



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

Ted Wheeler, Mayor
Rebecca Esau, Director
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www.portlandoregon.gov/bds

Date: January 13, 2020
To: Interested Person
From: Timothy Novak, Land Use Services
503-823-5395 / Timothy.Novak@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 19-255193 GW

GENERAL INFORMATION

Applicant: Breanne Mocaby, Black & Veatch
5885 Meadows Road, Suite 700
Lake Oswego, OR 97035
(503) 443-4462 | MocabyB@bv.com

Owners: Port Of Portland
Po Box 3529
Portland, OR 97208-3529

Daimler Trucks North America LLC
7035 SW Hampton St
Tigard, OR 97223

Site Address: 4715 N LAGOON AVE

Legal Description: TL 1100 2.62 ACRES (SEE R678608 FOR SUB ACCOUNT), SECTION 21 1N 1E
Tax Account No.: R941210820
State ID No.: 1N1E21BC 01100
Quarter Section: 2526, 2527

Neighborhood: Overlook NA, contact Julie Metz landuse@overlookneighborhood.org.
Business District: Swan Island, contact Sarah Angell at sarah.angell@swanislandba.org
District Coalition: North Portland Neighborhood Services, contact Mary Jaron Kelley at 503-823-8877.

Plan District: None

Zoning: General Employment 2 (EG2)
Greenway River General (g) overlay
Prime Industrial (k) overlay

Case Type: Greenway Review (GW)
Procedure: Type II, an administrative decision with appeal to the Hearings Officer.

Proposal:

The applicant proposes to build a new electric truck charging station. The truck charging station will be used to showcase the technology and variety of vehicle charging options. It will include four charging islands for heavy and light duty trucks and 2 charging stations for passenger vehicles. The proposal includes a building in the Northeastern most corner of the lot that will provide a waiting room and restrooms for users of the charging stations. The project will replace the portion of the site that was previously developed as a stand-alone fast food restaurant that has since been vacated; the restaurant building and associated improvements, including the parking and vehicle areas, will be demolished as part of the applicant's proposal.

The parcel that the charging station is proposed on has no river frontage and is over 500 feet from the river at its nearest point. Nonetheless, the entirety of the property lies within the City's Greenway River General overlay zone. The Portland Zoning Code requires Greenway Review for exterior alterations to development within the Greenway overlay zone (33.440.320.B). In this case, the proposed charging station and associated building are alterations to existing development; therefore, the work must be approved through a Greenway Review.

Relevant Approval Criteria:

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

- **Section [33.440.350\(A\)](#) – For all greenway reviews. The Willamette Greenway design guidelines must be met for all greenway reviews.**

FACTS

Site and Vicinity: The project site subject to this review is the parcel where the electric charging station is proposed. The project site includes two tax lots that make up a triangular block with developed right-of-way on all three sides: the subject property, which is developed with retail sales and service uses and an undeveloped parcel to its south. *(The project site is part of a larger site (per the definition of 'site' in the zoning code as an ownership), specifically, the Daimler Trucks North America, LLC (DTNA) site. The total DTNA site area is 1,502,385 square feet and includes the corporate headquarters, an IT building, associated parking, and the subject property.)* As stated, the project site is on Swan Island. The surrounding land uses are primarily industrial in nature or administrative uses that serves the industrial use, such as headquarter offices. There are a few retail sales and service uses in the vicinity and on the project site that provide products and services to nearby businesses and their employees. The Willamette River is to the SSW of the site. Interstate rail lines frame the east side of Swan Island.

The project site is relatively flat and the proposed improvements are over 600 feet from top of bank at the River. Most vegetation on the site is trees along the perimeter. There is additional interior parking lot landscaping and the undeveloped parcel has 100% coverage with grass.

The larger DTNA site includes a lot of recent development and has perimeter and interior landscaping consistent with current development standards for the relevant zones. As part of these recent improvements, the river trail has been developed along the full extent of the DTNA site's river frontage. Improvements tend to dominate the surrounding parcels not in the DTNA site, with vegetation primarily along the perimeter and in the abutting right-of-way.

Infrastructure:

- **Roads:** The site has frontage on three streets: N Lagoon Avenue to the North, N Channel Avenue to the South, and N Anchor Street to the West. The City's

Transportation System Plan classifies each of these streets as neighborhood collectors, Major Transit Priority Streets, City Bikeways, City Walkways, and Freight District Streets.

- **Sanitary Sewer:** There is a 10-inch concrete, sanitary-only sewer in N Anchor Street and a 24-inch concrete sanitary-only sewer in N Channel Avenue.
- **Water:** There is a 12" CI water main in N Lagoon Avenue and a 16" CI water main in N Channel Avenue that are available to serve the site.
- **Stormwater Disposal:** There is a 15-inch concrete, storm-only sewer in N Lagoon Avenue. This sewer leads to a much larger piped storm system which discharges to the Willamette River.

Zoning: General Employment 2 – The EG2 zone allows a wide range of employment opportunities without potential conflicts from interspersed residential uses. The emphasis of the zone is on industrial or industrially-related uses. EG2 areas have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street. The maximum FAR allowed is 3:1.

Greenway Zones (33.440) – The Greenway overlay zone, designated as “g”, “i”, “n”, “q” or “r”, is intended to protect, conserve, enhance, and maintain the natural, scenic, historical, economic, and recreational qualities of lands along Portland's rivers; establish criteria, standards, and procedures for the development of land, change of uses, and the intensification of uses within the greenway; and implement the City's Willamette Greenway responsibilities as required by ORS 390.310 to 390.368 and Metro's Title 3.

- The River General Greenway “g” overlay is intended to allow uses and development consistent with the base zoning, which allows for public use and enjoyment of the waterfront, and which enhance the river's natural and scenic qualities.

Prime Industrial Overlay Zone (33.471) – The “k” overlay protects land that has been identified as Prime Industrial and prioritizes these areas for long-term retention. 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.

Land Use History: City records indicate prior land use reviews on adjacent parcels that are part of the larger DTNA site; the land use review history at the subject parcel is as follows:

- 86-003823-CU (CU 121-86) Conditional Use Review for the other buildings on the property that are outside of the scope of this proposal.
- (GW 18-86) Greenway Review for the other buildings on the property that are outside of the scope of this proposal.
- 98-016197-GW (LUR 98-00891) Greenway Land Use Review for new Jack in the Box with 4 approved Exhibits (C1-C4). The improvements approved in this review are those that will be demolished and replaced as part of the charging station project.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **December 9, 2019**. The following Bureaus have responded with no issues or concerns about this review, instead providing comments relating to the proposed development at the time of permit:

- Bureau of Environmental Services (BES)
- Bureau of Transportation Engineering (PBOT)
- Bureau of Environmental Services
- Fire Bureau
- Site Development Section of BDS
- Life Safety Section of BDS
- Bureau of Parks-Forestry Division

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on December 9, 2019. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

Title 33.440.350 Approval Criteria for Greenway Review

The approval criteria for a greenway review have been divided by location or situation. The divisions are not exclusive; a proposal must comply with all of the approval criteria that apply to the site. A greenway review application will be approved if the review body finds that the applicant has shown that all of the applicable approval criteria are met.

Findings: The approval criteria which apply to the proposed improvements are found in Section 33.440.350. The applicant has provided findings for these approval criteria and BDS Land Use Services staff has revised these findings or added conditions, where necessary to meet the approval criteria.

A. For all greenway reviews. The Willamette Greenway design guidelines must be met for all greenway reviews.

Findings: The Willamette Greenway Design Guidelines address the quality of the environment along the river and require public and private developments to complement and enhance the riverbank area. A complete description of the Design Guidelines and their applicability is provided in Appendix C of the *Willamette Greenway Plan*.

The Design Guidelines are grouped in a series of eight Issues as discussed below. The Guidelines have been regrouped according to similarity of Issues:

Issue A. Relationship of Structures to the Greenway Setback Area: This issue “applies to all but river-dependent and river-related industrial use applications for Greenway Approval, when the Greenway Trail is shown on the property in the *Willamette Greenway Plan*.” These guidelines call for complementary design and orientation of structures so that the Greenway Setback area is enhanced:

Guidelines:

1. Structure Design
2. Structure Alignment

Issue B. Public Access: This issue “applies to all but river-dependent and river-related industrial use applications for Greenway Approval, when the Greenway Trail is shown on the property in the *Willamette Greenway Plan*.” These guidelines call for the integration of the Greenway Trail into new development, as well as the provision of features such as viewpoints, plazas, or view corridors:

Guidelines:

1. Public Access
2. Separation and Screening
3. Signage
4. Access to Water’s Edge

Issue F. Alignment of Greenway Trail: This issue “applies to all applications for Greenway Approval with the Greenway Trail shown on the property in the *Willamette Greenway Plan*.” These guidelines provide direction for the proper alignment of the greenway trail, including special consideration for existing habitat protection and physical features in the area of the proposed alignment:

Guidelines:

1. Year-round Use
2. Habitat Protection
3. Alignment

Findings: The *Willamette Greenway Plan* does not show the Greenway Trail on the subject property or on the abutting street frontage. *Therefore, Issues A, B, and F are not applicable.*

Issue C. Natural Riverbank and Riparian Habitat: This issue “applies to situations where the river bank is in a natural state, or has significant wildlife habitat, as determined by the wildlife habitat inventory.” These guidelines call for the preservation and enhancement of natural banks and areas with riparian habitat:

Guidelines:

1. Natural Riverbanks. The natural riverbank along the Willamette River should be conserved and enhanced to the maximum extent practicable. Modification of the riverbank should only be considered when necessary to prevent significant bank erosion and the loss of private property, or when necessary for the functioning of a river-dependent or river-related use.

2. Riparian Habitat. Rank I riparian habitat areas, as identified in the wildlife habitat inventory, should be conserved and enhanced with a riparian landscape treatment. Other riparian habitat should be conserved and enhanced through riparian landscape treatments to the maximum extent practical. Conservation however does not mean absolute preservation. Some discretion as to what vegetation should remain and what can be removed and replaced should be permitted. Riparian habitat treatments should include a variety of species of plants of varying heights that provide different food and shelter opportunities throughout the year.

Findings: The subject property does not include any portion of the riverbank. *Therefore, this issue does not apply.*

Issue D. Riverbank Stabilization Treatments: This Issue “applies to all applications for Greenway Approval.” This guideline promotes bank treatments for upland developments that enhance the appearance of the riverbank, promote public access to the river, and incorporate the use of vegetation where possible:

Guidelines:

1. Riverbank Enhancement. Riverbank stabilization treatments should enhance the appearance of the riverbank, promote public access to the river, and incorporate the use of vegetation where practical. Areas used for river-dependent and river-related industrial uses are exempted from providing public access

Findings: The subject property does not include any portion of the riverbank. *Therefore, this issue is not applicable.*

Issue E. Landscape Treatments: This Issue “applies to all applications for Greenway Approval which are subject to the landscape requirements of the Greenway chapter of Title 33 Planning and Zoning of the Portland Municipal Code.” These guidelines call for landscaping treatments that create a balance between the needs of both human and wildlife populations in the Greenway Setback area or riverward of the Greenway Setback:

Guidelines:

1. Landscape Treatments. The landscape treatment should create an environment which recognizes both human and wildlife use. Areas where limited human activity is expected should consider more informal riparian treatments. Areas of intense human use could consider a more formal landscape treatment. The top of bank may be considered a transition area between a riparian treatment on the riverbank and a more formal treatment of the upland.

2. Grouping of Trees and Shrubs. In areas of more intense human use, trees and shrubs can be grouped. The grouping of trees and shrubs allows for open areas for human use, and has the secondary value of increasing the value of the vegetation for wildlife.

3. Transition. The landscape treatment should provide an adequate transition between upland and riparian areas and with the landscape treatments of adjacent properties.

Findings: This subject property is not within or riverward of the Greenway Setback, where Greenway landscape requirements apply. *Therefore, Issue E is not applicable.*

Issue G. Viewpoints: This issue “applies to all applications for Greenway Approval with a public viewpoint shown on the property in the *Willamette Greenway Plan* and for all applications proposing to locate a viewpoint on the property.” These guidelines provide direction about the features and design of viewpoints, as required at specific locations:

Guidelines:

- 1. Design**
- 2. Facilities**

Issue H. View Corridors: This issue “applies to all applications for Greenway Approval with a view corridor shown on the property in the *Willamette Greenway Plan*.” These guidelines provide guidance in protecting view corridors to the river and adjacent neighborhoods:

Guidelines:

- 1. Right-of-way Protection**
- 2. View Protection**
- 3. Landscape Enhancement**

Findings: The *Willamette Greenway Plan* does not identify viewpoints or view corridors on the subject property. *Therefore, guidelines G and H do not apply.*

Summary of Issue Findings: The design guidelines in Issues A through H are not applicable. *Therefore, this criterion is not applicable.*

- B. River frontage lots in the River Industrial zone.** In the River Industrial Zone, uses that are not river-dependent or river-related may locate on river frontage lots when the site is found to be unsuitable for river-dependent or river-related uses. Considerations include such constraints as the size or dimensions of the site, distance or isolation from other river-dependent or river-related uses, and inadequate river access for river dependent uses.

Findings: The subject property has no river frontage and is not in the ‘i’ overlay; *therefore, this criterion is not applicable.*

- C. Development within the River Natural zone.** The applicant must show that the proposed development, excavation, or fill within the River Natural Zone will not have significant detrimental environmental impacts on the wildlife, wildlife habitat, and scenic qualities of the lands zoned River Natural. The criterion applies to the construction and long-range impacts of the proposal, and to proposed remediation measures. Excavations and fills are prohibited except in conjunction with approved development or for the purpose of wildlife habitat enhancement, riverbank enhancement, or mitigating significant riverbank erosion.

- D. Development on land within 50 feet of the River Natural zone.** The applicant must show that the proposed development or fill on land within 50 feet of the River Natural zone will not have a significant detrimental environmental impact on the land in the River Natural zone.

Findings: The subject property does not have a River Natural designation and is not located within 50 feet of a River Natural designation. *Therefore, Criteria C and D do not apply.*

- E. Development within the greenway setback.** The applicant must show that the proposed development or fill within the greenway setback will not have a significant detrimental environmental impact on Rank I and II wildlife habitat areas on the riverbank. Habitat rankings are found in the *Lower Willamette River Wildlife Habitat Inventory*.

F. Development riverward of the greenway setback. The applicant must show that the proposed development or fill riverward of the greenway setback will comply with all of the following criteria:

1. The proposal will not result in the significant loss of biological productivity in the river;
2. The riverbank will be protected from wave and wake damage;
3. The proposal will not:
 - a. Restrict boat access to adjacent properties;
 - b. Interfere with the commercial navigational use of the river, including transiting, turning, and berthing movements;
 - c. Interfere with fishing use of the river;
 - d. Significantly add to recreational boating congestion; and
4. The request will not significantly interfere with beaches that are open to the public.

Findings: This proposal does not contain development within or riverward of the Greenway Setback and is not located in a Rank I or II wildlife habitat area. *Therefore, Criteria E and F do not apply.*

G. Development within the River Water Quality overlay zone setback. If the proposal includes development, exterior alterations, excavations, or fills in the River Water Quality overlay zone setback the following approval criteria must be met:

Findings: The subject property does not have a River Water Quality designation. *Therefore, this criterion is not applicable.*

H. Mitigation or remediation plans. Where a mitigation or remediation plan is required by the approval criteria of this chapter, the applicant's mitigation or remediation plan must demonstrate that the mitigation will occur on-site or as close to it as possible; that the applicant owns the mitigation site; and that the mitigation plan contains a construction timetable as well as monitoring and maintenance plans.

Findings: Mitigation/remediation is not required by the subject criteria. *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 and staff did not review the proposal to determine if the applicable development standards are met with the plans submitted. 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.

Nonetheless, there are three development-related standards that are worth noting here:

1. Please note that at the time of building permit, the DTNA site as a whole will likely be subject to non-conforming upgrades (NCUs) and, if so, the applicant will need to demonstrate how Greenway landscaping required by 33.440.230 is met on the full DTNA site. Based on the level of recent new development activity at the DTNA site, the value of that activity as it applies to the amount of NCUs required, and the apparent amount of vegetation within the Greenway Setback within the DTNA site, it appears that the standards are met. Any gaps in the vegetation can be addressed during the building permit and associated review for NCUs.

2. Because there are no relevant Greenway approval criteria addressing tree-protection and preservation, the proposed development was not evaluated for compliance with Title 11 tree preservation standards. At the time of permit, the applicant must provide a tree plan demonstrating how all tree-related development standards will be met.
3. The proposal is subject to PBOT regulations regarding the size and location of curb cuts. The width of the curb cut on the submitted plan sets is 86 feet, 7 inches at N Anchor Street and 42 feet, 6 inches at N Lagoon Avenue, which exceeds PBOT standards. The applicant applied for a Driveway Design Exception (DDE), which was approved with conditions that set the widths of the curb cuts. It maintains the proposed 42 feet, 6 inches on N Lagoon Avenue and reduced the width at N Anchor Street to 65-foot wide. At the time of permit, the proposal will need to be modified to comply with this condition; doing so does not affect the approval of this Greenway Review application.

CONCLUSIONS

All work proposed in the project is landward of the Greenway Setback. As detailed in the findings above, there are no approval criteria that apply to the proposal. If non-conforming upgrades are triggered by the proposed development, compliance with the landscaping requirements of 33.440.230 will apply to the larger DTNA site and must be completed before other non-conforming upgrades.

Because no approval criteria apply to the proposed project, staff must approve this application for Greenway Review.

ADMINISTRATIVE DECISION

Approval of Greenway Review for charging islands for heavy and light duty trucks and charging stations for passenger vehicles, for a building in the Northeastern most corner of the lot and for the demolition of the existing and vacated restaurant building and associated improvements, including the parking and vehicle areas, per the approved site plans, Exhibits C-1 through C-4, signed and dated January 9, 2020.

Staff Planner: Timothy Novak

Decision rendered by:  **on January 9, 2020**
By authority of the Director of the Bureau of Development Services

Decision mailed: January 13, 2020

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 November 20, 2019, and was determined to be complete on December 4, 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 November 20, 2019.

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: April 2, 2020.**

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appealing this decision. This decision may be appealed to the Hearings Officer, which will hold a public hearing. Appeals must be filed **by 4:30 PM on January 27, 2020** at 1900 SW Fourth Ave. Appeals can be filed at the 5th floor reception desk of 1900 SW 4th Avenue Monday through Friday between 8:00 am and 4:30 pm. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Hearings Officer is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Hearings Officer an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

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 **January 27, 2020** 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:

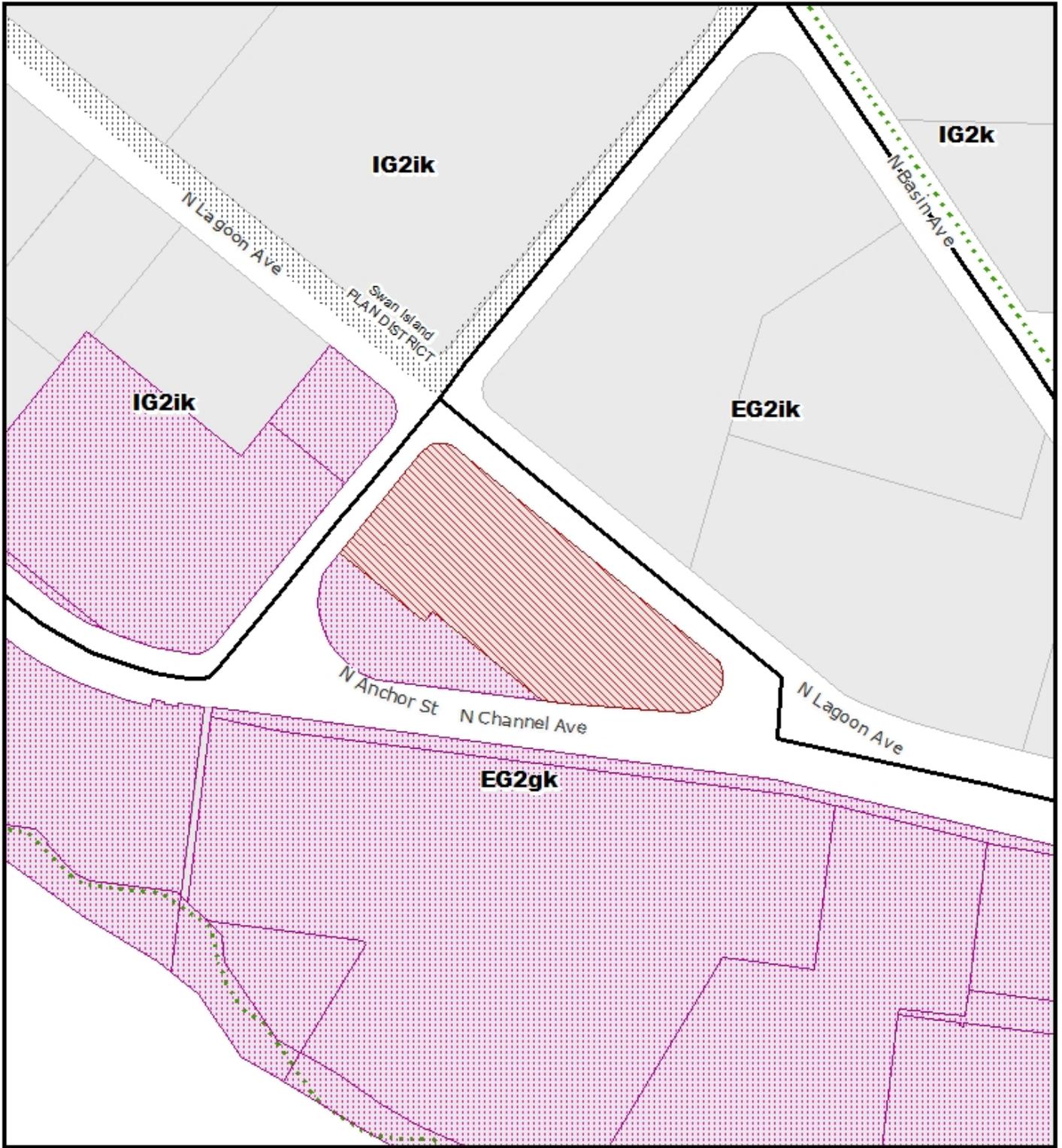
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A.** Applicant's Statement
 1. Applicant's Narrative, dated 11/20/2019
 2. Applicant's Plan Set, dated 11/19/2019
 3. Applicant's Plan of the DTNA site, received 12/24/2019
 4. Photos of project area
 5. Applicant's Stormwater Plan, received 12/24/2019
- B.** Zoning Map (attached)
- C.** Plans/Drawings:
 1. Overall Site Plan (attached)
 2. Existing Conditions Plan
 3. Demolition Plan
 4. Enlarged Site Plan
- 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. Life Safety Section of BDS
 5. Bureau of Parks, Forestry Division
 6. Site Development Review Section of BDS
- F.** Correspondence: None
- G.** Other:
 1. Original LU Application
 2. Site History Research, CU 121-86/GP 18-86
 3. Early Assistance Summary Memo

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



ZONING


NORTH

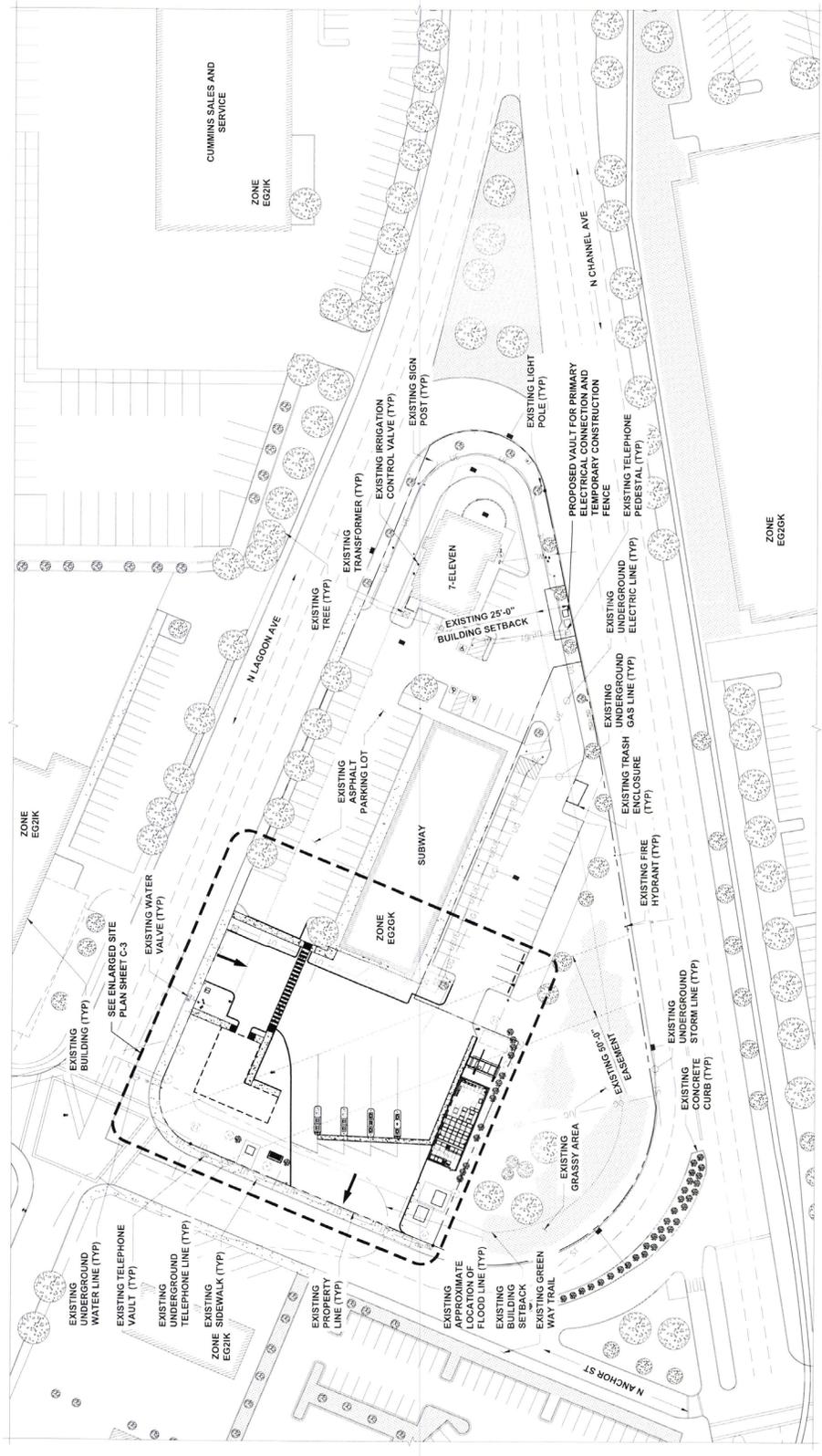
-  Site
-  Also Owned Parcels
-  Recreational Trails

File No.	LU 19 - 255193 GW
1/4 Section	2526,2527
Scale	1 inch = 200 feet
State ID	1N1E21BC 1100
Exhibit	B Nov 25, 2019

NOTE

1. TRANSFORMER BOLLARD PROTECTION TO BE INSTALLED PER UTILITY SPECIFICATION. ADDITIONAL BOLLARD PROTECTION TO BE INSTALLED AT THE DISCRETION OF THE UTILITY FIELD INSPECTION PERSONNEL.

Approved
City of Portland - Bureau of Development Services
 LU # 19-255193-GW 1/9/2020
 Permit # 19-255193-GW
 * Approval for Environmental Review only. Not a building permit.
 Additional zoning requirements may apply.



DAIMLER
 4555 N. CHANNEL AVENUE
 PORTLAND, OREGON 97217
 (503) 745-8900

BLACK & VEATCH
 6800 W 116th ST, SUITE 2292
 OVERLAND PARK, MO 66211
 (913) 452-2000

PROJECT NO: 40333
 DRAWN BY: VGS
 CHECKED BY: NMS

REV	DATE	DESCRIPTION
B	11/15/19	GREENWAY REVIEW
A	10/21/19	ISSUED FOR 30% REVIEW

NOT TO BE USED FOR CONSTRUCTION

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS LICENSED PROFESSIONAL ENGINEER OR ARCHITECT, TO REPRODUCE OR TRANSMIT THIS DOCUMENT.

DP002 DAIMLER
 INNOVATION SITE
 4717 N LAGOON AVE
 PORTLAND, OREGON 97217

SHEET TITLE
OVERALL SITE PLAN

SHEET NUMBER
C-1



Exhibit C.1
 LU 19-255193-GW



OVERALL SITE PLAN