



City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

Amanda Fritz, Commissioner
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Date: April 27, 2015
To: Interested Person
From: Mark Walhood, City Planner
503-823-7806 / Mark.Walhood@portlandoregon.gov

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

The Bureau of Development Services has **approved** a proposal in your neighborhood. The mailed copy of this document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, 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 14-241621 AD

GENERAL INFORMATION

Applicant: Suzannah Stanley / Mackenzie
1515 SE Water Ave Suite 100 / Portland OR 97214

Owner: Clay Investors LLC / Lance Killian M
500 E. Broadway #110 / Vancouver WA 98660-3323

Owner Agent: Adam Tyler / Clay Investors LLC
500 E Broadway #110 / Vancouver WA 98660

Site Address: 240 SE CLAY ST

Legal Description: BLOCK 39 LOT 1-8, STEPHENS ADD
Tax Account No.: R794002080, R794002080, R794002080
State ID No.: 1S1E03DA 01900, 1S1E03DA 01900, 1S1E03DA 01900
Quarter Section: 3230
Neighborhood: Hosford-Abernethy, contact Joanne Stainbrook at 503-231-9245.
Business District: Central Eastside Industrial Council, contact Peter Fry at 503-274-2744.
District Coalition: Southeast Uplift, contact Bob Kellett at 503-232-0010.
Zoning: **IG1** (General Industrial 1 zone), **Central City Plan District**
Case Type: **AD** (Adjustment Review)
Procedure: **Type II**, an administrative decision with appeal to the Adjustment Committee.

PROPOSAL: The applicant has proposed the development of a speculative 'industrial office' building in the Central Eastside. The proposal will maximize the allowed non-industrial uses on a single site within the Employment Opportunity Subarea of the Central Eastside, including 60,000 square feet of 'industrial office' space, and up to 5,000 square feet each of retail and traditional office uses, per regulations at 33.510.113.C.3. Industrial uses are allowed, but not required in the new building.

The site is currently home to a burned-out concrete building shell with rusting industrial steel sash window frames. As proposed, a new five-story building will be located on the easterly half of the block, with one level of structured parking below. The westerly half of the block will be developed with a surface parking and loading area. The existing perimeter building wall shell will remain in place on the west half of the block, providing some level of visual screening and interest to the streetscape.

REVISIONS: In response to staff concerns about the loading Adjustment, the applicant modified the proposal to include two on-site loading spaces, although the dimensional standards for each stall still trigger an Adjustment. Adding the second loading space slightly reduced the amount of interior parking lot landscaping, and other minor changes were made to the landscape plan to comply with regulations (e.g. no shrubs in the 2'-0" area where the front of a vehicle overhangs landscaping, removal of Virginia Creeper which is a nuisance plant, etc.). Along the south edge of the parking lot, the trash enclosure building got slightly smaller, and utilities (water meter, electrical boxes, etc.) are now shown. One additional aspect of the interior parking lot landscaping has also been added into the Adjustment request regarding a minimum 8'-0" dimension, although the landscaped island in question is the same (6'-6") width as shown in the notice. These revised summary of the Adjustments is described below.

Regulations for parking and loading areas apply to the proposal. Surface parking lots must provide both perimeter and interior parking lot landscaping, and two large "A" loading stalls are required. In order to develop the site as proposed, the applicant has requested the following three Adjustments:

1. The **perimeter** of the parking lot is required to have a 5'-0" deep landscaping to the L2 standard (33.266.130.G.2). Along 18'-0" of frontage abutting SE Clay Street, the landscaping ranges from 3'-6" to 4'-6" deep, and fewer trees than required are shown. Therefore, the applicant has requested an Adjustment to reduce the perimeter landscaping along SE Clay Street from 5'-0" to 3'-6" and 4'-6", and to provide only 6 large and 6 small trees, enough for 270 lineal feet of perimeter landscaping instead of the 305 lineal feet proposed;
2. The **interior** of the surface parking lot for 55 cars is required to have 2,475 square feet of landscaping, and a certain number of trees per stall (33.266.130.G.3). Only 1,177 square feet of interior landscaping is provided, with 6 large trees instead of the 14 large trees required. Therefore, the applicant has requested an Adjustment to reduce interior parking lot landscaping from 2,475 to 1,177 square feet, and to provide 6 versus 14 large trees. Also, the southern interior parking lot landscape island is only 6'-6" wide, instead of 8'-0" wide as required; and
3. For a non-residential building over 50,000 square feet, two large "A" **loading** stalls are required, each measuring 35'-0" by 10'-0" with 13'-0" clearance. As revised, two loading stalls are proposed measuring 24'-0" by 9'-6" with unlimited clearance. Therefore, the applicant has requested an Adjustment to reduce the dimensions of the two required loading stalls from 35'-0" by 10'-0" to 24'-0" by 9'-6" (33.266.310.C.2.c).

RELEVANT APPROVAL CRITERIA: In order to be approved, this proposal must comply with the approval criteria of Title 33. The relevant criteria are found at **33.805.040.A-F**, *Adjustment Approval Criteria*.

ANALYSIS

Site and Vicinity: The site is a full block in the Central Eastside, in the area south of the Hawthorne Bridge, and between Grand Avenue and the OMSI/Riverfront area to the west. Previously developed with the Taylor Electric Building, all that remains today are the graffiti-laden perimeter building walls, which were retained on-site following a fire that destroyed the building. Chain link fencing surrounds these remnant exterior building walls in the right-of-way, as the building walls go directly to the perimeter lot lines. Surrounding uses and development are primarily industrial in nature, although the character of the neighborhood is rapidly transitioning. Two other buildings within a few blocks are in the process of being changed from industrial manufacturing or warehouse space into office space, altering the

daytime composition of the neighborhood.

The abutting streets are improved with paved two-way roadways and on-street parking, but public sidewalks are only found adjacent to the building on the north (SE Clay) and east (SE 3rd) frontages. Parking stalls in the street project right up against the building walls today on the south (SE Market) and west (SE 2nd) sides of the block. The site is one block from bus and streetcar services to the east in SE Martin Luther King Jr. Boulevard, and six blocks north of the future MAX transit stop at the east end of the new (Tillikum Crossing) bridge.

Zoning: The IG1 zone is one of three zones that implement the Industrial Sanctuary designation in Portland's Comprehensive Plan. The site is within the Central City plan district. Within the plan district regulations, the site also is located within the Employment Opportunity Subarea of the Central Eastside Subdistrict, allowing development of up to 70,000 square feet of office and retail uses. These provisions for non-industrial, commercial uses are being maximized with the current proposal.

Land Use History: City records indicate there are no prior land use reviews for this site.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **December 29, 2014**. The following Bureaus have responded:

The *Bureau of Environmental Services* has reviewed the proposal and provided three different responses. The original response and first addendum did not recommend approval, as there were outstanding concerns about on-site pollution and infiltration of stormwater in the parking lot. While these issues have not been fully resolved, and additional technical details must be worked out during permitting at the applicant's risk of triggering another Adjustment, BES has no objections to approval of the Adjustments. Relevant details regarding the pollution/stormwater issues at hand will be included in the findings, later in this document (exhibits E.1.a - E.1.c).

The *Development Review Section of Portland Transportation* has reviewed the proposal and responded with support for the revised loading Adjustment that includes two smaller on-site spaces. Relevant specific facts will be included in the findings, later in this decision. Exhibit E.2 contains staff contact and additional information.

The *Water Bureau* has reviewed the proposal and responded without objection to the requested Adjustments, but with comments regarding existing and proposed water services for the new building. There are multiple locations for water service available to the project, and a full fixture count and review will be done during the building permit review process. Exhibit E.3 contains staff contact and additional information.

The *Fire Bureau* has reviewed the proposal and responded with comments, but no objections or concerns regarding the requested Adjustments. A separate building permit is required, and the applicant must document conformance with all applicable Fire Code standards at the time of permit review. Exhibit E.4 contains staff contact and additional information.

The *Life Safety Section of the Bureau of Development Services* has reviewed the proposal and provided several specific Building Code-related comments, but no objections or concerns regarding the requested Adjustments. The separate building permit process will require documentation of conformance with all applicable Building Codes and Ordinances. Exhibit E.5 contains staff contact and additional information.

The *Site Development Section of the Bureau of Development Services* responded with no concerns or comments. Exhibit E.6 is a hard copy of their electronic 'no concerns' response.

The *Urban Forestry Division of Portland Parks and Recreation* responded with no concerns or comments. Exhibit E.7 is a hard copy of their electronic 'no concerns' response.

Neighborhood Review: A “Notice of Proposal in Your Neighborhood” was mailed **December 29, 2014**. No written responses have been received from either the Neighborhood Association or notified property owners in response to the “Notice of Proposal”.

ZONING CODE APPROVAL CRITERIA

33.805.010 Purpose of Adjustment Reviews

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

33.805.040 Adjustment Approval Criteria

Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F., below, have been met.

- A.** Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and

Findings: The purpose for **interior and perimeter parking lot landscaping** is as follows (relevant excerpts of 33.266.130.A):

- A. Purpose.** *The development standards promote vehicle areas which are safe and attractive for motorists and pedestrians. The setback and landscaping standards:*
- *Improve and soften the appearance of parking areas;*
 - *Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;*
 - *Provide flexibility to reduce the visual impacts of small residential parking lots;*
 - *Direct traffic in parking areas;*
 - *Shade and cool parking areas;*
 - *Reduce the amount and rate of stormwater runoff from vehicle areas;*
 - *Reduce pollution and temperature of stormwater runoff from vehicle areas; and*
 - *Decrease airborne and waterborne pollution.*

The applicant has requested to reduce the depth and number of trees required in the perimeter parking lot landscaping, and to reduce the size, tree, and dimensional standards for interior parking lot landscaping. As proposed, the uncovered portion of the parking lot on the site has two entry driveways north onto Clay Street, but is otherwise surrounded by the remnant building walls that define the site perimeter. This perimeter visual screening is used as a rationale for reduced landscaping by the applicant, who intends to keep the wall in place as the project gets developed. The walls help to provide excellent visual screening of the parking lot itself, allowing for the internal plantings to include more ornamental grasses and visually permeable shrubs, as opposed to the solid visual screen provided by a continuous row of tall shrubs. The walls also provide separation for the parking lot from the surrounding sidewalks, and create visual interest along the outer edge of the parking lot for passersby, improving and softening the appearance of the parking. To ensure that this remains the case, a condition of approval will require the perimeter walls to be retained on-site, as proposed by the applicant.

The layout of the parking aisles and stalls themselves all meet code, with a simple, rational parking plan. Safe circulation of traffic can be expected, as the layout follows an orderly, understandable plan.

With regards to shading and cooling the parking area, trees have been carefully spaced throughout the parking lot, including at all perimeter edges and within the two interior landscape islands. The yellowwood, magnolia and oak trees will provide seasonal interest, cooling and shade for the parking lot during the warm season. A large Coast Redwood tree is proposed in the large landscaping island at the northwest corner of the site, which will provide significant summer afternoon shade on the parking lot as it matures. The Bureau of Environmental Services raised no objections with regards to the shading and cooling functions provided by the landscaping.

With regards to managing stormwater runoff and both airborne and waterborne pollution, BES identified outstanding concerns that will have to be addressed during the building permit process. BES has removed its final pollution-related objections to the landscaping Adjustments. BES removal of their final objections is done at the applicant's request, with the understanding that any changes made during final resolution of the issue during the building permit review process may trigger a separate, second Adjustment Review. The issue of concern is whether or not the City's Stormwater Management Manual allows stormwater to infiltrate into the underground soils of the site, which are known to be polluted. If additional testing does not show that soils on the site will allow for the safe infiltration of stormwater, the applicant's stormwater management approach and landscape plan may need to change, depending on the specific technical resolution proposed or required.

With BES recommending approval of the landscaping Adjustments, and with the noted condition of approval regarding keeping the perimeter remnant wall around the parking lot exterior as proposed, this criterion can be met for the landscaping Adjustments.

With regards to the **loading** Adjustment, the applicant has revised their proposal to provide two on-site loading stalls, although somewhat smaller than required by code, in response to concerns raised by Portland Transportation about the original proposal. The purpose of the loading standards is as follows (33.266.310.A):

A. Purpose. *A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.*

The specific occupants of the proposed speculative office building are unknown, but other similar recently-reviewed and approved buildings included floor space for creative work environments, with tenants that have small office and manufacturing operations requiring computer equipment, conference space, and light manufacturing production equipment such as laser cutters and 3-d printers. The demand for parts and production stock is routinely small with deliveries carried out by local couriers in cars and vans, and national delivery services such as Fed-Ex or UPS with similar vehicle types. The anticipated tenant uses and spatial requirements will likely result in delivery demand by vehicle types fitting the Zoning Code's "Standard B" loading space dimensions (18'-0" long by 9'-0" wide); the proposed loading spaces will measure 24'-0" long by 9'-6" wide, as shown on the revised plans.

Staff from PBOT can support the request to provide the proposed smaller size on-site loading spaces. Given the limited amount of loading activity that will be associated with the expected users of the new building, PBOT staff does not expect that the lack of "Standard A" loading spaces will result in a negative effect on the traffic safety or other transportation functions of the abutting right-of-way. Further, PBOT staff finds that the proposal is consistent with the classifications of the adjacent streets.

Therefore, for the loading Adjustment, this criterion is met.

B. If in a residential zone, the proposal will not significantly detract from the livability or

appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; and

Findings: As noted in their response to the revised proposal, staff from PBOT have determined that the proposal is consistent with the classifications of the adjacent streets. The proposal also develops allowed 'industrial office' floor space, as provided for in the Central City plan district regulations which help define desired character for the site. The proposal also complies with the relevant regulations of the IG1 base zone. Therefore, this criterion is met.

- C.** If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and

Findings: The overall purpose of the zone is to provide a location for industrial firms to locate, and to ensure adequate land is available for industrial employment opportunities. The development of this speculative 'industrial office' building will provide employment opportunities, consistent with the purpose of the IG1 zone. Therefore, this criterion is met.

- D.** City-designated scenic resources and historic resources are preserved; and

Findings: There are no City-designated scenic or historic resources located on the site. Therefore, this criterion does not apply.

- E.** Any impacts resulting from the adjustment are mitigated to the extent practical; and

Findings: Impacts resulting from the proposed landscaping Adjustments have been mitigated for in part by maintaining the remnant perimeter concrete walls along the north, west and south outer edges of the proposed surface parking lot. In order to ensure this mitigation is in place as proposed, a condition of approval will require that the walls be retained and incorporated into the development. No further mitigation is required for the landscaping Adjustments, beyond ensuring that the landscaping and parking lot/loading layout is completed as shown on the revised plans. To ensure this is the case, a standard condition of approval will require the building permit documents to match these approved site and landscape plans. With the two noted conditions of approval, all impacts are mitigated to the extent practical, and this criterion is met.

- F.** If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable;

Findings: The site is not located in an environmental zone. Therefore, this criterion does not apply.

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 applicant has requested Adjustments to parking lot landscaping and loading standards for a new speculative 'industrial office' building in the Central Eastside. Remnant building walls at

the perimeter of the parking lot provide good separation for pedestrians, and replace the visual screening provided by a continuous row of dense shrubs. While concerns remain about infiltration of stormwater and underground contaminants on the site, the applicant will be required to address these during the building permit process, and takes the risk of triggering another future Adjustment if the landscaping plan needs to change again during the permit process. The revised loading proposal addresses concerns raised by Portland Transportation, and is able to meet the relevant criteria. Conditions of approval are necessary to ensure that the remnant building walls remain in place to screen the parking, and that the permit documents show the site and landscape plan proposal as approved in this Adjustment.

ADMINISTRATIVE DECISION

Approval of an Adjustment to reduce perimeter parking lot landscaping in one 18'-0"-long area along SE Clay Street from 5'-0" to 3'-6" and 4'-6", and to provide only 6 large and 6 small trees, enough for 270 lineal feet of perimeter landscaping, instead of the 305 lineal feet proposed (33.266.130.G.2).

Approval of an Adjustment to reduce interior parking lot landscaping from 2,475 to 1,177 square feet, to provide 6 versus 14 large trees, and to reduce the width of the southern interior parking lot landscape island from 8'-0" to 6'-6" wide (33.266.130.G.3).

Approval of an Adjustment to reduce the dimensions of the two required Standard "A" loading stalls from 35'-0" by 10'-0" to 24'-0" by 9'-6" (33.266.310.C.2.c).

The above approvals are granted based on the approved plans and drawings, Exhibits C.1 through C.10, all signed and dated April 22, 2015, and are subject to the following conditions of approval:

- A. During the building permit review process, the applicant must submit site plans, landscape plans and other drawings matching those approved in this Adjustment Review, and changes cannot be made that reduce the size or density of plantings or overall landscaped area in the parking lot (increases in either are allowed). Permit sheets showing the site plans, landscape plans and perimeter remnant wall elevations approved in this Adjustment, as well as condition B, below must be labeled "ZONING COMPLIANCE PAGE – Case File LU 14-241621 AD."
- B. The remnant Taylor Electric building walls shown at the north, west and south perimeter edges of the surface parking lot (west half of site) must remain in place to provide visual screening for the parking area, unless a separate future Adjustment is approved to reconsider the screening qualities of landscaping at the parking lot perimeter.

Staff Planner: Mark Walhood

Decision rendered by: MARK WALHOOD **on April 22, 2015.**
By authority of the Director of the Bureau of Development Services

Decision mailed: April 27, 2015.

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 November 24, 2014, and was determined to be complete on **December 24, 2014.**

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 November 24, 2014.

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 30 days be added to the 120-day review period, in order to consider additional, revised drawings (Exhibit A.4). Unless further extended by the applicant, **the 120 days will expire on May 22, 2015.**

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 Adjustment Committee, which will hold a public hearing. Appeals must be filed **by 4:30 PM on May 11, 2015** at 1900 SW Fourth Ave. Appeals can be filed at the Development Services Center Monday through Wednesday and Fridays between 8:00 am to 3:00 pm and on Thursdays between 8:00 am to 12:00 pm. After 3:00 pm Monday through Wednesday and Fridays, and after 12:00 pm on Thursdays, appeals must be submitted at the reception desk on the 5th 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 Adjustment Committee 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 97301-1283, 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 Adjustment Committee 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 **May 12, 2015 – (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.

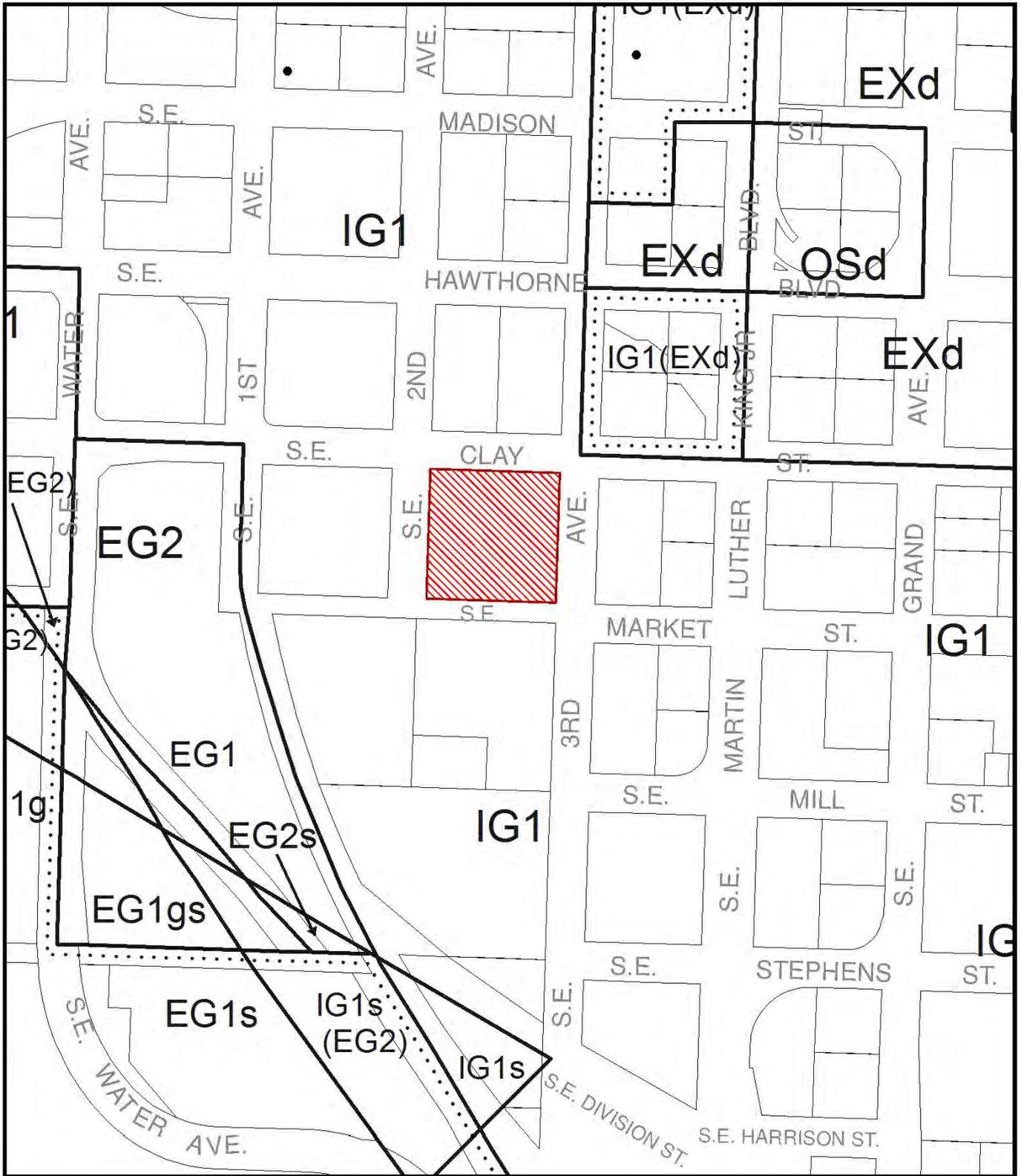
Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

- 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 Statements
 - 1. Original narrative statement
 - 2. Original, outdated drawing set
 - 3. Revised narrative statement, rec'd. 2/25/15
 - 4. 120-day extension, rec'd. 3/2/15
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Landscape Plan (attached)
 - 2. Grading and Site Utility Plan
 - 3. Truck Turn Exhibit/Plan (attached)
 - 4. Loading Plan
 - 5. Additional Parking Lot Landscaping Diagram
 - 6. North Elevation (attached)
 - 7. West Elevation (attached)
 - 8. South Elevation
 - 9. Large, scalable Landscape Plan
 - 10. Large, scalable Grading and Site Utility Plan
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - a. Final addendum to original response, rec'd. 4/15/15
 - b. First addendum to original response, rec'd. 3/19/15
 - c. Original response, rec'd. 1/27/15
 - 2. Development Review Section of Portland Transportation
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Life Safety Section of the Bureau of Development Services
 - 6. Site Development Section of the Bureau of Development Services
 - 7. Urban Forestry Division of Portland Parks and Recreation
- F. Correspondence: none
- G. Other:
 - 1. Original LU Application Form and receipt
 - 2. E-mail correspondence between applicant and staff regarding issues raised in Zoning Checksheet for permit 14-242598 CO, 1/9/15 - 1/12/15
 - 3. E-mail correspondence between applicant and staff regarding loading/PBOT issues, 2/5/15 - 2/18/15
 - 4. Staff cover memo distributing revised plans to agency staff, sent 2/26/15
 - 5. E-mail from staff to applicant regarding status of outstanding BES concerns, sent 3/25/15

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:
 CENTRAL CITY PLAN DISTRICT
 CENTRAL EASTSIDE SUBDISTRICT
 EMPLOYMENT OPPORTUNITY SUBAREA



File No. LU 14-241621 AD
 1/4 Section 3230
 Scale 1 inch = 200 feet
 State_Id 1S1E03DA 1900
 Exhibit B (Nov 26, 2014)

GRADING NOTES

1. ALL EXISTING GRADES ARE SHOWN BY DASHED LINES AND FINISH GRADES ARE SHOWN BY SOLID LINES.
2. ALL EXISTING UTILITIES ARE SHOWN BY DASHED LINES WITH IDENTIFICATION SYMBOLS.
3. ALL EXISTING STRUCTURES ARE SHOWN BY SOLID LINES WITH IDENTIFICATION SYMBOLS.
4. ALL EXISTING DRIVEWAYS ARE SHOWN BY SOLID LINES WITH IDENTIFICATION SYMBOLS.
5. ALL EXISTING SIDEWALKS ARE SHOWN BY SOLID LINES WITH IDENTIFICATION SYMBOLS.
6. ALL EXISTING CURBS ARE SHOWN BY SOLID LINES WITH IDENTIFICATION SYMBOLS.
7. ALL EXISTING STAIRS ARE SHOWN BY SOLID LINES WITH IDENTIFICATION SYMBOLS.
8. ALL EXISTING ELEVATIONS ARE SHOWN IN FEET AND INCHES.
9. ALL EXISTING DIMENSIONS ARE SHOWN IN FEET AND INCHES.
10. ALL EXISTING DISTANCES ARE SHOWN IN FEET AND INCHES.
11. ALL EXISTING ANGLES ARE SHOWN IN DEGREES.
12. ALL EXISTING BEARING INFORMATION AND DATA ARE SHOWN AS NOTED.
13. ALL EXISTING SURVEY DATA IS TO BE USED TO VERIFY THE EXISTING GRADES AND UTILITIES.
14. ALL EXISTING SURVEY DATA IS TO BE USED TO VERIFY THE EXISTING DIMENSIONS AND DISTANCES.
15. ALL EXISTING SURVEY DATA IS TO BE USED TO VERIFY THE EXISTING BEARINGS AND ANGLES.
16. ALL EXISTING SURVEY DATA IS TO BE USED TO VERIFY THE EXISTING ELEVATIONS AND DIMENSIONS.
17. ALL EXISTING SURVEY DATA IS TO BE USED TO VERIFY THE EXISTING DISTANCES AND ANGLES.
18. ALL EXISTING SURVEY DATA IS TO BE USED TO VERIFY THE EXISTING BEARINGS AND BEARINGS.
19. ALL EXISTING SURVEY DATA IS TO BE USED TO VERIFY THE EXISTING ELEVATIONS AND DIMENSIONS.
20. ALL EXISTING SURVEY DATA IS TO BE USED TO VERIFY THE EXISTING DISTANCES AND ANGLES.

UTILITY NOTES

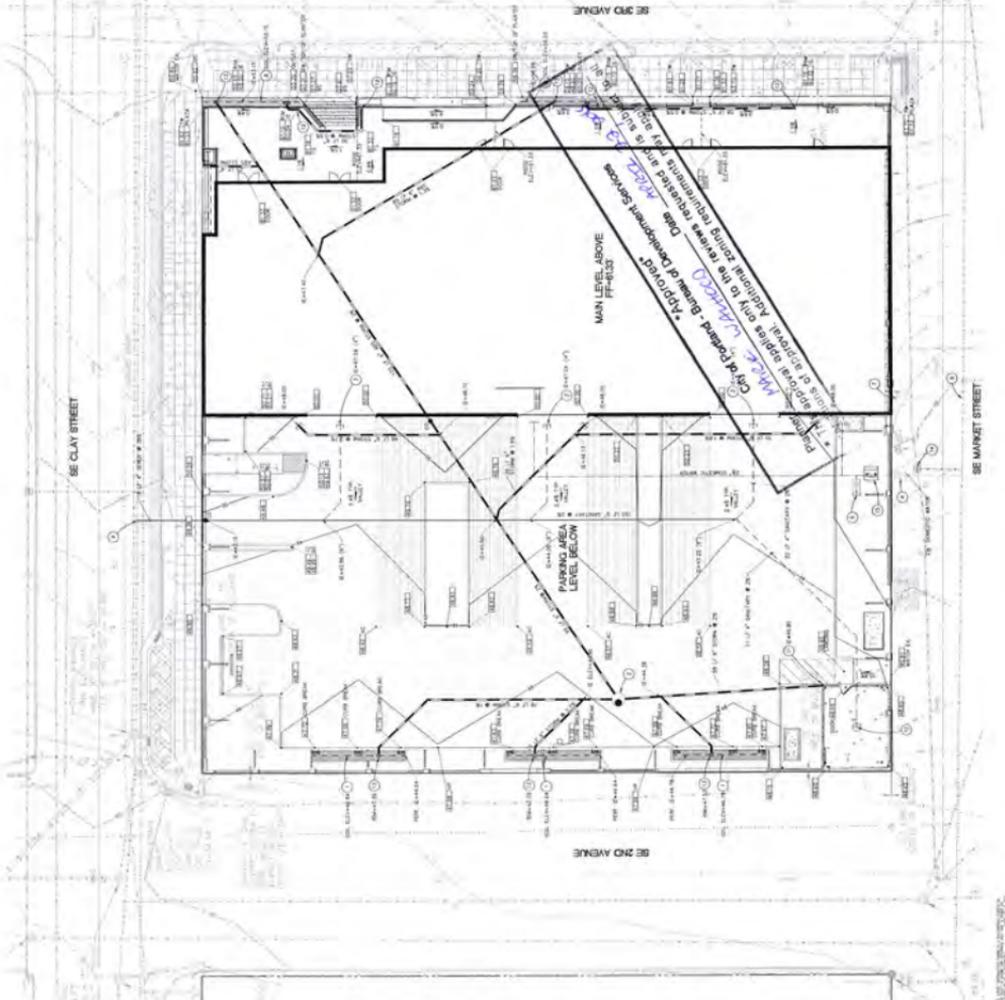
1. ALL EXISTING UTILITIES ARE SHOWN BY DASHED LINES WITH IDENTIFICATION SYMBOLS.
2. ALL EXISTING UTILITIES ARE TO BE MAINTAINED AS SHOWN.
3. ALL EXISTING UTILITIES ARE TO BE DELETED AS SHOWN.
4. ALL EXISTING UTILITIES ARE TO BE INSTALLED AS SHOWN.
5. ALL EXISTING UTILITIES ARE TO BE REPAIRED AS SHOWN.
6. ALL EXISTING UTILITIES ARE TO BE REPLACED AS SHOWN.
7. ALL EXISTING UTILITIES ARE TO BE MOVED AS SHOWN.
8. ALL EXISTING UTILITIES ARE TO BE ADJUSTED AS SHOWN.
9. ALL EXISTING UTILITIES ARE TO BE PROTECTED AS SHOWN.
10. ALL EXISTING UTILITIES ARE TO BE SUPPORTED AS SHOWN.
11. ALL EXISTING UTILITIES ARE TO BE ANCHORED AS SHOWN.
12. ALL EXISTING UTILITIES ARE TO BE BRACED AS SHOWN.
13. ALL EXISTING UTILITIES ARE TO BE SHORED AS SHOWN.
14. ALL EXISTING UTILITIES ARE TO BE STAYED AS SHOWN.
15. ALL EXISTING UTILITIES ARE TO BE TIED AS SHOWN.
16. ALL EXISTING UTILITIES ARE TO BE GUYED AS SHOWN.
17. ALL EXISTING UTILITIES ARE TO BE RIGGED AS SHOWN.
18. ALL EXISTING UTILITIES ARE TO BE DREDGED AS SHOWN.
19. ALL EXISTING UTILITIES ARE TO BE FILL AS SHOWN.
20. ALL EXISTING UTILITIES ARE TO BE EXCAVATED AS SHOWN.

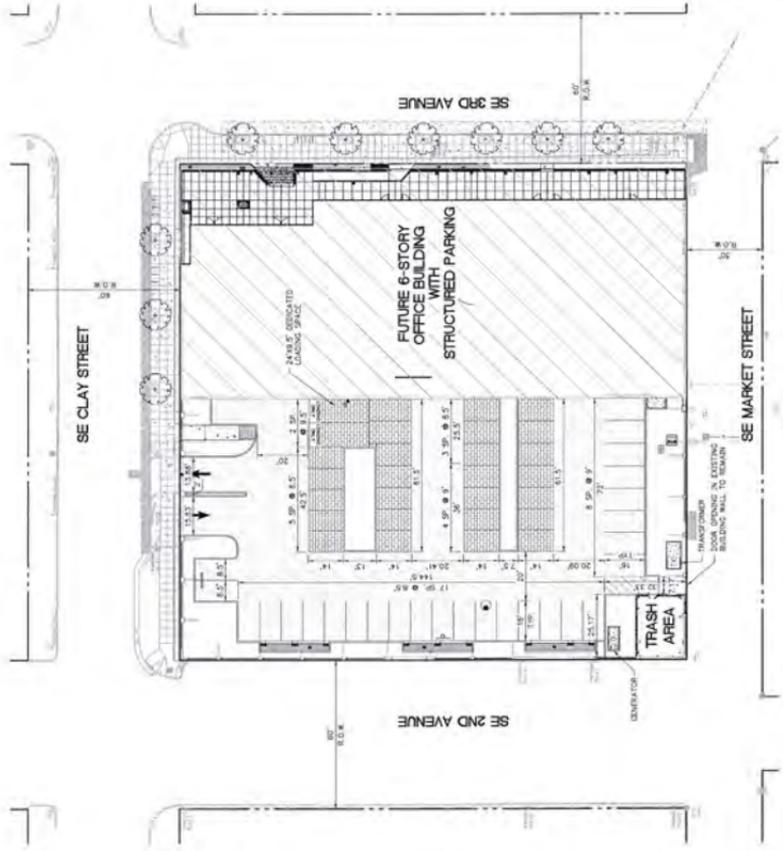
LEGEND



REMARKS

1. ALL EXISTING UTILITIES SHALL BE MAINTAINED.
2. ALL EXISTING UTILITIES SHALL BE DELETED AS SHOWN.
3. ALL EXISTING UTILITIES SHALL BE INSTALLED AS SHOWN.
4. ALL EXISTING UTILITIES SHALL BE REPAIRED AS SHOWN.
5. ALL EXISTING UTILITIES SHALL BE REPLACED AS SHOWN.
6. ALL EXISTING UTILITIES SHALL BE MOVED AS SHOWN.
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18. ALL EXISTING UTILITIES SHALL BE FILL AS SHOWN.
19. ALL EXISTING UTILITIES SHALL BE EXCAVATED AS SHOWN.
20. ALL EXISTING UTILITIES SHALL BE INSTALLED AS SHOWN.





LEGEND

- CLUB
- STANDARD SIDEWALK
- CONCRETE PAVING
- AC PAVING
- WATER QUALITY PLANTER

PARKING SUMMARY

LOT	STRUCTURE	TOTAL
STANDARD	30	64
ADA	4	4
ELECTRIC VEHICLE	2	2
LOADING	2 (24x45)	2
TOTAL	38	72

Approved Bureau of Development Services
 City of Portland - Bureau of Development Services
 Date: APRIL 27, 2015
 Planner: MARK WATKINS
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

LOADING PLAN
240 CLAY - CORE/SHELL

CASE NO. LU 14-241621 AD

EXHIBIT C4

5TH FLOOR
15' - 0"

6TH LEVEL TRAP
12' - 0"

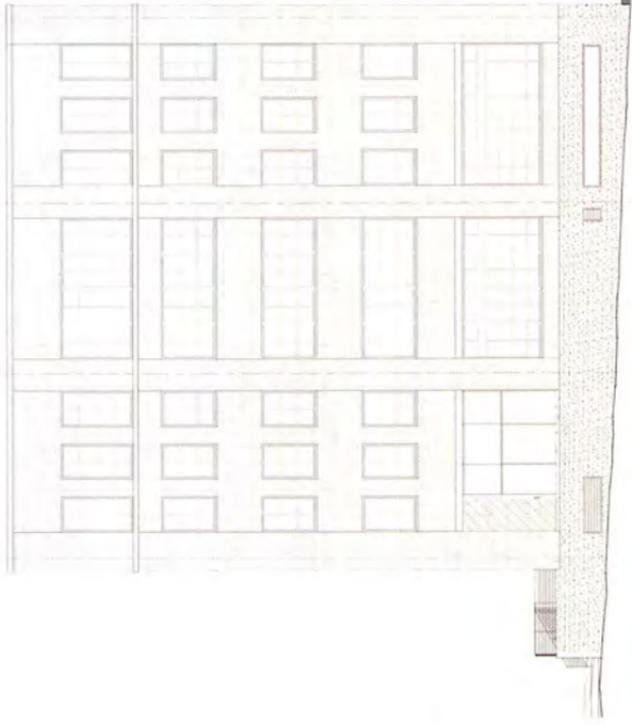
5TH LEVEL TRAP
15' - 0"

4TH LEVEL TRAP
15' - 0"

3RD LEVEL TRAP
15' - 0"

2ND LEVEL TRAP
15' - 0"

PARKING LEVEL
0' - 0"



APPROVED FOR SERVICES
 City of Portland - Business Development
 Date: 11/10/2015
 Planner: Mike Vukobratovic
 * This approval applies only to the reviews requested and may apply to other conditions of approval. Additional zoning requirements may apply.



A B C D E F G H

TRAMPET
138' - 4"

2ND LEVEL TRAP
142' - 10"

3RD LEVEL TRAP
158' - 10"

4TH LEVEL TRAP
162' - 10"

5TH LEVEL TRAP
178' - 10"

1ST LEVEL TRAP
187' - 4"

PARKING LEVEL
157' - 0"

Approved
City of Portland - Bureau of Development Services
Planner Mark WATCOO Date APRIL 22, 2015
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



6

1

2

3

4

5

6



Approved
 City of Portland - Bureau of Development Services
 Planner: MAK WALTERO Date: APRIL 22, 2015
 This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SYMBOL	DESCRIPTION	QTY	DATE	NO.
(Symbol)	AC ACER FRONTALIS (FRONT DRIVE)	10	10/10/14	10
(Symbol)	GL GLANDED BAYONET / JARDINIERE	8	10/10/14	8
(Symbol)	SM SPANISH BROOM	8	10/10/14	8
(Symbol)	DR DRAGON BURNING BUSH	8	10/10/14	8
(Symbol)	SE SEASONAL PLANT	1	10/10/14	1

DATE FOR THE CONTRACT

CONTRACT NO.

PROJECT NO.

CLIENT

DESIGNER

SCALE

DATE

BY

CHECKED

APPROVED

PROJECT MANAGER

PROJECT ENGINEER

PROJECT ARCHITECT

PROJECT LANDSCAPE ARCHITECT

PROJECT CIVIL ENGINEER

PROJECT ELECTRICAL ENGINEER

PROJECT MECHANICAL ENGINEER

PROJECT PLUMBING ENGINEER

PROJECT STRUCTURAL ENGINEER

PROJECT TRAFFIC ENGINEER

PROJECT ENVIRONMENTAL ENGINEER

PROJECT HISTORIC PRESERVATION ENGINEER

PROJECT OTHER

PLANTING PLAN

GROUND LEVEL

DATE

SCALE

BY

CHECKED

APPROVED

PROJECT MANAGER

PROJECT ENGINEER

PROJECT ARCHITECT

PROJECT LANDSCAPE ARCHITECT

PROJECT CIVIL ENGINEER

PROJECT ELECTRICAL ENGINEER

PROJECT MECHANICAL ENGINEER

PROJECT PLUMBING ENGINEER

PROJECT STRUCTURAL ENGINEER

PROJECT TRAFFIC ENGINEER

PROJECT ENVIRONMENTAL ENGINEER

PROJECT HISTORIC PRESERVATION ENGINEER

PROJECT OTHER

