



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

Ted Wheeler, Mayor
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Date: April 23, 2020
To: Interested Person
From: Arthur Graves, Land Use Services
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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 19-235809 DZM: PARKING AREA ADDITION

GENERAL INFORMATION

Applicant: Karen Karlsson | KLK Consulting LLC | 503.227.5000
906 NW 23rd Ave | Portland OR 97210

Owner/Agent: Karl Arruda | City Of Portland - PBOT Row Acquisition | 503.823.7067
1120 SW 5th Avenue, Suite 800 | Portland OR 97204

Site Address: RIGHT OF WAY (adjacent to 2177 SW Broadway)

Legal Description:
Tax Account No.: R140903380
State ID No.: 1S1E04DD 08200
Quarter Section: 3228
Neighborhood: South Portland NA., contact Jim Gardner at contact@southportlandna.org

Business District: None
District Coalition: Southwest Neighborhoods Inc., contact Sylvia Bogert at 503-823-4592.
Plan District: None
Zoning: CM2(MU-U)d: Commercial/Mixed Use 2 (Base Zone) and Design (d) Overlay

Case Type: DZM: Design Review with Modifications
Procedure: Type II, an administrative decision with appeal to the Design Commission.

Proposal:

The applicant requests Design Review for site alterations to the area that is currently public right-of-way adjacent to the Fried-Durkheimer House, located at 2177 SW Broadway. This area is currently going through a review for street vacation: STV IQ# 16-111059. This submittal is not within the landmark boundary of the Fried-Durkheimer House historic nomination. Specifically, the site is the western half of the triangular area defined by SW Broadway Drive (to the north-west), SW Broadway (to the north-east), and SW Grant Street (to the south). The

eastern half of the site, previously addressed in LU 19-133657 HRM, is the location of the Fried-Durkheimer House, an 1880 Italianate Style landmark, that was moved from 1126-1134 SW 12th Avenue to 2177 SW Broadway in late 2017. As previously mentioned, this submittal is for the western portion of the overall triangular site and is to provide parking area for 8 vehicles for the landmark structure on the eastern portion of the overall site.

Design Review is required for proposed non-exempt alterations to development in areas with a “d” Design overlay zone.

The applicant also requests **three** Modifications to zoning code development standards:

- 33.130.240: To Pedestrian Standards: Connections. This standard states that sites with more than one street frontage must provide pedestrian connections to all street frontages. The applicant proposes to not provide connection to SW Broadway Drive, where there is currently no sidewalk, and the Portland Bureau of Transpiration (PBOT) has not required the applicant to build a sidewalk. Pedestrian connections are provided to SW Broadway and SW Grant Street.
- 33.226.130: To Parking Area: Parking Space.
 - Per Table 266-4, the standard width for parking stalls at 90 degree is 8 feet – 6 inches, the applicant proposes stall widths to be 8 feet wide.
- 33.226.130: To Parking Area: Parking Aisle Dimensions.
 - Per Table 266-4, the standard 2-way aisle width is 20 feet, the applicant proposes the aisle width to be 18 feet.

Relevant Approval Criteria:

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

- Community Design Guidelines
- 33.825.040 Modifications That Will Better Meet Design Review Requirements

ANALYSIS

Site and Vicinity:

The site is on the western half of the triangular area defined by SW Broadway Drive (to the north-west), SW Broadway (to the north-east), and SW Grant Street (to the south). This area is currently public right-of-way going through a review for street vacation: STV IQ# 16-111059. The eastern half of the site, previously addressed in LU 19-133657 HRM, is the location of the Fried-Durkheimer House, an 1880 Italianate Style landmark, that was moved from 1126-1134 SW 12th Avenue to 2177 SW Broadway in late 2017. This submittal is not within the landmark boundary of the Fried-Durkheimer House historic nomination.

Immediately south of the site are predominantly single-story homes dating back to the 1880s, an apartment building (The Marianna) constructed in 1917, and an automotive service dealer. Immediately west of the site is the Broadway Plaza, a large mostly concrete four-story office building constructed in 1972. Immediately north and east of the site is SW Broadway Street, which is four lanes wide and facilitates eastbound traffic from I-405 and downtown Portland. Further to the west and south of the site are predominantly residential developments as the grade climbs leaving downtown Portland. Further to the north and east of the site are I-405, Portland State University and downtown Portland.

Zoning:

The Commercial/Mixed Use 2 (CM2) zone is a medium-scale zone intended for sites in a variety of centers, along corridors, and in other mixed-use areas that have frequent transit service. The zone allows a wide range and mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zone will generally be up to four

stories tall unless height and floor area bonuses are used, or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, provide a strong relationship between buildings and sidewalks, and complement the scale of surrounding residentially zoned areas.

The “d” overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to design review. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

Land Use History: City records indicate that prior pertinent land use reviews include the following:

- LU 17-289106 HR: Exterior Alterations to the Fried-Durkheimer House, also known as the Morris Marks House, which was moved to the adjacent lot on the triangular site on September 30th and October 01st, 2019.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **February 26, 2020**. The following Bureaus have responded:

1. Portland Water Bureau: Michael Puckett: February 26, 2020. With no concerns. (Exhibit E-1)
2. Portland Fire Bureau: Dawn Krantz: February 26, 2020. With no concerns. (Exhibit E-2)
3. Life Safety – Bureau of Development Services: Chanel Horn: March 16, 2020. No objections to the proposal. (Exhibit E-3)
4. Bureau of Environmental Services: Emma Kohlsmith: March 19, 2020. Due to outstanding issues BES does not recommend approval at this time. Primary outstanding issues include the need for a stormwater report. (Exhibit E-4)
5. Bureau of Environmental Services - Addendum: Emma Kohlsmith: March 20, 2020. After receiving subsequent stormwater information from the applicant, BES has determined that sufficient information has been provided to demonstrate a feasible stormwater management plan for this project. BES has no recommended conditions of approval. (Exhibit E-5)
6. Portland Bureau of Transportation: Robert Haley: March 27, 2020. No objections to approval of the proposal. (Exhibit E-6)
7. Portland Bureau of Transportation: Robert Haley: April 15, 2020. Commenting that PBOT is not requiring the applicant to construct a sidewalk on SW Broadway Drive, per vehicle volumes and speeds and pedestrian safety. (Exhibit E-7)

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

ZONING CODE APPROVAL CRITERIA

(1) Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and

continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055 Design Review Approval Criteria

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

Findings: The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Community Design Guidelines.

Community Design Guidelines

The Community Design Guidelines consist of a set of guidelines for design and historic design cases in community planning areas outside of the Central City. These guidelines address the unique and special characteristics of the community plan area and the historic and conservation districts. The Community Design Guidelines focus on three general categories: **(P) Portland Personality**, which establishes Portland's urban design framework; **(E) Pedestrian Emphasis**, which states that Portland is a city for people as well as cars and other movement systems; and **(D) Project Design**, which assures that each development is sensitive to both Portland's urban design framework and the users of the city.

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.

E1. The Pedestrian Network. Create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians that link destination points and nearby residential areas while visually and physically buffering pedestrians from vehicle areas.

Findings: The SW Grant Street sidewalk along the south portion of the site will be maintained, providing pedestrian access to the site. The Portland Bureau of Transportation (PBOT) specifically requested that the applicant not construct a sidewalk along the west edge of the site, along SW Broadway Drive. The concern being that a sidewalk along SW Broadway Drive could lead to reduced safety due to pedestrians attempting to cross SW Broadway Ave. PBOT considers this an unsafe crossing due to the high volume of vehicles travelling at high speeds on this multi-lane "Major City Traffic Street", per the Transportation Service Plan (TSP) (see Exhibit E-7).

Therefore, this guideline has been met.

D3. Landscape Features. Enhance site and building design through appropriate placement, scale, and variety of landscape features.

D4. Parking Areas and Garages. Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Locate parking in a manner that minimizes negative impacts on the community and its pedestrians. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

Findings for D3 and D4: The proposed hardscape vehicle area is screened from adjacent commercial areas to the north and west, and from the residential area to the south, with the required L1 landscaping, which includes trees, shrubs and groundcover. Proposed landscaping on this portion of the site provides a visual buffer to help from creating a negative impact to the site or surrounding communities while providing continuity with landscaping proposed for the previously approved Historic Resource Review for the Fried-Durkheimer House (LU 17-289106 HR). Vehicle area standards have deliberately been altered (see requested Modifications below) on the site to provide greater vehicle use with less required space through reducing the drive-aisle

width from 20' to 18', and reducing the parking stalls at 90 degree from the required 8'-6" to a width of only 8'.

Therefore, these guidelines have been met.

D6. Architectural Integrity. Respect the original character of buildings when making modifications that affect the exterior. Make additions compatible in scale, color, details, material proportion, and character with the existing building.

D7. Blending into the Neighborhood. Reduce the impact of new development on established neighborhoods by incorporating elements of nearby, quality buildings such as building details, massing, proportions, and materials.

Findings for D6 and D7: The proposed vehicle area and associated landscaping does not attempt to compete with or detract from the adjacent landmark building (Fried-Durkheimer House) which has recently been moved to the adjacent site on the triangular lot. In addition, the proposal provides successful transition from the SW Broadway arterial and commercially zoned areas to the north, east and west, to the residential zoned area south of the site. This is accomplished through integrating commercial aspects, such as a vehicle parking area, and the revitalized use of the Fried-Durkheimer House with residential aspects, such as significant landscaping (specifically using a residential plant palette) and a residential landmark building on the previously undeveloped triangular site.

Therefore, these guidelines have been met.

(2) MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and
- B. Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

Modification #1: 33.130.240: To Pedestrian Standards: The applicant proposes to not provide connection to SW Broadway Drive to the west. Currently there is no sidewalk along the approximately 100-foot-long SW Broadway Drive frontage. Pedestrian connections are provided to SW Broadway and SW Grant Street.

Purpose Statement: The pedestrian standards encourage a safe, attractive, and usable pedestrian circulation system in all developments. They ensure a direct pedestrian connection between abutting streets and buildings on the site, and between buildings and other activities within the site. In addition, they provide for connections between adjacent sites, where feasible.

Standard: 33.130.240.B.1.a.(2): An additional connection, which does not have to be a straight line connection, is required between each of the other streets and a pedestrian

entrance. However, if at least 50 percent of a street facing facade is within 10 feet of the street, no connection is required to that street.

- A. *Better meets design guidelines.*** *The resulting development will better meet the applicable design guidelines; and*
- B. *Purpose of the standard.*** *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

Findings: PBOT had specifically not required the applicant to provide a new sidewalk along the SW Broadway Drive frontage of the site due to pedestrian safety concerns. The concerns, as mentioned previously, being that a sidewalk along SW Broadway Drive could lead to pedestrians attempting to cross SW Broadway Ave, which is a four-lane arterial with no receiving sidewalk to the north. Understandably PBOT considers this an unsafe crossing due to the high volume of vehicles travelling at high speeds on this multi-lane “Major City Traffic Street”, per the Transportation Service Plan (TSP) (see Exhibit E-7).

In this instance, on this unique triangular site surrounded by the following streets: SW Broadway Drive (to the north-west), SW Broadway (to the north-east), and SW Grant Street (to the south), if the applicant provided the required pedestrian connection to the SW Broadway Drive, which does not have a receiving sidewalk (per PBOT), a less usable, attractive, and safe condition would be created.

In addition, while sidewalks and pedestrian connections are being met on the rest of the site, the absence of a sidewalk along SW Broadway Drive allows for increased landscaping along the west frontage, providing increased visual interest and buffering from vehicles, better meeting the design guideline: *E1 – Create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians that link destination points and nearby residential areas while visually and physically buffering pedestrians from vehicle areas.*

Therefore, this criterion is met and this Modification merits approval.

Modification #2 and #3: 33.266.130: To Parking Area: Parking Space; and to Parking Area: Parking Aisle Dimensions. Per Table 266-4, the standard width for parking stalls at 90 degree is 8 feet – 6 inches, the applicant proposes stall widths to be 8 feet wide. Also, per Table 266-4, the standard 2-way aisle width is 20 feet, the applicant proposes the aisle width to be 18 feet.

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

Together with the transit street building setback standards in the base zone chapters, the vehicle area location regulations:

- Provide pedestrian access that is protected from auto traffic;
- Create an environment that is inviting to pedestrians and transit users, especially on transit streets and in Pedestrian Districts;
- Limit the prominence of vehicle areas along street frontages and create a strong relationship between buildings and the sidewalk;
- Create a sense of enclosure on transit and pedestrian street frontages; and
- Limit the size of paved parking area and the type of paving material allowed in order to limit increases in temperature associated with asphalt and reduce impacts from urban heat islands.

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

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

Standard: 33.266.130:

- **Parking Area: Parking Space.** Per Table 266-4, the standard width for parking stalls at 90 degree is 8 feet – 6 inches, the applicant proposes stall widths to be 8 feet wide.
- **Parking Area: Parking Aisle Dimensions.** Per Table 266-4, the standard 2-way aisle width is 20 feet, the applicant proposes the aisle width to be 18 feet.

A. Better meets design guidelines. *The resulting development will better meet the applicable design guidelines; and*

B. Purpose of the standard. *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

Findings: Minimizing the drive aisle and parking stall widths allows for a reduction of, and more efficient use of, the overall vehicle area hardscape along with providing for an increase in area for additional landscaping to screen/buffer parking, shade parking areas, and create a more visually pleasant pedestrian network per design guideline *E1 – Create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians that link destination points and nearby residential areas while visually and physically buffering pedestrians from vehicle areas.*

Therefore, this criterion is met and this Modification merits approval.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all requirements of Title 11 can be met, and that all development standards of Title 33 can be met or have received an Adjustment or Modification via a land use review, prior to the approval of a building or zoning permit.

CONCLUSIONS

The proposed alterations to the undeveloped site preserves and maintains the architectural integrity of the adjacent landmark building while providing increase vehicle use and access to the commercial site.

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. As indicated in detail in the findings above, the proposal meets the applicable design guidelines and therefore warrants approval.

ADMINISTRATIVE DECISION

Design Review approval of site alterations, including vehicle area and landscaping, to the site adjacent to the structure historically known as the Fried-Durkheimer House, also known as the Morris Marks House, a landmark resource built in 1880 in the Italianate Style.

Approval, per the approved site plans, Exhibits C-1 through C-5, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through C) 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 19-235809 DZ." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. NO FIELD CHANGES ALLOWED

Staff Planner: Arthur Graves



Decision rendered by: _____ **on April 20, 2020.**
By authority of the Director of the Bureau of Development Services

Decision mailed: April 23, 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 October 3, 2019, and was determined to be complete on February 19, 2020.

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 October 3, 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 requested that the 120-day review period be extended for 30 days (Exhibit A-3) Unless further extended by the applicant, **the 120 days will expire on: July 18, 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, 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 May 7, 2020. **Towards promoting social distancing during the COVID-19 pandemic, the completed appeal application form must be e-mailed to 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 Landmarks Commission 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 Landmarks Commission 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 on or after **May 08, 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 Submittal

1. Initial Submittal and Applicant's Statement: October 03, 2019 (superseded)
2. Revised Submittal: April 08, 2020
3. Extension Waiver: March 17, 2020

B. Zoning Map (attached)

C. Plans/Drawings:

1. Site Plan (attached)
2. Site Plan - Enlarged (attached)
3. Landscape Plan (attached)
4. Irrigation Plan
5. Details

D. Notification information:

1. Mailing list
2. Mailed notice

E. Agency Responses:

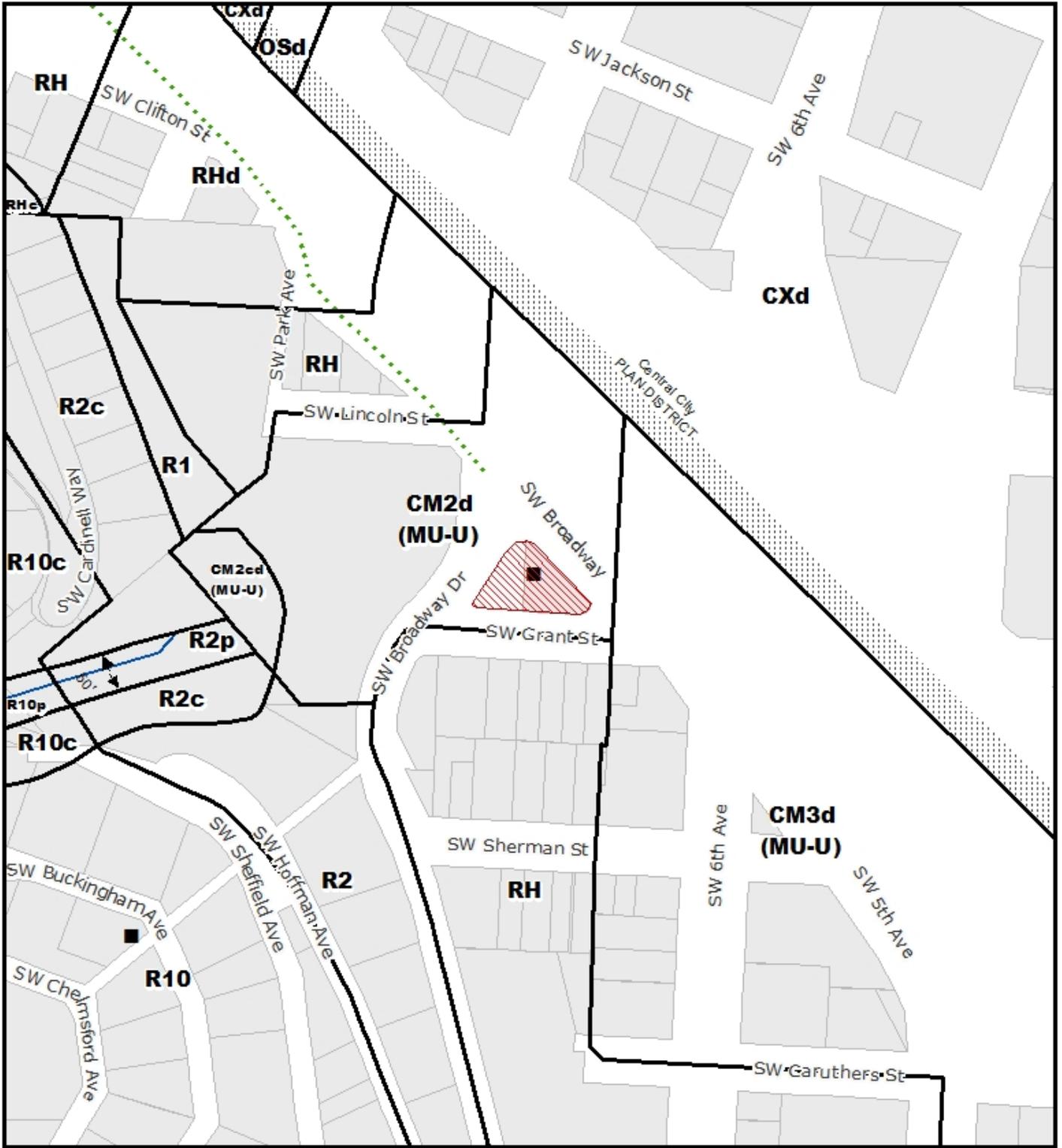
1. Portland Water Bureau: Michael Puckett: February 26, 2020
2. Portland Fire Bureau: Dawn Krantz: February 26, 2020
3. Life Safety – Bureau of Development Services: Chanel Horn: March 16, 2020
4. Bureau of Environmental Services: Emma Kohlsmith: March 19, 2020
5. Bureau of Environmental Services - Addendum: Emma Kohlsmith: March 20, 2020
6. Portland Bureau of Transportation: Robert Haley: March 27, 2020
7. Portland Bureau of Transportation: Robert Haley: April 15, 2020.

F. Correspondence: No responses were received.

G. Other:

1. Original LU Application
2. Incomplete Letter: October 17, 2020

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
-  Stream
-  Historic Landmark
-  Recreational Trails

File No.	LU 19 - 235809 DZM
1/4 Section	3228
Scale	1 inch = 163 feet
State ID	
Exhibit	B Feb 27, 2020

