



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

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**Date:** April 15, 2020  
**To:** Interested Person  
**From:** Rodney Jennings, Land Use Services  
 503-823-5088 / [Rodney.Jennings@portlandoregon.gov](mailto:Rodney.Jennings@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 20-114487 TIR**

**GENERAL INFORMATION**

**Applicant:** David Ellis  
 Lewis & Clark College  
 0615 SW Palatine Hill Road - Msc 33 President's Office  
 Portland OR, 97219  
 (503) 768-7691; [ellisdge@lclark.edu](mailto:ellisdge@lclark.edu)

**Owner:** Lewis & Clark College  
 0615 SW Palatine Hill Rd Msc 27  
 Portland, OR 97219

**Site Address:** 0615 SW PALATINE HILL RD

**Legal Description:** W 1/2 OF LOT 31, HUDDLESON HMS; E 180' OF LOT 31 LOT 32&33, HUDDLESON HMS; W 10' OF E 190' OF LOT 31, HUDDLESON HMS; LOT 59&60 TL 100, PALATINE HILL; BLOCK 90&95 TL 4100, PALATINE HILL 3; BLOCK 90 TL 4000, PALATINE HILL 3; BLOCK 99 INC PT VAC STS LOT 9&10, PALATINE HILL 3; TL 100 85.50 ACRES SPLIT LEVY (R709301280, SECTION 27 1S 1E; TL 300 29.79 ACRES, SECTION 27 1S 1E

**Tax Account No.:** R406902150, R406902190, R406902196, R638803550, R639001270, R639001280, R639001800, R639002530, R991270260, R991270590

**State ID No.:** 1S1E28DD 00300, 1S1E28DD 00100, 1S1E28DD 00200, 1S1E34BA 00100, 1S1E34AB 04100, 1S1E34AB 04000, 1S1E34AB 04200, 1S1E27D 00200, 1S1E27D 00100, 1S1E27 00300

**Quarter Section:** 4028, 4029, 4030, 4129, 4130

**Neighborhood:** Collins View, contact at [contact@collinsview.org](mailto:contact@collinsview.org)  
**Business District:** None  
**District Coalition:** Southwest Neighborhoods Inc., contact Sylvia Bogert at 503-823-4592.

**Plan District:** None

**Other Designations:** Historic Landmark – Frank, M. Lloyd Estate

**Zoning:** CI1 - Campus Institutional 1 Zone  
 'c' – Environmental Conservation Overlay Zone  
 'p' – Environmental Preservation Overlay Zone  
 's' – Scenic Overlay Zone

**Case Type:** TIR – Transportation Impact Review  
**Procedure:** Type II, an administrative decision with appeal to the Hearings Officer.

**Proposal:**

Lewis and Clark College, located on the subject site, is requesting approval of Transportation Impact Review. Portland Zoning Code Section 33.266.420 requires development on sites zoned CI1 with a College use apply for a Transportation Impact Review when the development will increase the net building area on the campus by more than 20,000 square feet or increase the number of parking spaces by more than 4. Lewis and Clark College is requesting approval of a Transportation Impact Review associated with potential future development on the site of up to 385,085 square feet of additional building area and up to 460 additional parking spaces. Per Zoning Code Section 33.852.115, an approved Transportation Impact Review remains in effect for up to ten years or until development allowed by the review has been completed, whichever comes first. If approved, all future development allowed by the Transportation Impact Review will also be subject to the development standards of the CI1 zone in Zoning Code Chapter 33.150.

**Relevant Approval Criteria:**

In order to be approved, this proposal must comply with the approval criteria of Title 33. The relevant approval criteria are 33.852.110.A through D (Approval Criteria for Transportation Impact Reviews).

## ANALYSIS

**Site and Vicinity:** The Lewis and Clark College Campus site is developed with classroom, office, student residential and other college related buildings mixed in with open space and athletic fields in a campus style environment.

The College is surrounded by mature neighborhoods as well as Tryon Creek Park and the River View Natural Area and Cemetery. The residential neighborhoods are primarily zoned Single-Dwelling R10 and R20 per the City's zoning designations whereas the Park and Natural Area/Cemetery are zoned Open Space. Riverdale High School is located to the northwest of the College and is also zoned Open Space. A neighborhood commercial center with a grocery store, restaurants and other uses is located near the SW Terwilliger Boulevard/SW Taylors Ferry Road intersection.

**Zoning:** CI1 – Campus Institutional 1: The Campus Institutional 1 zone is intended for large colleges and medical centers located in or near low and medium density residential neighborhoods. Retail Sales and Service and other uses that serve or support the campus and neighborhood are allowed. Development is intended to be internally focused and compatible with the scale of the surrounding neighborhood. Setback and open space requirements create a buffer between the institution and the surrounding community.

'c' – Environmental Conservation overlay zone: The Environmental Conservation zone conserves important resources and functional values in areas where the resources and functional values can be protected while allowing environmentally sensitive urban development. No specific development in the 'c' overlay zone is proposed as part of this review. Any future development on the site that is within the 'c' overlay zone will be subject to the standards of this overlay.

'p' – Environmental Protection overlay zone: The Environmental Protection zone provides the highest level of protection to the most important resources and functional values. These resources and functional values are identified and assigned value in the inventory and economic, social, environmental, and energy (ESEE) analysis for each specific study area. Development will be approved in the environmental protection zone only in rare and unusual circumstances. No specific development in the 'p' overlay is proposed as part of this review. Any future development on the site that is within the 'p' overlay zone will be subject to the standards of this overlay.

's' – Scenic Resources overlay zone – The Scenic Resource zone is intended to protect Portland's significant scenic resources as identified in the Scenic Resources Protection Plan and implement the scenic resource policies and objectives of Portland's Comprehensive Plan. The purposes of the Scenic Resource zone are achieved by establishing height limits within view corridors to protect significant views and by establishing additional landscaping and screening standards to preserve and enhance identified scenic resources. No specific development in the 's' overlay is proposed as part of this review. Any future development on the site that is within the 's' overlay zone will be subject to the standards of this overlay.

Historic Landmark – Frank, M. Lloyd Estate – the Frank, M. Lloyd Estate is a designated Historic Landmark that is located on the Lewis and Clark College Campus. This type of resource may be an individual structure, site, tree, landscape, or other object that is of historic or cultural significance. A Historic Landmark generally derives its significance from at least two of the following:

- The importance of its designer, previous owners, or builder in local, state, or national history;
- The quality of its architecture or landscaping;
- The fact that it is one of a few remaining examples of a building type that is of significance in local, state, or national history;
- Association with a significant cultural or ethnic group; or
- The role it has played in shaping local, state, or national history.

No specific development is proposed at the Frank, M. Lloyd Estate as part of this review. Any future development on the site that at the Frank, M. Lloyd Estate zone will be subject to the standards of this overlay.

**Land Use History:** Prior to the adoption of CI1 zoning in May of 2018, Lewis and Clark College was regulated by an approved Conditional Use Master Plan. City records indicate an extensive land use review history for Lewis and Clark College related to this status. The last Master Plan approval granted for Lewis and Clark College was LU 08-180498 CU MS. There is an extensive description of the previous Lewis and Clark land use history in the written decision for LU 08-180498 CU MS. This Master Plan expired on December 18, 2019.

**Agency Review:** A "Notice of Proposal in Your Neighborhood" was mailed **March 6, 2020**. The following Bureaus have responded with no issues or concerns:

- Fire Bureau (Exhibit E.2);
- Site Development Section of the Bureau of Development Services (BDS) (Exhibit E.3); and
- Life Safety Section of BDS (Exhibit E.4).

The Portland Bureau of Transportation (PBOT) responded with comments and a recommendation of approval of the proposal with conditions. Please see Exhibit E.1 for additional details.

**Neighborhood Review:** One written response in opposition to the proposal was received from a notified property owner in response to the Notice of Proposal. The letter indicates objection to the proposal in principal as the proposal appears to give Lewis and Clark College the ability to

develop at will without further public review. Staff responds that approval of the Transportation Impact Review will allow Lewis and Clark to develop additional parking and floor area on the campus that is subject to the development standards of the CI1 Campus Institutional 1 zone. Also, any development of buildings that are greater than 10,000 square feet in area will be subject to the Neighborhood Contact Requirements of Zoning Code Chapter 33.705, which will be an opportunity for the public to provide input.

## ZONING CODE APPROVAL CRITERIA

**33.852.105 Supplemental Application Requirements** In addition to the application requirements of Section 33.730.060, an application for Transportation Impact Review must include the following. In Commercial/Mixed Use zones, if the applicant has chosen Transportation Impact Review rather than implementing the pre-approved plan allowed by 33.266.410, only supplemental application requirement H is required.

- A.** Description of proposed development. Transportation Impact Review must include proposed development, and may incorporate possible future development anticipated for up to ten years;
- B.** Delineation of the study area, and rationale for the delineation. At a minimum, the study area must include primary access routes between the site and the nearest regional trafficways and major city traffic streets, regional transitways and major transit priority streets, major city bikeways, and city walkways. Other secondary routes used to access the site within the neighborhood(s) where the site is located must also be included;
- C.** Description of existing uses and conditions in the study area. If the application is for development in the Cascade Station/Portland International Center Plan District, the following are also required:
  - 1. The description must include build-out of the Maximum Use Allocations in Table 508- 1 in the count of background traffic, regardless of whether construction of those uses has occurred;
  - 2. Table 508-1 assumptions and conclusions must be provided to BDS for tracking purposes;
- D.** Traffic forecasts and distribution;
- E.** Primary traffic access routes to and from the study area;
- F.** Analysis of the proportional responsibility of the proposed development to mitigate forecasted impacts;
- G.** Recommended mitigation measures including transportation system management and needed transportation improvements;
- H.** Transportation and parking demand management plan that has all the elements required by Chapter 17.107; and
- I.** Evaluation of the transportation impacts of the proposed development, including impacts in the study area, on:
  - 1. Street function, capacity and level of service;
  - 2. On-street parking;
  - 3. Access;
  - 4. Transit operations and movements; and
  - 5. Pedestrian and bicycle routes and safety.

**Findings:** The applicant submitted a Transportation Impact Review (Exhibit A.2), and Transportation Demand Management Plan (Exhibit A.3) that include all the supplemental application information required by this section. The scopes of both the Transportation Impact Review and the Transportation Demand Management Plan were approved by the PBOT prior to submission. The supplemental application requirements have been met.

**33.852.110 Approval Criteria for Transportation Impact Reviews** The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met. In Commercial/Mixed use zones,

if the applicant has chosen Transportation Impact Review rather than implementing the pre-approved plan allowed by 33.266.410, only approval criterion B applies.

- A.** The transportation system is capable of supporting the recommended development in addition to the existing uses in the area. Evaluation factors include safety, street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated as required by criterion C;

**Findings:** PBOT reviewed the Transportation Impact Review (Exhibit A.2), and Transportation Demand Management Plan (Exhibit A.3) submitted by the applicant. PBOT's response states:

*Portland Transportation/Development Review has reviewed the application for its potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.*

*PBOT has reviewed the Transportation Impact Analysis (TIA) prepared by Kittelson & Associates and concurs with their findings that the transportation system is capable of safely serving the proposed development in addition to existing uses in the area. No additional mitigation is needed beyond the conditions related to their Transportation Demand Management Plan (TDM) recommended at the end of this report.*

*Portland Bureau of Transportation (PBOT) states that the plans meets the approval criteria set out in Title 33.852.110 and Title 17.107*

The aforesaid TIA reviewed by PBOT is the Transportation Impact Review (Exhibit A.2) submitted by the applicant. This study, on pages 5 to 33, includes extensive findings addressing each of the evaluation factors listed in this criteria. These findings are adopted by reference in this decision and are summarized as follows:

#### Safety

Tables 1 and 2 and the related analysis on pages 5 – 8 in the TIA provide extensive analysis of crash and safety in the area. Based on this analysis the TIA, on pages 31 and 32, concludes that:

*None of the intersections analyzed are identified on the City's High Crash Network nor on ODOT's SPIS list; however, the City has two projects to improve multimodal safety in the area. The "Fixing Our Streets" program is improving SW Terwilliger Boulevard for cyclists between SW 2nd/SW Boones Ferry Road and I-405. In addition, the City's TSP fiscally constrained list includes a project to redesign the SW Terwilliger Boulevard/SW Boones Ferry Road/SW 2nd Avenue intersection to improve safety for all modes. Given the City's planned projects and the crash findings, we conclude that no additional safety-related mitigation measures are needed and as such, this criterion is met.*

#### Street Capacity and Level of Service

Pages 8 – 16 of the TIA include an extensive analysis of street capacity and intersection level of service in the area. Based on this analysis, the TIA concludes on page 32 that:

- *The SW Taylors Ferry and SW Boones Ferry Road intersections with SW Terwilliger Boulevard exceed City standards today and are expected to do so in*

*the future, irrespective of the enrollment projects at the College. In addition, the critical stop controlled eastbound approach to the SW Arnold/SW Boones Ferry Road intersection is forecast to exceed city standards due to continued growth in traffic on SW Boones Ferry Road under year 2030 “background conditions.” Portland’s Zoning Code Section 33.852.110.A notes that “a finding of failure” may be acceptable if “the failure is not a result of the proposed development.”*

- *Per the City’s approval criteria, the failure to meet vehicular LOS standards at these three intersections is not attributable to the enrollment growth anticipated as part of the TIR and therefore can be considered, on balance, acceptable, especially when considering the City’s funded intersection improvements at the two SW Terwilliger intersections and the College’s existing TDM measures, and those the College is committing to, in order to offer options and to reduce the potential for increasing vehicular travel.*
- *Based on the analyses of traffic operations, the minor vehicular increase in trips at the three intersections, the City’s planned and funded improvements, and the College’s existing and future Transportation Demand Management measures, this criterion can be considered to be met when taken in balance with overall City multimodal goals, policies, approval criteria, and future funding allocations.*

#### Connectivity

On page 28, the TIA concludes that no connectivity changes are needed as part of the Transportation Impact Review.

#### Transit Availability

Pages 16 and 22 of the TIA include an extensive description of the transit services available to Lewis and Clark College. Based on this analysis, the TIA concludes on page 32 that:

*Given the TriMet and College-provided transit and shuttle options as well as plans for future service enhancements, no impacts are anticipated and this criterion is met.*

#### Availability of Pedestrian and Bicycle Networks

Pages 22 and 23 of the TIA include an extensive description of the pedestrian and bicycle networks in the area around Lewis and Clark College and on the campus itself. Based on this analysis, the TIA concludes on page 32 that:

*Given the existing and planned facilities as well as the College’s significant investments in pedestrian and bicycle facilities, no impacts are anticipated and this criterion is met.*

#### On-Street Parking Impacts and Neighborhood Impacts

These two factors are addressed as one issue in the TIA. Pages 26 -28 include an analysis of parking utilization on the campus and parking supply and demand. Based on this analysis, the TIA concludes on page 32 that:

*During the course of the day, the adjacent neighborhood streets were less than 12 percent occupied by parked vehicles. Prior to the start of the school day, the streets were 9 percent occupied, thereby demonstrating that there is a minimal increase in on-street parking attributable to campus activities. Further, as noted through the parking demand analyses, the planned on-campus parking supply exceeds the minimum supply needed in the future to meet “effective parking capacity” needs, thereby demonstrating that the on-street parking impacts continue to be minimal in the future. As such, this criterion is met.*

#### Access Restrictions

On page 28, the TIA concludes that no additional access restrictions are required.

### Impacts on Pedestrian, Bicycle, and Transit Circulation

To address this evaluation factor, the applicant also submitted a Transportation Demand Management Plan (Exhibit A.3). The TIA includes, on page 33, the following conclusion explaining how the Transportation Management Plan address this evaluation factor:

*The College's TDM Plan is documented under separate cover, as required by Portland Title 17.107. The College has been collaborating with City of Portland staff on this Plan for over a year to refine and evaluate a variety of strategies; these efforts have led to development of a detailed implementation plan. As discussed in the TDM plan, the City's pattern area requirements for mode split correspond to achieving a non-single occupancy (non-SOV) vehicle rate of 65 percent or higher by the year 2035. The mode split surveys conducted in the fall 2019 of both employees and students indicate that the College has already achieved a 60 percent non-SOV rate, well on its way to achieving the 65% non-SOV rate required under City code by the year 2035. As such, this criterion is met.*

PBOT, in their response (Exhibit E.1), states that the following conditions of approval are necessary that relate to the Transportation Demand Plan:

*PBOT's ATS Division has worked closely with Lewis & Clark College and recommends the approval of this TDM plan as a condition of the required Transportation Impact Review, with the following conditions:*

1. *Lewis and Clark College commits to continue to provide PBOT bi-annual reporting of:*
  - a. *The results of future ECO employee and student mode split surveys (to be conducted in 2021, 2023, 2025, and 2027); and*
  - b. *Status and evaluation of effectiveness related to ongoing and new TDM implementation plan measures; and*
  - c. *Reports will be sent to PBOT at the following email address: [tdm@portlandoregon.gov](mailto:tdm@portlandoregon.gov).*
2. *PBOT and Lewis and Clark College will review the TDM Plan bi-annual reporting in January 2021, January 2023, January 2025, January 2027, and January 2029.*

Based on the response from PBOT indicating that PBOT has reviewed the TIA prepared by Kittelson & Associates and concurs with their findings that the transportation system is capable of safely serving the proposed development in addition to existing uses in the area, with the two aforesaid Transportation Demand Management related conditions, this criterion will be met.

- B.** Proposed transportation and parking demand management actions are contributing to the City sufficiently achieving the relevant mode share and residential auto ownership targets established by the Transportation System Plan for the uses and development on the site;

**Findings:** PBOT response (Exhibit E.1) to the Transportation Demand Management Plan (Exhibit A.3) submitted by the applicant included the following findings related to this criterion:

*Proposed transportation and parking demand management actions are contributing to the City sufficiently achieving the relevant mode share and residential auto*

*ownership targets established by the Transportation System Plan for the uses and development on the site. [33.852.110.B]*

*Findings:*

- *Lewis & Clark College is located in the Western Neighborhood Pattern Area. As such the College's modal performance target for the year 2035 is for 65 percent of all trips to be made by non- single occupancy vehicle (SOV) travel.*
- *The College's 2018-2019 enrollment is 3,214 students with 761 faculty. The College is planning for modest growth of student enrollment, assuming approximately 200 students amongst the three schools.*
- *The College's 2019 survey of travel modes amongst employees shows that 25 percent of employees are traveling to campus using a non-SOV mode.*
- *Per the Administrative Rule 9.01, "Applicants may choose to include students, visitors, and volunteers into their TDM Plan. Applicants may choose to include students, visitors, and volunteers into their TDM Plan."*
- *The College surveyed student travel in the Fall of 2019 to understand how the students contribute to achieving the City goals for reducing drive alone trips. Due to the College's investment in on-campus housing, 43 percent of the College's students live on-campus. As such, the inclusion of student travel modes increased the total campus' non-SOV baseline rate to 60 percent.*
- *The College's 2030 Interim performance target, as a straight-line projection from the base year 60 percent non-SOV rate to the 2035 performance target rate of 65 percent non-SOV, results in a 63 percent non-SOV travel rate for 2030. As such, Lewis and Clark College will need to increase the non-SOV rate by 0.3 percent per year.*
- *PBOT believes that the strategies outlined in the College's TDM Plan will contributing to the City sufficiently achieving the relevant mode share. Per Administrative Rule 9.01, these strategies contain financial incentives for transit, parking management; and education and information, including:
 
  - o *Transit subsidy of 75% to employees, campus contractors, and students;*
  - o *Limited supply and priced parking;*
  - o *Hiring of a Transportation and Parking Service Manager to coordinate campus TDM information, encouragement, and parking strategies.**

*Recommendation*

*PBOT's ATS Division has worked closely with Lewis & Clark College and recommends the approval of this TDM plan as a condition of the required Transportation Impact Review, with the following conditions:*

1. *Lewis and Clark College commits to continue to provide PBOT bi-annual reporting of:
 
  - a. *The results of future ECO employee and student mode split surveys (to be conducted in 2021, 2023, 2025, and 2027); and*
  - b. *Status and evaluation of effectiveness related to ongoing and new TDM implementation plan measures; and*
  - c. *Reports will be sent to PBOT at the following email address: [tdm@portlandoregon.gov](mailto:tdm@portlandoregon.gov).**

2. *PBOT and Lewis and Clark College will review the TDM Plan bi-annual reporting in January 2021, January 2023, January 2025, January 2027, and January 2029.*

Based on the recommendation of approval from PBOT, including the Active Transportation and Safety (ATS) Division of PBOT, with the above recommended conditions related to the bi-annual reporting of the results and effectiveness of TDM measures, this criterion will be met.

- C. Measures proportional to the impacts of the proposed development are proposed to mitigate on- and off-site transportation impacts. Measures may include transportation improvements to on-site circulation, public street dedication and improvement, private street improvements, intersection improvements, signal or other traffic management improvements, additional transportation and parking demand management actions, street crossing improvements, improvements to the local pedestrian and bicycle networks, and transit improvements; and

**Findings:** The applicant's Transportation Impact Review (Exhibit A.2), and Transportation Demand Management Plan (Exhibit A.3) were reviewed by PBOT (Exhibit E.1). The response from PBOT states:

*PBOT has reviewed the Transportation Impact Analysis (TIA) prepared by Kittelson & Associates and concurs with their findings that the transportation system is capable of safely serving the proposed development in addition to existing uses in the area. No additional mitigation is needed beyond the conditions related to their Transportation Demand Management Plan (TDM) recommended at the end of this report.*

No measures are identified by PBOT in their review as necessary to mitigate on- and off-site transportation impacts other than measures related to TDM. These required measures are discussed more fully under criterion B, above and include this recommendation:

*Recommendation*

*PBOT's ATS Division has worked closely with Lewis & Clark College and recommends the approval of this TDM plan as a condition of the required Transportation Impact Review, with the following conditions:*

1. *Lewis and Clark College commits to continue to provide PBOT bi-annual reporting of:*
  - a. *The results of future ECO employee and student mode split surveys (to be conducted in 2021, 2023, 2025, and 2027); and*
  - b. *Status and evaluation of effectiveness related to ongoing and new TDM implementation plan measures; and*
  - c. *Reports will be sent to PBOT at the following email address:  
[tdm@portlandoregon.gov](mailto:tdm@portlandoregon.gov).*
2. *PBOT and Lewis and Clark College will review the TDM Plan bi-annual reporting in January 2021, January 2023, January 2025, January 2027, and January 2029.*

With the above two conditions made as conditions of approval, measures proportional to the impacts of the proposed development will be in place to mitigate on- and off-site transportation impacts, and this criterion will be met.

- D.** Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

**Findings:** The applicant's Transportation Impact Review (Exhibit A.2), and Transportation Demand Management Plan (Exhibit A.3) were reviewed by PBOT (Exhibit E.1). The response from PBOT states:

*PBOT has reviewed the Transportation Impact Analysis (TIA) prepared by Kittelson & Associates and concurs with their findings that the transportation system is capable of safely serving the proposed development in addition to existing uses in the area. No additional mitigation is needed beyond the conditions related to their Transportation Demand Management Plan (TDM) recommended at the end of this report.*

No transportation improvements adjacent to the development in the vicinity have been identified by PBOT as necessary to support the development in this review. Therefore, this criterion is met.

## **DEVELOPMENT STANDARDS**

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

## **CONCLUSIONS**

Using the evaluation factors of safety, street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation, the applicant has provided a Transportation Impact Review (Exhibit A.2) that demonstrates that the transportation system is capable of supporting the addition of up to 385,085 square feet of new development and 460 additional parking spaces in addition to the existing uses in the area. The applicant has provided a Transportation Demand Management Plan that includes actions that will contribute to the City sufficiently achieving the relevant mode share and residential auto ownership targets established by the Transportation System Plan for the uses and development on the site. To monitor the continuing success of the Transportation Demand Management Plan, conditions are required that bi-annual reports be submitted by Lewis and Clark to PBOT and that PBOT and Lewis Clark review these bi-annual reports.

## **ADMINISTRATIVE DECISION**

Approval of a Transportation Impact Review to allow future development on the Lewis and Clark College site of up to 385,085 square feet of additional building area and up to 460 additional parking spaces, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through D) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 20-114487 TIR." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."



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, and if appealed a hearing will be held. The appeal application form can be accessed at <https://www.portlandoregon.gov/bds/45477>. Appeals must be received by 4:30 PM on April 29, 2020. **Towards promoting social distancing during the COVID-19 pandemic, the completed appeal application form must be e-mailed to [BDSLUSTeamTech@portlandoregon.gov](mailto:BDSLUSTeamTech@portlandoregon.gov) and to the planner listed on the first page of this decision.** If you do not have access to e-mail, please telephone the planner listed on the front page of this notice about submitting the appeal application. An appeal fee of \$250 will be charged. Once the completed appeal application form is received, Bureau of Development Services staff will contact you regarding paying the appeal fee. The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations for the appeal of Type II and IIX decisions on property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Please contact the planner listed on the front page of this decision for assistance in filing the appeal and information on fee waivers. Please see the appeal form for additional information.

If you are interested in viewing information in the file, please contact the planner listed on the front of this decision. The planner can provide some information over the phone. Please note that due to COVID-19 and limited accessibility to files, only digital copies of material in the file are available for viewing. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at <https://www.portlandoregon.gov/citycode/28197>.

**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 April 29, 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.** This approved Transportation Impact Review remains in effect until April 17, 2030, or until development allowed by the review has been completed, whichever comes first.

**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 Statements
  - 1. Introduction to Lewis & Clark College's Transportation Impact Review
  - 2. Transportation Impact Review
  - 3. Transportation Demand Management Plan
- B. Zoning Map (attached)
- C. Plans/Drawings:
  - 1. Site Plan
- D. Notification information:
  - 1. Mailing list
  - 2. Mailed notice
- E. Agency Responses:
  - 1. Bureau of Transportation
  - 2. Fire Bureau
  - 3. Site Development Review Section of BDS
  - 4. Life Safety Review Section of BDS
- F. Correspondence:
  - 1. Pablo Izquierdo, March 13, 2020, opposed
- G. Other:
  - 1. Original LU Application & Receipt

**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).**

