



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

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Date: April 5, 2018
To: Interested Person
From: Lauren Russell, Land Use Services
 503-823-7817 / Lauren.Russell@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 18-107509 AD

GENERAL INFORMATION

Applicant: Michael Bonn | Ankrom Moisan Architects Inc
 38 NW Davis St #300 | Portland, OR 97209

Owner: Wendy Klein | Reach Community Development, Inc.
 4150 SW Moody Ave | Portland, OR 97239

Site Address: SWC/124th & SE Ash St

Legal Description: TL 5500 1.37 ACRES, SECTION 35 1N 2E
Tax Account No.: R942351510
State ID No.: 1N2E35CC 05500
Quarter Section: 3043
Neighborhood: Hazelwood, contact Arlene Kimura at 503-252-9429.
Business District: Gateway Area Business Association, contact Paul Wild at paul.wild@mhcc.edu
District Coalition: East Portland Neighborhood Office, contact Victor Salinas at 503-823-6694.
Plan District: East Corridor, 122nd Avenue Subdistrict
Zoning: CXd – Central Commercial, Design Overlay Zone
Case Type: AD – Adjustment Review
Procedure: Type II, an administrative decision with appeal to the Adjustment Committee.

Proposal:
 The applicant proposes to construct a new four-story, 175-unit affordable apartment building on the site of an existing Tri-Met surface parking lot. The project will include community space, courtyard, two offices for support staff, and a 43-space surface parking lot. Per Zoning Code Section 33.266.310.C.1.c, two loading spaces meeting Standard B are required when there are more than 100 dwelling units in the building. Standard B loading spaces must be at least 18 feet long, 9 feet wide, and have a clearance of 10 feet (Zoning Code Section 33.266.310.D.b). The applicant intends to locate the two Standard B loading spaces within two surface parking lot spaces that are 16 feet long, 8'-6" wide, and have a clearance of 10 feet. Because the

proposed loading spaces would not meet the Standard B loading space dimensions, the applicant requests an Adjustment to reduce the size of the two Standard B loading spaces from 18 feet long and 9 feet wide to 16 feet long and 8'-6" wide.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33. Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A through F of Section 33.805.040, Adjustment Approval Criteria, have been met.

ANALYSIS

Site and Vicinity: The subject site is a 59,492 square foot lot located at the southwest corner of the intersection of SE 124th Avenue and SE Ash Street. The site is currently developed as part of the E 122nd Avenue/Menlo Park Tri-Met park and ride lot for the nearby MAX station, along with the larger park and ride lot one block to the north. It consists of a surface parking lot with landscaping and appears to have been blocked off from use since around 2008.

The block to the north of the subject site is composed of two properties: the remaining 122nd Avenue/Menlo Park Tri-Met park and ride lot and the NARA (Native American Rehabilitation Association) Wellness Center. The block to the east of the subject site contains mainly single-dwelling residences, except for the Faith Community Church. The largest property on the subject block is the Ron Tonkin Honda dealership. There are several single-dwelling residences to the north of the car dealership and the west of the subject site. The southern end of the subject block contains several commercial properties and the Portland Health and Rehabilitation Center. The blocks to the west of the subject site have commercial uses along SE 122nd Avenue and are otherwise mainly residential, both single-dwelling residences and multi-dwelling development. The E 122nd Avenue MAX light rail station is located at the intersection of E Burnside Street and SE 122nd Avenue.

Zoning: The CX zone is intended 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.

The Design (d) overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. Generally, new development and exterior alterations to existing development are subject to design review; however, this proposal is eligible to meet objective community design standards instead of going through design review (Zoning Code Section 33.420.055).

The East Corridor plan district encourages new housing and mixed use development and expansions of existing development to promote the corridor's growth and light rail transit ridership and to implement the objectives of the City's Pedestrian Districts to enhance the pedestrian experience and access to and from light rail service.

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

- MCF DR 85-12-03: Design Review approval of a park and ride lot with shelter and bike storage (1985).

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed March 6, 2018. The following Bureaus have responded with no issues or concerns regarding the requested Adjustment:

- Bureau of Environmental Services (BES) responded that BES has no recommended conditions of approval and provided information about stormwater management requirements (Exhibit E-1);

- Bureau of Transportation Engineering (PBOT) responded with no objection to the proposed Adjustment (Exhibit E-2);
- Fire Bureau responded with no concerns and provided information about building permit requirements (Exhibit E-3);
- Site Development Section of BDS responded with no concerns and provided information about building permit requirements (E-4); and
- Life Safety Review Section of BDS responded with no concerns and provided information about building permit requirements (Exhibit E-5).

Neighborhood Review: Two written responses have been received, one from a notified neighbor and one from the Neighborhood Association, in response to the Notice of Proposal.

The first response was from a neighbor who lives across from the subject site on SE 124th Avenue. The respondent raised concerns about the location of the parking lot and its driveway on SE 124th Avenue and stated that it should instead be accessed from SE Ash Street. SE 124th Avenue is not fully improved and is not currently well maintained so the respondent is opposed to increasing the number of cars that would drive down SE 124th Avenue.

The second response was from the Hazelwood Neighborhood Association and stated that they had no issues with the proposal.

Staff response: The PBOT reviewer provided the following information in response to the neighbor who expressed opposition to the placement of the new driveway:

While there are no Portland Zoning Code or PBOT-related standards or requirements, in this case, with respect to the location of the driveway access for the proposed building, PBOT has no objections to the access point to the parking lot via SE 124th Ave. PBOT must consider that greater impacts would result to the neighborhood if the driveway access was proposed along the site's SE Ash frontage. Tri-Met's Menlo Park park/ride lot is designed with driveways along SE Ash and SE 124th Ave. It is also apparent that there is a significant demand for on-street parking in the proximate area along SE Ash and SE 124th Ave. Adding another driveway for the proposed apartments along SE Ash would increase the potential impact/conflicts to folks attempting to access the park/ride lot, as well as folks attempting to access the church and the wellness/youth-family center further north along SE 124th Ave. It looks like there are 4 total homes located on the east side of SE 124th Ave, south of SE Ash. Aside from the approximate 9-10 vehicles being parked along the SE 124th Ave frontage of the proposed apartment building, opposite these homes (which will be reduced in number in relation to the proposed project), there is not a significant number of vehicles utilizing this stretch of the street. From PBOT's perspective, there are a greater number of potential conflicts that could result by placing a driveway for the new apartment building along SE Ash as opposed to having the driveway along SE 124th Ave as proposed.

ZONING CODE APPROVAL CRITERIA

33.805.010 Purpose (Adjustments)

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 providing certainty and rapid processing for land use applications.

33.805.040 Approval Criteria

Adjustment requests will be approved if the applicant has demonstrated 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 applicant is requesting an Adjustment to reduce the size of the two Standard B loading spaces from 18 feet long and 9 feet wide to 16 feet long and 8'-6" wide.

The purpose of the loading standards is stated in Zoning Code Section 33.266.310.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.*

In their revised narrative (Exhibit A-3), the applicant explained the reasoning behind the requested Adjustment:

"These loading spaces are primarily used when residents move in or out of the building. Affordable units are smaller and require less furnishings than typical apartment units. In turn, loading is typically done by cars and small vans. This [dimensional] reduction is appropriate to the loading requirements of the residents of this building.

"We are also proposing to have signage with posted loading hours at these loading spaces. REACH Community Development has a long history in developing and managing affordable housing projects and in their experience, these units will have a low turnover and the loading spaces are not frequently used. By adding loading hours, these loading spaces can be used by residents for parking in off-hours and overnight. This benefits the residents and neighborhood by reducing the need for some residents to park in the nearby on-street spaces. The posted loading hours will be 10:00 AM to 3:00 PM."

In order to ensure that the spaces in the surface lot designated as loading spaces are reserved as loading spaces for enough time each day to serve the loading needs of the site, a condition of approval will be required that signs are posted requiring the spaces to be reserved for loading between specific hours each day, not to be fewer than 5 hours per day.

PBOT reviewed the requested loading space Adjustment and has no objections to the proposed request for the following reasons. Given the use of the proposed building as affordable housing and the sizes of the units within the proposed building, it is expected that smaller vehicles will be utilized for move ins and move outs and these smaller vehicles can be accommodated within the proposed 16 feet long by 8'-6" wide loading spaces. Larger vehicles may be temporarily accommodated within the drive aisle of the surface parking lot without impacting the abutting right-of-way. There is an expectation that given the number of units, move ins and move outs will be scheduled and supervised by the building's manager to minimize the impacts to the parking and maneuvering area of the surface parking lot. Additionally, the frequency of turnover of the proposed units is not expected to be high, so move ins and move outs will likely be reduced significantly once the building is fully occupied.

For these reasons and with the condition of approval, the proposed Adjustment equally meets the purpose of the loading standards regulation. 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: Because the subject site is located in a commercial zone, the applicant must demonstrate that the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area. Zoning Code Section 33.910 defines desired character as the “preferred and envisioned character (usually of an area) based on the purpose statement or character statement of the base zone, overlay zone, or plan district” and “it also includes the preferred and envisioned character based on any adopted plans or design guidelines for an area.”

Street classifications: The Portland Transportation System Plan classifies SE Ash Street and SE 124th Avenue at this location as local service streets for all categories and the site is also located within the boundaries of the Ventura Park Pedestrian District.

Pedestrian Districts allow a transit-supportive density of residential and commercial uses that support lively and intensive pedestrian activity. Additionally, auto-oriented development is discouraged. The local service street designations also discourage auto-oriented development. The requested Adjustment to the size of the two on-site loading spaces would still allow for this site to be developed with a large apartment building that is pedestrian-oriented and provides access to the nearby light rail station. The loading spaces are proposed within the surface parking lot, which would be located at the rear of the site behind the building, so the development would not be auto-oriented. For these reasons, the proposed Adjustment would be consistent with the classifications of the adjacent streets.

CX zone character statement: The character statement of the CX zone is stated in Zoning Code Section 33.130.030.H:

Central Commercial Zone. *The Central Commercial (CX) zone is intended 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 closely together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.*

The requested Adjustment to the size of the two on-site loading spaces would still allow for this site to be developed with a large apartment building that is pedestrian-oriented with an attractive streetscape.

As stated above in the findings for Approval Criterion A, given the use of the proposed building as affordable housing and the sizes of the units within the proposed building, it is expected that smaller vehicles will be utilized for move ins and move outs and these smaller vehicles can be accommodated within the proposed 16 feet long by 8’-6” wide loading spaces. Larger vehicles may be temporarily accommodated within the drive aisle of the surface parking lot without impacting the abutting right-of-way. There is an expectation that given the number of units, move ins and move outs will be scheduled and supervised by the building’s manager to minimize the impacts to the parking and maneuvering area of the surface parking lot. Additionally, the frequency of turnover of the proposed units is not expected to be high, so move ins and move outs will likely be reduced significantly once the building is fully occupied, all of which would contribute to a safe streetscape.

Therefore, this proposal would be consistent with the CX zone purpose character statement.

Design overlay zone purpose statement: The site is located within the Design overlay zone. The purpose statement of the Design overlay zone is stated in Zoning Code Section 33.420.010:

The Design Overlay Zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The Design Overlay Zone also promotes quality high-density development adjacent to transit facilities. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of

community planning projects, development of design guidelines for each district, and by requiring design review or compliance with Community Design Standards. In addition, design review or compliance with the Community Design Standards ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

The proposed apartment building would be designed to meet applicable Community Design Standards and the requested Adjustment to the size of the two on-site loading spaces would not affect the ability to meet these standards. Therefore, the proposal would be compatible with the neighborhood and enhance the area, which meets the purpose statement of the Design overlay zone.

East Corridor Plan District: The site is located within the boundaries of the East Corridor Plan District. The purpose of the East Corridor Plan District is stated in Zoning Code Section 33.521.010:

The East Corridor plan district includes three light rail stations and three Pedestrian Districts. The area is targeted to receive a significant share of the city's growth. It is envisioned that future development will transform the areas surrounding the light rail stations into vibrant mixed-use areas of retail, office, and housing with a high level of pedestrian amenities. Lower density residential and commercial development will continue to surround the Pedestrian Districts. These regulations:

- Encourage new housing and mixed use development and expansions of existing development to promote the corridor's growth and light rail transit ridership;*
- Promote compatibility between private and public investments along the light rail system through enhanced building design and site layout standards;*
- Implement the objectives of the City's Pedestrian Districts to enhance the pedestrian experience and access to and from light rail service; and*
- Encourage connectivity for vehicles, bicycles, and pedestrians on large sites.*

The requested Adjustment to the size of the two on-site loading spaces would still allow for this site to be developed with a large apartment building that is pedestrian-oriented and provides access to the nearby light rail station. Therefore, the proposal would be compatible with the East Corridor Plan District.

Hazelwood Neighborhood Plan: The site is located within the boundaries of the 1996 "Hazelwood Neighborhood Plan." The numbered policies and objectives in these plans were adopted by the City Council as part of the Comprehensive Plan. Among the 7 policies of the Hazelwood Neighborhood Plan, one policy relates to this adjustment proposal.

Policy 6, Community Design and Livability, maintains Hazelwood as an affordable, attractive neighborhood, which provides a friendly, safe, and pleasing community for everyone. Objective 1 under this policy assures that all new developments – single and multi-family housing, commercial, and business – are planned and constructed to minimize adverse impact on the community and neighborhood, including traffic and traffic patterns.

As stated above in the findings for Approval Criterion A, given the use of the proposed building as affordable housing and the sizes of the units within the proposed building, it is expected that smaller vehicles will be utilized for move ins and move outs and these smaller vehicles can be accommodated within the proposed 16 feet long by 8'-6" wide loading spaces. Larger vehicles may be temporarily accommodated within the drive aisle of the surface parking lot without impacting the abutting right-of-way. There is an expectation that given the number of units, move ins and move outs will be scheduled and supervised by the building's manager to minimize the impacts to the parking and maneuvering area of the surface parking lot. Additionally, the frequency of turnover of the proposed units is not expected to be high, so move ins and move outs will likely be reduced significantly once the building is fully occupied.

Therefore this proposal would minimize adverse impact on the community and neighborhood, including traffic and traffic patterns, which would be consistent with the applicable policies and objectives of the Hazelwood Neighborhood Plan.

Outer Southeast Community Plan: The site is located within the boundaries of the 1996 “Outer Southeast Community Plan.” None of the policies and objectives in this plan are directly related to the adjustment proposal.

For these reasons, the proposal would be consistent with the classifications of the adjacent streets and the desired character of the area. 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: Because only one Adjustment is being requested, this criterion is not applicable.

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

Findings: City-designated scenic resources are identified on the Official Zoning Maps with a lower case “s” and historic resources are identified either with a dot or as being within the boundaries of a Historic or Conservation district. Because there are no scenic or historic resource designations mapped on the subject site, this criterion is not applicable.

E. Any impacts resulting from the Adjustment are mitigated to the extent practical; and

Findings: As discussed in the findings for Criteria A and B, the proposal would equally meet the purpose of the loading standards regulation and have no adverse impacts on the classifications of the adjacent streets or the desired character of the area for which mitigation would be required. Therefore, 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: Environmental overlay zones are designated on the Official Zoning Maps with either a lowercase “p” (Environmental Protection overlay zone) or a “c” (Environmental Conservation overlay zone). Because no environmental overlay zone is mapped on the subject site, this criterion is not applicable.

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 proposal to reduce the size of the two Standard B loading spaces from 18 feet long and 9 feet wide to 16 feet long and 8'-6" wide, for the new apartment building equally meets the intent of the regulations and is consistent with the classifications of the adjacent streets and the desired character of the area with the condition of approval requiring signs reserving the spaces for loading at least 5 hours each day. The applicant has demonstrated that the applicable approval criteria have been met. Because the approval criteria have been met, the proposal should be approved.

ADMINISTRATIVE DECISION

Approval of an Adjustment to reduce the size of the two Standard B loading spaces from 18 feet long and 9 feet wide to 16 feet long and 8'-6" wide, granted per the approved site plan, Exhibit C-1, signed and dated April 2, 2018, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related condition B must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled, "ZONING COMPLIANCE PAGE - Case File LU 18-107509 AD." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. Each of the required loading spaces must be posted with a sign that indicates that the space is reserved for loading between specific hours each day, not to be fewer than 5 hours per day.

Staff Planner: Lauren Russell

Decision rendered by: Lauren Russell **on April 2, 2018.**
By authority of the Director of the Bureau of Development Services

Decision mailed: April 5, 2018

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 January 16, 2018, and was determined to be complete on February 27, 2018.

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 January 16, 2018.

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: June 27, 2018.**

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 April 19, 2018** 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 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 will be recorded with the Multnomah County Recorder.

- *Unless appealed*, the final decision will be recorded after **April 19, 2018** by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

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

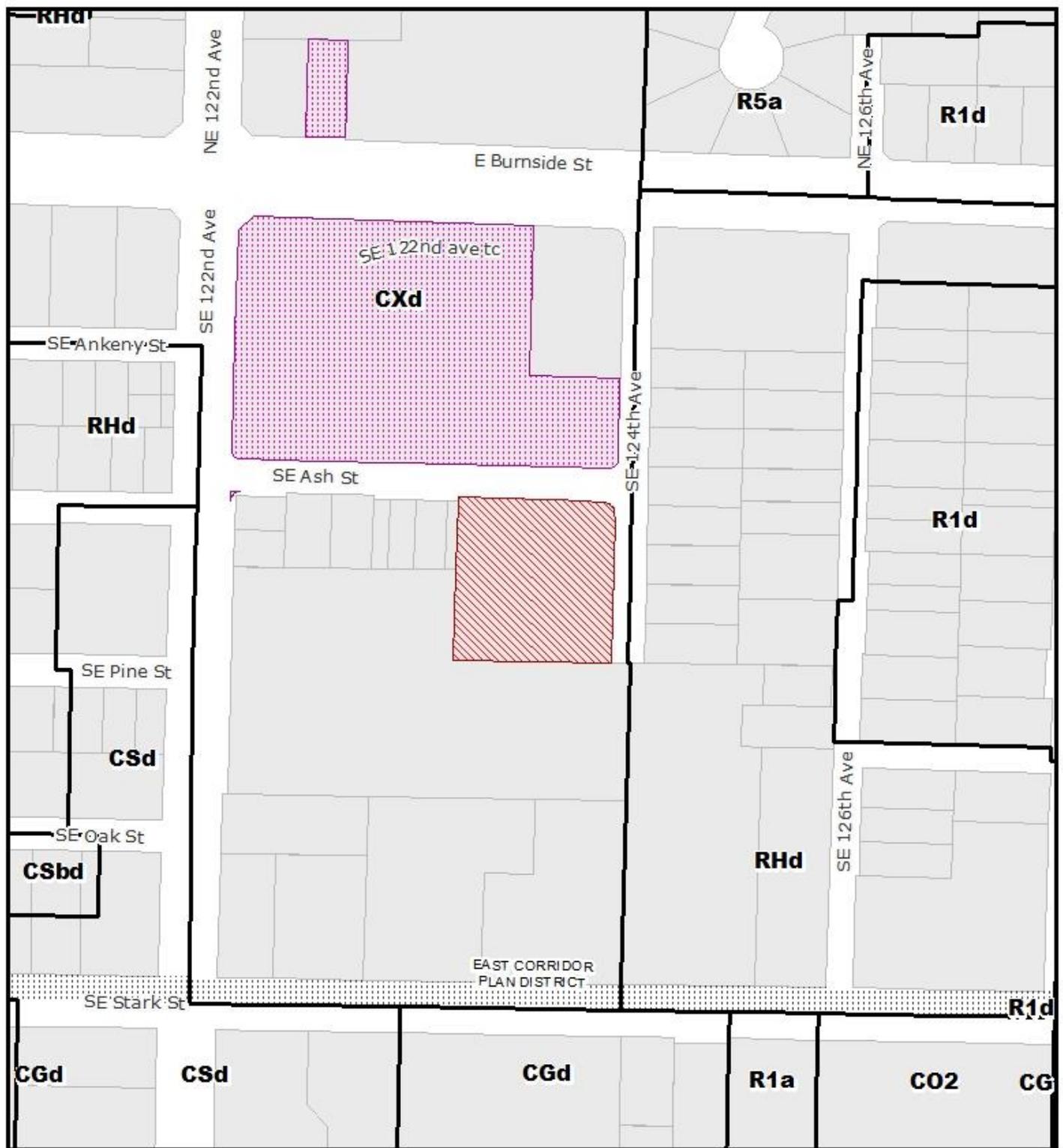
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Narrative and Plans submitted 1/16/18
 - 2. Revised Plans received 2/12/18
 - 3. Revised Narrative and Plans received 2/27/18
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
- D. Notification Information:
 - 1. Mailing List
 - 2. Mailed Notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Fire Bureau
 - 4. Site Development Review Section of BDS
 - 5. Life Safety Review Section of BDS
- F. Correspondence:
 - 1. Anna and Ron Dahl, received 3/27/18, email in opposition
 - 2. Hazelwood Neighborhood Association, received 3/27/18, letter stating no issues
- G. Other:
 - 1. Original LU Application
 - 2. Incomplete Letter mailed 1/30/18

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 
 NORTH

THIS SITE LIES WITHIN THE:
 EAST CORRIDOR PLAN DISTRICT
 122ND AVENUE SUBDISTRICT

-  Site
-  Also Owned Parcels

File No.	LU 18-107509 AD
1/4 Section	3043
Scale	1 inch = 200 feet
State ID	1N2E35CC 5500
Exhibit	B Jan 19, 2018

NOT FOR CONSTRUCTION



ANKROM MOISAN
38 NORTHWEST SAUNDERS STREET, SUITE 300
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503.441.1200
WWW.ANKROMMOISAN.COM
1100 NE 10TH AVENUE, SUITE 300
PORTLAND, OREGON 97232
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REACH Community Development
124TH STREET AND ASH AVENUE
PORTLAND, OREGON

REVISION	DATE	REVISION DESCRIPTION

SITE PLAN

PROGRESS SET

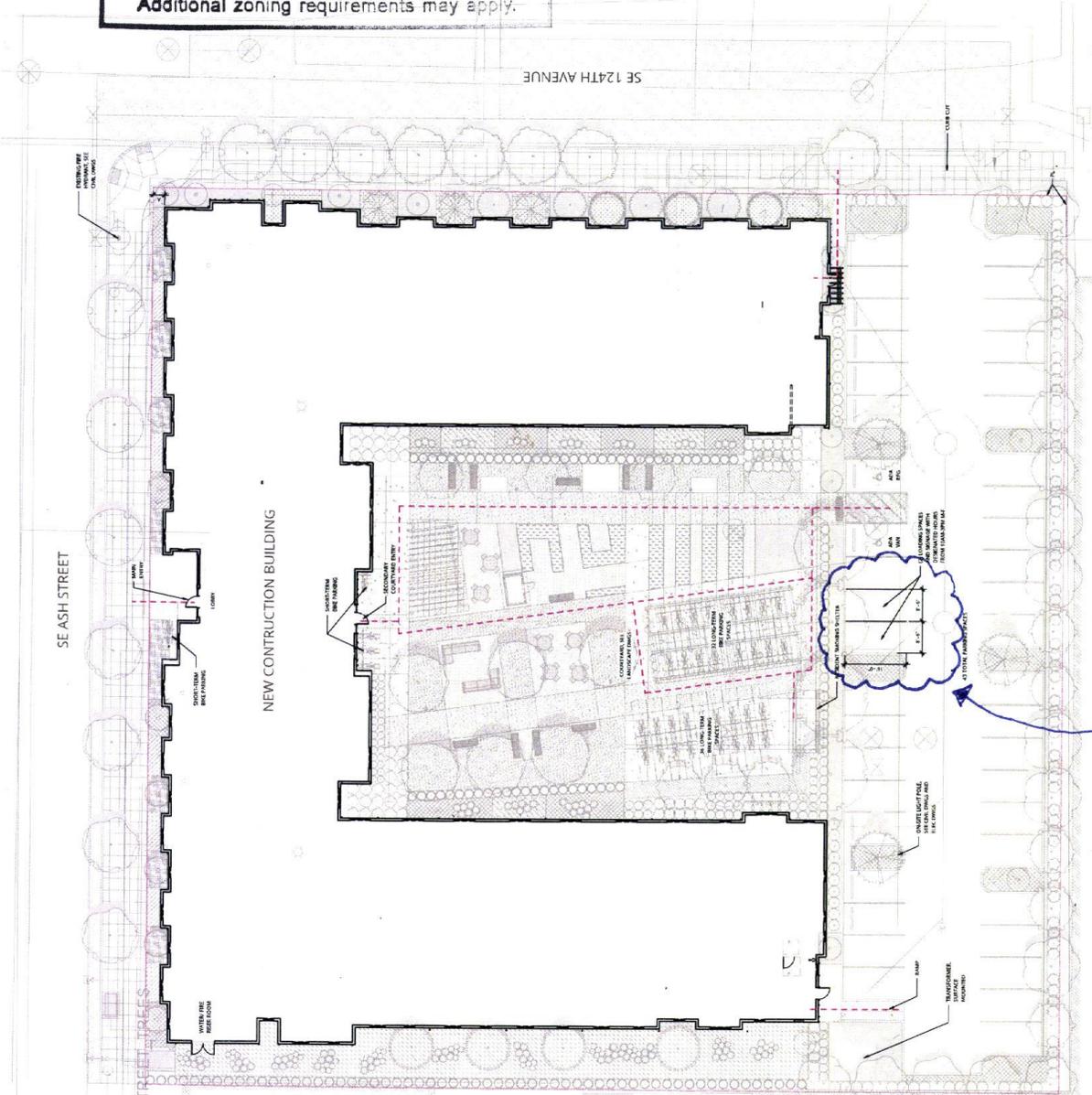
PROJECT NUMBER: 18-107509
SHEET NUMBER: A1.01

Approved
City of Portland
 Bureau of Development Services
 Planner Jarven Russell
 Date 4/2/18

* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



- GENERAL NOTES - SITE PLAN**
1. REFER TO SHEET A1.01 FOR PROJECT'S GENERAL NOTES TO ALL APPLICANTS OF THIS PLAN.
 2. ALL APPLICANTS OF THIS PLAN MUST BE ABLE TO OBTAIN ALL NECESSARY PERMITS AND CONDITIONS PRIOR TO CONSTRUCTION. CONTRACTORS ARE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS TO THE CITY OF PORTLAND AND RELATED TO NEIGHBORHOODS.
 3. PREPARATION OF THIS PLAN IS BASED ON THE INFORMATION PROVIDED BY THE APPLICANT AND THE CITY OF PORTLAND. THE CITY OF PORTLAND DOES NOT WARRANT THE ACCURACY OF THIS INFORMATION.
 4. THE CITY OF PORTLAND DOES NOT WARRANT THE ACCURACY OF THIS INFORMATION.
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 10. THE CITY OF PORTLAND DOES NOT WARRANT THE ACCURACY OF THIS INFORMATION.
 11. THE CITY OF PORTLAND DOES NOT WARRANT THE ACCURACY OF THIS INFORMATION.



ADJUSTMENT REQUEST TO REDUCE THE SIZE OF THE 2 STANDARD B LOADING SPACES FROM 18 FEET LONG AND 9 FEET WIDE TO 16 FEET LONG AND 8'-6" WIDE.

CONDITION OF APPROVAL B: SIGN MUST BE POSTED FOR EACH LOADING SPACE INDICATING THE SPACE IS RESERVED FOR LOADING BETWEEN SPECIAL HOURS EACH DAY, NOT TO BE FEWER THAN 5 HOURS.

CASE NO. 18-107509 AD
EXHIBIT C-1

LU 18-107509 AD