



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

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Date: May 28, 2020
To: Interested Person
From: Amanda Rhoads, 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 20-134237 AD

GENERAL INFORMATION

Applicants: Ryan Hood | Related NW
111 SW Columbia, Suite 1380 | Portland, OR 97201
971-284-5648 | rhood@related.com

Suzanne Zuniga | Portland Housing Bureau
421 SW 6th Ave, Suite 500 | Portland, OR 97204

Owners: Eung and Kyung Lee
2900 Rawhide St | West Linn, OR 97068

Architect/Applicant: Laurie Linville-Gregston | Ankrom Moisan Architects
38 NW Davis St #300 | Portland, OR 97209

Site Address: 11518 SE DIVISION ST

Legal Description: TL 400 1.02 ACRES, SECTION 10 1S 2E; TL 300 1.02 ACRES, SECTION 10 1S 2E

Tax Account No.: R992101390, R992101400

State ID No.: 1S2E10AB 00400, 1S2E10AB 00300

Quarter Section: 3342

Neighborhood: Powellhurst-Gilbert, contact at pgnaboard@gmail.com

Business District: Midway, contact info@midwaybusiness.org.

District Coalition: East Portland Community Office, contact at 503-823-4550.

Plan District: Johnson Creek Basin

Zoning: CM2 – Commercial-Mixed Use 2

Case Type: AD – Adjustment Review

Procedure: Type II, an administrative decision with appeal to the Adjustment Committee.

Proposal:

The applicant proposes to develop a 138-unit affordable housing development funded by the Portland Housing Bureau, with a mix of studios and one, two and three-bedroom apartments. The project is a four-story wood building located near the corner of SE Division St and SE 115th Ave with large central courtyard and parking to the south and east of the building with 87 parking spaces.

Because no curb cut will be allowed to be taken from SE Division Street per the Bureau of Transportation, the applicant requests an Adjustment to Zoning Code Section 33.130.215.B.1.b to allow vehicular access from a local service street across from a property zoned RF through RM2 instead. The driveway for the parking lot is located near the south end of the property. All landscaping and other requirements for the parking lot will be met.

The proposal also requires an Adjustment to Zoning Code Section 33.130.215.B.2.b to reduce the required minimum landscaping in the southern and eastern building setback from 10 feet of L3, high-screen landscaping to 5 feet of L3 landscaping.

A full plan check has not been conducted on the proposal; all relevant standards will be verified at time of building permit.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33. Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F. of Section 33.805.040, Adjustment Approval Criteria, have been met.

ANALYSIS

Site and Vicinity: The roughly two-acre site is currently developed with a 1,050-square-foot commercial building constructed in 1947 and associated surface parking. The commercial building is currently serving as a tobacco shop, and would be demolished with this proposal.

SE Division St is a District Collector Street, a Major Transit Priority Street, a City Bikeway, Major City Walkway, and Truck Access Street. SE 115th Ave is Local Service for traffic, transit, and freight, is a City Bikeway and Neighborhood Walkway. The site is located within the Midway Pedestrian District.

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 Johnson Creek Basin Plan District provides for the safe, orderly, and efficient development of lands which are subject to a number of physical constraints, including significant natural resources, steep and hazardous slopes, flood plains, wetlands, and the lack of streets, sewers, and water services. At certain locations, the density of development is limited by applying special regulations to new land division proposals. In addition, restrictions are placed on all new land uses and activities to reduce stormwater runoff, provide groundwater recharge, reduce erosion, enhance water quality, and retain and enhance native vegetation throughout

the plan district. At other locations, development is encouraged and mechanisms are included that provide relief from environmental restrictions.

Land Use History: City records indicate no prior land use reviews relevant to the proposal.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed on April 23, 2020. The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services (Exhibit E.1);
- Water Bureau (Exhibit E.3);
- Fire Bureau (Exhibit E.4); and
- Life Safety (Building Code) Plans Examiner (Exhibit E.6).

The Bureau of Transportation responded to the proposal using the approval criteria (Exhibit E.2). Comments are included in the findings below.

The Site Development Section of BDS provided information on permit requirements, including a geotechnical report, cesspool decommissioning, demolition, and erosion control (Exhibit E.5).

Neighborhood Review: One written response was received from a notified property owner in response to the proposal. The response posed mainly questions but stated concerns as well, including that the scale of the building was out of character with the existing built environment; and that the parking lot should have a landscaping buffer between the parking lot and the east property line (Exhibit F.1).

Staff Note: The applicant proposes a 5-foot L3 (high screen) landscape buffer along both the east and south property lines. This meets the requirement for perimeter parking lot landscaping for commercially-zoned sites adjacent to residential sites. The building scale is not at issue in this review as development standards such as height, floor area ratio, building coverage, and other scale-related standards are met and allowed by right.

ZONING CODE APPROVAL CRITERIA

33.805.010 Purpose (Adjustments)

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue providing certainty and rapid processing for land use applications.

33.805.040 Approval Criteria

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

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

Findings: Both requested Adjustments are addressed below; both use the same purpose statement.

The limitation on vehicle access from a local service street across from a property zoned RF through RM2 or RMP is stated in the minimum setback requirement of 33.130.215. The required 10-foot setback for buildings adjacent to residential sites, landscaped to the L3 standard, has the same purpose statement. The purpose for setbacks is stated in 33.130.215.A below:

33.130.215 Setbacks

- A. *Purpose. The required building setbacks promote streetscapes that are consistent with the desired character of the different commercial/mixed use zones. The setbacks promote buildings close to the sidewalk to reinforce a pedestrian orientation and built-up streetscape. The setback requirements for areas that abut residential zones promote commercial/mixed use development that will maintain light, air, and the potential for privacy for adjacent residential zones.*

The front setback requirements for Civic Corridors in Eastern and Western pattern areas provide opportunities for additional pedestrian space and separation from the vehicle traffic along these major streets to create an environment for building users and pedestrians that is less impacted by close proximity to traffic, and provide opportunities for front landscaping reflective of the vegetated characteristics of these neighborhood pattern areas.

The minimum building setbacks along local service streets adjacent to residential zones work together with requirements for step downs in building height (33.130.210.B.2.b.) to ensure that there is a transition in street frontage characteristics to lower scale residential zones. In these situations, the building setback regulations promote street frontages with landscaping and residential uses to provide a transition and a cohesive street environment with similar street frontage characteristics on both sides of the street, and limit exterior display and storage to minimize impacts to nearby residentially-zoned areas.

The first paragraph is most relevant to both standards to be Adjusted. This project is meeting the intent of the regulations by proposing a building that is located close to the two streets on which it fronts, with pedestrian-friendly development that nonetheless provides some “breathing room” for landscaping and greenery for the local service street and Civic Corridor. The distance from the 45-foot-tall building to the adjacent R-zoned properties far exceeds the minimum 10-foot distance and varies from approximately 68 feet to 80 feet. This distance will ensure that light and air for adjacent properties are not compromised. The parking area that is located between the building and the neighboring R-zoned properties has its own perimeter landscaping requirement of 5 feet of L3 landscaping; this standard is met. The high-screen shrubs combined with trees along the length of the south and east property lines will ensure there is adequate privacy for neighboring residences. Reducing the landscape width also ensures the drive aisle width in the parking area can maintain its minimum 23 feet per the Fire Bureau, thus guaranteeing access for firefighting.

To both the east and the south, the existing multi-dwelling developments are similarly bordered with a parking area, though it appears none of the perimeter landscaping required today is provided on either property. Nevertheless, the buildings are set back from the subject site’s property lines, providing further separation between the two developments and further assurance of privacy and adequate light and airflow between them.

The second paragraph addresses the front setback requirements. The proposal is meeting the development standard for Civic Corridors in the Eastern pattern area that requires the building be set back at least 10 feet from SE Division St, designated a Civic Corridor in this area. The building is set back roughly 14 feet from SE Division St, with the setback heavily landscaped. This area meets the purpose to “provide opportunities for front landscaping reflective of the vegetated characteristics of these neighborhood pattern areas.”

The third paragraph addresses the situation for local service streets across from residential zones. The proposal meets the minimum 5-foot required setback for the building wall for buildings that are all residential use. Since the zoning across the street is RM2, the step-down height limit does not apply; the applicants are proposing a 45-foot-tall building regardless (which is the step-down height limit for buildings across a street from a lower-density residential zone). The street frontage will be landscaped to the L3 standard. The purpose references “similar street frontage characteristics on both sides of the street,” but the lot across SE 115th Ave from the subject site is currently undeveloped. The same applicant has submitted permit applications for an affordable housing development on that site as well. Since both proposals are being developed to current Zoning Code standards, both sides of the street will have similar street frontage characteristics as required by the base zone development standards.

PBOT also analyzed the proposal against the purpose of the regulation and made the following comments about the western property line (Exhibit E.2):

This plan shows that the site’s SE 115th Ave side of the site will be heavily landscaped along the entire length of the western property line, except for the opening for the proposed driveway location. For a site that is approximately 300-ft in length, a 20-ft wide break in the abundant landscaping that will otherwise be planted along this site frontage amounts to approximately 6% of said frontage. PBOT maintains that this minimal break in the robust landscaping that will be installed by the applicant along the SE 115th side of the site will continue to “promote development that will maintain light, air and privacy for adjacent residential zones”. The proposed asphalt-paved driveway will not result in a significant diminishment of any of these elements in relation to the properties on the west side of SE 115th Ave.

Further, the proposed access location along the site’s SE 115th Ave frontage will not detract from the project’s “transition in street frontage characteristics to lower scale residential zones”. The subject site’s SE 115th Ave “street frontage with landscaping and residential uses will provide a transition and a cohesive street environment with similar street frontage characteristics on both sides of the street”. The minimal area of this site frontage that will not be landscaped (the width of the proposed driveway) will not accommodate “exterior display and storage” and therefore, will “minimize impacts to nearby residentially zoned areas”.

With the development concentrating building height closer to the streets on this large site, and the provision of sufficient high-screen landscaping to screen the parking area, the purpose for these regulations is equally met with the proposal.

- B.** If in a residential, CI1, or IR zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, I, or CI2 zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; and

Findings: Since the site is zoned CM2, the applicant must demonstrate that the proposal is consistent with the classifications of the adjacent streets and the desired character of the area.

Street classifications

The classifications of the adjacent streets in the Transportation Element of the Comprehensive Plan are as follows:

	Traffic	Transit	Bikeway	Pedestrianway	Freight
SE Division St	District Collector Street	Major Transit Priority Street	City Bikeway	Major City Walkway	Truck Access Street
SE 115th Ave	Local Service Traffic Street	Local Service Transit Street	City Bikeway	Neighborhood Walkway	Local Service

PBOT reviewed the proposal considering the street classifications of the adjacent streets and made the following comments (Exhibit E.2):

At the time of the Early Assistance meeting (EA 19-248765) that was held for this project in late/2019, the applicant had proposed two points of access onto/from the site along both site frontages. The applicant was then informed that PBOT would not be supportive of access via SE Division for the following reasons:

1. The site also has frontage along SE 115th Ave. This street is classified as a Local Service street for all modes except one. In comparison, SE Division is an arterial street classified as a District Collector, Major Transit Priority street, City Bikeway, City Walkway, Truck Access street, Major Emergency Response street and a Civic Main street. PBOT’s practice when a site has multiple frontages is to limit access to the lower classified street – in this case, this is SE 115th Ave.
2. SE Division is identified as a high crash corridor where significant resources and improvements are being devoted to improve the safety of this major street through the city (<https://www.portlandoregon.gov/transportation/59284>). Reducing the number of conflict points and controlling access along the street is one measure that increases safety for all modes.
3. Along with numerous improvements proposed (and under construction) to improve safety along SE Division via the Outer Division Multi-modal Safety Project, the region’s transit agency, Tri-Met, is also working to enhance bus ridership/frequency of service via its Division Transit Project.
4. In relation to these two significant projects, there will be a new protected bicycle facility as well as a dedicated high frequency bus lane along the site’s frontage (and beyond). Additionally, the City has constructed an enhanced pedestrian crossing along the site’s SE Division frontage opposite the intersection with the northern-leg of

the intersection with SE 115th Ave. This crossing will be further improved with a new signal.

5. If PBOT allows a curb-cut/driveway in relation to the proposed project along SE Division, vehicles attempting to exit or enter this potential curb-cut/driveway would need to cross the aforementioned protected bicycle lane and dedicated high frequency bus lane in close proximity to the newly constructed enhanced pedestrian crossing. These potential multiple conflict points would be contrary to the City's and transit agency's efforts.

Potential issues with the Portland Fire Bureau's (PFB) requirements for emergency access were also discussed if a curb-cut/driveway along SE Division was not allowed. PBOT conferred with PFB staff and became aware of alternatives that the applicant will have to satisfy PFB requirements. Importantly, PFB confirmed that a curb-cut/driveway along SE Division is not necessary for the project to satisfy PFB requirements.

Hence, the only site access supported by PBOT is the one currently shown on the submitted plans, via SE 115th Ave.

For these reasons, the proposal to take access from SE 115th Ave instead of SE Division St limits conflicts with the multi-modal infrastructure currently under development and is more consistent with the classifications of the streets.

Desired character

The site is in the CM2, or Commercial/Mixed Use 2, base zone. The Portland Zoning Code defines desired character as "the preferred and envisioned character (usually of an area) based on the purpose statement or character statement of the base zone, overlay zone, or plan district," and any adopted area plans. The Commercial/Mixed Use 2 base zone has the following characteristics, per Zoning Code Section 33.130.030.C:

- C. Commercial/Mixed Use 2 zone.** *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.*

As discussed under criterion A above, the proposal meets standards for building height, building coverage, floor area ratio, and setback from the street-facing façades. Allowing access from SE 115th instead of more heavily trafficked SE Division St will ensure the pedestrian orientation of the busier SE Division frontage will be uninterrupted.

The proposal is for a four-story residential building built close to the two streets the property intersects. The proposal is pedestrian-oriented, using the more landscape-focused standards for Civic Corridors as required along this part of SE Division St. The current development in the nearby residentially-zoned areas are multi-dwelling

development as well, though generally at a two-story scale. However, the height limit for the CM2 base zone is 45 feet, which is the same height limit as the RM2 zone that surrounds the property on all sides. Therefore, the scale of the project is similar to what would be allowed on all adjacent zones. It is also similar to what is proposed for the RM2 zone to the west, currently in for permit.

Allowing a reduction in the depth of landscaping in the area of the building to the south and east still allows greater landscaping than currently provided on either adjacent property. The increased setback of the building (between 68 to 80 feet) from the adjacent properties, with 5 feet of L3 landscaping, allows for much more separation between developments than the minimum required 10-foot landscaped setback to those same property lines that the development could have by right. The separation also better respects the current pattern of separation of multi-dwelling projects from adjacent property lines with vehicle area seen to the sites to the east and south. Lastly, the proposed landscaping will provide shade and soften the physical environment for pedestrians, which creates a pedestrian friendly environment and streetscape.

The site is also located in the Johnson Creek Basin Plan District. The purpose for the plan district reads as follows:

33.537.010 Purpose

The Johnson Creek Basin plan district provides for the safe, orderly, and efficient development of lands which are subject to a number of physical constraints, including significant natural resources, steep and hazardous slopes, flood plains, wetlands, and the lack of streets, sewers, and water services. At certain locations, the density of development is limited by applying special regulations to new land division proposals. In addition, restrictions are placed on all new land uses and activities to reduce stormwater runoff, provide groundwater recharge, reduce erosion, enhance water quality, and retain and enhance native vegetation throughout the plan district. At other locations, development is encouraged and mechanisms are included that provide relief from environmental restrictions.

This plan district is intended to be used in conjunction with environmental zoning placed on significant resources and functional values in the Johnson Creek basin, to protect resources and functional values in conformance with Goal 8 of the Comprehensive Plan and Statewide Planning Goal 5.

The Johnson Creek Basin Plan District purpose focuses on lands with physical constraints or environmental resources, neither of which the subject site has. All relevant plan district development standards will be met.

The requested Adjustments to allow vehicle access through the required 5-foot setback on SE 115th Ave and to reduce the required 10 feet depth of L3, high-screen landscaping in the area of the building on the south and east property lines will not make the proposal inconsistent with the desired character of the area. For the reasons stated above, this criterion is met.

- C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and

Findings: Two Adjustments are requested: one to allow vehicle access through the minimum required setback on a local service street across from a residential site; and one to reduce the required 10-foot high-screen landscape buffer for the building to 5 feet. The purpose of the commercial zones as described in Zoning Code Section

33.130.010 largely speaks to the broader goals of creating places where people have access to goods and services and have opportunities to live active lifestyles. The purpose says, “The development standards are designed to allow development flexibility, within parameters, that supports the intended characteristics of the specific zone.”

The proposal will enable a multi-dwelling development, which is an allowed use under commercial zoning. The characteristics of the CM2 zone specifically have been addressed in Criterion B for the Adjustment requests. The resulting proposal is still consistent with the overall purpose of the CM2 base zone, as demonstrated above. This criterion is met.

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

Findings: City designated resources are shown on the zoning map by the ‘s’ overlay; historic resources are designated by a large dot, and by historic and conservation districts. There are no such resources present on the site. Therefore, this criterion is not applicable.

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

Findings: There are no discernible impacts that would result from granting the requested adjustments. This criterion is met.

F. If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable;

Findings: Environmental overlay zones are designated on the Official Zoning Maps with either a lowercase “p” (Environmental Protection overlay zone) or a “c” (Environmental Conservation overlay zone). As the site is not within an environmental zone, this criterion is not applicable.

DEVELOPMENT STANDARDS

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

CONCLUSIONS

The applicant proposes to build a 138-unit affordable housing development on this roughly 2-acre property. The requests to allow vehicle access from SE 115th Ave and to reduce the required southern and eastern building setback landscaping from 10 feet of L3 high-screen landscaping to 5 feet of L3 landscaping meet the purpose of the regulations and the characteristics and purposes of the base zone and plan district. Since all applicable approval criteria are met, the proposal should be approved.

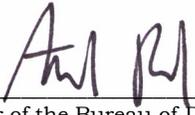
ADMINISTRATIVE DECISION

Approval of an Adjustment to Zoning Code Section 33.130.215.B.1.b to allow vehicular access from a local service street across from a property zoned RF through RM2; and an Adjustment to Zoning Code Section 33.130.215.B.2.b to reduce the required minimum landscaping in the

southern and eastern building setback from 10 feet of L3, high-screen landscaping to 5 feet of L3 landscaping. Approvals are per the approved plans, Exhibits C.1 through C.4, subject to the following condition:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.4. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 20-134237 AD. No field changes allowed."

Staff Planner: Amanda Rhoads

Decision rendered by:  **on May 26, 2020**
By authority of the Director of the Bureau of Development Services

Decision mailed: May 28, 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 April 3, 2020, and was determined to be complete on April 22, 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 April 3, 2020.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: August 20, 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 June 11, 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 IX 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 Adjustment Committee is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

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

Recording the final decision.

If this Land Use Review is approved the final decision will be recorded with the Multnomah County Recorder.

- *Unless appealed*, the final decision will be recorded on or after **June 12, 2020** by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

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

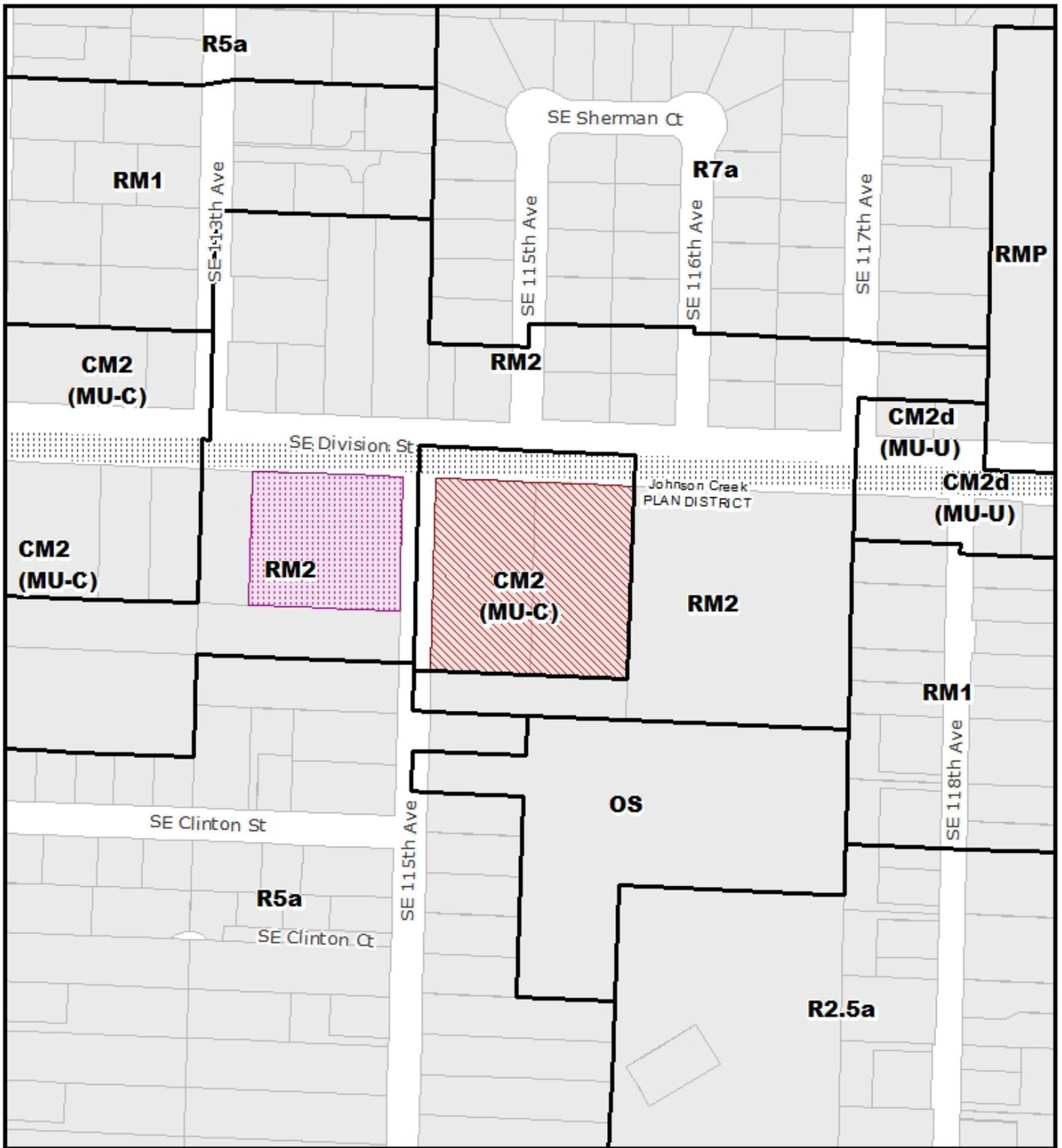
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 1. Applicant Narrative (superseded by Exhibit A.9)
 2. Original Plan Set
 3. Neighborhood Contact documentation
 4. Project Description, April 9, 2020
 5. Response to incomplete letter, April 16, 2020
 6. Updated Applicant Narrative, April 15, 2020 (superseded by Exhibit A.9)
 7. Updated Elevation Drawings and Renderings, April 15, 2020
 8. Bike Parking Analysis, April 21, 2020
 9. Final Applicant Narrative, May 12, 2020
- B. Zoning Map (attached)
- C. Plans/Drawings:
 1. Site Plan (attached)
 2. North and East Elevation Drawings (attached)
 3. South and West Elevation Drawings (attached)
 4. Landscape Plan
- D. Notification information:
 1. Mailing list
 2. Mailed notice
- E. Agency Responses:
 1. Bureau of Environmental Services
 2. Bureau of Transportation
 3. Water Bureau
 4. Fire Bureau
 5. Site Development Review Section of BDS
 6. Life Safety (Building Code) Plans Examiner
- F. Correspondence:
 1. William Norton, April 28, 2020, with questions and concerns
- G. Other:
 1. Original Land Use Application and Receipt
 2. Incomplete Letter, April 7, 2020
 3. Receipt for Additional Adjustment Payment

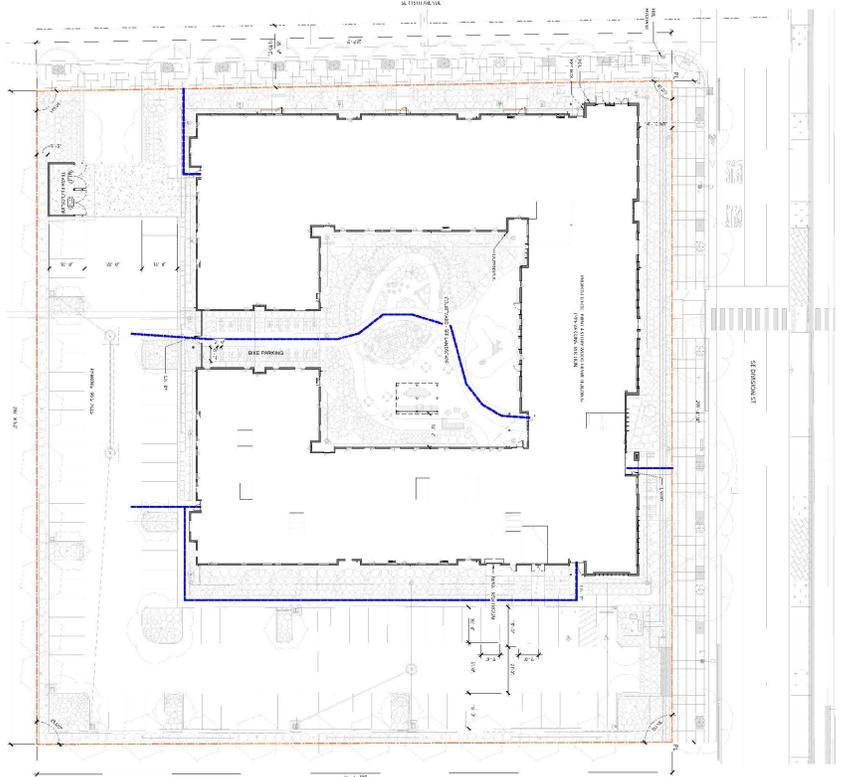
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).



ZONING 
 NORTH
 JOHNSON CREEK PLAN DISTRICT

-  Site
-  Also Owned Parcels

File No.	LU 20 - 134237 AD
1/4 Section	3342
Scale	1 inch = 200 feet
State ID	1S2E10AB 300
Exhibit	B Apr 20, 2020



SITE PLAN

GENERAL NOTES - SITE PLAN

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
6. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
7. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
8. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

PARKING TABLE

NO.	DESCRIPTION	AREA (SQ. FT.)	TOTAL AREA (SQ. FT.)
1	BICYCLE PARKING TABLE	1336.50	1336.50
2	BIKE STORAGE	500.00	1836.50
3	BIKE STORAGE	500.00	2336.50
4	BIKE STORAGE	500.00	2836.50
5	BIKE STORAGE	500.00	3336.50
6	BIKE STORAGE	500.00	3836.50
7	BIKE STORAGE	500.00	4336.50
8	BIKE STORAGE	500.00	4836.50
9	BIKE STORAGE	500.00	5336.50
10	BIKE STORAGE	500.00	5836.50

BICYCLE PARKING TABLE (336.50)

NO.	DESCRIPTION	AREA (SQ. FT.)	TOTAL AREA (SQ. FT.)
1	BICYCLE PARKING TABLE	336.50	336.50
2	BICYCLE PARKING TABLE	336.50	673.00
3	BICYCLE PARKING TABLE	336.50	1009.50
4	BICYCLE PARKING TABLE	336.50	1346.00
5	BICYCLE PARKING TABLE	336.50	1682.50
6	BICYCLE PARKING TABLE	336.50	2019.00
7	BICYCLE PARKING TABLE	336.50	2355.50
8	BICYCLE PARKING TABLE	336.50	2692.00
9	BICYCLE PARKING TABLE	336.50	3028.50
10	BICYCLE PARKING TABLE	336.50	3365.00

4275000.00

NOT FOR CONSTRUCTION



Arkrom Modsim
 1151 1/2 SE DIVISION STREET
 PORTLAND, OREGON 97266
 503.255.1111
 WWW.ARKROMMODSIM.COM

LARGE DIVISION
 1151 1/2 SE DIVISION STREET
 PORTLAND, OREGON 97266
 RELATED NORTHWEST

SITE PLAN

CD PROGRESS

DATE: 10/20/2011
 TIME: 10:20:00 AM
 A1.01

