Ted Wheeler, Mayor
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portlandoregon.gov/bds

Date: February 28, 2019

To: Interested Person

From: David Besley, Land Use Services
503-823-7282 / David.Besley@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 18-277268 AD

GENERAL INFORMATION

Applicants: Debby Bennett + Derril Richards
Georgia Pacific
349 NW 7th Ave
Camas, WA 98607

Planning Consultant: Lee Leighton
Mackenzie
1515 SE Water Ave #100
Portland, OR 97214

Owners: Joe Mollusky
Port Of Portland
PO Box 3529
Portland, OR 97208

Port of Portland (Leased Georgia-Pacific Consumer Product Northwest LLC
PO Box 105681
Atlanta, GA 30348-5681

Representative: Lauren Golden Jones
Capstone Partners
1015 NW 11th Ave, Ste 243
Portland, OR 97209

Site Address: 13333 N RIVERGATE BLVD

Legal Description: BLOCK 25 LOT 1 TL 600 SPLIT MAP R506017 (R708887010), RIVERGATE INDUSTRIAL DIS; BLOCK 25 LOT 1 TL 300 SPLIT MAP R256360 (R708887000), RIVERGATE INDUSTRIAL DIS

Tax Account No.: R708887000, R708887010

State ID No.:	2N1W26C 00600, 2N1W35B 00300
Quarter Section:	1618, 1619, 1718, 1719
Neighborhood:	St. Johns, contact at sjnalu@gmail.com
Business District:	Columbia Corridor Association, contact at info@columbiacorridor.org
District Coalition:	North Portland Neighborhood Services, contact Mary Jaron Kelley at 503-823-4099
Zoning:	IHik – Heavy Industrial with River Industrial (i) and Prime Industrial (k) overlays
Case Type:	AD (Adjustment Review)
Procedure:	Type II, an administrative decision with appeal to the Adjustment Committee.

Proposal:
The applicant is proposing to construct an approximately 483,000 square foot expansion to the east of an existing 627,389 square foot warehouse and distribution facility. Additional improvements include adding 82 vehicle parking spaces to the existing 60 vehicle parking spaces. The Portland Zoning Code requires a minimum of 321 vehicle parking spaces (Section 33.266.110, Tables 266-1 and 266-2) given the Warehouse and Freight Movement use and the amount of floor area on site (1,110,389 square feet with the addition). An Adjustment is therefore required to reduce minimum required parking from 321 spaces to 142 spaces.

While not subject to the Adjustment review, the proposal also includes adding 112 trailer parking stalls to the existing 83 trailer parking stalls, adding bicycle parking, and installing parking lot landscaping.

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 approximately 54-acre site is located on the west side of N Rivergate Boulevard, at the intersection of N Rivergate Boulevard and N Time Oil Road. It is bordered on the west by the Willamette River, which is used in distribution aspects of the business. The site is generally flat, though it slopes downward along the western edge toward the river. The western half of the site is currently developed with a 627,389 square foot warehouse and distribution facility, a surface parking area for employees, and trailer parking stalls. The surrounding area is primarily developed with other industrial uses.

Zoning: The site is located in a Heavy Industrial (IH) zone, with a Prime Industrial (k) and River Industrial (i) overlay zones. The Heavy Industrial zone is one of the three zones that implement the Industrial Sanctuary map designation of the Comprehensive Plan. The zone provides areas where all kinds of industries may locate including those not desirable in other zones due to their objectionable impacts or appearance. The development standards are the minimum necessary to assure safe, functional, efficient, and environmentally sound development.

The purposes of the Prime Industrial overlay zone are to protect land that has been identified in the Comprehensive Plan as Prime Industrial, and to prioritize these areas for long-term retention. Prime Industrial Land is suited for traded-sector and supportive industries and possesses characteristics that are difficult to replace in the region. In Portland, Prime Industrial land consists of the Portland Harbor, Columbia Corridor, and Brooklyn Yard industrial districts. These freight-hub districts include Oregon's largest seaport, rail hub, and airport.

Existing and potential multimodal freight access in these districts support interregional transport, exporting industries, and associated industrial businesses and activities. The regulations protect these areas by preventing, or requiring an off-set for, conversion of the land to another zone or use that would reduce industrial development capacity.

The River Industrial zone, one of five greenway overlay zones, encourages and promotes the development of river-dependent and river-related industries which strengthen the economic viability of Portland as a marine shipping and industrial harbor, while preserving and enhancing the riparian habitat and providing public access where practical. Because no new development is proposed riverward of the 25-foot greenway setback, the use and development restrictions of this overlay are not relevant to this review; however, nonconforming upgrades may be required at the time of building permit review if the landscape standards of the Zoning Code section 33.440.230.B are not met.

Land Use History: City records indicate 3 previous land use reviews were conducted when the site was under the jurisdiction of Multnomah County, including: MCF 5-63 ZC (zone change from 1963), MCF 31-69 (475-acre land division plat from 1969), and MCF 031-69 (plat approval for proposal to plat two blocks and extend N Lombard St from 1969). The associated documents are missing from city records.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **January 24, 2019**. The following Bureaus have responded with the following information:

- The Water Bureau responded with no concerns and provided information on water service (Exhibit E-1);
- The Portland Fire Prevention Division responded with no concerns and provided information on the Fire Code (Exhibit E-2);
- The Life Safety section of the Bureau of Development Services (BDS) responded with no concerns and provided Building Code information. They also recommend the applicant contact the assigned Process Manager to assist in arranging a preliminary fire and life safety meeting (Exhibit E-3);
- The Bureau of Environmental Services responded with no concerns and provided information on stormwater management (Exhibit E-4);
- Urban Forestry responded with no concerns and provided information on Urban Forestry standards and requirements of the permit review process (Exhibit E-5);
- The Portland Bureau of Transportation responded with no concerns and notes that there will be conditions of building permit approval including a financial guarantee for the public works permit and that the conditions laid out via the Driveway Design Exception (18-270280 TR) be complied with (Exhibit E-6); and
- Oregon Department of Transportation (ODOT) notes that the applicant must apply to ODOT Rail for any improvements required to the private rail line (Exhibits E-6 and E-7).

The Site Development Section of BDS responded with no concerns (Exhibit E-8)

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

ZONING CODE APPROVAL CRITERIA

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

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

Findings: The applicant requests an Adjustment to reduce minimum required vehicle parking from 321 spaces to 142 spaces associated with a 483,000 square foot expansion

to an existing warehouse and distribution facility. The purpose for the minimum parking space regulations is as follows:

33.266.110 – Minimum Required Parking Spaces
The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. Parking requirements should be balanced with an active pedestrian network to minimize pedestrian, bicycle and vehicle conflicts as much as possible. Transit-supportive plazas and bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long-term emphasis. Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use.

The applicant notes that the nature of operations at this facility are such that it requires fewer employees than typical warehouses, on which the minimum parking calculations are based. Because the existing and proposed Georgia Pacific distribution facility only receives large pallets of paper products from its own production facilities, much of it delivered on river barges, requires little need for re-assembling pallets for delivery to retail outlets, involves extensive use of forklifts to transport these pallets, and requires only one shift of employees, staffing needs for the site are significantly lower than what is typical for most Warehouse and Freight Distribution Uses. The applicant projects that at peak periods of activity there will be only 54 employees at the site, including drivers, and that this drops to approximately 20 employees on the weekends (Exhibit A).

The minimum required parking is established based on the use and the size of the building, rather than the number of employees. In this case, developing the required 321 spaces would create undue environmental disturbance, issues with stormwater runoff, and visual impact to the site, given that it would be more than twice as many parking spaces as the operation requires.

PBOT indicated no concerns with the Adjustment to reduce the minimum required parking (Exhibit E-6), but notes that a financial guarantee for the public works permit shall be a condition of building permit approval. The driveway design exception (18-270280 TR) conditions shall also be conditions of building permit approval. Finally, the applicant must apply to ODOT Rail for any improvements required to the private rail line.

The applicants note on the site plan that all perimeter and interior landscaping standards will be met on the building permit plan set (Exhibit C.1).

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 an Industrial zone, the applicant must demonstrate that the proposal is consistent with the classification of adjacent streets and the desired character of the area. This IH-zoned site has vehicular access from the east side of the site via N Rivergate Boulevard. At the subject location, the Transportation System Plan (TSP) classifies N. Rivergate Boulevard as being Local Service in the bikeway, walkway and street classifications, and as a designated Transit Access Street. The entire site is also located in a Freight District. The TSP identifies

Local Service bikeways, walkways and streets as intending to serve local circulation needs. The TSP encourages transit oriented land use development along Transit Access Streets. The TSP identifies the purpose for Freight Districts as supporting industrial and employment uses that rely on multi-modal freight movement. The requested Adjustment to reduce the minimum required number of parking spaces on the subject site is consistent with these classifications. The Adjustment request will not impact the ability of N. Rivergate Boulevard to serve the local bike, pedestrian or street circulation needs desired by the Local Service designations, and will support the expansion of an industrial use within the freight district. Reducing the minimum required parking on the site ensures that there will not be an overabundance of parking on the site, which is consistent with the desire of the Transit Access Street designation.

The Portland Zoning Code 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. It also includes the preferred and envisioned character based on any adopted area plans or design guidelines for an area." In this instance, Desired Character is defined by the character statement of the IH zone and the "k" and "i" overlay zones; the site is not located within plan districts or identified by any neighborhood plans.

The character statement for the IH zone in Section 33.140.030.D reads:
The Heavy Industrial zone is one of the three zones that implement the Industrial Sanctuary map designation of the Comprehensive Plan. The zone provides areas where all kinds of industries may locate including those not desirable in other zones due to their objectionable impacts or appearance. The development standards are the minimum necessary to assure safe, functional, efficient, and environmentally sound development.

The purposes of the Prime Industrial overlay zone ("k") are to protect land that has been identified in the Comprehensive Plan as Prime Industrial, and to prioritize these areas for long-term retention. Prime Industrial Land is suited for traded-sector and supportive industries and possesses characteristics that are difficult to replace in the region. In Portland, Prime Industrial land consists of the Portland Harbor, Columbia Corridor, and Brooklyn Yard industrial districts. These freight-hub districts include Oregon's largest seaport, rail hub, and airport. Existing and potential multimodal freight access in these districts support interregional transport, exporting industries, and associated industrial businesses and activities. The regulations protect these areas by preventing, or requiring an off-set for, conversion of the land to another zone or use that would reduce industrial development capacity (33.471.010).

While less than half of the minimum required parking is proposed, granting this Adjustment will assure a more functional, efficient, and environmentally sound development for this site than if it were to meet minimum required parking, given the number of employees and structure of operation noted above (in Criterion A). While not subject to the Adjustment review, the proposal also includes adding 112 trailer parking stalls to the existing 83 trailer parking stalls, adding bicycle parking, and installing parking lot landscaping. The industrial area surrounding this site is extensively paved and contains inconsistent formal landscaping. The new proposed landscaping will meet parking lot landscaping standards, and exceed that of many of the surrounding properties, thereby promoting a more environmentally sound industrial area by expanding the amount of greenery. Furthermore, the proposed development will be consistent with the surrounding area, which is similarly developed with large-scale industrial uses.

The proposed addition and parking lot reconfiguration will allow the industrial use to continue to be viable by accommodating the long-term needs of the business and its employees.

The River Industrial zone encourages and promotes the development of river-dependent and river-related industries which strengthen the economic viability of Portland as a marine shipping and industrial harbor, while preserving and enhancing the riparian habitat and providing public access where practical (33.440.030.A).

The applicants note on the site plan that compliance with the River Industrial zone standards (including limiting the extent of work to be greater than 75 feet from the top of the bank, stormwater outfall location, etc.) will be demonstrated on the building permit plan set (Exhibit C.1).

This proposal is therefore consistent with 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: Only one Adjustment is proposed; therefore, this criterion is not applicable.

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

Findings: City designated scenic resources are identified on the Official Zoning Map with a lower case "s" and historic resources are designated by a large dot or as being within the boundaries of a Historic or Conservation district. There are no such resources present on the site; therefore, this criterion is not applicable.

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

Findings: There are no discernible impacts that would result from granting the requested adjustment.

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 Map with either a lowercase "p" (Environmental Protection overlay zone) or a "c" (Environmental Conservation overlay zone). No environmental zoning is applied to the site; therefore, 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 applicant is requesting an Adjustment to reduce minimum required vehicle parking from 321 spaces to 142 spaces associated with a 483,000 square foot expansion to the east of an existing 627,389 square foot warehouse and distribution facility. The applicant notes that the nature of operations at this facility are such that it requires significantly fewer employees than typical warehouses, on which the minimum parking calculations are based. The applicant

projects that at peak periods of activity there will be only 54 employees at the site, including drivers, and that this drops to approximately 20 employees on the weekends. The minimum required parking is established based on the use and the size of the building, rather than the number of employees. In this case, developing the required 321 spaces would create undue environmental disturbance, issues with stormwater runoff, and visual impact to the site, given that it would be more than twice as many parking spaces as the operation requires.

Given the unique operation and fewer employees than a typical warehouse use, granting this Adjustment will assure a more functional, efficient, and environmentally sound development for this site than if it were to meet minimum required parking. The proposed addition and parking lot reconfiguration will allow the industrial use to continue to be viable by accommodating the long-term needs of the business and its employees. This proposal is therefore consistent with the Desired Character of the area. PBOT indicated no concerns with the Adjustment to reduce the minimum required parking.

The applicants note on the site plan that all perimeter and interior landscaping standards and compliance with the River Industrial zone standards (including limiting the extent of work to be greater than 75 feet from the top of the bank, stormwater outfall location, etc.) will be demonstrated on the building permit plan set. As conditioned, the proposal meets the applicable approval criteria and should therefore be approved.

ADMINISTRATIVE DECISION

Approval of an Adjustment to reduce the minimum required vehicle parking from 321 spaces to 142 spaces (Section 33.266.110, Tables 266-1 and 266-2) associated with a 483,000 square foot expansion to the east of an existing 627,389 square foot warehouse and distribution facility, per the approved site plan Exhibits C.1, signed and dated February 20, 2019, subject to the following condition:

A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibit C.1. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 18-277268 AD."

Staff Planner: David Besley

Decision rendered by: _____ on February 20, 2019.
By authority of the Director of the Bureau of Development Services

Decision mailed: February 28, 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 December 12, 2018, and was determined to be complete on January 11, 2019.

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 December 12, 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: May 16, 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 March 14, 2019** 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 **March 14, 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.

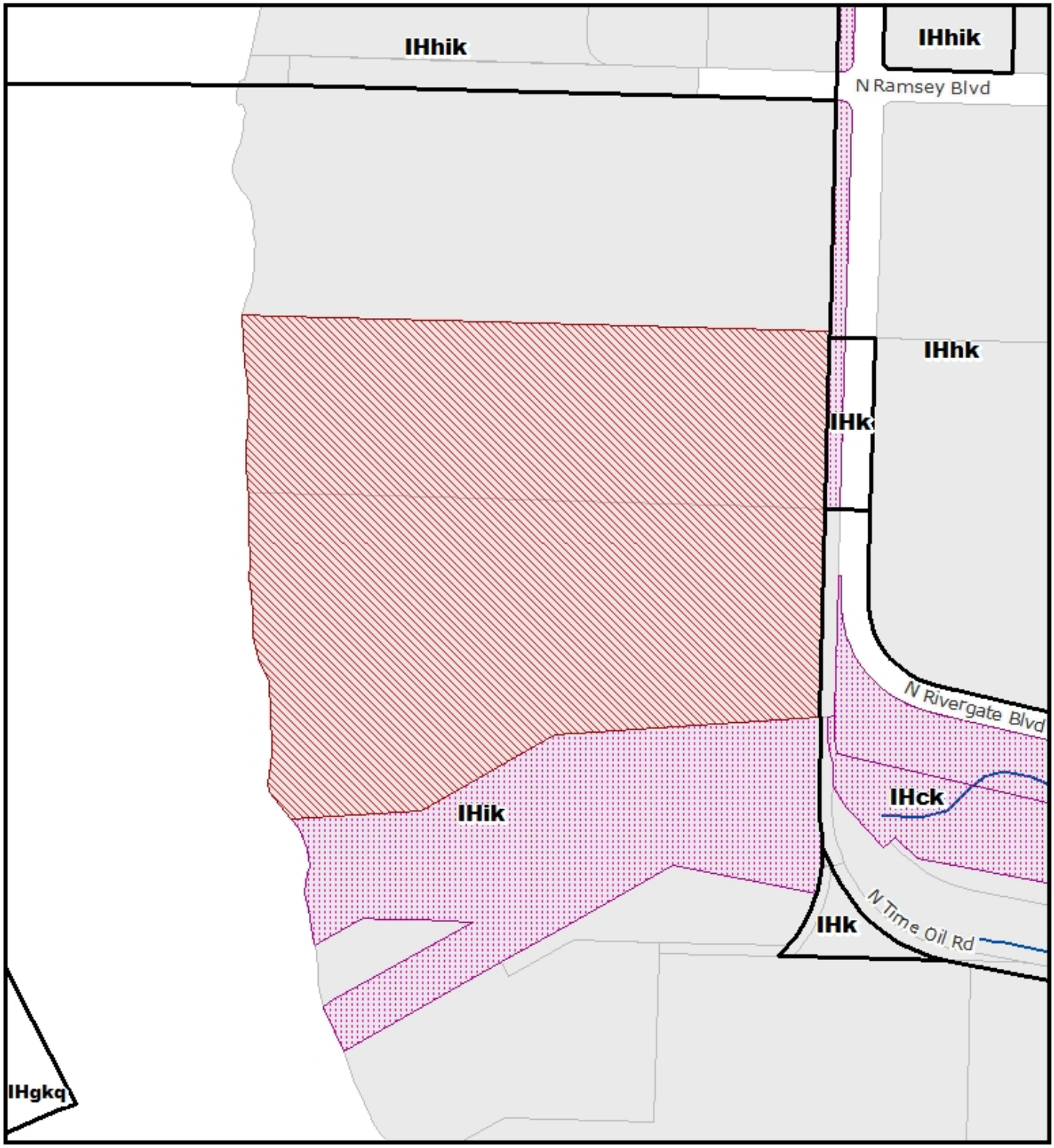
Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

- 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
B. Zoning Map (attached)
C. Plans/Drawings:
   1. Site Plan (attached)
D. Notification information:
   1. Mailing list
   2. Mailed notice
E. Agency Responses:
   1. Water Bureau
   2. Fire Prevention Division
   3. Life Safety Section of BDS
   4. Bureau of Environmental Services
   5. Urban Forestry
   6. Bureau of Transportation Engineering and Development Review
   7. ODOT
   8. Agencies responding with no concerns
F. Correspondence: None
G. Other:
   1. Original LU Application Form and Receipt
   2. Incomplete letter from staff to applicant, sent December 26, 2018

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

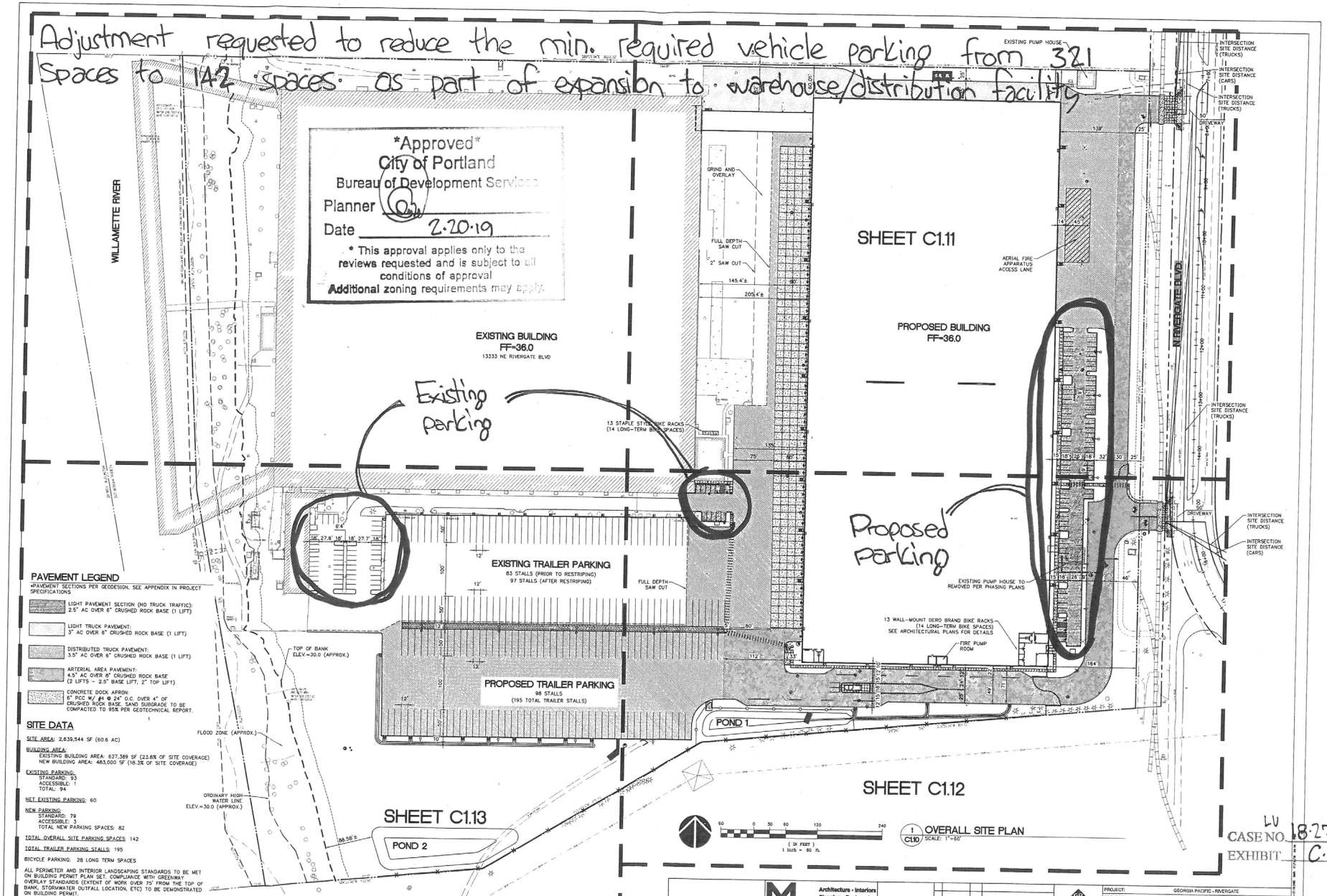
Also Owned Parcels

Stream

File No.	LU 18-277268 AD
1/4 Section	1618,1619,1718,1719
Scale	1 inch = 400 feet
State ID	2N1W26C 600
Exhibit	B Dec 18, 2018

Adjustment requested to reduce the min. required vehicle parking from 321 spaces to 142 spaces as part of expansion to warehouse/distribution facility

Approved
City of Portland
Bureau of Development Services
Planner
Date 2·20·19
* This approval applies only to the reviews requested and is subject to all conditions of approval
Additional zoning requirements may apply.



PAVEMENT LEGEND

*PAVEMENT SECTIONS PER GEODESIGN, SEE APPENDIX IN PROJECT SPECIFICATIONS

- LIGHT PAVEMENT SECTION (NO TRUCK TRAFFIC): 2.5" AC OVER 6" CRUSHED ROCK BASE (1 LIFT)
- LIGHT TRUCK PAVEMENT: 3" AC OVER 6" CRUSHED ROCK BASE (1 LIFT)
- DISTRIBUTED TRUCK PAVEMENT: 3.5" AC OVER 6" CRUSHED ROCK BASE (1 LIFT)
- ARTERIAL AREA PAVEMENT: 4.5" AC OVER 6" CRUSHED ROCK BASE (2 LIFTS – 2.5" BASE LIFT, 2" TOP LIFT)
- CONCRETE DOCK APRON: 6" PCC W/ #4 @ 24" O.C. OVER 4" OF CRUSHED ROCK BASE. SAND SUBGRADE TO BE COMPACTED TO 95% PER GEOTECHNICAL REPORT.

SITE DATA

SITE AREA: 2,639,544 SF (60.6 AC)

BUILDING AREA:
EXISTING BUILDING AREA: 627,389 SF (23.8% OF SITE COVERAGE)
NEW BUILDING AREA: 483,000 SF (18.3% OF SITE COVERAGE)

EXISTING PARKING:
STANDARD: 93
ACCESSIBLE: 1
TOTAL: 94

NET EXISTING PARKING: 60

NEW PARKING:
STANDARD: 79
ACCESSIBLE: 3
TOTAL NEW PARKING SPACES: 82

TOTAL OVERALL SITE PARKING SPACES: 142

TOTAL TRAILER PARKING STALLS: 195

BICYCLE PARKING: 28 LONG TERM SPACES

ALL PERIMETER AND INTERIOR LANDSCAPING STANDARDS TO BE MET ON BUILDING PERMIT PLAN SET. COMPLIANCE WITH GREENWAY OVERLAY STANDARDS (EXTENT OF WORK OVER 75' FROM THE TOP OF BANK, STORMWATER OUTFALL LOCATION, ETC) TO BE DEMONSTRATED ON BUILDING PERMIT.

THE SURVEY INFORMATION SHOWN AS A BACKGROUND HOWEVER ON THIS SHEET IS SHOWN FOR REFERENCE ONLY AND IS BASED ON A SURVEY BY NORTHWEST SURVEYING DATE: SEC 11, 2018

Architecture · Interiors
Planning · Engineering
Portland 503.224.9560 Vancouver 360.695.7879 Seattle 206.749.9993
www.mckinze.com MACKENZIE

NO.	DATE	BY	REVISION

Georgia-Pacific
Universal Products
RIVERGATE
CONFIDENTIAL
Confidential and Proprietary Information of GP Gypsum, LLC. All rights reserved. Duplication prohibited without prior written consent.

PROJECT:	GEORGIA PACIFIC - RIVERGATE
PROJECT NAME:	SITE AND NEW WAREHOUSE
SHEET NAME:	OVERALL SITE PLAN
DR. BMR CH. RJH	DATE: 01/07/2019
JOB#	2180415.00
DWG#	C1.0
REV	

INC. PUD DESIGN DEVELOPMENT SET - 01/07/2019

LU CASE NO. 18-277268 AD
EXHIBIT C.1