Hearings Office
City of Portland
1900 SW 4th Avenue, Room 3100, Portland, OR 97201
www.portlandoregon.gov/hearings
email: HearingsOfficeClerks@portlandoregon.gov
phone: 503.823.7307
fax: 503.823.4347

DECISION OF THE HEARINGS OFFICER

I. GENERAL INFORMATION

File Number: 19-246769 CU (Hearings Office 4200001)

Applicants: Ben Pray
Findley Commons LLC
5830 NE Alameda
Portland, OR 97213

Read Stapleton
DOWL
720 SW Washington Street, Suite 750
Portland, OR 97205

Property Owner: Elizabeth Larsen
St Mark's Evangelical Lutheran Church
5415 SE Powell Boulevard
Portland, OR 97206

Hearings Officer: Fred Wilson

Bureau of Development Services (BDS) Staff Representative: Rodney Jennings

Site Address: 5415 SE Powell Boulevard

Legal Description: BLOCK 3 LOT 5, CLOCKS ADD; BLOCK 28 TL 4300, EAST CRESTON; BLOCK 28 LOT 5, EAST CRESTON; BLOCK 28 LOT 6, EAST CRESTON

Tax Account No.: R165400510, R223802550, R223802650, R223802670

State ID No.: 1S2E07AC 04400, 1S2E07AC 04300, 1S2E07AC 05400, 1S2E07AC 05300

Quarter Section: 3336, 3436

Neighborhood: South Tabor

Business District: None

District Neighborhood Coalition: Southeast Uplift

Plan District: None

Other Designations: None

Zoning: R2a – Multi-dwelling Residential 2,000 with 'a' alternative design density overlay zone, CM2(MU-C) – Commercial/Mixed Use 2 zone

Land Use Review: Type III, Conditional Use

BDS Staff Recommendation to Hearings Officer: Denial.

Public Hearing: The hearing was opened at 1:31 p.m. on February 5, 2020, in the third floor hearing room, 1900 SW 4th Avenue, Portland, Oregon, and was closed at 3:21 p.m. The record was held open until 4:00 p.m. on February 12, 2020 for new evidence; until 4:00 p.m. on February 19, 2020 for response to new evidence; and until 4:00 p.m. on February 26, 2020 for the Applicants' rebuttal to new evidence. The record was closed at 4:00 p.m. on February 26, 2020.

Testified at the Hearing:
Rodney Jennings
Tammy Boren-King
Read Stapleton
Jamshi Meha
Kristin Heying
John Carr
Samantha Pummer
Simon Moreira
Douglas Hardy
Pastor Elizabeth Larsen

II. ANALYSIS

The Staff Report provides an excellent summary of the proposed use and subject property:

> "The applicant proposes to remove an approximately 0.43 acre (18,604 square-foot) area from the north of the approved Conditional Use site of Saint Mark's Evangelical Lutheran Church. The applicant modified their request on January 16, 2020 and, reflective of this change, this proposal differs slightly from that described and exhibited in the Notice of Proposal that was mailed for this case on January 15, 2020, which showed a 0.53 acre area proposed for removal from the site boundary. The zoning of the approximately 0.43 acre area is R2 Multi-dwelling Residential. After removal from the Conditional Use site, the applicant has stated the intent to develop the 0.43 acre area with housing for veterans in 20 multi-dwelling units and 15 Group Living units. The multi-dwelling and

Group Living development are not under review in this Conditional Use. A Conditional Use review is required to reduce the boundaries of the Conditional Use site.

"* * * * *

"The St. Marks Evangelical Lutheran Church site is located at the northeast corner of SE Powell Blvd and SE 54th Ave. The site forms an L shape, with the rear portion of the site also fronting on both SE 54th Ave and SE 55th Ave. The existing area of the site is approximately 45,990 square feet. The church building is located on the south portion of the site at the northeast corner of SE Powell Blvd and SE 54th Ave. The existing parking area for the site is located in the north, rear portion of the site between SE 54th Ave and SE 55th Ave. Driveway access to this parking area is provided from both SE 54th Ave and SE 55th Ave. The portion of the church site fronting on SE Powell Blvd and extending back 100' to 130' is zoned CM2, which is a commercial/mixed use zone. The remainder of the site is zoned R2a, a multi-dwelling zone.

"Development in the vicinity of the site reflects the transition between the site's frontage on SE Powell Blvd, a major transportation corridor, and the multi-dwelling residential zoning at the north of the site. Existing retail uses are located west across the street on the northwest corner of SE Powell Blvd and SE 54th Ave and immediately east of the site at the corner of SE Powell Blvd and SE 55th Ave. The rear yard of this adjacent retail use to the east, which is just south of the existing church parking lot, is used as an exterior storage area where the site fronts SE 55th Ave and. Further west on this abutting site, in the area between the church and the church parking lot, there is a play area which is used by the church but that is not on the church site. A mix of commercial and multi-dwelling development is also found further down SE Powell Blvd both to the east and west on both the north and south sides of the street." Staff Report, pages 2-3.

The Staff Report thoroughly explains how all of the applicable approval criteria are satisfied. The overwhelming number of findings in the Staff Report are not challenged. It would be a waste of the City's money and resources to review and repeat all of the unchallenged findings in the Staff Report. I have reviewed the findings in the Staff Report and I agree with those findings. Therefore, I adopt and incorporate the findings in the Staff Report in this decision, except as discussed further.[1]

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[1] The Staff Report recommended denial based on failure of the Applicants at the time of the Staff Report to establish that adequate services for storm and sanitary sewer will be available to the church site. Subsequent to the Staff Report, the Applicants demonstrated (and the Bureau of Environmental Services confirmed) that such services would be available. There does not seem to be any dispute that these requirements are now satisfied.

As the Staff Report explains, the Applicants intend to develop the northern portion of the property as a group living center for veterans without adequate housing. The center has been referred to as Findley Commons. A number of the opponents originally thought that this case also involved consideration of the Findley Commons project. To reiterate, this case only involves the conditional use application to remove the northern portion of the property from the existing conditional use for the church. Therefore, the many arguments raised by opponents regarding the Findley Commons project are not applicable to this case and do not provide a basis to deny the application.[2]

The current parking lot for the church has 50 spaces and would be bisected by the proposed conditional use permit, with the result of only 20 parking spaces remaining as part of the church's conditional use permit. The original application proposed using a joint parking agreement between the church and the anticipated Findley Commons project to share the existing 50 space parking lot. Once the Applicants learned that zoning provisions prevent such a joint parking agreement under the circumstances, the Applicants revised the application to rely only upon the 20-space parking area proposed to remain as part of the existing church conditional use permit. Therefore, opponents' arguments against the joint parking agreement, while perhaps correct, are no longer applicable to the proposal and do not provide a basis to deny the application.

Portland City Code (PCC) 33.815.105 provides the approval criteria for Institutional and Other Uses in Residential and Campus Institutional Zones.[3] PCC 3.815.105.B.3 provides under "Physical Compatibility" that the "proposal will mitigate differences in appearance or scale through such means as setbacks, screening, landscaping, tree preservation, and other design features." Opponents argue that Table 120-7 outlines standards for screening between institutional uses and adjacent residential uses and requires a 10-foot landscaped buffer between the uses. According to opponents, there must be a 10-foot landscaped buffer between the portions of the existing site that are sought to be separated even though there is currently a parking lot in that area. The Bureau of Development Service (BDS) addressed this argument and explains why the landscape buffer is not required:

> "It is true that Table 120-7 requires a 10 ft. wide L3 landscaped buffer between institutional uses and abutting R2 zoned properties. However, Table 120-7 also includes a note [5] to this requirements. Note [5] states 'Surface Parking lots are

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[2] There were numerous arguments raised as to whether the proposed Findley Commons project could or should be allowed on the northern portion of the property. This decision takes no position on those issues.

[3] Opponents argued that the notice should have been re-issued and the public hearing postponed because the notice stated the approval criteria were for Institutional and Other Uses in Residential and Campus *Industrial* Zones when in fact the correct title is Institutional and Other Uses in Campus *Institutional* Zones. Initially, the notice included the correct citation for the correct title, PCC 33.815.105.A-E. Furthermore, I do not see that the typo substantially prejudiced anyone's substantial rights. The opponent who raised the issue clearly knew what the correct title was and had every opportunity to make arguments under the correct title (which he did). The opponent may not raise procedural issues for other people.

subject to the parking lot setback and landscaping standards stated in Chapter 33.266, Parking and Loading.'

"The application proposes to retain a surface parking area on the church conditional use site north of the church building and also north of the neighboring site east of the church, a portion of which is zoned R2. Per note [5], the standards of Chapter 33.266 supersede the requirement for a 10 ft. wide landscape buffer where this surface parking is located. The parking lot setback and landscape standards applicable to this surface parking area are in Zoning Code Section 33.266.130.G. Per Section 33.266.130.G.2.d and Table 266-5, a 5 ft. wide setback that is landscaped to the L3 standard is required where a surface parking area abuts an R zone. The applicant's proposal includes a 5 ft. wide L3 landscaped setback between the surface parking area to remain on the conditional use site and the R2 zoned property located south of the surface parking area on the neighboring property east of the site at the corner of SE 55th and SE Powell Blvd. The [staff report] also recommends a condition of approval to require that this landscaping be installed to ensure that this perimeter setback and landscape standard is met." February 12, 2020 BDS Memorandum, page 2.

I agree with BDS. With the recommended condition of approval this landscaping standard is satisfied.

Opponents also argue that the proposal does not meet the setback and perimeter landscaping requirements for the driveways to the parking lot. There are driveways to the parking lot from both SE 54th and SE 55th Avenues. The BDS February 12, 2020 memorandum explains that under PCC 33.266.130.G.2.b.(1), where shared driveways and parking aisles straddle a lot line, they do not need to meet the setback and perimeter landscaping standards. There does not seem to be any dispute that the proposed shared driveway from SE 55th Avenue straddles the lot line and qualifies for the exception. Opponents argue that the driveway from SE 54th Avenue does not actually straddle the lot line. While opponents appear to be correct that the actual driveway would not be on both portions of the property, the Applicants have agreed to a condition of approval for a shared driveway and parking easement so both portions of the property would be able to access the parking lot.[4] The purpose of the exception is to not require the perimeter setback and landscaping requirements when a driveway is shared by two properties. This generally occurs when the driveway "straddles" the two properties. In this case, the proposed shared driveway and parking easement would result in a shared driveway – the same situation as with a driveway that straddles two properties. While it is a close call, I agree with the Applicants that permitting the exception would meet the purpose of the provision. Furthermore, imposing the setback and landscaping requirements would have the effect of removing possibly eight

[4] The shared driveway and parking easement would also assuage opponents' concerns that there would not be any access to the remaining parking spaces on the southern portion of the property.

more parking spaces from the remaining church property – when the lack of parking spaces is one of opponents' primary concerns.

Opponents also argue that under PCC 33.815.105.B.3 the existing waste and recycling area, which is currently located on the portion of the property that is to be removed from the conditional use permit, must be relocated to the southern portion of the property. Opponents are correct. The Applicants have proposed a number of potential locations for the waste and recycling area to be relocated to the southern portion of the property. The possible relocations also implicate parking issues, which are addressed later. As for PCC 33.815.105.B.3, as it is feasible to relocate the trash and recycling area to the southern portion of the site, a condition of approval requiring the relocation of the trash and recycling area is sufficient to satisfy PCC 33.815.105.B.3.

PCC 33.815.105.C.1 provides that under "Livability" the proposal will not have significant adverse impacts on the livability of nearby residential zoned lands due to "[n]oise, glare from lights, late night operations, odors, and litter * * *." Opponents argue that with the loss of a majority of the existing on-site parking spaces, that late night operations will result in adverse impacts from noise, glare, and litter closer to residences. The February 12, 2020 Memorandum states:

> "Staff concurs that reducing the parking area has the potential to increase off-site impacts from late-night activities. BDS generally considers activities occurring after 10:00 to be late night activities. BDS is supportive of a condition of approval that would prohibit activities at the church after 10:00 p.m. with the exception of occasional directly related church related activities such as midnight mass occurring during holidays." Id. at page 3.

With the proposed condition of approval, I agree with BDS that PCC 33.815.105.C is satisfied.

PCC 33.815.105.D concerns "Public Services" and requires that there be a transportation system that, among other things, is capable of supporting traffic and parking impacts generated by the proposed development. The Applicants provided a traffic impact study (TIS) from a traffic engineer that concluded that there was sufficient street and parking capacity even though many of the on-site parking spots would be lost. Opponents first argue that the TIS is invalid because it was conducted during the summer when the nearby high school was on summer vacation. While this is a reasonable point, the Portland Bureau of Transportation (PBOT) concluded that that the TIS was accurate and that whether or not the high school was in session did not affect the ultimate conclusions in the TIS. I agree with PBOT.

Opponents' primary concerns appears to the potential for on-street parking problems due to the removal of 30 of the current on-site parking spaces. Under the Applicants' preferred proposal for moving the garbage and recycling facilities to the southern portion of the site, three more on-site parking spaces would be lost – resulting in 17 on-site parking spaces

remaining. According to opponents this would have significant adverse impacts on parking in the neighborhood. PBOT analyzed the potential parking impacts from removing 30 on-site parking spaces:[5]

> "Parking counts were conducted for both on-street parking and on-site parking during Sunday church services and during weekday preschool pick up and drop off times which are the peak demand times for the conditional use. These are referred to as Sunday, Weekday AM, and Weekday PM through the TIS. Observed parking occupancy in the church parking lot was [Sunday 20, Weekday AM 7, Weekday PM 3].
>
> "Parking counts were taken between 4:40 AM and 5:00 AM on Tuesday July 23rd. This is to establish the peak on street parking demand currently generated by area residential uses. The total observed on-street parking demand was 54 cars. Zero vehicles were parked within the church parking lot or the on-street parking lot south of SE Powell Blvd. at this time.
>
> "[The] TIS summarizes data regarding available parking spaces and observed demand during the peak demand times for the conditional use. There is currently an on-street parking supply of 137 spaces within the study area. The highest observed parking occupancy was Sunday when a total of 73 on-street and off-street parking spaces were occupied. Twenty cars were parked in the church parking lot and 53 cars were parked on the street. Please note the on-street parking occupancy was one car less during church services than during the early morning count establishing peak residential demand. This means there is essentially no on-street parking impact from the conditional use during the highest observed period of demand produced by the conditional uses.
>
> "PBOT does not consider an area to be heavily parked until there is 85% on-street parking occupancy, which is the threshold for evaluating the need for an area parking permit program. PBOT staff's original response misstated the anticipated off-street parking rate if all off-site parking was removed. Upon closer examination of the data, staff found the on-street parking impact would be slightly higher but still well under 85% occupancy. If all off-street parking was removed from the conditional use site, the peak demand produced by the conditional use could still be accommodated on street and still retain an excess of 64 on-street parking spaces in the study area. If all on-site parking is removed, it is anticipated the peak on-street parking demand would equate to an on-street parking occupancy rate of 53.2%.

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[5] PBOT later confirmed that the analysis was very similar with the removal of the additional three parking spaces for the new location of the garbage and recycling facilities.

> "Observed parking demand – both on-street and off-street parking. This includes all cars parked on-street in the study area and all cars parked in the church parking lot: [Sunday 73, Weekday AM 70, Weekday 62]
>
> "Available on-street parking capacity: 137 spaces
>
> "Anticipated on-street parking occupancy rate if all on-site parking is removed: [Sunday 53.2%, Weekday AM 51.1%, Weekday PM 45.2%]
>
> "The submitted data shows that all on-site parking could be removed and still be well under 85% on-street parking occupancy. PBOT has no objection to the revised proposal to retain 20 parking spaces within the conditional use site boundary." PBOT January 31, 2020 Memorandum, pages 1-2.

Opponents dispute the calculations made in the TIS and relied upon by PBOT. Even assuming some of opponents' anecdotal evidence were persuasive, as the earlier-quoted analysis from PBOT demonstrates, there is enough off-street parking capacity to remove *all* of the on-site parking spaces from the conditional use site. The Applicants are proposing to retain 17 on-site parking spaces.[6] I agree with the Applicants' traffic engineer and PBOT that the 85 percent standard is easily met. Therefore, PCC 33.815.105.D is satisfied.

All of the applicable approval criteria are satisfied.

III. CONCLUSIONS

The Applicants have satisfied all of the applicable approval criteria. Therefore, the application is approved with the following conditions of approval.

IV. DECISION

Approval of a conditional use permit for the removal of an approximately 0.43-acre (18,604 square-foot) area from the approved boundary of the Conditional Use site for St. Mark's Evangelical Lutheran Church, subject to the following conditions:

A. Parking spaces on the 0.43-acre portion of the site removed from the Conditional Use boundary may not be used by the church unless approved through a future Conditional Use review.

B. A Development Review or Building Permit shall be obtained and receive final inspection to install perimeter parking lot landscaping meeting the standards in Zoning Code

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[6] Opponents also raised the issue that the current playground may need to be relocated and that such relocation could take away more on-site parking spaces. The conditions of approval require the Applicants not to remove on-site parking spaces for a new playground area.

Sections 33.266 and 33.248 in the parking area that remains on the church site. These permits must be obtained within three years of the date of approval of this Conditional Use review or the approval will expire and the removed area of the church site shown on Exhibit C.1 will revert back to the church site.

C. A Zoning Permit must be applied for and receive final inspection that shows the location of garbage and recycling areas used by the church on the church site. The new garbage and recycling area must be screened to meet the requirements of Zoning Code Section 33.120.250 or 33.130.235 and must ensure that at least 17 on-site parking spaces remain.

D. All necessary permits required to confirm and adjust the existing lot lines between the remaining portion of the church site and removed portion shown in Exhibit C.1 shall be applied for and issued. These permits must be obtained within three years of the date of approval of this Conditional Use review or the approval will expire and the removed area of the church site shown on Exhibit C.1 will revert back to the church site.

E. The Applicants will not remove any on-site parking spaces for the relocation of the playground.

F. The Applicants will record an access easement and shared driveway and parking easement in a form approved by the Bureau of Development Services within three months of approval of the final decision on this Conditional Use permit.

G. The church will not conduct activities after 10:00 p.m. except for occasional church related activities such as midnight mass occurring during holidays.

Fred Wilson, Hearings Officer

March 13, 2020
Date

Application Determined Complete: January 2, 2020
Report to Hearings Officer: January 24, 2020
Decision Mailed: March 13, 2020
Last Date to Appeal: 4:30 p.m. on March 27, 2020
Effective Date (if no appeal): March 30, 2020

Conditions of Approval. 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.

Appeal of the decision. ANY APPEAL OF THE HEARINGS OFFICER'S DECISION MUST BE FILED AT 1900 SW 4TH AVENUE, PORTLAND, OR 97201. 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 $2,500.00 will be charged (one-half of the application fee for this case, up to a maximum of $5,000).** Information and assistance in filing an appeal can be obtained from the Bureau of Development Services at the Development Services Center.

Who can appeal: You may appeal the decision only if you wrote a letter which is received before the close of the record on hearing or if you testified at the hearing, or if you are the property owner or applicant. If you or anyone else appeals the decision of the Hearings Officer, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

Appeal Fee Waivers: Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chairperson or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

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 the end of the appeal period 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.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

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:

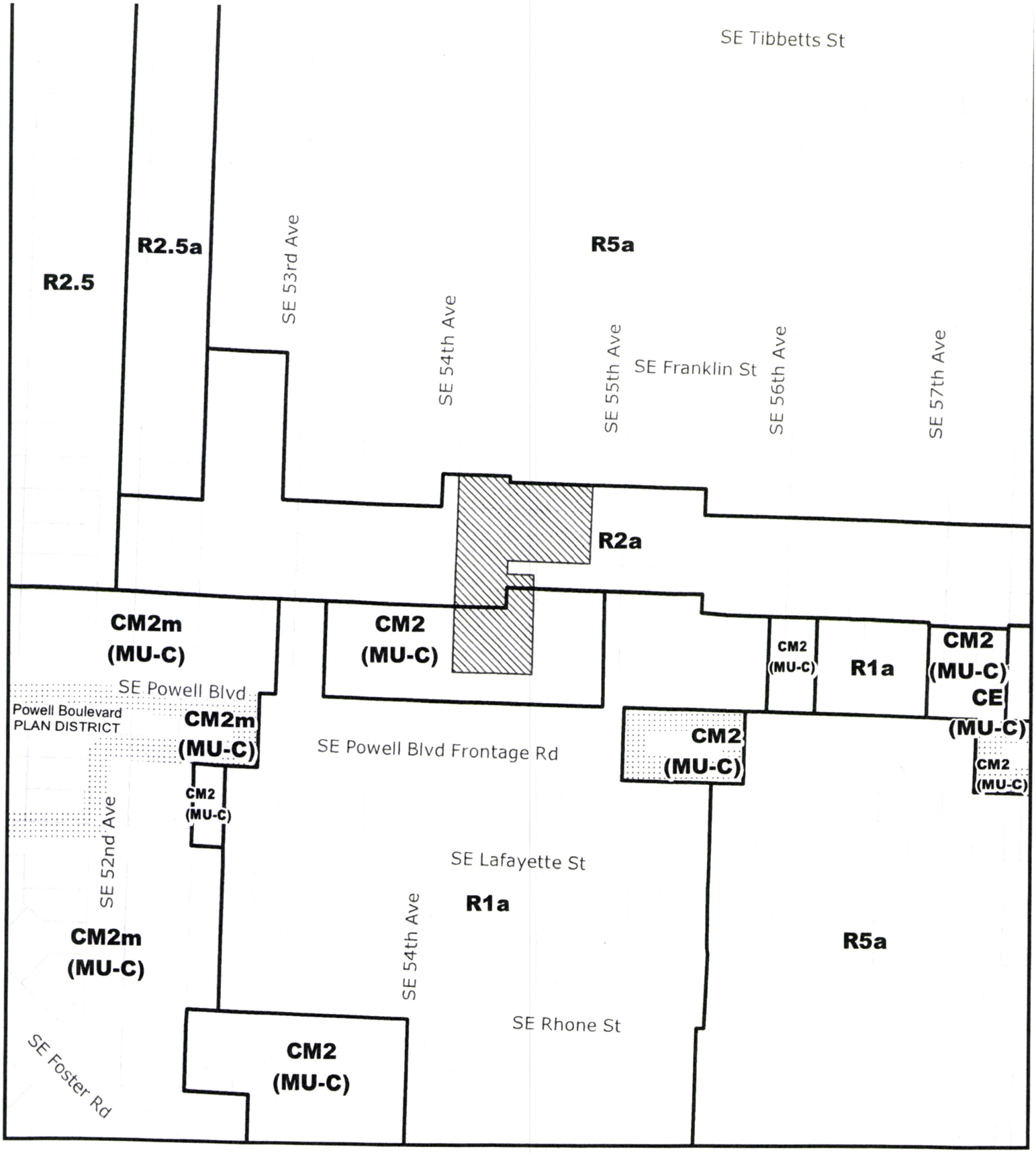
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions, and regulations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

EXHIBITS
NOT ATTACHED UNLESS INDICATED

A. Applicants' Statements
   1. Applicants' Original Statement and Exhibits, received October 29, 2019
   2. Applicants' Revised Statement and Exhibits, received December 31, 2019
   3. Transportation Impact Analysis, received December 31, 2019
   4. Applicants' Revised Statement and Exhibits, received January 16, 2020
   5. Applicants' Revised Overall Site Plan, received January 21, 2020
   6. Supplemental Storm and Sanitary Sewer Survey, received January 22, 2020.
B. Zoning Map
   1. Existing Zoning
C. Plans and Drawings
   1. Overall Conditional Use Revised Site Boundary Plan
D. Notification information
   1. Request for completeness
   2. Request for response
   3. Posting letter sent to applicant
   4. Notice to be posted
   5. Applicant's statement certifying posting
   6. Mailing list
   7. Mailed notice
E. Agency Responses
   1. Bureau of Environmental Services
   2. Bureau of Transportation
   3. Water Bureau
   4. Fire Bureau
   5. Police Bureau
   6. Site Development Review Section of Bureau of Development Services
   7. Life Safety Review Section of Bureau of Development Services
   8. Bureau of Parks, Forestry Division
   9. ODOT
F. Letters
   1. Reatha White, January 13, 2020, opposed
   2. Mary-Pat Boatright c/o William Beleck, January 14, 2020, opposed
   3. William Beleck, January 14, 2020, opposed
   4. John Carr, South Tabor Neighborhood Association, January 21, 2020, recommends conditions of approval.
   5. Joanne Austin, c/o Jerry Jones, Jr., January 15, 2020
   6. Sorrel Karaba, January 23, 2020, opposed
G. Other
   1. Original LUR Application and Receipt

2. Portland Housing Bureau Confirmation of 100-day review timeline status
3. Incomplete Letter
4. Memo from BES requesting additional information to complete application

H. Received in the Hearings Office
1. Notice of Public Hearing - Jennings, Rodney
2. Staff Report - Jennings, Rodney **(attached)**
3. 1/21/20 Memo - Harding, Shem
4. Letter from Shem Harding - Harding, Shem
5. Supplemental Map - Jennings, Rodney
6. PBOT Addendum to Response to BDS Land Use Review Request - Jennings, Rodney
7. Land Use Response Addendum - Jennings, Rodney
8. Planner Presentation - Jennings, Rodney
9. Letter - Carr, John
10. Letter and new evidence (5 pgs.) - Pummer, Samantha
11. 2/12/20 letter - Stapleton, Read
    a. 2/12/20 Memorandum, Daniel Stumpf/Todd Mobley to Jerry Jones Jr. - Stapleton, Read
    b. Overall Site Plan - Stapleton, Read
    c. Reduced size copy of Overall Site Plan (Exh. H-11b) - Stapleton, Read
12. Attachment - Letter from Shem Harding, dated January 21, 2020 - Jennings, Rodney
13. 2nd 7-day response to public comments (2 pgs.) - Stapleton, Read
14. 2/26/20 Applicant Closing Statement - Stapleton, Read



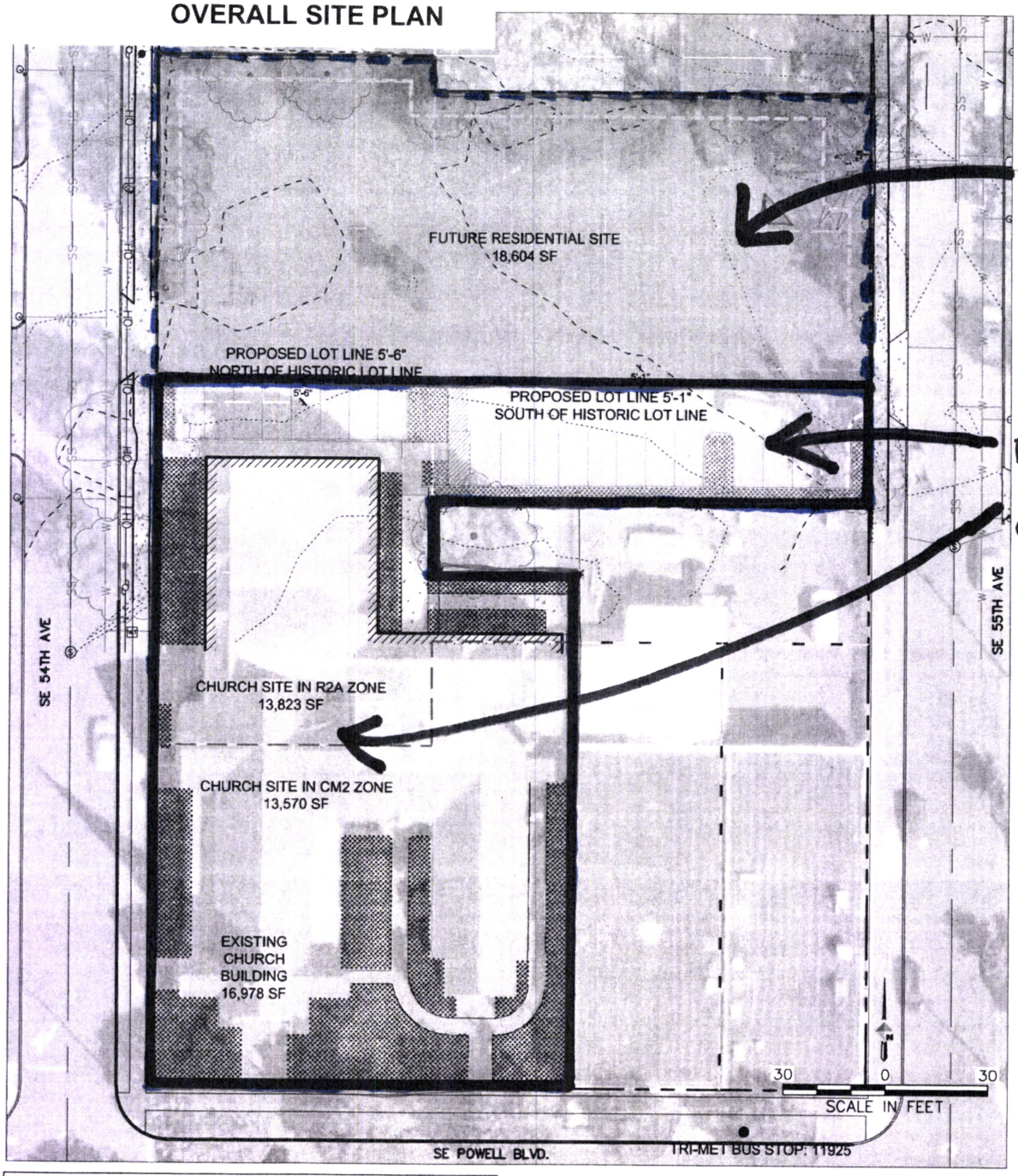
ZONING

NORTH

Site

File No.	LU 19 - 246769 CU
1/4 Section	3436, 3336
Scale	1 inch = 200 feet
State ID	1S2E07AC 4300
Exhibit	B Nov 01, 2019

OVERALL SITE PLAN



ZONING CODE COMPLIANCE TABLES		
Church Compliance with Institutional Development Standards in the R2a Zone		
Gross Area: 13,823 SF		
	Standard *(Chapter 33.120.275*	**Proposed** (1)
Minimum Site Area for New Uses	10,000 sq. ft	N/A
Maximum Floor Area Ratio [2]	2 to 1	.57 TO 1
Maximum Height [3]	75 ft.	22'-8"
Minimum Building Setbacks [2]	1 ft. back for every 2 ft. of bldg. height, but in no case	21'-6"
Maximum Building Coverage [2]	70% of site area	35.6% (4,931 SF)
Minimum Landscaped Area [2,4]	20% of site area	20.4% (2,815 SF)
Buffering from Abutting Residential Zone [5]	10ft to L3 standard	Parking Lot Standards Apply
Buffering Across a Street from a Residential Zone [5]	10ft to L1 standard	14.5' L1 Buffer
Setbacks for All Detached Accessory Structures Except Fences	10ft	No detached accessory
Parking and Loading	See Chapter 33.266, Parking and Loading	Determined in CUP
Signs	See Title 32, Signs and Related Regulations	Determined in CUP

Church Compliance with CM2 Standards		
Gross Area: 13,570 SF		
	Standard *(Chapter 33.130*	**Proposed** (1)
Total Landscape Area	**15%**	32.3% (4,391 SF)
Building Coverage	**MAX 100%**	53.5% (7,266 SF)
Proposed FAR	**Max FAR 2.5 TO 1**	.63 TO 1

(1) Reflects final areas after reducing the church site area. Landscaping includes future parking lot improvements.

LEGEND

LANDSCAPE AREA

DOWL

CASE NO. 19-246769 CU

EXHIBIT C.1