



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

Dan Saltzman, Commissioner
Paul L. Scarlett, Director
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www.portlandoregon.gov/bds

Date: June 15, 2016
To: Interested Person
From: Jeff Mitchem, Land Use Services
503-823-7011 / Jeffrey.Mitchem@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 mailed copy of this document is only a summary of the decision. 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 16-116605 DZ
ADAPTIVE REUSE OF EXISTING WAREHOUSE – TESLA MOTORS

GENERAL INFORMATION

Applicant: Dale Bernards | Canterbury Commercial, LLC
Po Box 25487 | Portland, OR 97298

4330 Building LLC | Po Box 42135
Portland, OR 97242-0135

Representative: Jimmy Chapa | Tesla Motors Inc.
45500 Fremont Blvd.
Fremont Ca 94538

Site Address: 4330 SW MACADAM AVE

Legal Description: TL 700 2.75 ACRES, SECTION 10 1S 1E
Tax Account No.: R991100920
State ID No.: 1S1E10DC 00700
Quarter Section: 3429

Neighborhood: South Portland NA., contact Jim Gardner at 503-227-2096.
Business District: South Portland Business Association, contact Kevin Countryman at 503-750-2984.

District Coalition: Southwest Neighborhoods Inc., contact Leonard Gard at 503-823-4592.
Plan District: Central City - South Waterfront
Zoning: CXdg, Central Commercial with Design and Greenway Overlays
Case Type: DZ, Design Review
Procedure: Type II, an administrative decision with appeal to the Design Commission.

Proposal:
The Applicant seeks design review for the adaptive re-use of an existing warehouse to convert the structure into a repair center and showroom for Tesla Motors automobiles. The facility will

operate as service, sales and charging for Tesla electric vehicles. No new floor area is proposed, and all signage is proposed to be less than 32 square feet and therefore exempt from Design Review. Exterior improvements are limited to the following:

- **Parking Lot.** The existing paved surface parking will be upgraded to comply with Portland Zoning Code requirements. An existing graveled parking area will remain unimproved pursuant to Stipulated Agreement (15-115281-CC). Compliance with all components of the agreement are ensured through this land use review, particularly the following:
 - No commercial parking shall be allowed on site,
 - The unpaved gravel parking area east of the building shall be allowed for accessory parking to be used by the tenants of the building,
 - The unpaved gravel parking area east of the building shall not be required or allowed to be improved as a surface parking area – no paving or striping will be allowed,
 - The unpaved gravel parking area east of the building shall comply with the requirements of PZC 33.510.253 Greenway Overlay Zone.
- **Interim Public Greenway Trail.** The Applicant is proposing to voluntarily construct an interim trail connection – a single 12’ wide paved trail connecting existing trails terminating at the north and south property lines.
- **Storefront.**
 - West Elevation. Replace existing roll-up garage doors (2) with aluminum storefront and raised accessible walkway and railing.
 - South Elevation. Replace existing roll-up garage doors (5) with aluminum sectional solid panel garage doors.
- **Lighting.** High pressure 42 watt down-cast fixtures with illumination reduction to 5% intensity at approximately 30’ from fixture.
 - South Elevation. Six to match two existing fixtures.
 - East Elevation. Two to match one existing fixture.
- **Paint.** Complete exterior – white body, grey trim.

Design Review is necessary because the proposal is for exterior alterations within a Design Overlay zone. Greenway Review is not required, per 33.510.253.D & E.3.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33. The relevant criteria are:

- Central City Fundamental Design Guidelines
- South Waterfront Design Guidelines

ANALYSIS

Site and Vicinity: The site is located in the South Waterfront/North Macadam area of southwest Portland and contains the Benz Spring Warehouse (24,800 SF). The project site is between the Willamette River to the east and SW Moody Avenue. The primary vehicular and pedestrian access to the site is from SW Moody Ave (via an existing asphalt driveway on the site’s southwestern corner) and via a private drive at the site’s northwestern corner.

The surrounding area is developed with a variety of uses, primarily light industrial including warehouse, distribution and manufacturing. Uses abutting the site to the south are office and associated parking, and visitor service residential. To the north of the site are light industrial uses, office and restaurant (The Old Spaghetti Factory.) Further to the south and west of the site, the area is predominantly office, residential, and limited commercial uses. Southwest Macadam Ave and Interstate 5 to the west form a significant edge to the subdistrict.

Zoning: The site is zoned CXdg, is within the South Waterfront Subdistrict of the Central City Plan District, and includes the Recreational Trail designation. The intent of the Central

Commercial (CX) base zone is to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense, with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape. Restaurants and offices are allowed uses in the CX zone.

The "d" or 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 through requiring Design Review or compliance with the Community Design Standards for most exterior changes to development. Design Review helps to ensure that certain types of infill development will be compatible with the neighborhood and enhance the area. Parking lot landscaping that meets the development standards of Title 33 does not require Design Review (33.420.045).

The "g" or River General overlay zone implements the land use pattern and regulations identified in the *Willamette Greenway Plan*. The intent of Willamette River Greenway overlay zone regulations is to conserve, enhance, and maintain the natural, scenic, historical, economic, and recreational qualities of lands along Portland's rivers. The regulations seek to improve public access to and along the Willamette River, to increase recreational opportunities, and to create a pleasant, aesthetically pleasing urban environment.

The Central City plan district implements the Central City Plan and other plans applicable to the Central City area. The Central City plan implements portions of these plans by adding code provisions that address special circumstances existing in the Central City area.

Parking Area Layouts Non-Conforming Development. Because no new parking is proposed and because the existing paved parking area has been determined to be legally non-conforming (Exhibit G.4), the layout of the parking lot is exempt from the standards of Portland Zoning Code (PZC) Section 33.266.130.C. However, because of the project's valuation exceeds the threshold for non-conforming upgrades, PZC Section 33.258.070 (Non-Conforming Development) applies.

South Waterfront Greenway Overlay Zone – PZC Section 33.510.253. The proposal must comply with all standards in PZC Section 33.510.253 with regard to greenway overlay zone (g) regulations. All of the following South Waterfront Greenway improvements will be provided.

- a. The site will be landscaped according to the South Waterfront Greenway Development Standards provided in Paragraph E.5.
- b. The proposal must be in compliance with the requirements for the Proposed Development Site Plan, and the Proposed Landscape Plan:
 - 1) All site plans must accurately depict Ordinary Low Water, Ordinary High Water, the 2002 Top of Bank Line, South Waterfront Greenway Area and Subareas 1, 2, and 3 as depicted in Figure 510-2.
 - 2) A standard Proposed Landscape Plan must show that the landscaping will grow to meet the landscape standards of Subparagraph E.5.f within five years. The landscape plan must be certified by a licensed landscape architect.
 - 3) The Proposed Landscape Plan must demonstrate (graphically and showing area calculations) that the Development Standards requiring that at least 80% of the South Waterfront Greenway Area will be landscaped as described in Subparagraphs E.5.a and f, are met.
 - 4) All site plans must demonstrate that fences or walls meet Subparagraph E.5.c.

The Public Recreational Trail. Because the proposal includes no new floor area, Portland Zoning Code (PZC) requirements for a public recreation trail segment across the property are not triggered. However, through the land use review process BDS staff were made aware of the community's desire for a trail connection and suggested the community members coordinate with Tesla. During the public review period for the proposed renovation work, the Land Use

Committee of the South Portland Neighborhood Association and other nearby residents strongly requested through letters and public testimony for Tesla to voluntarily construct a trail. Tesla agreed and is proposing to construct an interim trail connection – a single 12’ wide paved trail connecting existing trails terminating at the north and south property lines. Because the construction of the trail is voluntary and not required, the interim trail will be allowed to be constructed as a “non-standard” facility providing ADA connectivity to the broader trail system.

If future development on the property triggers Greenway improvements, the property owner will be required to build the trail to meet the trail standards in the PZC (two 12’ wide paths separated by a landscaped median). Though voluntary, the proposed trail design is hereby incorporated into this land use review to ensure that the facility will meet the purpose of the regulation – to increase recreational opportunities within the City of Portland, and to connect local recreational facilities within a regional recreational trail system. The regulations also intend to increase public access along the Willamette River, provide access to increase public safety, and support alternative modes of transportation.

Land Use History: City records indicate the following land use reviews for this site.

- **LU 98-015973.** Approval of increase in maximum sign area from 100 square feet to 672 square feet and height from 20’ to 35’.
- **LU 01-007606.** Approval of first phase of west side CSO improvements.

Agency Review: A *Notice of Proposal in Your Neighborhood* was mailed **April 29, 2016**. The following Bureaus have responded with no issues or concerns:

- **Site Development** Section of BDS (Exhibit E.1)
- **Fire Bureau** (Exhibit E.2)
- **Life Safety** Plans Examiner (Exhibit E.3)
- **Water Bureau** (Exhibit E.4)
- **Bureau of Environmental Services** (Exhibit E.5)
- **Bureau of Transportation Engineering** (Exhibit E.6)

Neighborhood Review: A *Notice of Proposal in Your Neighborhood* was mailed on **April 29, 2016**. A total of 16 written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal. All of the comments related to the construction of the Greenway Trail segment across the property. As stated earlier, the Applicant has agreed to voluntarily construct an interim trail which has been incorporated into this Land Use Review. Please see Exhibits F.1-F.16 for additional details.

ZONING CODE APPROVAL CRITERIA

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055 Design Review Approval Criteria

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

Findings: The site is designated with a design (d) overlay zone, therefore the proposal requires Design Review approval. Because of the site’s location, the applicable design guidelines are the Central City Fundamental Design Guidelines and South Waterfront District Guidelines.

Central City Plan Design Goals

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City’s districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City’s districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;
8. Assist in creating a 24-hour Central City which is safe, humane and prosperous;
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

South Waterfront Design Goals

The South Waterfront Design Guidelines and the Greenway Design Guidelines for the South Waterfront supplement the Central City Fundamental Design Guidelines. These two sets of guidelines add layers of specificity to the fundamentals, addressing design issues unique to South Waterfront and its greenway.

The South Waterfront Design Guidelines apply to all development proposals in South Waterfront within the design overlay zone, identified on zoning maps with the lowercase letter “d”. These guidelines primarily focus on the design characteristics of buildings in the area, including those along Macadam Avenue, at the western edge, to those facing the greenway and river.

South Waterfront Design Guidelines; Central City Fundamental Design Guidelines

The Central City Fundamental Design Guidelines, the South Waterfront Design Guidelines, and the Greenway Design Guidelines for South Waterfront focus on four general categories. **(A) Portland Personality**, addresses design issues and elements that reinforce and enhance Portland’s character. **(B) Pedestrian Emphasis**, addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design**, addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas**, provides design guidelines for the four special areas of the Central City.

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project. Central City and South Waterfront Design Guidelines are addressed concurrently.

A1. Integrate the River. Orient architectural and landscape elements including, but not limited to lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and Greenway. Develop access ways for pedestrians that provide connections to the Willamette River and Greenway.

A1-1. Develop River Edge Variety. Vary the footprint and façade plane of buildings that face the Willamette River to create a diversity of building forms and urban spaces adjacent to the greenway. Program uses on the ground level of buildings adjacent to the greenway and to accessways linking the greenway with the interior of the district that activate and expand the public realm. Design the lower stories of buildings within the greenway interface to include elements that activate uses and add variety and interest to the building facades.

Findings for A1 & A1-1: As stated earlier, the Applicant is voluntarily proposing to construct an interim Greenway Trail segment connecting with existing trails terminating at the north and south property lines. The proposed single 12’ wide trail segment is the same width and material as the existing trails to which it connects. The proposed trail segment will follow a common topographical contour thereby maintaining accessibility for all while fostering visual connection between adjacent development and the river. If future development on the property triggers Greenway improvements, the property owner will be required to build the trail to meet the trail

standards in the PZC (two 12' wide paths separated by a landscaped median) *This guideline is therefore met.*

A6. Reuse/Rehabilitate/Restore Buildings. Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

Findings: The proposal is to adaptively reuse the existing building for use as an automobile showroom and repair facility – providing employment, and valued goods and services to the central city. The building will be structurally upgraded and exterior materials will be restored and refinished. *This guideline is therefore met.*

A8. Contribute to a Vibrant Streetscape. Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

B1-1. Facilitate Transit Connections. Orient the main entrances of buildings at streets served by public transit to conveniently and directly connect pedestrians with transit services.

Findings for A8 & B1-1: The proposed work does not front any public street, but does provide more accessibility and visibility for pedestrians accessing the building from the existing parking area and adjacent pedestrian trail which provides direction connectivity to vicinity transit options. *This guideline is therefore met.*

B1. Reinforce and Enhance the Pedestrian System. Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

Findings for B1 & B2: The proposed work provides multiple human-scale entry/exit points for employees and customers from the parking area, therefore enhancing interaction between building users and surrounding site. In addition, the proposal increases accessible circulation between the building, parking and abutting pedestrian trail thereby enhancing the safety of building users. Proposed canopies over the primary entries will also provide shelter from environmental elements. The wheel stops will protect pedestrians and provide a space for short-term bicycle parking in front of the showroom entry. *These guidelines are therefore met.*

B2-1 Incorporate Outdoor Lighting That Responds to Different Uses. Place and direct exterior lighting to ensure that the ground level of the building and associated outdoor spaces are well lit at night. Integrate exterior lighting so that it does not detract from the uses of adjacent areas.

1. Providing attached directional lighting along building facades.
2. Developing light fixtures that offer direct and indirect light.

Findings: The proposal includes a total of 10 new high pressure 42 watt down-cast light fixtures. The south elevation will feature eight new fixtures (to replace two existing damaged fixtures) and the east elevation will feature two new fixtures (to replace one existing damaged fixture.) A lighting plan and photometric data provided by the Applicant indicate that the proposed lighting will directly illuminate the building and parking lot at approximately 3,000 lumens dispersing to 5% intensity

approximately 30' from the fixture thereby not casting excess light offsite to detract from uses of adjacent property. *This Guideline is therefore met.*

B7. Integrate Barrier-Free Design. Integrate access systems for all people with the building's overall design concept.

Findings: The proposal includes parking, access (raised dock and ramp) and entrances that are fully accessible. *This Guideline is therefore met.*

C2. Promote Quality and Permanence in Development. Use design principles and building materials that promote quality and permanence.

C3. Respect Architectural Integrity. Respect the original character of an existing building when modifying its exterior. Develop vertical and horizontal additions that are compatible with the existing building, to enhance the overall proposal's architectural integrity.

Findings for C2 and C3: The proposed storefront system featuring roll-up garage doors are compatible in character to the existing warehouse typology. The new windows and doors will present a uniform appearance in type, quality of material, size, spacing, mullion line, and height. The proposed aluminum storefront system is high quality and promotes permanence. The existing concrete walls will be repaired as necessary and repainted. *These guidelines are therefore 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 proposed work will adaptively reuse an existing underutilized structure within the South Waterfront Subdistrict of the Central City. The adaptive reuse as a Tesla Automobile sales and repair facility is appropriate for the site given the commercial context of this area of the South Waterfront. Additionally, the interim greenway trail improvements are responsive to the broader neighborhood pedestrian and bicycle connectivity goals. Therefore this adaptive reuse proposal merits approval.

ADMINISTRATIVE DECISION

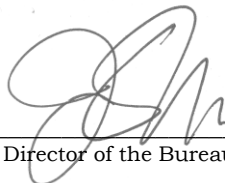
Approval of design review for the adaptive re-use of an existing warehouse to convert the structure into a repair center and showroom for Tesla Motors automobiles per the approved site plans, Exhibits C-1 through C-14, signed and dated June 13, 2016, subject to the following conditions:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.14. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 16-116605 DZ. No field changes allowed."

Staff Planner: Jeff Mitchem

Decision rendered by: _____ **on June 13, 2016**

By authority of the Director of the Bureau of Development Services



Decision filed: June 14, 2016

Decision mailed: June 15, 2016

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 4, 2016, and was determined to be complete on April 26, 2016.

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 4, 2016.

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. Unless further extended by the applicant, **the 120 days will expire on: August 12, 2016.**

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 Design Commission, which will hold a public hearing. Appeals must be filed **by 4:30 PM on June 29, 2016** 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 Design Commission 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 Design Commission 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 **June 30, 2016**.
- 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.

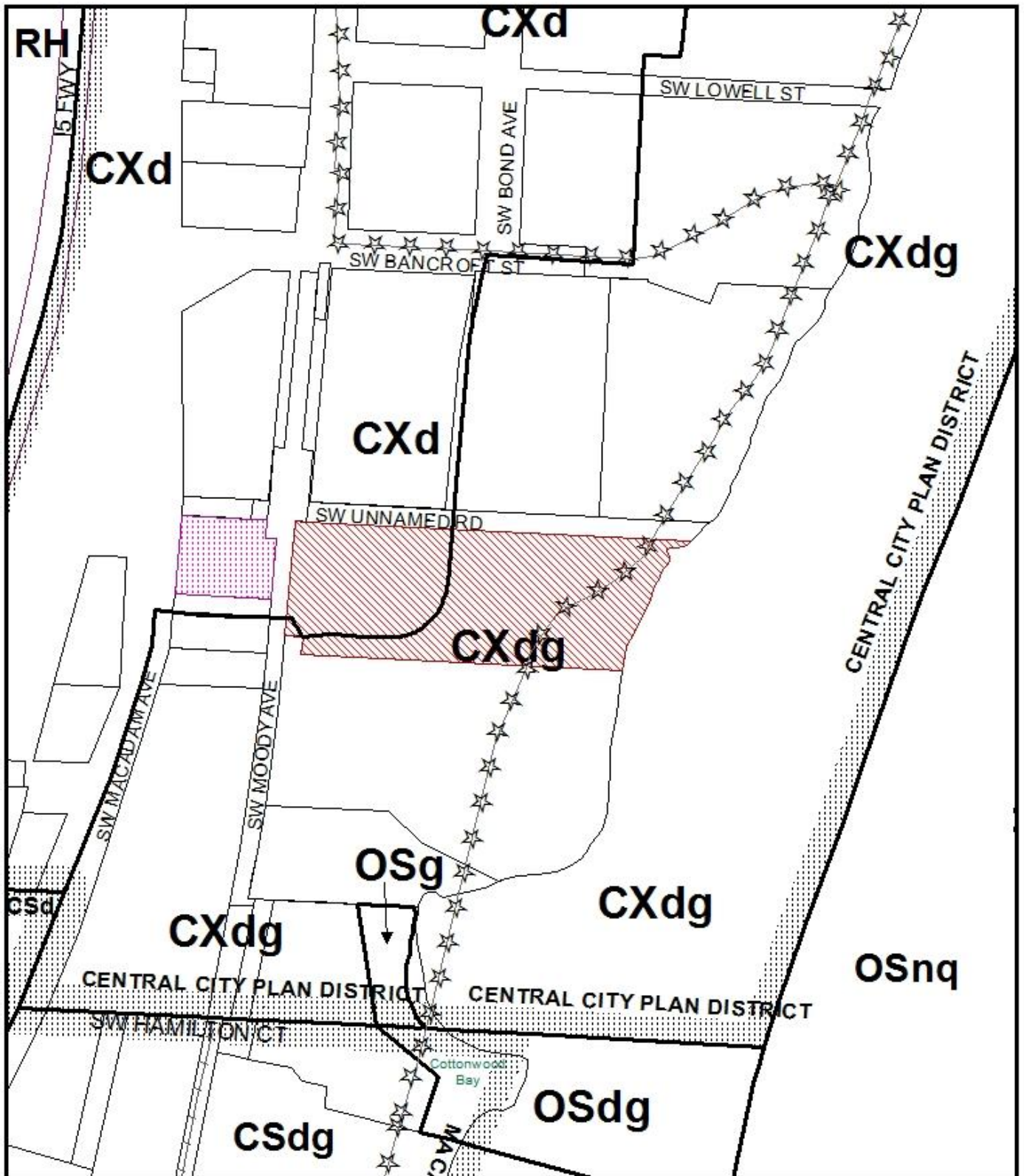
Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

- 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. Narrative
 - 2. Proof of Ownership
 - 3. Manufacture's Cutsheets
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Design Review Drawing Set (Sheet C.1-C.14)
Sheet C.10 Landscape Plan (attached)
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Site Development Section of BDS
 - 2. Fire Bureau
 - 3. Life Safety Plans Examiner
 - 4. Water Bureau
 - 5. Bureau of Environmental Services
 - 6. Bureau of Transportation Engineering
- F. Correspondence:
 - 1. James Gardner, May 19, 2016. General support of project including greenway trail segment improvement.
 - 2. Michelle Monague, May 11, 2016. Comments related to completing greenway trail segment.
 - 3. Shannon McWeeney, May 10, 2016. Comments related to completing greenway trail segment.
 - 4. Martha VanDyke, May 10, 2016. Comments related to completing greenway trail segment.
 - 5. Kiel Johnson, May 5, 2016. Comments related to completing greenway trail segment.
 - 6. Jerry Lanz, May 5, 2016. Comments related to completing greenway trail segment.
 - 7. Cheryl Brockman, May 9, 2016. Comments related to completing greenway trail segment.
 - 8. Maura Hayes, May 9, 2016. Comments related to completing greenway trail segment.
 - 9. Robin Wendlandt, May 3, 2016. Comments related to completing greenway trail segment.
 - 10. Iain Mackenzie, May 2, 2016. Comments related to completing greenway trail segment.
 - 11. Bob Cronk, May 3, 2016. Comments related to completing greenway trail segment.
 - 12. James Price, May 3, 2016. Comments related to completing greenway trail segment.
 - 13. Leslie Roman, May 3, 2016. Comments related to completing greenway trail segment.
 - 14. Melinda Obrien, May 3, 2016. Comments related to completing greenway trail segment.
 - 15. David Muller, May 3, 2016. Comments related to completing greenway trail segment.
- G. Other:
 - 1. Original LU Application
 - 2. Incomplete Letter
 - 3. Stipulated Agreement
 - 4. Non-Conforming Situation Confirmation
 - 5. Early Assistance Summary Memo

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

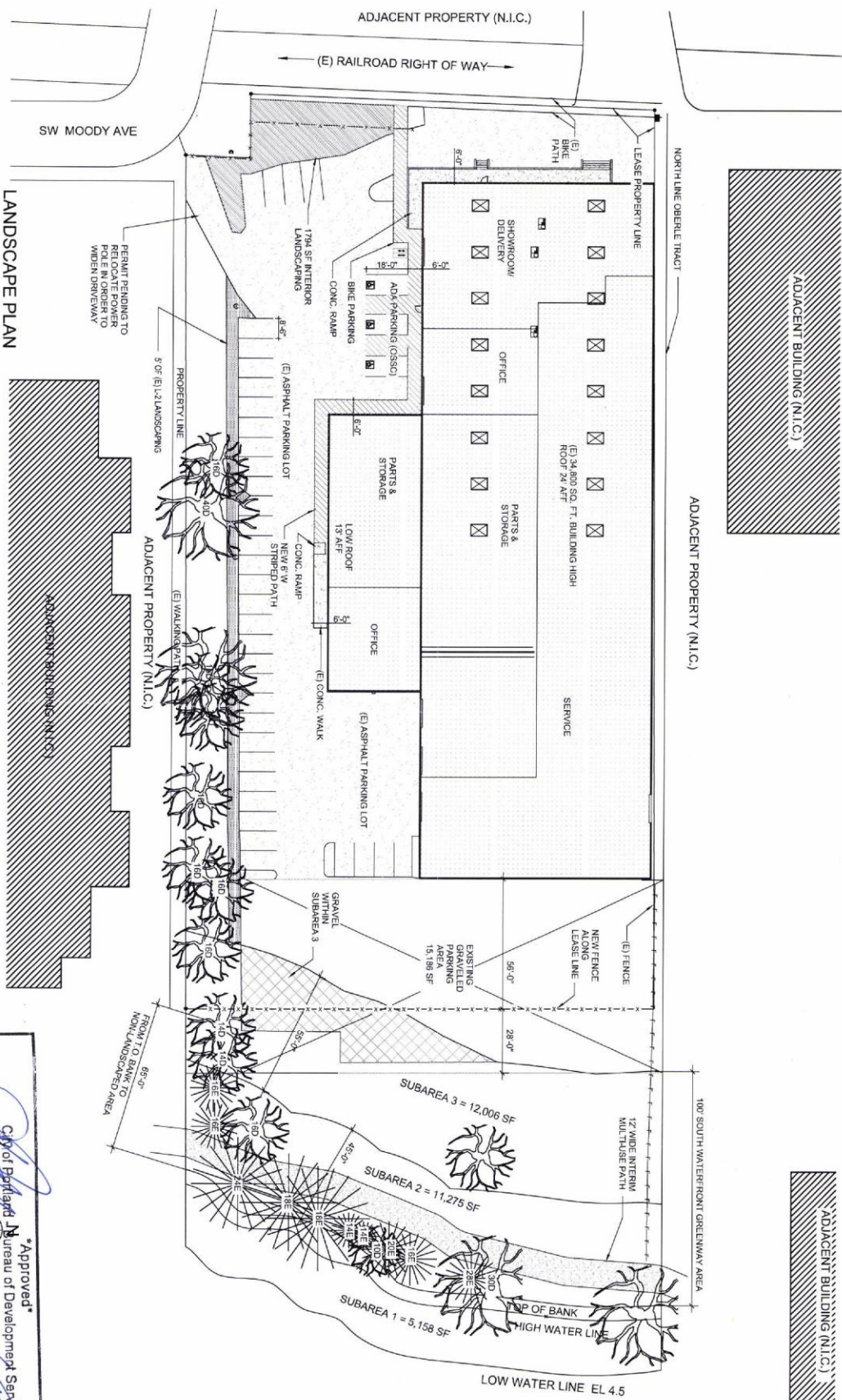
This site lies within the:
 CENTRAL CITY PLAN DISTRICT
 SOUTH WATERFRONT SUBDISTRICT



NORTH

-  Site
-  Also Owned Parcels
-  Recreational Trails

File No.	LU 16-116605 DZ
1/4 Section	3429 3430
Scale	1 inch = 200 feet
State_Id	1S1E10DC 700
Exhibit	B (Feb 08, 2016)



LANDSCAPE PLAN
SCALE: 1" = 40'-0"

Planner: *[Signature]*
 Date: *8/13/16*
 Approved
 City of Portland, Bureau of Development Services
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

BHT C. 16