



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

FROM CONCEPT TO CONSTRUCTION

Amanda Fritz, Commissioner
Paul L. Scarlett, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portlandoregon.gov/bds

Date: January 7, 2014
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 the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 13-212604 NU

GENERAL INFORMATION

Applicant: Terry Amundson / Waterleaf Architects
419 SW 11th Avenue Ste. 200 / Portland, OR 97205

Owners: Myers Family Properties LLC
490 Cook Street / Denver, Co 80206
Eric Freeman, Freeman Motor Co Inc
7524 SW Macadam Avenue / Portland OR 97239

Site Address: 4841 SW MACADAM AVE

Legal Description: BLOCK 3 LOT 5&6 EXC W 16', TERWILLIGER HMSTD; BLOCK 3 W 16' OF LOT 5&6 LOT 7, TERWILLIGER HMSTD

Tax Account No.: R825800360, R825800400, R825800360

State ID No.: 1S1E15BA 02300, 1S1E15BA 02200, 1S1E15BA 02300

Quarter Section: 3529

Neighborhood: South Portland NA., Jim Gardner at 503-227-2096.

Business District: South Portland Business Assn., Kevin Countryman at 503-750-2984.

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

Plan District: Macadam

Zoning: CSd (Storefront Commercial with a Design Overlay)

Case Type: Nonconforming Situation Review (NU)

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

Proposal: The applicant is requesting the recognition of legal nonconforming use status for a vehicle repair use at this location. Legal nonconforming uses are uses that are no longer allowed by the Code, but that were allowed when established and have been maintained over time, without a lapse of more than three continuous years. Vehicle repair is a use category that is allowed in the Storefront Commercial base zone but that is not allowed in the Macadam Plan District, which was adopted by the City in 1985. In accordance with the regulations of the Portland Zoning Code, Title 33, Section 33.258, legal nonconforming uses may remain and continue in operation. They may also expand, within certain parameters, if approved through a Nonconforming Situation Review. The applicants propose establishing the legal nonconforming status of the vehicle repair use and are also seeking approval to expand the use into all of the floor area of the building that the use currently occupies and also into a second existing

building that is located within the same ownership. Development that serves the use is also proposed to be expanded, with the construction of a 2,075 square-foot canopy and a 152 square-foot covered deck area, intended for use by customers who are picking up and dropping off their vehicles. These types of requests are approved if all of the relevant approval criteria are met or if they can be met with conditions of approval.

Relevant Approval Criteria: Nonconforming Situation Review, 33.258.080 B.

ANALYSIS

Site and Vicinity: The site is a 13,845 square-foot property that is located on the west side of SW Macadam Avenue, abutting the north side of the unvacated portion of the SW Julia Street right-of-way. (This small portion of right-of-way has been used as an accessory parking area for the adjacent businesses, under revocable permits, for the northern half of the street since 1982, and for the southern half of the street since 1984, in accordance with Ordinance Nos. 153219 and 155500, respectively. These agreements are currently being revised and updated to meet current Portland Bureau of Transportation standards). The site is developed with two commercial buildings. The eastern building has most recently housed the Johns Landing Automotive, an auto repair business and Crossfit 503, a fitness center. The second building most recently was occupied by Clear Channel, a business that is involved in radio promotions. The applicant indicates that the business stored and maintained a vehicle fleet here for use in these promotions. A paved area for vehicular and pedestrian access covers most of the remainder of the site, except for a small landscaped area in the northeast corner of the property.

The property is bounded by a multi-dwelling residential zone, immediately to the west. The property that abuts the west property line is undeveloped, but the property to the north, which is split-zoned, with both R1 on the west and CS on the east, is developed with the Sophia's View Condominiums. Beyond these properties, further to the west is the SW Corbett Avenue right-of-way and beyond that is the I-5 freeway. To the south, there is a small commercial development with a mix of uses. The east side of the site abuts the Oregon Department of Transportation facility, Highway 43, which is also known as SW Macadam Avenue. East of the highway, extending to the river, there is a mix of uses and development, consisting largely of residential condominiums to the south and of a variety of office and retail uses to the north.

Zoning: This site is zoned CS, Storefront Commercial. This zone is intended to preserve and enhance older commercial areas that have a storefront character. New development in these areas, under the standards of the CS zone, should be compatible with this desired character. The zone allows a full range of retail, service and business uses with a local and regional market area. Industrial uses are allowed, but are limited in size to avoid adverse effects different in kind or amount than commercial uses, and to ensure that they do not dominate the character of the commercial area. Residential uses are also allowed. The desired character includes areas which are predominantly built-up, with buildings close to and oriented towards the sidewalk especially at corners. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged.

The site has a "d" of Design Overlay. The Design Overlay Zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and the application of the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review or compliance with the Community Design Standards. In addition, design review or compliance with the Community Design Standards ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. The proposed changes to the buildings on the site will be subject to approval through Design Review, because Code Section 33.420.060 C.2 states that the Community Design Standards may not be used for proposals that do not include any residential uses that are located within the Macadam Design District.

This site is located in the Macadam Plan District. This plan district implements the Macadam Corridor Study. The plan district contains a set of regulations designed to preserve and promote the unique character of the Macadam area. In addition to special development standards for the district, the regulations restrict auto-oriented uses and development, limit signs, allow for future light rail, and provide view corridors to the Willamette River.

The regulations of the Macadam Plan District (Chapter 33.550) prohibit certain use categories, including Quick Vehicle Servicing and Vehicle Repair (excluding boat repair, which is allowed).

Land Use History: City records include a variance, VZ 177-67, which approved exceptions to reduce the rear or west setback, from six feet to zero, and to waive the required setback, screening and landscaping for a parking area adjacent to the south/front property line abutting SW Julia, in order to construct an office, shop and parking area.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **October 18, 2013**. The following Bureaus have responded with no issues or concerns:

- Environmental Services provided courtesy comments regarding the sanitary sewer infrastructure, stormwater management requirements and regulations for control of pollutants, that must be addressed prior to building permit review (Exhibit E-1).
- Transportation Engineering provided an analysis of the proposal, as it relates to transportation-related issues in the approval criteria, namely numbers of vehicle trips and impacts to on-street parking (Exhibit E-2). This analysis concluded that no increase in impacts, related to these factors, is likely to occur. Details of this response are included in the findings, below.
- Water Bureau provided information on the water service for the site (Exhibit E-3).
- Fire Bureau noted that any additional development on the site will require a building permit and that all applicable fire code requirements will apply (Exhibit E-4).
- Site Development Section of BDS responded with a summary of the physical characteristics of the site and noted that the erosion prevention and sediment control requirements found in Title 10 apply to both site preparation work and development (Exhibit E-5).
- Life Safety Plan Review Section of BDS noted that a building permit is required and detailed some of the building code requirements that apply to the site (Exhibit E-6).
- Parks-Forestry Division provided a response of, “no concerns,” (included in Exhibit E-7).

Neighborhood Review: Five written responses have been received from either the Neighborhood Association or notified property owners in response to the notice of this proposal. Four of these responses expressed concerns regarding the proposed expansion of the auto repair use on this site. These concerns are summarized, as follows:

- The expansion may lead to more noise, vibration, dust, fumes and pollution.
- Tow trucks delivering cars to the site are disruptive for adjacent residents, especially after regular business hours.
- A significant increase in the size of the vehicle repair operation would mean a greater number of vehicle trips to and from the site.
- Vehicle repair is inherently a noisy and dirty business and should not be allowed on a site that is adjacent to residential development.

The letters also included requests to provide more information on the proposed additions and changes to the development on the site and to clarify the status of SW Julia Street as a public right-of-way or a vacated street that is used as a private parking lot. (Exhibits F-1 through F-4).

(Note: The concerns raised in these letters are addressed in the approval criteria, below. The proposed addition is more fully described in an amended proposal section for this review and a revised site plan that shows the area of the proposed canopy. The status of SW Julia was explained in the section with the description of the site and vicinity, above).

The fifth letter was received from the President of the South Portland Business Association and expressed support for approval of the proposal. This letter was received after the initial response period had ended (dated December 23, 2013), but came as a result of the applicants’

request to place the process on hold and to contact the neighbors and neighborhood representatives (Exhibit F-5).

ZONING CODE APPROVAL CRITERIA

NONCONFORMING SITUATION REVIEW

33.258.010 Purpose of Nonconforming Situation Regulations

Nonconforming situations are created when the application of a specific zone to a site changes, or a zoning regulation changes. As part of the change, existing uses, density, or development might no longer be allowed. The intent of the change is not to force all noncomplying situations to be immediately brought into conformance. Instead, the intent is to guide future uses and development in a new direction consistent with City policy, and, eventually, bring them into conformance.

Legal nonconforming status is based on whether the situation was allowed when established, and if it has been maintained over time. This chapter also provides a method to review and limit nonconforming situations when changes to those situations are proposed. The intent is to protect the character of the area by reducing the negative impacts from nonconforming situations. At the same time, the regulations assure that the uses and development may continue and that the zoning regulations will not cause unnecessary burdens.

Nonconforming situations that have a lesser impact on the immediate area have fewer restrictions than those with greater impacts. Nonconforming uses in residential zones are treated more strictly than those in commercial, employment or industrial zones to protect the livability and character of residential neighborhoods.

33.258.050 Nonconforming Uses

B. Change of Use A change to a use in a different use category which is prohibited by the base zone may be allowed through a nonconforming situation review.

Nonconforming use status for this site and purposes for review requirements: This proposal is to use the site for a Vehicle Repair Use, which is an allowed use in the Storefront Commercial (CS) zone, but is prohibited on sites that are located in the Macadam Plan District. This plan district was adopted in 1985. The applicants have provided standard documentation, in the form of City Directory entries, to show that there was a Vehicle Repair Use located on the site in 1985, when the use became nonconforming, and that the use has continued on the site over all of the years since, up to the time of the present proposal (Exhibits A-1 through A-3).

The applicants also presented documentation, in the form of copies of property titles, that show that the property that contains the nonconforming Vehicle Repair Use has remained within one ownership since the time that the use became nonconforming (Exhibit A-1).

Therefore, the applicant has the right to legal nonconforming status for Vehicle Repair Use for the site, in accordance with Code Section 33.258.038, and also has the right to request approval to expand the use within the boundaries of the ownership, in accordance with Code Section 33.258.050.

33.258.080 Nonconforming Situation Review

A. Procedure. A nonconforming situation review is processed through a Type II procedure.

B. Approval criteria. The request will be approved if the review body finds that the applicants has shown that all of the following approval criteria are met:

1. With mitigation measures, there will be no net increase in overall detrimental impacts (over the impacts of the previous use or development) on the surrounding area taking into account factors such as:
 - a. The hours of operation;

- b. Vehicle trips to the site and impact on surrounding on-street parking;
- c. Noise, vibration, dust, odor, fumes, glare, and smoke;
- d. Potential for increased litter; and
- e. The amount, location, and nature of any outside displays, storage, or activities; and

Findings: Freeman Motor Company proposes to have hours of operation, from 9:00 AM to 5:30 PM, Monday through Friday. The applicants note that these hours will be significantly less than the current schedule for Johns Landing Automotive, which is open from 7:30 AM to 6 PM, Monday through Friday.

The applicants originally reported that the current and most recent tenants occupying the two buildings on the site have a combined 42-63 car count per day. Freeman Motors has had an average customer car count for the last six months of 153 cars per month. When asked to provide a more detailed accounting of actual vehicle trips per day, generated by the most recent existing uses on the site, compared to the daily trips currently generated by Freeman Motors various departments and the trips that would be projected to occur if this review is approved to allow Freeman Motors to occupy the entire site, the applicants submitted the following information:

<u>Most Recent User</u>	<u>Trips Per Day</u>
John's Landing Auto	18 (based on 5 to 6 customers per day and 3 employees)
Crossfit	94 (based on 25-45 clients and 2 employees)
Clear Channel	24 (based on 12 employees)
TOTAL	136

<u>Current Trips by Freeman</u>	<u>Trips Per Day</u>
Freeman Internal (rehab of vehicles bought)	8
Freeman Service (customer appointments)	10
Freeman Auto Spa (indepth for internal vehicles)	2
Freeman Vendors (auto-parts sales)	22
Freeman Staff	40
TOTAL	82

<u>Projected Trips by Freeman</u>	<u>Trips Per Day</u>
Freeman Internal (rehab of vehicles bought)	16
Freeman Service (customer appointments)	20
Freeman Auto Spa (indepth for internal vehicles)	6
Freeman Vendors (auto-parts sales)	12 (w/elimination of subcontract)
Freeman Staff	50
TOTAL	104

The applicants state that Freeman Motors involves the repair or rehabilitation and detailing of "late-model European" automobiles. While approval of an expansion for the company on this site could be expected to increase the total vehicle trips that are generated, the numbers that have been provided show that, for this business operation, the trips are likely to be somewhat less than those that were generated by the previous businesses on the site. Approval of the proposed expansion will, therefore, need to be limited to this current proposal and not apply to other vehicle repair uses that may wish to locate on this site in the future.

The applicants state that the use of both buildings on the site will allow all of the vehicle work to be conducted inside the buildings, in accordance with the standards for the CS zone. This will significantly reduce any noise, vibration, dust, odor, fumes, flare or smoke that could impact surrounding neighbors. In response to the concerns expressed by neighbors, regarding disruptions from noise and lights from tow trucks

bringing vehicles to the site, the applicants have agreed to a condition that limits on the hours that tow vehicles can bring vehicles to the hours between 7:00 AM and 10 PM.

The applicants stated in the proposal that their intent is to upgrade the site, becoming a more integral part of the Macadam area community and, in that regard, they intend to retain a well-groomed site, with little or no litter and enhancements to the appearance of the buildings and the general site area. Included in this is the applicants' reiteration of the concept that all of the business and work activities are conducted indoors and a statement that claims that there are not expected to be any increase in any elements of outside displays, storage or activities.

Based on the letters that were received from neighbors, concerns regarding the proposed business and its expansion on the site need to be addressed before approval can be granted. Conditions of approval that limit the approval to only applying to the current proposal and that require all work to occur indoors and that also limit the hours that tow trucks can bring vehicles to the site are expected to adequately address these concerns and ensure that there will not be an increase in impacts. With these conditions, this criterion can be met.

2. If the nonconforming use is in an OS or R zone, and if any changes are proposed to the site, the appearance of the new use or development will not lessen the residential character of the OS or R zoned area. This is based on taking into account factors such as:
 - a. Building scale, placement, and facade;
 - b. Parking area placement;
 - c. Buffering and the potential loss of privacy to abutting residential uses; and
 - d. Lighting and signs, and

Findings: The nonconforming use is not located on a site that is in an OS or R zone, Therefore, this criterion does not apply.

3. If the nonconforming use is in a C, E, or I zone, and if any changes are proposed to the site, the appearance of the new use or development will not detract from the desired function and character of the zone.

Findings: The site is in a Storefront Commercial Zone, on a property that is already developed with two commercial buildings. The proposal includes building a canopy and a covered deck area, over paved surfaces, to provide additional shelter from the weather and also to make cosmetic improvements to the building façade that faces SW Macadam Avenue. These changes to the development on the site will be in keeping with the built-up commercial character that is desired in the CS zone and the Macadam Plan District. Further, the site also has a Design Overlay. The proposed alterations and additions to the development on the site must be approved through Design Review and the criteria for this review require that the development be consistent with adopted Design Guidelines. Therefore, consistency with the desired function and character of the zone and the district will be doubly ensured and 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

The applicants have provided documentation that allows recognition of Nonconforming Legal Status for a Vehicle Repair Use on this site. Documentation has also been provided that will

allow the use to expand within the ownership that existed at the time that the use became nonconforming. The approval criteria of 33.258.080 can be met, subject to conditions of approval, to expand the use onto all of the floor area of both existing buildings on the site and also to expand the development by the addition of a canopy and covered deck, as indicated on the approved site plan. The approval is subject to conditions that will mitigate for projected impacts and limit future potential impacts, including a limitation for the expansion that only applies to the current business proposal and also that requires all work to occur in doors and that limits the hours that tow trucks may bring vehicles to the site.

ADMINISTRATIVE DECISION

Approval of Nonconforming Legal Status for Vehicle Repair and approval for a Nonconforming Situation Review for expansion of the nonconforming use, in general compliance with the approved site plan and conceptual elevation drawings, Exhibits C-1 through C-3 (except as may be altered through Design Review), signed and dated January 2, 2014, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through D) 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 13-212604 NU ." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. This approval recognized the legal nonconforming status for a Vehicle Repair Use for a portion of "Building A," at 4841 SW Macadam. Expansion of the use to other portions of the site is only approved for Freeman Motors, as described in this proposal, and not for any other Vehicle Repair Use which may subsequently wish to locate on this site.
- C. All work on vehicles must be conducted inside the buildings on the site.
- D. Tow vehicles can only bring vehicles to the site between the hours of 7:00 AM and 10 PM.

Staff Planner: Kathleen Stokes



Decision rendered by: _____ **on January 2, 2014**
By authority of the Director of the Bureau of Development Services

Decision mailed: January 7, 2014

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 October 3, 2013, and was determined to be complete on October 16, 2013.

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 October 3, 2013.

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 requested that the 120-day review period be extended to address issues raised by the neighbors and the City's Bureau of Transportation (PBOT), as stated with Exhibit A-4. Unless further extended by the applicant, **the 120 days will expire on: March 29, 2014.**

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 January 21, 2014** 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 and information on fee waivers 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 775 Summer St. NE, Suite 330, 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 **January 22, 2014**.
- 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.

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.

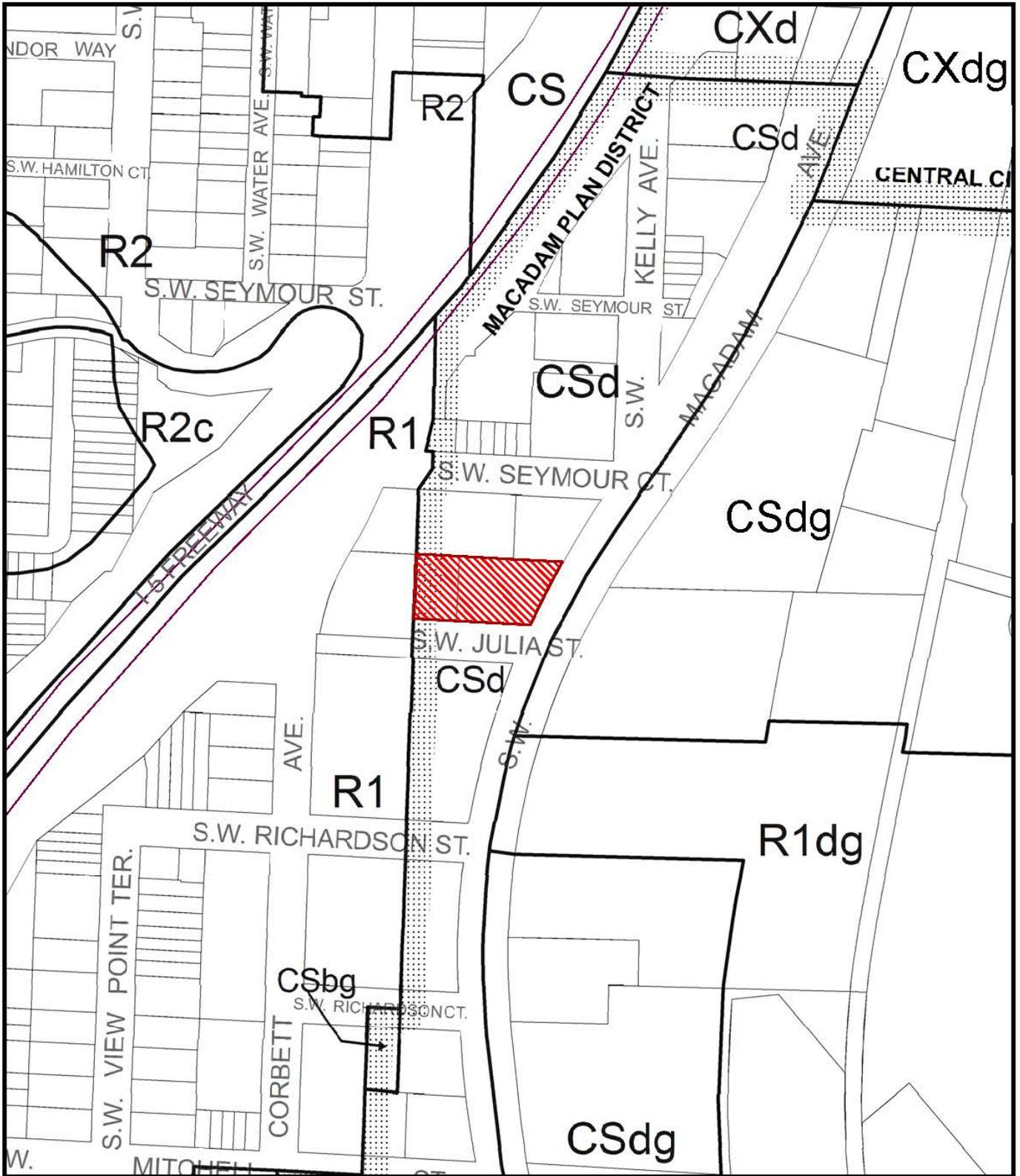
EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 1. Application and original narrative and plans
 2. Addendum 1
 3. Addendum 2
 4. Request to postpone and extend 120 day deadline
 5. Addendum 3
 6. Addendum 4 (revised site plan)
 7. Addendum 5 (revised trip generation information)
- B. Zoning Map (attached)
- C. Plans/Drawings:
 1. Site Plan (showing parking area in SW Julia Street, attached)
 2. Site Plan (showing proposed canopy and covered deck area (attached)
 3. Conceptual Rendering of Proposed Future Improvements (attached)
- 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. Life Safety Plan Review Section of BDS
 7. Bureau of Parks, Forestry Division and summary of other electronic responses
- F. Correspondence:
1. Juanita M. Baker
 2. Jim Gardner, Chair, SPNA Land Use Committee
 3. Maxine Thompson
 4. Dorothy N, Burdick
 5. Kevin Countryman, President, South Portland Business Association
- G. Other:
1. Copy of Ordinance Nol. 153219 for revocable permit for northern half of SW Julia ROW
 2. Copy of Ordinance No. 155500 for revocable permit for southern half of SW Julia ROW

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



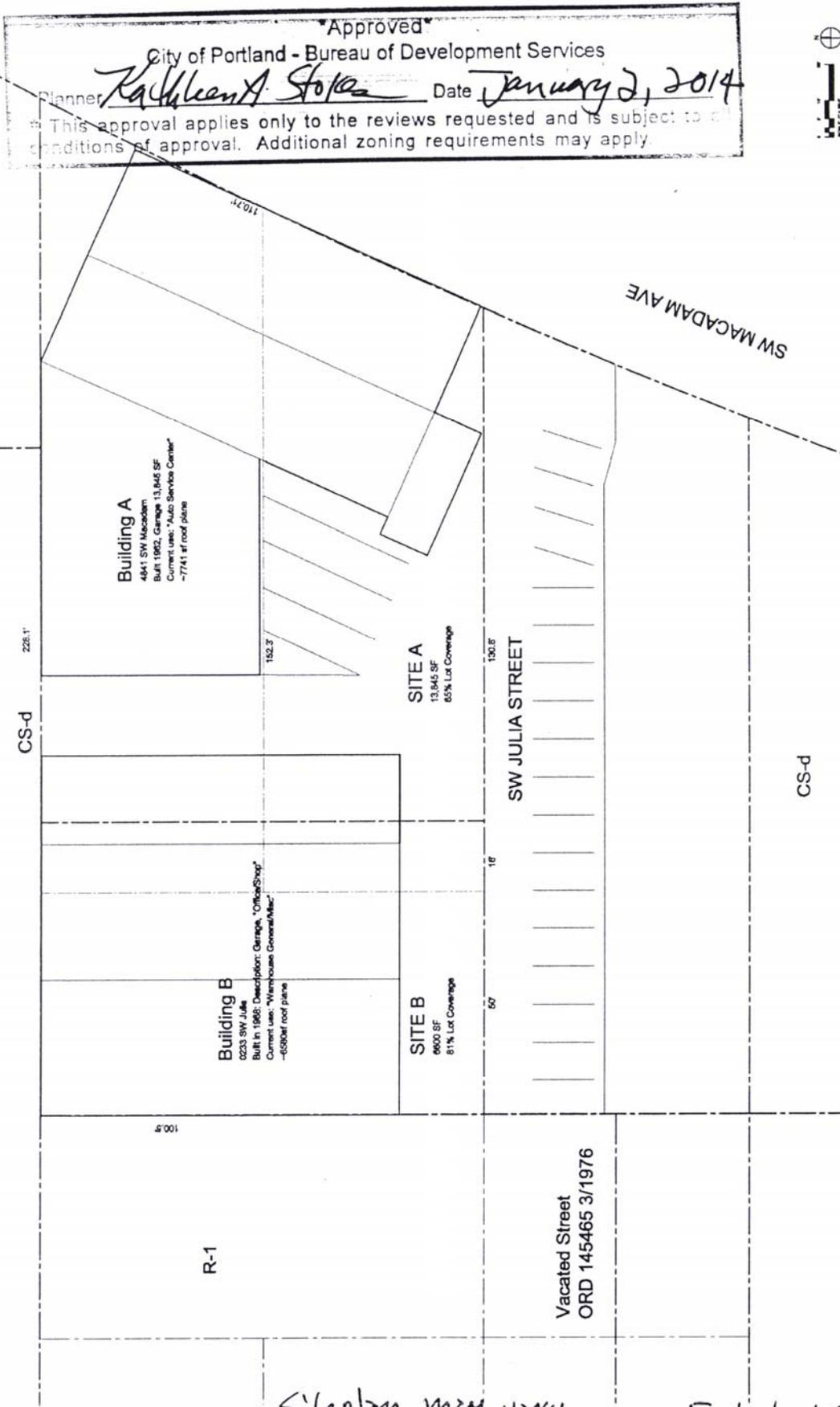
Site

This Site Lies Within the:
Macadam Plan District



File No.	<u>LU 13-212604 NU</u>
1/4 Section	<u>3529</u>
Scale	<u>1 inch = 200 feet</u>
State_Id	<u>1S1E15BA 2300</u>
Exhibit	<u>B (Oct 09,2013)</u>

Exhibit A Existing Site Plan

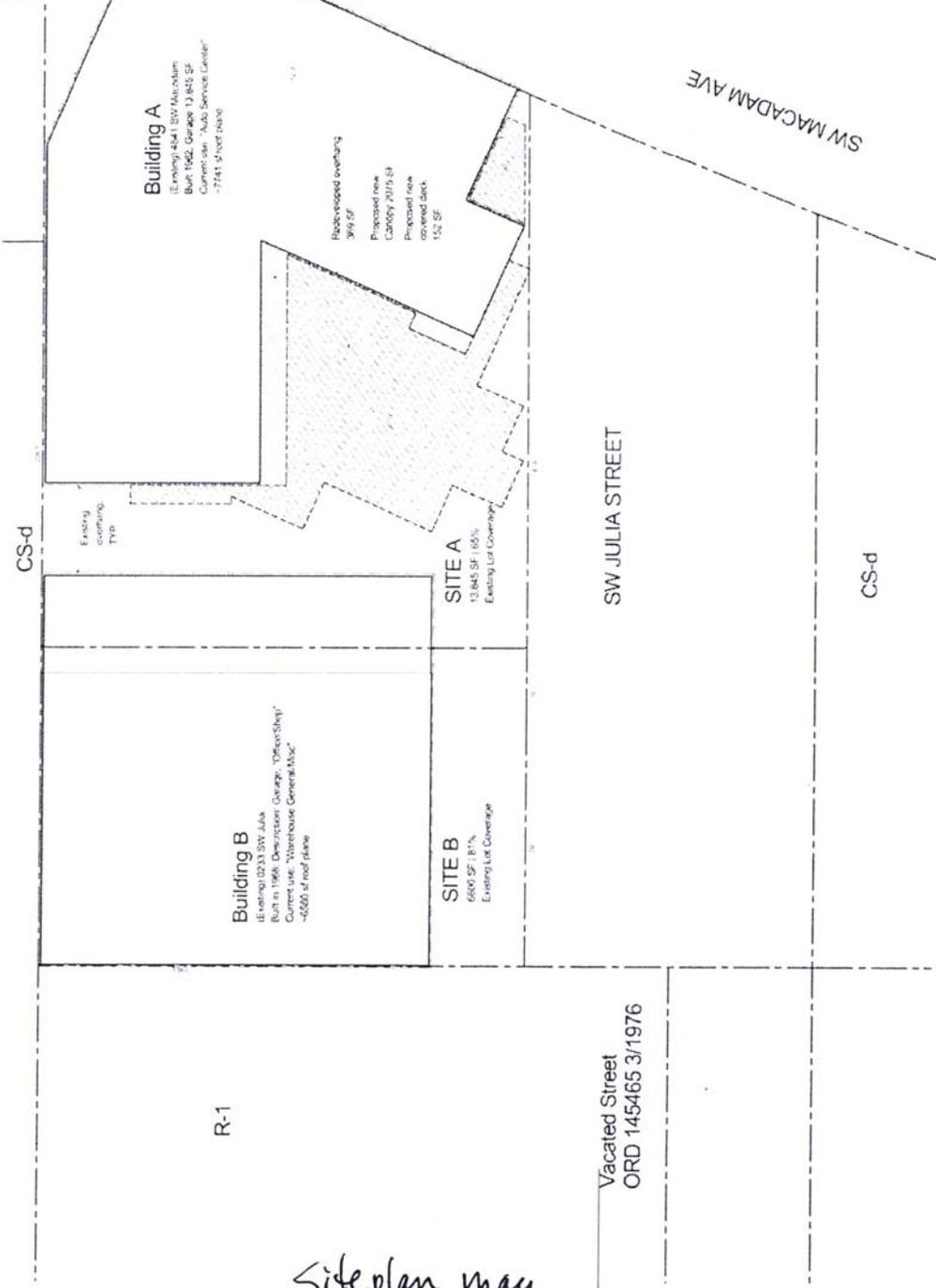


Approved
City of Portland - Bureau of Development Services
Planner Rachana Stokes Date January 2, 2014
This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

Siteplan may vary,
as indicated by design review Exhibit C-1
LU 13-212604NU

Exhibit K – Addendum 4
 Site Plan Showing Future Canopy

Approved
 City of Portland - Bureau of Development Services
 Planner Kathleen A. Stokes Date January 2, 2014
 This approval applies only to the reviews requested and is subject to the conditions of approval. Additional zoning requirements may apply.

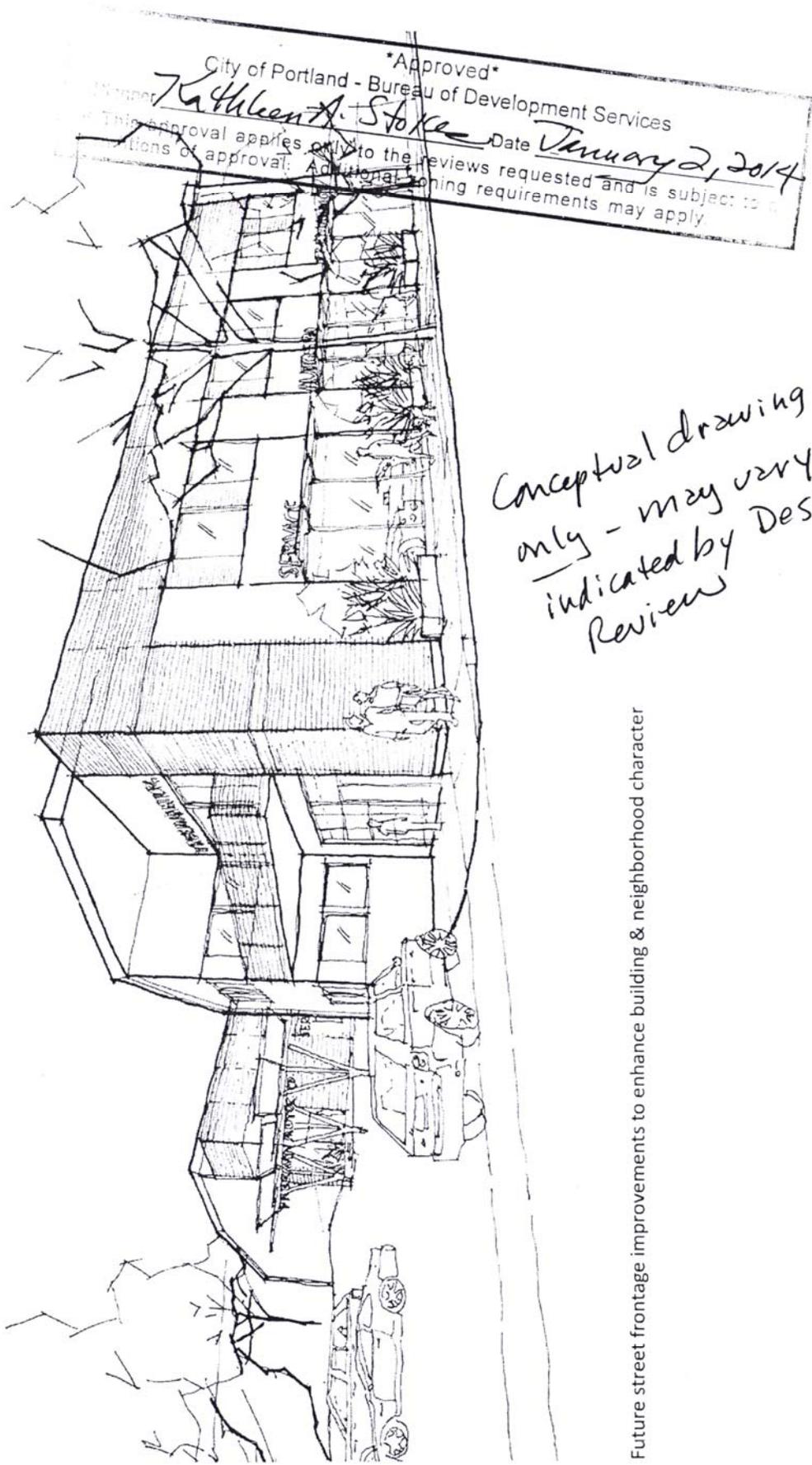


Site plan may vary, as indicated by Design Review

LU 13-212604NW
 Exhibit C-2

Exhibit C

Conceptual Rendering of Proposed Future Improvements



Conceptual drawing
only - may vary as
indicated by Design
Review

Future street frontage improvements to enhance building & neighborhood character

LU 13-212604 NU
Exhibit C-3