



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

FROM CONCEPT TO CONSTRUCTION

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

Date: December 21, 2016
To: Interested Person
From: Don Kienholz, Land Use Services
503-823-7771 / Don.Kienholz@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 16-255766 CU

GENERAL INFORMATION

Applicant: Joe Recker
Trimet
1800 SW 1st Ave Suite 300
Portland OR 97201

Owner: Tamara Patrick
Oregon Dept Of Transportation
123 NW Flanders St
Portland OR 97209-4013

Site Address: SE Powell Boulevard and east of SE 92nd Avenue (SE Powell facility),
Immediately East of 3700 SE 92nd Ave

Legal Description: Oregon Department of Transportation Right-of-Way
East of Tax Account R992095140, TL 600,
SECTION 09 1S 2E

State ID No.: None

Quarter Section: 3440

Neighborhood: Lents, contact Judy Low at pmsi_92@hotmail.com

Business District: Eighty-Second Ave of Roses Business Association, contact Nancy Chapin at nchapin@tsgpdx.com

District Coalition: East Portland Neighborhood Office, contact Richard Bixby at 503-823-4550.

Zoning: Open Space – (OS)

Case Type: Conditional Use – (CU)

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

Proposal:

Tri-Met is requesting to reduce the number of parking spaces at the existing Powell Boulevard Park and Ride facility from the 391 spaces approved in LU 06-131294 CU AD, down to 85 spaces due to a utilization rate of approximately 8% (roughly 30-spaces used on a regular basis) since Max Green Line service began. Area taken out of the Park and Ride Facility may be repurposed for other uses, but landscaping will remain. Normally, uses in the public Right-of-way are not subject to Portland Zoning Code provisions in Title 33 if there are no overlay zones; However, Park and Ride Facilities are the one exception subject to review:

33.10.030 When the Zoning Code Applies

B. Clarification for rights-of-way. Land within private rights-of-way, including rail rights-of-way and utility rights-of-way, is regulated by Title 33. Land within public rights-of-way is regulated by Title 17, Public Improvements, and not by Title 33, except in the following situations where both Titles apply:

5. Proposals for park-and-ride facilities for mass transit.

Because the Park and Ride Facility was approved through a previous Conditional Use review, modification of the facility must also go through the same Conditional Use review for Park and Ride Facilities for Mass Transit. Any repurposed area not used for a Park and Ride Facility is not subject to zoning review under Title 33.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33. The relevant criteria are: **33.815.222 Park-and-Ride Facilities for Mass Transit.**

ANALYSIS

Site and Vicinity: The subject site is within the Lents neighborhood and in public right-of-way for Interstate-205 (I-205), just south of Powell Boulevard. The zoning of the right-of-way for this portion of I-205 is Open Space (OS). Access to the park and ride is over a parcel owned by the Oregon Department of Transportation off of the intersection of SE 92nd Avenue and SE 91st Place. The park and ride facility sits slightly higher than the interstate's driving surface and approximately 20-feet lower in elevation than a berm that acts as a buffer between the adjacent neighborhood to the west and the facility. The perimeter is lined with trees approximately 12 to 15-feet in height as well as low lying shrubs.

Zoning: The right-of-way the park and ride is built on is zoned Open Space (OS). Generally, the OS zone is intended to preserve public and private open and natural areas to provide opportunities for outdoor recreation; provide a contrast to the built environment; preserve scenic qualities as well as the capacity and water quality of the stormwater drainage system; and to protect sensitive or fragile environmental areas. Public right of way, including area devoted to highway and mass transit facility uses, is regulated by Title 17, Public Improvements. However, Park and Ride facilities for mass transit regardless of location within the public right of way is the one use regulated by Title 33, Portland Zoning Code.

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

06-131294 CU/AD: Approval of Conditional Use review to develop three Park and Ride facilities (SE Main, SE Powell and SE Holgate facilities) in conjunction with the proposed South Corridor light rail transit line. Approval of an Adjustment to 33.266.210 to reduce the required number of long-term bicycle parking spaces at the SE Main Park and Ride facility from 14 to 10, at the SE Powell Park and Ride facility from 13 to 10 and at the SE Holgate facility from 10 to 8.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **November 7, 2016**. The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services (Exhibit E.1);
- Portland Bureau of Transportation (Exhibit E.2);
- Fire Bureau (Exhibit E.3);
- Site Development Section of BDS (Exhibit E.4);
- Urban Forestry (Exhibit E.5); and
- Life Safety Plans Examiner (Exhibit E.6).

Neighborhood Review: No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

33.815 Conditional Uses

33.815.010 Purpose

Certain uses are conditional uses instead of being allowed outright, although they may have beneficial effects and serve important public interests. They are subject to the conditional use regulations because they may, but do not necessarily, have significant adverse effects on the environment, overburden public services, change the desired character of an area, or create major nuisances. A review of these uses is necessary due to the potential individual or cumulative impacts they may have on the surrounding area or neighborhood. The conditional use review provides an opportunity to allow the use when there are minimal impacts, to allow the use but impose mitigation measures to address identified concerns, or to deny the use if the concerns cannot be resolved.

33.815.222 Park-and-Ride Facilities for Mass Transit

Park-and-ride facilities improve access to transit for some people who live beyond walking or bicycling distance of bus or light rail lines. Park-and-ride facilities can create significant peak-hour traffic and conflict with traffic, pedestrian, and bicycle movement. The approval criteria are:

- A. The proposal will not by itself, or in combination with other on-site parking areas, significantly detract from the overall desired character of the area, including existing or planned transit-supportive, high-density residential or mixed-use development;**

Findings: The existing Park and Ride facility is located entirely within the OS zone adjacent to the I-205 freeway with the exception of the access driveway serving the facility, which is in the R1 zone.

The Zoning Code describes the character of the OS zone as intended to preserve and enhance public and private open, natural, and improved park and recreational area for outdoor recreation, scenic qualities and environmental protection; however, the I-205 freeway and the Powell Boulevard Park and Ride facility are located entirely within the OS zone, which is in contrast to the desired OS character qualities. The character of the immediate vicinity surrounding the Park and Ride lot is one dominated by transportation uses and the reduction in parking spaces from 391 to 85 within the existing Park and Ride facility is compatible with that existing character.

In addition, a large, fully sight-obscuring landscaped and vegetated berm separates the park and ride facility from an adjacent ODOT office on SE 92nd Ave and the western portion of the Lents neighborhood. The neighborhood generally consists of single family dwellings with the occasional duplex or multi-family complex in the R5 and R2 zones. There is an approximately 20-foot drop in elevation from the street level of the neighborhood to the park and ride facility. Given the intervening berm, landscaping and

elevation drop combined with the reduction in parking spaces from 391 to 85, there will be no adverse impact on the existing or planned neighborhood with the reduction in parking spaces.

Criterion met.

B. The park-and-ride facility is in conformance with the street designations shown in the Transportation Element of the Comprehensive Plan;

Findings: The Portland Bureau of Transportation (PBOT) evaluated the proposal and location of the Park and Ride facility in 2006 (LU 06-131294 CU AD) for conformance with adopted policies and street designations. PBOT agreed with the analysis provided by the applicant at that time and found that Park and Ride facility was consistent with the street designations. That application was approved.

PBOT provided a memorandum addressing the current proposal. PBOT's Findings are as follows:

At this location, the City's Transportation System Plan (TSP) classifies SE 92nd as a Neighborhood Collector, a Transit Access Street, a City Bikeway, a City Walkway, and a Local Service Street for all other modes.

The TSP states that Neighborhood Collectors are intended to serve as distributors of traffic from Major City Traffic Streets or District Collectors to Local Service Streets and to serve trips that both start and end within areas bounded by major City Traffic Streets and District Collectors.

Transit Access Streets are intended for district-oriented transit service serving main streets, neighborhoods, and commercial, industrial, and employment areas.

City Bikeways are intended to serve the Central City, regional and town centers, station communities, and other employment, commercial, institutional, and recreational destinations. Auto-oriented land uses should be discouraged from locating on City Bikeways that are not also classified as Major City Traffic Streets.

City Walkways are intended to provide safe, convenient, and attractive pedestrian access to activities along major streets and to recreation and institutions; provide connections between neighborhoods; and provide access to transit.

The TSP states that Local Service Streets, "provide local circulation for traffic, pedestrians, and bicyclists and (except in special circumstances) should provide on-street parking."

The site's surrounding streets will accomplish the above referenced goals and the continued use of the site as a Park-and-Ride Facility will not impact the classifications of said streets. PBOT finds that the proposed use is supportive of the street designations of the Transportation Element of the Comprehensive Plan.

Criterion met.

C. If the proposed use will be located in an industrial zone, it will not have a significant adverse effect on truck and freight movement;

Findings: The subject site is zoned Open Space and not within an industrial zone.

Criterion not applicable.

D. The transportation system is capable of supporting the proposed facility in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, and other performance measures; access to arterials; connectivity; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes;

Finding: After evaluating the applicant's materials, PBOT has provided the following findings:

Street Capacity, Level of Service, and other Performance Measures

As proposed, the size of the park-and-ride facility will be reduced to reflect historic as well as projected utilization rates. Use of the existing 391-space surface parking lot has remained at approximately 8% of capacity since 2010 and, based upon growth projections supplied by the applicant, is not projected to increase over the next ten years. Accordingly, the park-and-ride facility has had significantly less impact upon the operation of area intersections than those contemplated in the original Conditional Use approval in 2006 (06-131294) and, based upon the documented annual growth rate since the facility opened, additional impacts are not anticipated. Additionally, the required mitigation measures and ROW improvements identified in the original Conditional Use approval have been completed. This criterion has been met.

Access to Arterials

Existing access to arterials is provided via a signalized access road to the park-and-ride from SE 92nd Avenue, a designated Neighborhood Collector, which connects to SE Powell Boulevard, a Major City Traffic Street, and SE Holgate Boulevard, a Neighborhood Collector. No change in access to 92nd Avenue is proposed. This criterion has been met.

Connectivity

Given the existing uses/development pattern surrounding this site, PBOT identified no additional opportunities for connectivity in relation to the proposed reduction in parking at this site. This criterion has been met.

On-Street Parking Impacts

The applicant has proposed to reduce the size of the Powell Park-and-Ride facility from 391 parking spaces and 4.6 acres to 85 parking spaces and 1.9 acres. This could potentially impact on-street parking in the vicinity in the event that demand exceeds the proposed on-site parking capacity of 85 spaces.

To address this evaluation factor, the applicant supplied annual parking rates that document parking usage from when the facility opened in 2010 to the present. This data was collected in the fall of each year on a weekday when school was in session which corresponds to peak ridership periods as documented by automatic passenger counters. As demonstrated by the applicant, the average yearly peak demand is 36 spaces and has not steadily grown but has instead fluctuated resulting in an annual growth rate of -1%. Accordingly, based upon annual parking data, the projected demand for parking is 27 spaces through 2026.

Further, the applicant also submitted information demonstrating that parking demand has been declining at all five park-and-ride lots on the I-205 segment of the Green Line. As such, there is excess parking capacity in the vicinity to

absorb any additional, although not anticipated, parking demand at the Powell Park-and-Ride.

The applicant has demonstrated that parking demand has declined in this area and that the proposed 85 parking spaces are adequate to meet current and future demand at this location. Accordingly, the proposed change will not have any negative impacts upon on-street parking in the area. This criterion has been met.

Access Restrictions

Access to the park-and-ride facility is via a signalized intersection at SE 92nd Avenue. The proposal does not result in any access restrictions to nearby properties. This criterion has been met.

Neighborhood Impacts

An increased demand for on-street parking translates directly to transportation-related neighborhood impacts associated with the proposed use. As documented previously in this response, the proposed parking spaces are adequate to meet current and future demand at this location. Therefore, no adverse transportation-related neighborhood impacts are anticipated. This criterion has been met.

Impacts on Pedestrian, Bicycle, and Transit Circulation

The proposal does not result in any change to existing pedestrian, bicycle and transit circulation. The site connects directly to bike/pedestrian facilities on SE 92nd via the existing driveway. A regional multi-use path along I-205 is located adjacent to the park-and-ride and will not be affected. This criterion has been met.

Safety for all Modes

As documented herein, all necessary mitigation measures identified in the original Conditional Use approval have been completed and the proposed reduction in parking at this location will not negatively impact safety for any travel mode at this location. This criterion has been met.

Criterion met.

E. Transit ridership is increased and vehicle miles traveled per capita is reduced;

Findings: While the proposal is to reduce the amount of parking spaces at the existing Park and Ride facility, the current utilization rates will not be adversely impacted. The applicant has provided documentation (Exhibit A.1) that the site currently has on average a utilization rate of 8%, or 30 of the 391 existing spaces. Reducing the parking spaces from 391 to 85 will provide enough spaces for the current utilization while also providing for an increase in use of more than 100%. As such, the proposal still satisfies this criterion.

Criterion met.

F. The facility will have adequate separation, landscaping, and screening between the sidewalk and parking areas to reduce the impact on adjacent public and private spaces; and

Findings: The park and ride facility was originally approved in 2006 and this criterion was satisfied. The current proposal is to reduce the existing parking spaces from 391 down to 85, which will reduce the total area dedicated to the facility. The submitted site plan (Exhibit C.2, C.5 and C.7) and narrative (Exhibit A.1) document the reduced parking area will occupy the northern third of the park and ride facility. The existing

exterior landscaping around both the reduced parking area and the removed parking area will remain intact. Landscaping meeting the interior parking lot standards will be maintained for the reduced parking area but possibly modified for the area removed from the Conditional Use boundary. The applicant has noted in emails that the exterior landscaping will be augmented with additional tree plantings to fill any gaps. Those landscaped areas around the perimeter are now approximately 10-years old and provide a more substantial buffer than when originally established.

Additionally, there is an existing vegetated and elevated berm in place between the park and ride facility and the adjacent neighborhood to the west, including the main sidewalk along SE 92nd Avenue approximately 400-feet west of the parking area. The park and ride facility will remain between four and ten feet below the peak of the berm, providing additional screening to the trees and landscaped vegetation.

As seen from I-205, there will continue to be an established tree and shrub buffer originally approved in the 2006 land use permit. Taken as a whole, there will be no impact on the adjacent public and private spaces.

It is important to note that some interior landscaped areas, in both the area remaining in the Park and Ride Facility as well as being removed, are part of the on-site storm water management system. Alteration of interior landscaped areas within the portion of the facility being removed from the Conditional Use boundary will trigger a review by the Bureau of Environmental Services (BES) to ensure stormwater is adequately handled. As such, a Condition of Approval is included requiring any alteration of interior landscaped areas to be reviewed by BES for compliance with stormwater management.

A condition of approval is also included to ensure that the remaining Park and Ride Facility landscaping is retained and maintained as required in the original Conditional Use permit from 2006, LU 06-131294 CU AD. Additionally, perimeter landscaping established through the same permit that is around the removed portion of the Park and Ride Facility will be conditioned to remain as well.

Criterion met.

G. The facility is necessary because bus service is not adequate to serve those in the surrounding area who live or work beyond walking or bicycling distance of transit.

Findings: The proposal is not to establish a new park and ride. Rather, it is to reduce the size of an under-utilized existing park and ride facility to better reflect the transit demand for the light rail station. As such, this criterion is not applicable.

PLANS AND POLICIES

Neighborhood Plan

The Powell Boulevard Park and Ride facility is located within the Lents neighborhood. The relevant policies of the Lents Neighborhood Plan are addressed below:

Transportation Policy 8

Objective 1: Reduce conflicts between pedestrians and autos

The original Conditional Use to establish the light rail park and ride stations included improvements to the nearby transportation system. The improvements included the creation of accessible connections to existing and new sidewalks along SE Powell Blvd and SE 92nd Ave as well as a signaled intersection for the access to the park and ride. The reduction in the number of parking spaces at the park and ride facility will have no

adverse impact on relationship between pedestrians and automobiles due to the existing transportation facilities connected to the facility.

Objective 2: Encourage effective public transportation (i.e., appropriate transit routes to serve ridership) to and within the Lents neighborhood.

The Powell Boulevard Park and Ride facility provides accessibility within the Lents neighborhood and beyond by providing access to the light rail station for those whom walking, bicycling, or bus access is not available or practical. Removing all but 85 parking spaces will still provide adequate parking for those outside the immediate vicinity and still encourage nearby residents to walk or bike to the max station.

Outer Southeast Plan Community Plan

Transportation Policy Objectives:

#1. Reduce the amount of automobile driving done by area residents by making it more convenient to use public transit.

The park and ride facility is mainly for those who live more than ¼ mile from the facility to encourage mass transit use. The reduction of underutilized parking spaces will have no affect on the area residents as they generally walk to the max station associated with the park and ride facility. Because of the low utilization rate at the site, reducing the number of spaces down to 85 will still leave more than 50 on average available for future demand.

#4. Pursue and plan for high-capacity transit on I-205, with a Lents station.

The I-205 max light rail line was completed in 2009 and the Powell Boulevard Park and Ride facility supports the light rail system. Removing underutilized parking spaces will not adversely impact the existing high-capacity transit system.

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.

Transportation System Development Charges (Chapter 17.15)

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

Driveways and Curb Cuts (Section 17.28)

Curb cuts and driveway construction must meet the requirements in Title 17. The Title 17 driveway requirements will be enforced during the review of building permits.

CONCLUSIONS

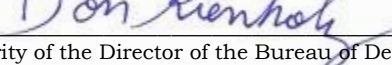
The applicant has demonstrated that the applicable approval criteria and plan policies and objectives have been satisfied for the Conditional Use review to reduce the number of parking spaces at the existing Powell Boulevard Park and Ride facility from 391 to 85.

ADMINISTRATIVE DECISION

Approval of reducing the number of parking spaces at the Powell Boulevard Park and Ride facility from 391 to 85, per the approved site plan, Exhibit C.7, signed and dated December 16, 2016, subject to the following conditions:

- A. As part of any building or zoning permit application submittal, each of the 4 required site plans must be labeled "Case File LU 16-255766 CU." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. All existing landscaping established through LU 06-131294 CU/AD, both perimeter and interior, shall be retained in, and along the perimeter, of the remaining Park and Ride Facility. Perimeter landscaping established through LU 06-131294 CU AD around the removed portion of the Park and Ride Facility shall be retained and maintained. Should any of the required landscaping die as a result of disease, nature or removal, it shall be replaced in-kind. Alterations to interior landscaping of the whole facility that are part of the on-site drainage system shall be reviewed by the Bureau of Environmental Services for compliance with the Portland Stormwater Management Manual.

Staff Planner: Don Kienholz

Decision rendered by:  **on December 19, 2016.**
By authority of the Director of the Bureau of Development Services

Decision mailed: December 21, 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 October 7, 2016, and was determined to be complete on November 1, 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 October 7, 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: March 1, 2017.**

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 4, 2017** at 1900 SW Fourth Ave. Appeals can be filed at the 5th floor reception desk of 1900 SW 4th Avenue Monday through Friday between 8:00 am and 4:30 pm. **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 97301-1283, 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 Hearings Officer an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

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:

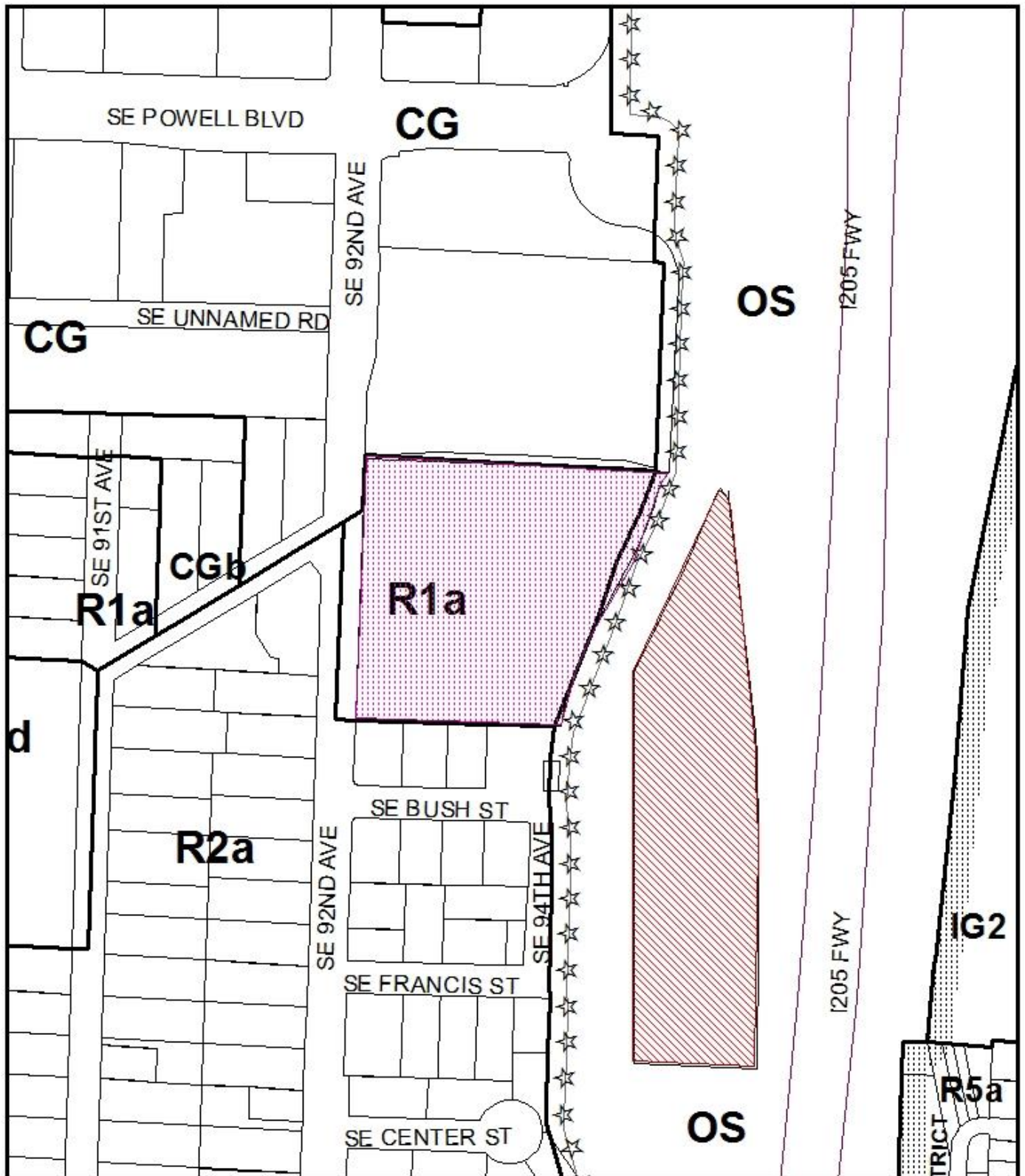
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. October 7, 2016 Narrative
 - 2. November 1, 2016 Clarifying Email From Applicant
 - 3. Applicant's Copy of Staff Notes and Bureau Comments from Early Assistance (EA) 16-126208
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. October 7, 2016 Full Size Existing Conditions Plan
 - 2. October 7, 2016 Full Size Proposed Parking Reduction Site Plan
 - 3. October 7, 2016 Full Size Existing Landscaping Plan for Reduced Parking Area
 - 4. October 7, 2016 Reduced Size Existing Conditions Plan
 - 5. October 7, 2016 Reduced Size Proposed Parking Reduction Site Plan
 - 6. October 7, 2016 Reduced Size Existing Landscaping Plan for Reduced Parking Area
 - 7. November 1, 2017 Updated Reduced Proposed Site Plan (Attached)
- D. Notification information:
 - 1. Mailing list and Notice of Proposal
 - 2. Mailed Notice of Proposal
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Fire Bureau
 - 4. Site Development Review Section of BDS
 - 5. Urban Forestry
 - 6. Life Safety Plans Examiner
- F. Correspondence: No Neighborhood or Public Written Comments Received
- G. Other:
 - 1. Original Land Use Application
 - 2. Receipt of Payment

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).

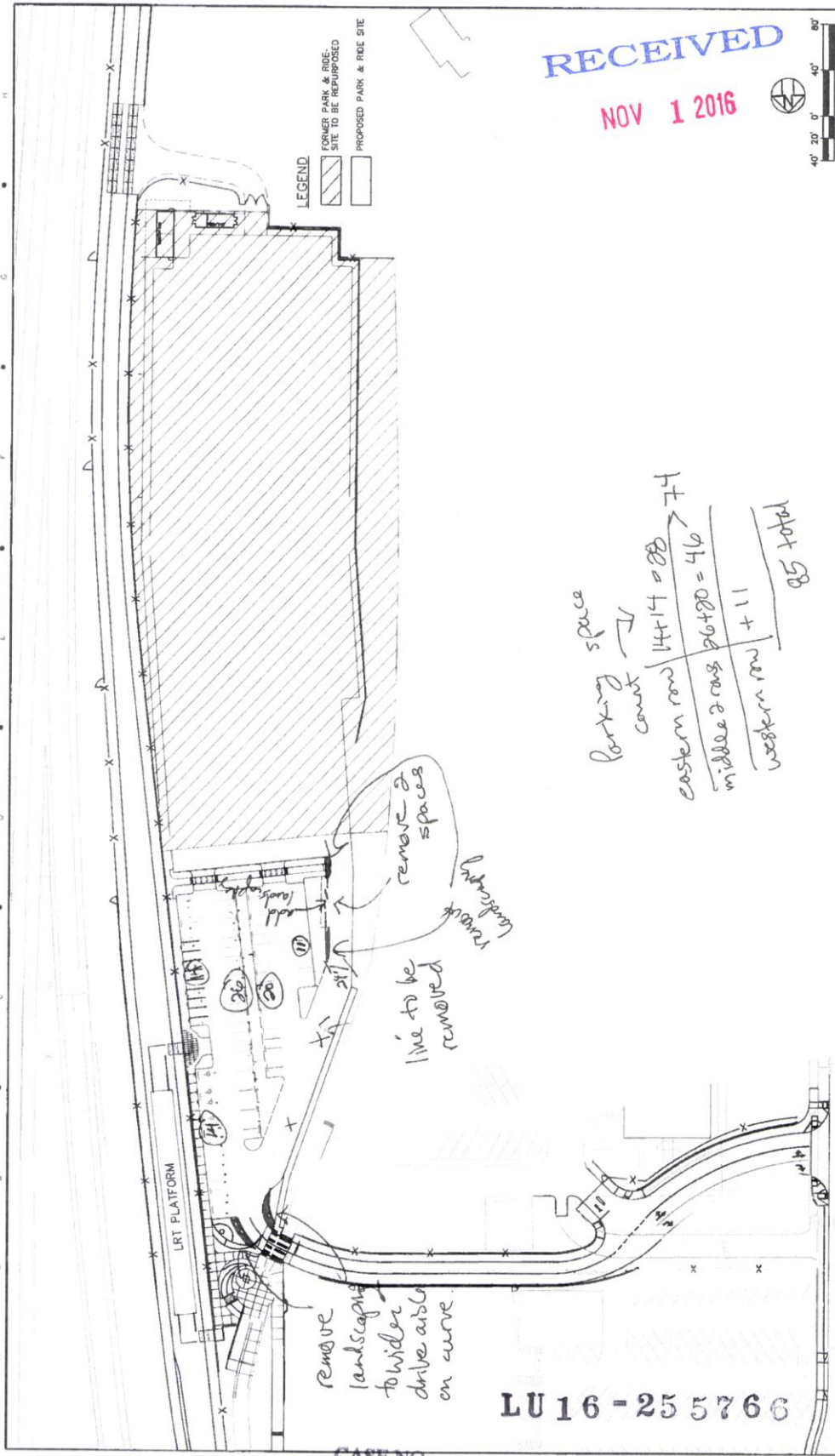


ZONING



-  Site
-  Also Owned Parcels
-  Recreational Trails

File No.	<u>LU 16-255766 CU</u>
1/4 Section	<u>3440</u>
Scale	<u>1 inch = 200 feet</u>
State_Id	<u>ROW</u>
Exhibit	<u>B</u> (Oct 13, 2016)



RECEIVED

NOV 1 2016



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON CAPITAL PROJECTS AND CONSTRUCTION SERVICES 1000 SW FIRST AVE., SUITE 300 PORTLAND, OREGON 97201		DRAWING NO. 4078A-CondUsePermit1 CONTRACT NO.	SHEET NO. 2
TRI-MET		SCALE: 1" = 40'-0"	PROPOSED SITE
SUBMITTED	DATE	APPROVED	DATE
7-22-18 DATE	7-22-18 DATE	7-22-18 DATE	7-22-18 DATE
7-22-18 DATE	7-22-18 DATE	7-22-18 DATE	7-22-18 DATE
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7-22-18 DATE	7-22-18 DATE	7-22-18 DATE	7-22-18 DATE

LU 16 - 25 5766

CASE NO. EXHIBIT C.7