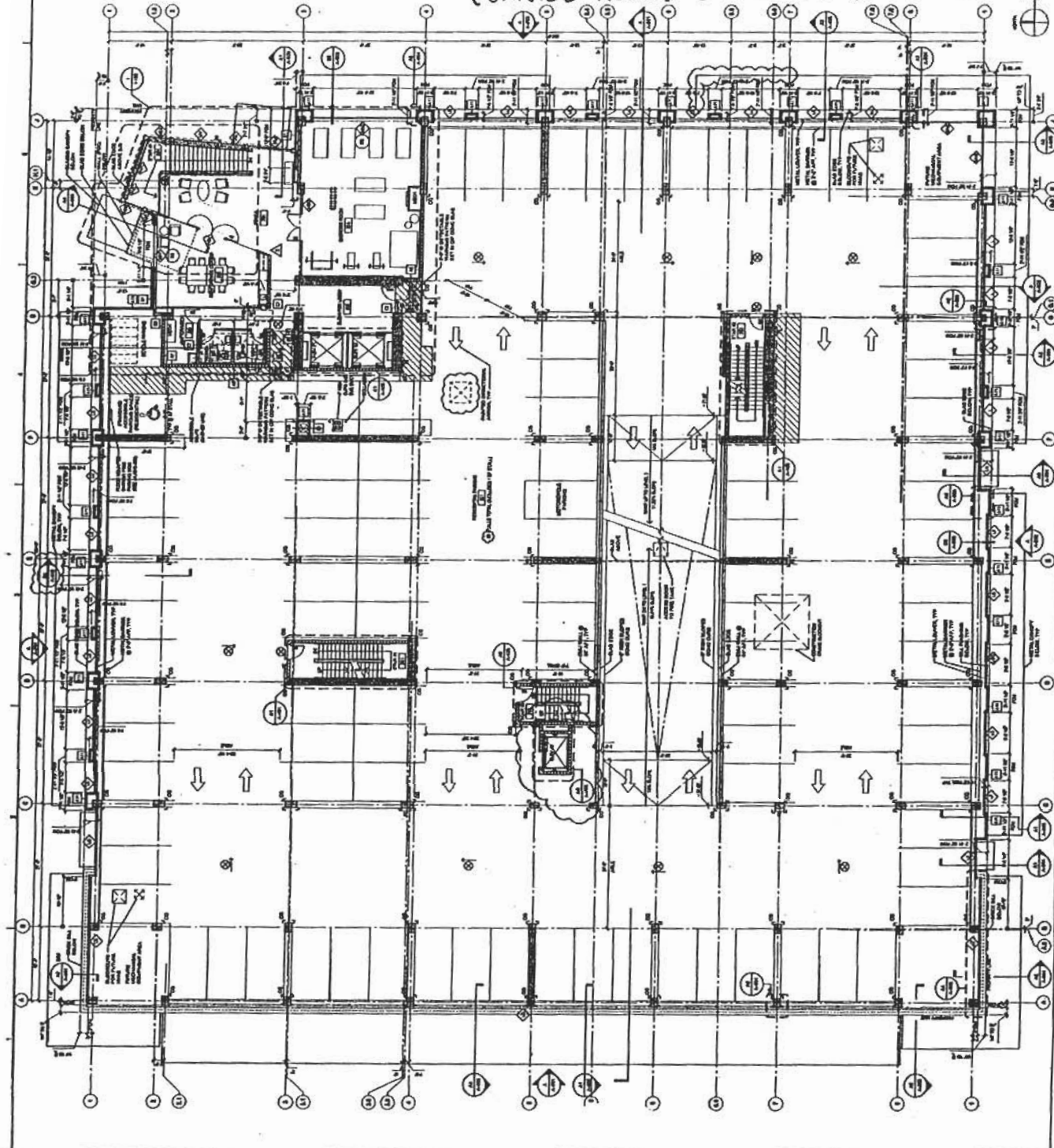
FLOOR PLAN, LEV

A-102

**NOTES:**

- SEE SHEET A-101 FOR GENERAL NOTES.
- SEE SHEET A-103 FOR GENERAL NOTES.
- SEE SHEET A-104 FOR GENERAL NOTES.
- SEE SHEET A-105 FOR GENERAL NOTES.
- SEE SHEET A-106 FOR GENERAL NOTES.
- SEE SHEET A-107 FOR GENERAL NOTES.
- SEE SHEET A-108 FOR GENERAL NOTES.
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- SEE SHEET A-127 FOR GENERAL NOTES.
- SEE SHEET A-128 FOR GENERAL NOTES.
- SEE SHEET A-129 FOR GENERAL NOTES.
- SEE SHEET A-130 FOR GENERAL NOTES.

**PROPOSAL:** CONVERT UP TO 150 RESIDENTIAL SPACES TO FLEXIBLE RESIDENTIAL/VISITOR SPACES FROM 7AM → 6PM WEEKDAYS, FLOORS 2-3 ONLY. (GARAGE ACCESS ONTO 'NW 12TH AVE.)



**FIGURE 1B**  
**SECOND FLOOR OF ASA FLATS + LOFTS (PARKING LAYOUT NEARLY IDENTICAL ON THIRD FLOOR)**

LW 08-141810 PR

CASE NO. LW 08-141810 PR  
 EXHIBIT C.2