



City of Portland, Oregon
Bureau of Development Services
Land Use Services

1900 SW 4th Avenue, Suite 5000
Portland, Oregon 97201
503-823-7300
Fax 503-823-5630
TTY 503-823-6868
www.portlandonline.com/bds

Date: April 12, 2011
To: Interested Person
From: Kathleen Stokes, Land Use Services
503-823-7843 / Kathleen.Stokes@portlandoregon.gov

NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has approved a proposal in your neighborhood. The reasons for the decision are included in this notice. If you disagree with the decision, you can appeal it and request a public hearing. Information on how to appeal this decision is listed at the end of this notice.

CASE FILE NUMBER: LU 11-114643 CU

GENERAL INFORMATION

Applicant: Sarah Schoening
Portland Public Schools
PO Box 3107
Portland OR 97208-3107

Paul Cathcart, PPS
501 N Dixon, PO Box 3107
Portland OR 97208-3107

Site Address: 2535 SW VISTA AVE

Legal Description: INC 30' OF 22ND ST ADJ BLOCK 91 INC ALL 21ST ST VAC & ADJ BLOCK 92, CARTERS ADD TO P; LOT 9-13, PORTLAND HTS; TL 9400 0.70 ACRES, SECTION 04 1S 1E

Tax Account No.: R140406460, R668300190, R991040180

State ID No.: 1S1E04CB 07900, 1S1E04CB 09600, 1S1E04CB 09400

Quarter Section: 3227

Neighborhood: Southwest Hills Residential League, Nancy Seton at 503-224-3840.

District Coalition: Southwest Neighborhoods Inc., Leonard Gard at 503-823-4592.

Zoning: R5c (Residential 5,000 High Density Single-dwelling Residential, with an Environmental Conservaction Overlay)

Case Type: Conditional Use Review

Procedure: Type II, an administrative decision with appeal to the Hearings Officer.

Proposal: The Portland School District is proposing to add a 1,792 square-foot modular classroom building at Ainsworth Elementary School. The structure is proposed to be located on the southern portion of the school campus, between SW Vista Avenue and the existing school "annex" building, at a distance that varies from about 20 to 24 feet (reportedly, 19 feet, 11 inches to 23 feet, 11 inches) from the street lot line. The proposed structure will accommodate the projected increase in students for the coming school year, which is estimated to be an additional 11 students over the previous year's enrollment and 5 more students (about

1%) more than the previous high enrollment of 557, which occurred in 2002-2003. The projected increase for the 2011-2012 school year would bring the overall enrollment 562 students.

Changes that increase the floor area for Conditional Use sites, over 1,500 square feet, but less than 10%, require approval of a Type II Conditional Use Review. The Conditional Use Review will determine whether it is appropriate for development on a site that abuts a designated Transit Street (SW Vista Avenue) to be located outside of the 20-foot maximum setback from the Transit Street.

Relevant Approval Criteria: In order to be approved, this proposal must comply with the approval criteria of Title 33. The relevant criteria are those for Institutional and Other Uses in R Zones, Code Section 33.815.105, A through E.

ANALYSIS

Site and Vicinity:

The Ainsworth neighborhood is historic in character with several properties having historic designations. The area is hilly and dominated by steeply sloping terrain (20%) and large 2-story homes. Many of the streets are narrow and winding. Public rights of way and private properties are characterized by mature vegetation.

The School campus is comprised of two sites; the main Ainsworth school building, and the Ainsworth School Annex. The main school building is on approximately two full city blocks, and approximately 3.99 acres. The proposed modular classroom building sits just south of the main school building on a site approximately .86 acres. The Annex site, on which the modular building is proposed, fronts on the north side of SW Vista Ave. and is surrounded by a wooded lot to the north, and single family residential housing to the west and east. The original school was built in 1913, and additions have been made over time. The Ainsworth School Annex property was acquired in 1963 and currently contains a 1-story L-shaped classroom building along the northern and western boundary of the site. The site sits several feet below street grade and is delineated by a metal fence approximately 3 ½' high that runs the boundary of the property. Beyond the fence the site slopes down steeply, and, with the exception of the entrance, is covered with mature trees, shrubs and vegetation that fully screen and buffer it from SW Vista Ave. A retaining wall runs the length of southern boundary of the property and wraps around the western boundary for approximately 43'.

Zoning: The site is zoned R5, High Density Single-Dwelling Residential. This zone is intended to accommodate single-dwelling development, with an average of one unit per 5,000 square feet of site area. Institutional Uses are allowed, when approved as Conditional Uses. Institutional Uses are subject to special development standards, found in Section 33.110.245, which are intended to ensure that institutional development is compatible with residential development in the area and that negative impacts on the surrounding residential area are limited.

Portions of the site also have a "c" (Environmental Conservation) Overlay. This zoning overlay protects environmental resources and functional values that have been identified by the City as providing benefits to the public. The proposed development is not located in the portion of the site that is designated with the environmental overlay.

Land Use History: City records indicate there are three previous land use reviews on the Ainsworth School site:

LU 004-62 CU: This review took place in 1962 and has no current applicable conditions.
LUR 96-00190 CU EN: Approval of a Conditional Use Review for a school use in a residential zone, to allow the construction and use of an amphitheater and an ADA accessible path. This review permitted the school district to construct a paved pedestrian path and amphitheater from the schools annex site to the main school building. The path traverses the "c" zone (environmental conservation).

LU 09-143797AD: Approval of an Adjustment to allow a net fence of up to 12 feet high above grade level of the ball field, with 12-foot high support posts, adjacent to the Elm Street frontage of Ainsworth School

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **March 10, 2011**. The following Bureaus have responded with no issues or concerns:

Bureau of Environmental Services: BES responded with no objections to the proposal. They approved a proposal made by the applicant (Special Circumstance) to discharge stormwater directly to the existing public combined system. The applicant will not be required to install a vegetated stormwater facility since they are not feasible on this site. Exhibits A3, and E1 contains more detailed information.

Water Bureau: The Water Bureau responded to the proposal with no concerns. Exhibit E-3 contains details

Fire Bureau: The Fire Bureau responded to the proposal with conditions that are required at the time of development. Exhibit E-4 contains details.

Site Development Section of BDS: Site Development responded to the proposal with no concerns. Exhibit E-5 contains details.

The Bureau of Transportation Engineering: In addition to what is provided in this report, details are provided in Exhibit E-2

The Bureau of Parks-Forestry Division: In addition to what is provided in this report, details are provided in Exhibit E-6

The Police Bureau: The Police Bureau responded with the determination that the Portland Police Bureau is capable of serving the proposed use. Exhibit E-8 contains details

Life Safety: Life Safety responded the proposal. Exhibit E-7 contains details.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on March 10, 2011. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

33.815.105: Institutional And Other Uses In R Zones

33.815.040 Review Procedures Review procedures for conditional uses depend on whether the proposal is for a new conditional use, change to another type of conditional use, or changing development at an existing conditional use. The procedure may also depend upon the type of use being proposed. This proposal is for an addition of less than 10% to the school enrollment and an addition to the floor area that is greater than 1,500 square feet, but less than 10% of the overall campus floor area, and so requires approval through a Type II Review.

33.815.105 Approval Criteria for Non Household Living Uses in R Zones These approval criteria apply to most conditional uses in R zones. The approval criteria allow institutions and other non household living uses in a residential zone which maintain or do not significantly conflict with the appearance and function of residential areas. The approval criteria are:

A. Proportion of Household Living uses. The overall residential appearance and function of the area will not be significantly lessened due to the increased proportion of uses not in the Household Living category in the residential area. Consideration includes the proposal by itself and in combination with other uses in the area not in the Household Living category and is specifically based on:

1. The number, size, and location of other uses not in the Household Living category in the residential area; and
2. The intensity and scale of the proposed use and of existing Household Living uses and other uses.

Findings: The school has existed in this neighborhood since at least 1912, when the main

school building was constructed. The proposed modular building will be located on the existing school annex site, established in 1963, and will serve the school population, as an improvement to the facilities on the site. Therefore, the number, size and location of non-household uses will not change.

Including the Ainsworth School and annex school site, there are 121 properties within the residentially zoned area around these sites bounded by SW Myrtle Street to SW Elizabeth street and SW St. Helen's Ct./SW Montgomery Drive to SW 18th Ave. With the exception of the commercial storefronts on SW Vista Ave. between SW Elm St. and SW Spring St., and two and three story apartment buildings on the southwest and southeast corner of SW Laurel and SW Vista Ave., all the properties adjacent to the main school building and the annex property are built as single family residential development. The proposed modular building is a single story building that will sit below street level. At 11 feet tall, the building will not intrude on the residential character of the neighborhood. In addition the building will be screened from the street and neighboring residence by existing vegetation. The modest size of the building, combined with the location below street level, and existing vegetation will result in a development that will not significantly lessen the appearance and function of the area.

Therefore, this criterion is met.

B. Physical compatibility.

1. The proposal will preserve any City-designated scenic resources; and

Findings: City-designated scenic resources are protected with an "s" or Scenic Resource Overlay Zone. There are no City-designated scenic resources at the site or adjacent to the site, therefore, this criterion does not apply.

2. The proposal will be compatible with adjacent residential developments based on characteristics such as the site size, building scale and style, setbacks, and landscaping; or
3. The proposal will mitigate differences in appearance or scale through such means as setbacks, screening, landscaping, and other design features.

Findings: Either approval criteria 2 or 3 must be met. The proposal is compatible with the adjacent residential development and the existing building currently located on the site. The proposed modular classroom is a single-story building measuring approximately 28' x 64'. It is substantially smaller than the classroom building that currently exists on the site. In addition the surrounding residential properties are two-story units that sit at or above street grade. The proposed site of the modular building sits below street grade. Existing landscaping will provide screening that buffers adjacent homes and minimizes visual impacts from the institutional development. Because the proposed building is relatively small, will sit below street grade, and be buffered by existing landscaping, it will have minimal visual impacts on the adjacent residential development.

The architecture of institutional uses is often substantially different from residential architecture, based on characteristics such as site size, building scale and style. With a condition that requires siding for the building that is horizontally, rather than vertically "scored" and also requires the structure to be painted to either match the color of the bricks of the original school building or to coordinate with the colors of the existing classroom building, the proposed development can be compatible with the architectural features of other development on the site.

SW Vista Ave. is a designated Community Transit Street. As such, buildings are required to meet the maximum setback allowance of 20'. A portion of the proposed modular building will exceed this maximum required setback (Exhibit C -1). The proposed location of the modular classroom is 19 feet 11 inches from the SW Vista Ave. right-of-way at the

southeast corner and 23 feet 11 inches at the southwest corner of the modular building. Although this location exceeds the maximum Transit Street Setback from the frontage on SW Vista, the plan provides better site design for this situation, while preserving the pedestrian environment along the transit street edge with landscaping and screening.

With the condition that the new modular building be painted to match the existing building on the site, and the siding be horizontally scored this criterion is met.

C. Livability. The proposal will not have significant adverse impacts on the livability of nearby residential zoned lands due to:

1. Noise, glare from lights, late-night operations, odors, and litter; and
2. Privacy and safety issues.

Findings: There will be no change from existing school hours and activities as a result of this proposal.

No significant adverse impacts related to noise, glare from lights, late-night operations, odors or litter are expected to result from this proposal, as the school will continue to maintain policies related to these potential disturbances. A minimal amount of new outdoor lighting is proposed, in the area around the new structure, but the lighting is designed so that it will not spill onto adjacent residential properties. Use of the new building will not create any additional noise as it only serves to improve facilities for the school's programs and accommodate a small increase in enrollment. Portland School District's security practices will continue to safeguard against impacts related to privacy and safety. Maintenance of the school site, to prevent any impacts from odors or litter, will also continue. The new building will improve the student facilities, with no resulting impacts to the surrounding residential area.

These criteria are met.

D. Public services.

1. The proposed use is in conformance with the street designations of the Transportation Element of the Comprehensive Plan;
2. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, and other performance measures; access to arterials, connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;

Findings: Portland Transportation/Development Review reviewed this proposal for its conformance with adopted policies, street designations, Title 33 Approval Criteria, Title 17, and for potential impacts upon transportation services. Transportation's analysis is contained below:

Street Classifications

The proposed modular building is located at the existing site of the Ainsworth School Annex, which has frontage on S.W. Vista Avenue. At this location, SW Vista is classified as a Neighborhood Collector, Community Transit street, City Bikeway, City Walkway, Major Emergency response Street, and a Local Service street for all other transportation modes in the City's Transportation System Plan. SW Elm and SW spring are classified as Local Service streets for all transportation modes in the City's Transportation System Plan.

The main campus is on the west side of SW Vista between SW Elm and SW Spring. These streets are designated Local Service streets for all modes of transportation.

Access to Arterials

The Annex school site fronts on SW Vista which is an arterial street. There are no access restrictions.

The installation of a modular classroom at the Annex School site and the addition of 11 students, would not further restrict access to adjacent arterial streets or impede the connectivity between local service streets.

Connectivity

The horizontal curve of SW Vista Ave east of the Annex school site combined with the topography of the site (below street level) provides horizontal and vertical site distance challenges that prevent a public street connection through the Annex School site to SW Spring Street. A public pedestrian connection through the site is not practicable due to existing development patterns.

Transit availability

There are three bus stops within ¼ mile of the school located at the intersection of SW Vista and Elm Streets and SW Vista and Spring Streets. The TDM plan developed for the school promotes the use of transit to and from the school.

Street Capacity/Level of service/other performance measures

Per Portland Policy Document TRN-10.27 - Traffic Capacity Analysis for Land Use Review Cases: For traffic impact studies required in the course of land use review or development, the following standards apply:

1. For signalized intersections, adequate level of service is LOS D, based on a weighted average of vehicle delay for the intersection.
2. For stop-controlled intersections, adequate level of service is LOS E, based on individual vehicle movement.

A traffic analysis letter prepared by Lancaster Engineering (Exhibit A-2) documents that the increase in students will only result in an additional 5 vehicle trips in the AM peak hour and 1 vehicle trip in the PM peak hour. This negligible increase in trips is not anticipated to have any impacts on area street capacity or level of service.

On-street parking/neighborhood impacts

The main campus is on the west side of SW Vista between SW Elm and SW Spring. There is no on-site parking at the primary campus. On-site parking is limited to the spaces available within the annex site. Parking is restricted on SW Vista along the school frontage. One hour time-restricted parking is available along SW Vista opposite the school frontage. A five-minute parking restriction requiring drivers to stay at the wheel applies on the south side of SW Elm between SW 21st and SW Montgomery Drive. Parking is prohibited on the southeast side of SW Vista and the annex and SW Spring and on the north side of SW Vista along the annex frontage. Parking is unrestricted in the remaining areas near the school.

School bus loading and unloading occurs along the school frontage on SW Vista.

During the morning school drop-off period, the applicant's traffic engineer observed that on-street parking on SW Vista between the school and annex was full. In addition, much of the parking opposite the annex frontage was also used by parents dropping off children.

Similar conditions were noted for the parking during the afternoon peak period. Many parking spaces within about two blocks of the school were full, with parents parking in

the residential neighborhoods, especially to the north and east, and walking to the school to pick up their children.

Although parking is heavily used in the vicinity of the school, including the nearby residential neighborhoods, the timing and duration of the parking impacts minimizes impacts to area residents. During the morning, local residents would only be affected by the short-term spike in on-street parking if they are returning home just prior to 8:00 AM. Most residents will have already secured a parking space the previous night or will have left the area in the morning and do not need a space at that time. During the afternoon when the school is released, again the only affected residents would be those returning home between 2:00 and 2:30 PM. For those residents that are affected, a brief wait, or a walk of less than three blocks can be expected.

The duration and extent of the parking impacts will not be affected significantly by the addition of the proposed modular classroom for the expected increase in enrollment at Ainsworth Elementary. No mitigations are recommended.

Access restrictions

The Annex building has frontage on SW Vista Ave. Access to and from SW Vista is via an existing driveway. The proposed modular building will not restrict this access nor interfere with access to the main school building.

Impacts on pedestrian, bicycle, and transit circulation

The additional student enrollment will use the existing circulation systems; no negative impacts to the existing systems are anticipated from the increase in students proposed in this land use review.

Safety for all modes

The existing transportation system adequately serves the Ainsworth School student enrollment of 551 students. An increase of 11 students should not produce any negative safety impacts with the approval of the modular classroom building.

Students, parents, and staff will participate in the activities designed to raise awareness of the safe use of alternative modes of transportation to and from the school as part of the City's Safe routes to School Program.

Adequate transportation demand management strategies

A traffic and parking analysis prepared by Lancaster Engineering, dated January 10, 2011, adequately addresses the transportation impacts associated with the proposed addition of a modular classroom on the site. This study in addition to the narrative provided by PPS addressing the remaining transportation related evaluation factors provides the basis for PBOT finding that the transportation system is capable of safely serving the school site in addition to existing uses in the area.

There are currently 551 students enrolled at Ainsworth Elementary for the 2010-2011 school year. A total of 562 students are expected for the 2011-2012 school year. This 11-student increase in enrollment is expected to result in approximately five additional morning peak hour trips and three additional afternoon peak hour trips as compared to the existing year 2010-2011 traffic levels. The additional trips associated with the modular classroom are minimal and not expected to create any significant impacts. No mitigations are needed.

In conclusion, and as analyzed above considering each of the noted evaluation factors, the transportation system is capable of supporting the proposed use in addition to the existing uses in the area.

Street Configuration and Public Improvement/Dedication Requirements (Title 17)

No public street improvements will be required with the proposed Conditional Use. The school's street frontage along SW Vista Ave. is currently improved with paving, curb and sidewalks.

Building Permit Information

At the time of building permit review (following the land use review) the applicant should be aware of the following:

- System Development Charges (SDCs) may be assessed for this development. The applicant can receive an estimate of the SDC amount, prior to submission of building permits, by contacting Rich Eisenhauer at (503) 823-6108.

PBOT Conclusion

Portland Transportation has no objection to approval of the proposed Conditional Use

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

Findings: The City's other service agencies evaluated this proposal and found that public services are adequate to serve the proposed use. Therefore, this criterion is met.

- E. Area plans.** The proposal is consistent with any area plans adopted by the City Council such as neighborhood or community plans.

The proposal continues the existing school use, with the addition of a new modular classroom building, and a small increase in the number of students. There are no policies of this plan that are directly related to this proposal, but the proposed improvements, which will enhance this neighborhood institution are generally consistent with the adopted area plan. Therefore, 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 prior to the approval of a building or zoning permit.

CONCLUSIONS

No significant impacts on the character or livability of the residential area are expected to occur from this proposal. With a condition that requires the building to have horizontal, rather than vertical "scoring", and be painted to match the existing buildings on the site, the requested Conditional Use for the addition of one modular classroom building can be approved, according to the proposed site plans and elevation drawings. The proposed increase in the setback from the existing transit street can also be approved.

ADMINISTRATIVE DECISION

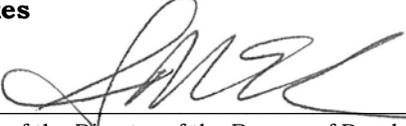
Approval of a Conditional Use review to add a modular classroom building to Ainsworth School Annex site per the approved site plans, Exhibits C-1 through C-3, signed and dated April 8, 2011, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled

"ZONING COMPLIANCE PAGE - Case File LU 11-114643 CU ." All requirements must be graphically represented on the site plan, or other required plan and must be labeled "REQUIRED."

- B. Siding on the modular building must be horizontal, as depicted on approved exhibit C-2. The structure must be painted to coordinate with the existing building on the site.

Staff Planner: Kathleen Stokes

Decision rendered by:  **on (April 8, 2011.)**
By authority of the Director of the Bureau of Development Services

Decision mailed: April 12, 2011

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on February 18, 2011, and was determined to be complete on March 8, 2011.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on February 18, 2011.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period.

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, 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.

Appealing this decision. This decision may be appealed to the Hearings Officer, which will hold a public hearing. Appeals must be filed **by 4:30 PM on April 26, 2011** at 1900 SW Fourth Ave. Appeals can be filed Tuesday through Friday on the first floor of the Development

Services Center until 3 p.m. After 3 p.m. and Mondays, appeals must be submitted to the receptionist at the front desk on the fifth floor. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization's boundaries. The vote to appeal must be in accordance with the organization's bylaws. Assistance in filing the appeal is available from BDS in the Development Services Center. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Hearings Officer is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Hearings Officer an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- *Unless appealed,* The final decision may be recorded on or after **April 27, 2011 – (the day following the last day to appeal).**
- 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.
- **In Person:** Bring 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 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.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply 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.

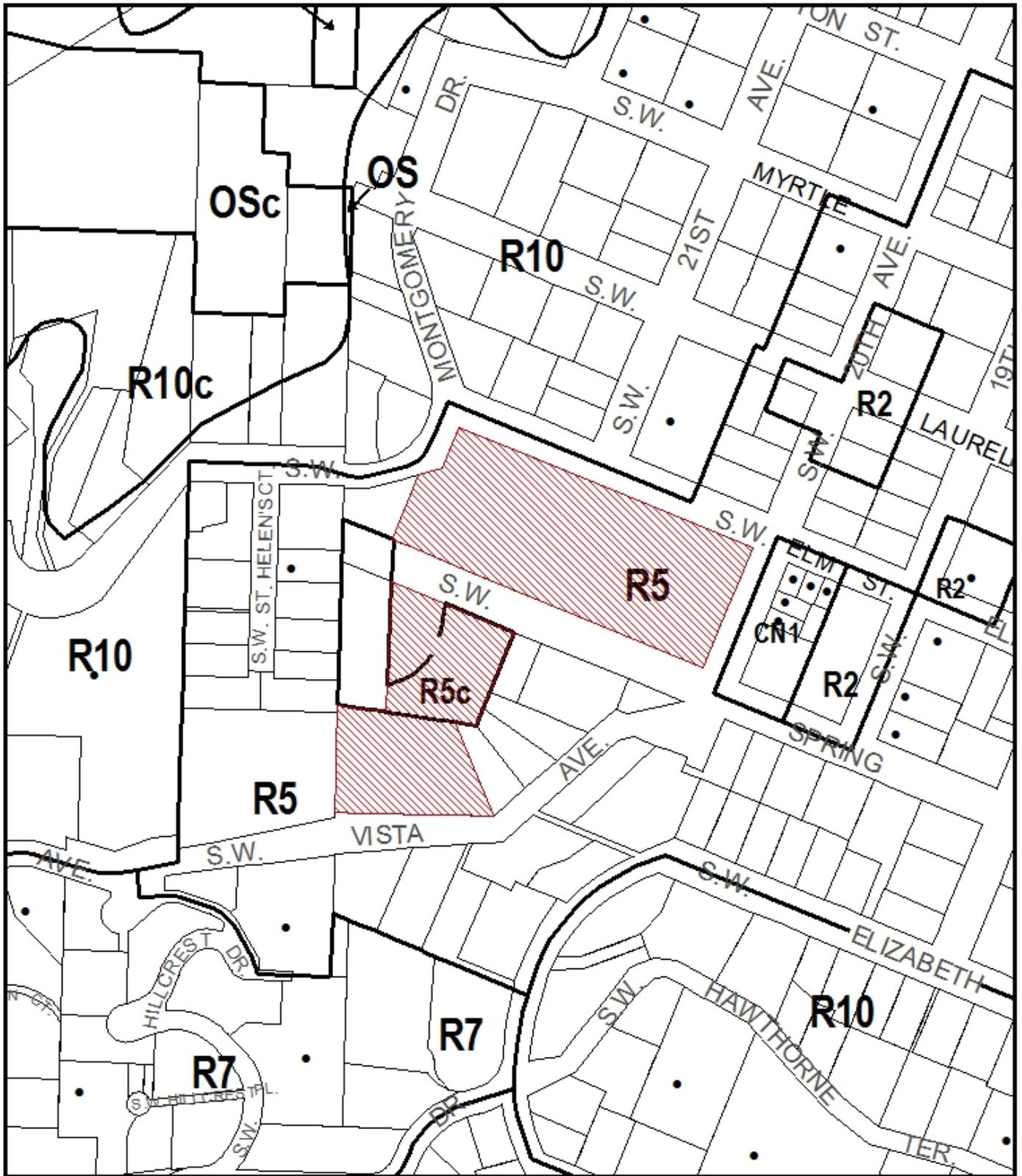
EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Applicant's Narrative
 - 2. Ainsworth Elementary – Traffic Analysis Letter
 - 3. Geotechnical Engineering Report
 - 4. Easement Documentation
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
 - 2. Exterior Elevations
 - 3. Large Site Plan
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development Review Section of BDS
 - 6. Bureau of Parks, Forestry Division
 - 7. Life Safety
 - 8. Bureau of Police
- F. Correspondence:

No correspondence was received from the neighborhood
- G. Other:
 - 1. Original LU Application
 - 2. Site History Research

The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).



ZONING



Site



Historic Landmark



NORTH

File No. LU 11-114643 CU

1/4 Section 3227

Scale 1 inch = 200 feet

State_Id 1S1E04CB 7900

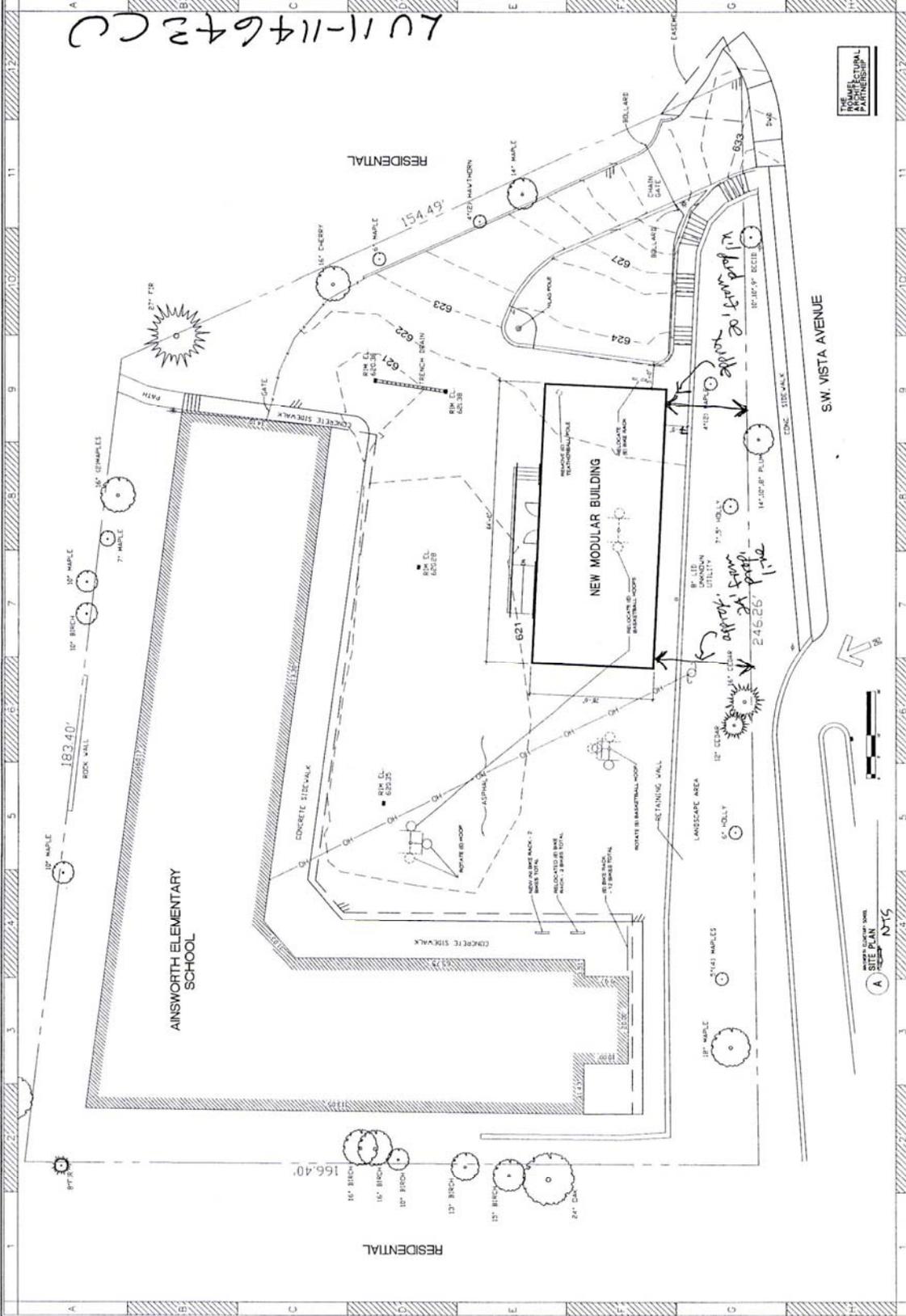
Exhibit B (Feb 25, 2011)



PORTLAND PUBLIC SCHOOLS
FACILITIES AND ASSET
MANAGEMENT DEPARTMENT
Terry Neugebauer, Director
500 S. Spring Street
Portland, Oregon 97201
(503) 945-3148

AINSWORTH ELEMENTARY SCHOOL
NEW MODULAR BUILDING
2535 SW VISTA AVE
PORTLAND, OREGON 97201

DATE	02-17-2011
PROJECT	
JOB NUMBER	10000
FILE	
WORK ORDER	
SHEET TITLE	SITE PLAN
SHEET NUMBER	A1.1



LU 11-114643 CC

LU 11-114643 CC

CASE NO. 11-114643
PROJECT C-1