



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

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**Date:** January 28, 2019  
**To:** Interested Person  
**From:** Lauren Russell, Land Use Services  
 503-823-7817 / [Lauren.Russell@portlandoregon.gov](mailto: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 18-220578 AD**

**GENERAL INFORMATION**

**Applicant/Owner:** Honganh Thi Nguyen  
 922 NE 176th Ave | Portland, OR 97230

**Site Address:** 5905 SE 82ND AVE

**Legal Description:** BLOCK 2 LOT 1 EXC SLY 37.5'-EXC PT IN ST LOT 2 EXC ELY 15.09' OF SLY 37.5', BAYARD ADD; BLOCK 2 SLY 37.5' OF LOT 1 EXC PT IN ST SLY 37.5' OF LOT 2 EXC W 25', BAYARD ADD

**Tax Account No.:** R058300110, R058300130

**State ID No.:** 1S2E17DA 08600, 1S2E17DA 08700

**Quarter Section:** 3638

**Neighborhood:** Mt. Scott-Arleta, contact Andrew Cecka at [msanalandusechair@gmail.com](mailto:msanalandusechair@gmail.com)

**Business District:** Eighty-Second Ave of Roses Business Association, contact Frank Harris at [info@82ndave.org](mailto:info@82ndave.org)

**District Coalition:** Southeast Uplift, contact Leah Fisher at 503-232-0010.

**Plan District:** None

**Zoning:** CM2 – Commercial/Mixed Use 2

**Case Type:** AD – Adjustment Review

**Procedure:** Type II, an administrative decision with appeal to the Adjustment Committee.

**Proposal:**  
 The applicant proposes to develop a new nine-space surface parking lot at the corner of SE Knight Street and SE 82<sup>nd</sup> Avenue where a single-dwelling residence was recently demolished. This lot would provide parking for customers of the deli located at the south end of the subject site. Per Zoning Code Section 33.266.130.C.1 and Table 266-3, vehicle area is not allowed to be located between a building and a street. Additionally, where vehicle areas are adjacent to a transit street, such as SE 82<sup>nd</sup> Avenue, no more than 50 percent of the frontage on the transit street may be used for vehicle areas (Zoning Code Section 33.266.130.C.3.b). Because the

proposed surface parking lot will not meet these standards, the applicant requests the following two Adjustments:

- Allow the surface parking lot to be located between the deli building and SE Knight Street; and
- Increase the amount of frontage on SE 82<sup>nd</sup> Avenue that may be used for vehicle area from 50 feet to 74 feet.

**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 7,510 square foot property located at the southwest corner of the intersection of SE 82<sup>nd</sup> Avenue and SE Knight Street. The site is currently developed with a one-story retail building that is currently a deli and a one-story garage that is used as storage along the south lot line. The remainder of the property is graveled and used as parking for the deli. There had been a single-dwelling residence in the northeast corner of the property, but it has been demolished.

The abutting property to the south is developed with a large one-story retail building that covers most of the site and contains two tenants. The majority of the other properties on the subject block to the west are developed with one- to two-story single-dwelling residences or duplexes. Two properties to the west of the subject site is a small one-and-a-half-story church building.

Low-scale and auto-oriented development is common in this area along the SE 82<sup>nd</sup> Avenue commercial corridor. Tri-Met's Bus Line Number 72 runs along SE 82<sup>nd</sup> Avenue and there is a bus stop on the subject block just south of the subject site.

**Zoning:** The CM2 designation is one of the City's commercial/mixed use zones, which are intended to promote uses and development that support healthy complete neighborhoods. The development standards are designed to allow development flexibility, within parameters, that supports the intended characteristics of the specific zone.

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

**Agency Review:** A "Notice of Proposal in Your Neighborhood" was mailed October 18, 2018. The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services responded with no objections to approval of the requested Adjustments and provided information about stormwater requirements at the time of permit (Exhibit E-1);
- Bureau of Transportation Development Review (PBOT) responded with no objections to approval and provided information about transportation requirements at the time of permit (Exhibit E-2);
- Oregon Department of Transportation responded with no objections to approval and recommended that a permit be obtained to close the existing driveway on SE 82<sup>nd</sup> Avenue at the time of permit (Exhibit E-3);
- Water Bureau responded with no concerns (Exhibit E-4);
- Fire Bureau responded with no concerns (Exhibit E-5);
- Site Development Section of BDS responded with no concerns (E-6); and
- Life Safety Review Section of BDS responded with no objections to approval and provided information about accessible parking requirements (Exhibit E-7).

**Neighborhood Review:** One written response has been received from a notified neighbor in response to the proposal. The respondents, who operate a business to the north of the subject site across SE Knight Street, wrote in support of the applicant's proposal.

## 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 the following two Adjustments:

- Allow the surface parking lot to be located between the deli building and SE Knight Street; and
- Increase the amount of frontage on SE 82<sup>nd</sup> Avenue that may be used for vehicle area from 50 feet to 74 feet.

The purpose of the vehicle area standards is stated in Zoning Code Section 33.266.130.A:

**Purpose.** *The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones.*

*Together with the transit street building setback standards in the base zone chapters, the vehicle area location regulations for sites on transit streets and in Pedestrian Districts:*

- *Provide a pedestrian access that is protected for auto traffic;*
- *Create an environment that is inviting to pedestrians and transit users;*
- *Create a strong relationship between buildings and the sidewalk; and*
- *Create a sense of enclosure on transit and pedestrian street frontages.*

*The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:*

- *Improve and soften the appearance of parking areas;*
- *Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;*
- *Provide flexibility to reduce the visual impacts of small residential parking lots;*
- *Direct traffic in parking areas;*
- *Shade and cool parking areas;*
- *Reduce the amount and rate of stormwater runoff from vehicle areas;*
- *Reduce pollution and temperature of stormwater runoff from vehicle areas; and*
- *Decrease airborne and waterborne pollution.*

Because the proposed Adjustments relate to the location of vehicle area, the applicable excerpts of the purpose statements are “promote vehicle areas that are safe and attractive for motorists and pedestrians,” “promote the desired character of the zone,” “provide a pedestrian access that is protected from auto traffic,” “create an environment that is inviting to pedestrians and transit users,” “create a strong relationship between buildings and the sidewalk,” and “create a sense of enclosure on transit and pedestrian street frontages.” Only these statements will be addressed.

Promote safe and attractive vehicle areas for motorists and pedestrians and provide a pedestrian access protected from auto traffic: The proposed surface parking lot would contain nine spaces. Each parking space would be at least 16 feet deep and 8’-6” wide, which meets the minimum size for parking spaces that are perpendicular to the drive aisle. The drive aisle would be 23 feet wide, which exceeds the minimum 20-foot width for a two-way drive aisle. A pedestrian path is provided between the perimeter landscaping and the short-term bicycle parking space just south of the ADA parking space. This path will link the parking lot to the main entrance of the deli by way of the SE 82<sup>nd</sup> Avenue sidewalk, helping to minimize potential conflicts between vehicles and pedestrians within the parking lot.

The applicant is proposing to provide more than the minimum required amount of parking lot landscaping. Only perimeter parking lot landscaping is required for a nine-space lot and the standard is 5 feet of landscaping meeting the L2 standard, which calls for low-screen shrubs, trees, and ground cover. The landscape buffer is proposed to be 10 feet deep along SE 82<sup>nd</sup> Avenue and over 18 feet deep along SE Knight Street near the corner of the property. The applicant has proposed removing the existing tall chain-link fence along the sidewalks and replacing it with new shorter chain-link fence set back 10 feet from the SE 82<sup>nd</sup> Avenue property line and 5 feet from the SE Knight property line. In order to ensure that the proposed fence will complement the attractive environment created by the landscaping and will not be so tall as to cause any safety concerns, a condition of approval will require that any new fence installed along the street lot lines is limited to 3’-6” in height and is decorative. This additional landscaping and fence as conditioned will create an attractive vehicle area, both for motorists using the parking lot and for pedestrians using the sidewalks that abut the lot.

Create an environment that is inviting to pedestrians and transit users and create a strong relationship between buildings and the sidewalk consistent with the desired character of the zone: The desired character of the CM2 zone is stated in Zoning Code Section 33.130.030.C:

***Commercial/Mixed Use 2 Zone.*** *The Commercial/Mixed Use 2 (CM2) zone is a medium-scale zone intended for sites in a variety of centers, along corridors, and in other mixed use areas that have frequent transit service. The zone allows a wide range and mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zone will generally be up to four stories tall unless height and floor area bonuses are used or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, provide a strong relationship between buildings and sidewalks, and complement the scale of surrounding residentially zoned areas.*

As stated above, the applicant is proposing to provide more than the required amount of parking lot landscaping and to replace the existing tall chain-link fence with a shorter one. With the condition of approval that the new fence is limited in height and decorative, the landscaping and fence will create an attractive environment for pedestrians and transit users along the abutting sidewalks.

The only public entrance to the deli faces SE 82<sup>nd</sup> Avenue and is right on the lot line and there are no building entrances facing north toward SE Knight Street, so the parking lot location between the building and SE Knight Street will not impact the strong connection between the building and SE 82<sup>nd</sup> Avenue. The proposed landscaping and shorter perimeter

fence will create an attractive vehicle area that will increase the visual connection between the parking lot and SE 82<sup>nd</sup> Avenue, providing for greater community connection and safety by providing more eyes on street. Additionally, the increased landscaping and shorter fence will soften the environment for pedestrians along SE 82<sup>nd</sup> Avenue from the deli building to SE Knight Street.

Create a sense of enclosure on transit and pedestrian street frontages: The sidewalk corridors abutting the subject site are very narrow. Along SE 82<sup>nd</sup> Avenue, it is a curb-tight seven-foot-wide sidewalk next to a very busy street, which is not very friendly to pedestrians. The proposed perimeter parking lot landscaping will include low-screen evergreen shrubs and a combination of small, medium, and large trees, which will help soften the physical environment and provide a sense of a wider pedestrian zone. The shrubs, trees, and decorative fence will create a physical boundary that will enclose the pedestrian zone along the transit street without making the narrow sidewalk feel even more constrained.

For these reasons, and with the condition of approval, the proposed parking lot Adjustments equally meet the purpose of the vehicle area standards regulation. This criterion is met.

**B. If in a residential CI1, or IR zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, I, or CI2 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 82<sup>nd</sup> Avenue as a City Bikeway, City Walkway, Civic Main Street, Major City Traffic Street, and Major Transit Priority Street. It classifies SE Knight Street as a Local Service Street for all modes.

These street classifications encourage pedestrian- and transit-oriented development. The increased perimeter parking lot landscaping and decorative fence limited in height by the condition of approval will promote an attractive and safe experience both in the parking lot and on the abutting sidewalks and thus improve the environment for pedestrians and transit users. Therefore, the proposed Adjustments will be consistent with the classifications of the adjacent streets.

CM2 zone character statement: Consistency with the desired character of the CM2 zone is reviewed in the findings for Approval Criterion A, above.

Mt. Scott-Arleta Neighborhood Plan: The site is located within the boundaries of the 1996 “Mt. Scott-Arleta Neighborhood Plan.” The numbered policies and objectives in these plans were adopted by the City Council as part of the Comprehensive Plan. The lettered strategies in these plans were not adopted by the City Council as part of the Comprehensive Plan.

Among the 6 policies of the Mt. Scott-Arleta Neighborhood Plan, two policies relate to this adjustment proposal. Policy 1, Urban Design, improves the physical image and character of the Mt. Scott-Arleta Neighborhood through emphasizing its historic heritage and diverse culture. Objective 5 under this policy contributes to a sense of Mt. Scott-Arleta’s historic heritage and diverse culture through improvements to the streetscape on Foster Road, 82<sup>nd</sup> Avenue, and Woodstock Boulevard. The proposed perimeter parking lot landscaping and decorative 3’-6” fence will improve the streetscape along SE 82<sup>nd</sup> Avenue and physical image

of the parking lot on the subject site. Therefore, this proposal will be consistent with the applicable policies and objectives of the Mt. Scott-Arleta Neighborhood Plan.

Outer Southeast Community Plan: The site is also located within the boundaries of the 1996 “Outer Southeast Community Plan.” None of the 6 community-wide policies or the 8 subarea policies directly relate to this adjustment proposal.

For these reasons and with the condition of approval, the proposal will 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:** Two Adjustments have been requested. The overall purpose of the CM2 zone is to allow a mix of commercial activities, housing, and employment uses. The regulations promote uses and development that support healthy complete neighborhoods, which are places where people of all ages and abilities have safe and convenient access to the goods and services they need in their daily life and where people have the opportunity to live active lifestyles. The development standards are designed to allow development flexibility that supports the intended characteristics of the CM2 zone.

The proposal to allow the parking lot to be located between the deli building and SE Knight Street and to increase the amount of vehicle area frontage on SE 82<sup>nd</sup> Avenue would not limit the potential uses of the site. The new pedestrian path linking the parking lot to the main entrance of the deli on SE 82<sup>nd</sup> Avenue by way of the sidewalk provides people with a safe way to access the business by minimizing potential conflicts between vehicles and pedestrians within the parking lot. As stated in the findings for Approval Criteria A, above, the proposal is consistent with the desired character of the CM2 zone. Based on these reasons, the requested Adjustments maintain consistency with the purpose of the CM2 zone. This criterion is met.

**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, with the condition of approval for the fence along SE Knight Street and SE 82<sup>nd</sup> Avenue, the proposal will equally meet the purpose of the vehicle area standards regulation and will 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 requirements of Title 11 can be met, and 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 allow, with a condition, the surface parking lot to be located between the deli building and SE Knight Street and to increase the amount of frontage on SE 82<sup>nd</sup> Avenue that may be used for vehicle area equally meets the purpose of the regulations and is consistent with the classifications of the adjacent streets and the desired character of the area. The applicant has demonstrated that the applicable approval criteria have been met. Because the approval criteria have been met, the proposal must be approved.

## ADMINISTRATIVE DECISION

Approval of an Adjustment to allow the surface parking lot to be located between the deli building and SE Knight Street (Zoning Code Section 33.266.130.C.1).

Approval of an Adjustment to increase the amount of frontage on SE 82<sup>nd</sup> Avenue that may be used for vehicle area from 50 feet to 74 feet (Zoning Code Section 33.266.130.C.3.b).

The above Adjustments are granted per the approved site and landscape plans, Exhibits C-1 through C-2, signed and dated January 22, 2019, 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 18-220578 AD." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. The fence proposed along SE Knight Street and SE 82<sup>nd</sup> Avenue must be decorative and is limited to no more than 3'-6" in height. The decorative fence can be made out of wood, metal, or masonry. It cannot be a chain-link fence. It must be set back at least 5 feet from the SE Knight Street lot line and at least 10 feet from the SE 82<sup>nd</sup> Avenue lot line. The fence must be shown on the site plan or landscape plan at the time of building permit.

**Staff Planner: Lauren Russell**

**Decision rendered by:** Lauren Russell **on January 22, 2019.**  
By authority of the Director of the Bureau of Development Services

**Decision mailed: January 25, 2019**

**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 August 15, 2018, and was determined to be complete on October 15, 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 August 15, 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: February 12, 2019.**

**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 February 11, 2019** at 1900 SW Fourth Ave. Appeals can be filed at the 5<sup>th</sup> floor reception desk of 1900 SW 4<sup>th</sup> 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](http://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 **February 11, 2019** 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, Photographs, Letter in Support from Neighboring Businesses, Letter from Prosper Portland, Plan Set, and Stormwater Report submitted 8/15/18
  - 2. Revised Narrative and Revised Plan Set received 10/15/18
- B. Zoning Map (attached)
- C. Plans/Drawings:
  - 1. Site Plan (attached)
  - 2. Landscape 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. Oregon Department of Transportation
  - 4. Water Bureau
  - 5. Fire Bureau
  - 6. Site Development Review Section of BDS
  - 7. Life Safety Section of BDS
- F. Correspondence:
  - 1. Bill and Maria Smith, received 10/25/18, email in support
- G. Other:
  - 1. Original LU Application
  - 2. Incomplete Letter mailed 8/29/18

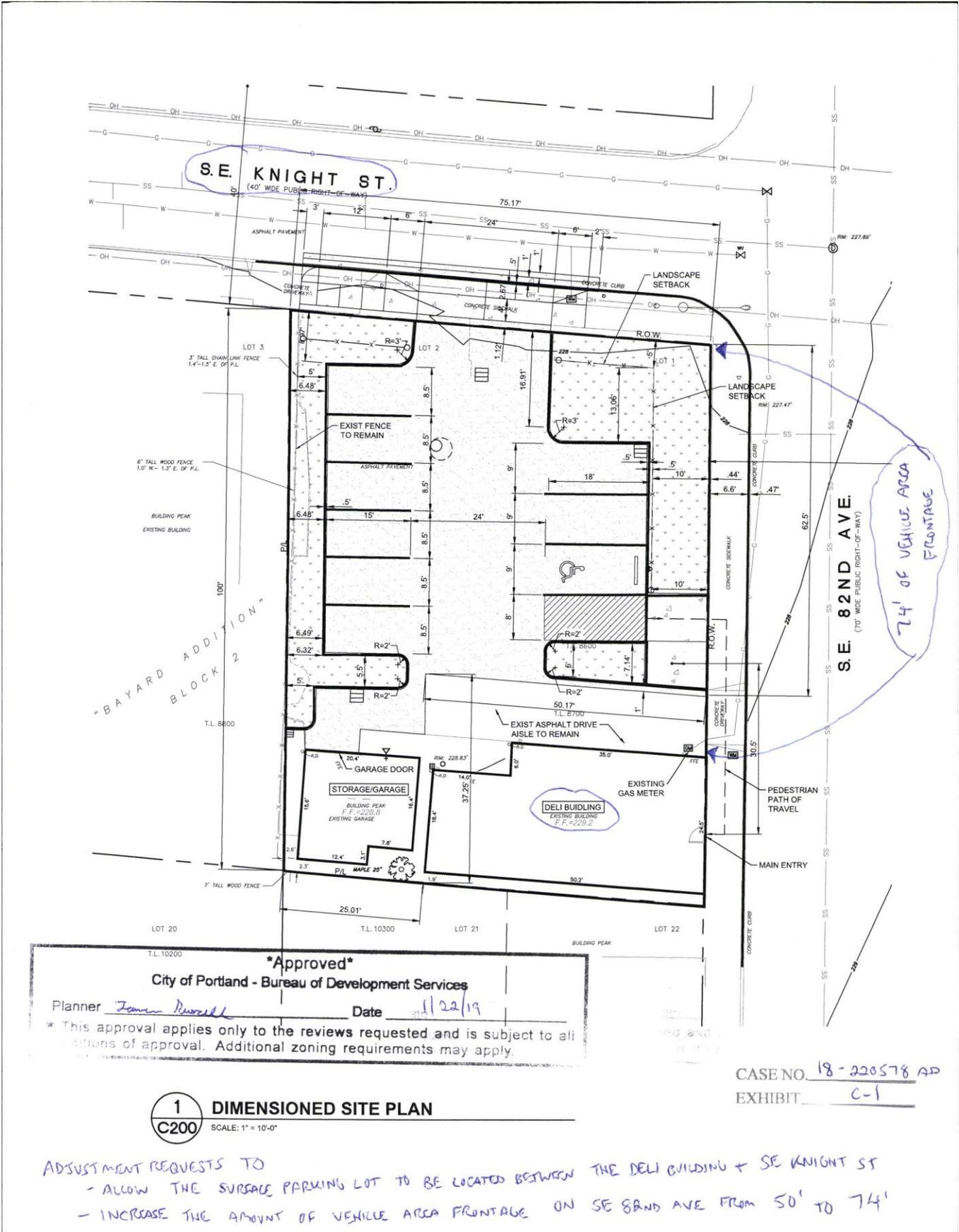
**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**



**ZONING** ↑  
NORTH

 Site

File No.	LU 18-220578 AD
1/4 Section	3638
Scale	1 inch = 200 feet
State ID	1S2E17DA 8600
Exhibit	B Aug 20, 2018



**\*Approved\***  
 City of Portland - Bureau of Development Services  
 Planner James Russell Date 11/22/19  
 \* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

**1 DIMENSIONED SITE PLAN**  
**C200** SCALE: 1" = 10'-0"

CASE NO. 18-220578 AD  
 EXHIBIT C-1

ADJUSTMENT REQUESTS TO  
 - ALLOW THE SURFACE PARKING LOT TO BE LOCATED BETWEEN THE DELI BUILDING + SE KNIGHT ST  
 - INCREASE THE AMOUNT OF VEHICLE AREA FRONTAGE ON SE 82ND AVE FROM 50' TO 74'

