



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

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

Date: August 21, 2020
To: Interested Person
From: Andrew Gulizia, Land Use Services
503-823-7010 / Andrew.Gulizia@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 20-152174 AD

GENERAL INFORMATION

Applicant's Representative: Daniel Eddie
Holst Architecture
123 NE 3rd Ave., Ste. 310
Portland, OR 97232

Applicant: Masaye Hoshide
Portland Housing Bureau
421 SW 6th Ave., Ste. 500
Portland, OR 97204

Proerty Owner: Human Solutions, Inc.
12350 SE Powell Blvd.
Portland, OR 97236

Site Address: 16015 SE Stark St.

Legal Description: BLOCK 3 S 175' OF LOT 12, MEYERMEAD; BLOCK 3 N 100' OF LOT 12, MEYERMEAD

Tax Account No.: R565204720, R565204800

State ID No.: 1N2E36DD 01400, 1N2E36DD 01500

Quarter Section: 3046

Neighborhood: Glenfair, contact at <http://www.eastportland.org/glenfair>

Business District: Gateway Area Business Association, contact at gabapdxboard@gmail.com, Rosewood Business Initiative, contact at jenny@rosewoodintiative.org

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

Plan District: East Corridor

Zoning: CM2hm – Commercial Mixed-Use 2 base zone with Aircraft Landing (“h”) and Centers Main Street (“m”) overlay zones
Case Type: AD – Adjustment Review
Procedure: Type II, an administrative decision with appeal to the Adjustment Committee

Proposal: The applicant proposes a 5-story, 93-unit affordable housing building on this site. A Community Service use (offices and meeting space for nonprofit organizations) is proposed for the south side of the ground floor, fronting on SE Stark Street (a transit street). In the Centers Main Street (“m”) overlay zone, new buildings within 100 feet of transit streets must have at least 25% of the ground floor in an active use such as Retail Sales and Service or Community Service as proposed in this review (Zoning Code Section 33.415.200). In the proposed ground floor plan, the Community Service use occupies most of the frontage along the transit street but only 13% of the entire ground floor. Therefore, the applicant requests an Adjustment to Zoning Code Section 33.415.200 to reduce the minimum percentage of the ground floor that must be in active use from 25% to 13%.

Relevant Approval Criteria: To be approved, this proposal must comply with the Adjustment Review approval criteria in Zoning Code Section 33.805.040.A-F.

ANALYSIS

Site and Vicinity: The subject site is 41,250 square feet in area and located on the northeast corner of SE 160th Avenue and SE Stark Street. The site is currently developed with a 45-year-old tavern building which the applicant intends to demolish. Neighboring properties are developed with a mix of single-story commercial buildings and 2-story and 3-story apartment buildings. Tri-Met bus route #20 (a designated frequent-service route) runs in front of the site on SE Stark Street, and the MAX light rail line on E Burnside is about 750 feet to the north. The boundary between the City of Portland and the City of Gresham is 300 feet east of the site.

Zoning: The CM2 zone is a medium-scale commercial/mixed-use 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. 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 Aircraft Landing (“h”) overlay zone provides safer operating conditions for aircraft in the vicinity of Portland International Airport by limiting the height of structures and vegetation in employment, industrial, and open space zones. The regulations of the “h” overlay zone do not apply to the subject site because it’s in a commercial zone (Zoning Code Section 33.400.030.B).

The Centers Main Street (“m”) overlay zone encourages a mix of commercial, residential, and employment uses on key main streets within town centers and neighborhood centers. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

The East Corridor plan district encourages new housing and mixed-use development to promote the corridor’s growth and light rail transit ridership and to enhance the pedestrian experience and access to light rail service.

Land Use Review History: There are no prior land use reviews for this site.

Agency Review: A “Notice of Proposal” was sent July 20, 2020. The following Bureaus responded with no concerns about the proposed Adjustment:

- Bureau of Environmental Services (Exhibit E-1);
- Portland Bureau of Transportation (Exhibit E-2);
- Water Bureau (Exhibit E-3);
- Fire Bureau (Exhibit E-4);
- Site Development Section of BDS (Exhibit E-5); and
- Life Safety Review Section of BDS (Exhibit E-6).

Neighborhood Review: A neighbor who received the mailed “Notice of Proposal” commented that services for persons experiencing homelessness might create nuisances for neighbors (Exhibit F-1). The applicant responded to the neighbor and explained the proposal was for permanent housing rather than temporary or transitional housing (Exhibit A).

Another neighbor who received the “Notice of Proposal” expressed concerns about noise and sidewalk impacts during construction and the potential for gentrification and displacement (Exhibit F-2). Construction impacts are regulated during the building permit review and inspection process and are not relevant to the current Adjustment Review. The building will be constructed by a nonprofit affordable housing provider, and all of the new apartments will be affordable for low-income households.

ZONING CODE APPROVAL CRITERIA

33.805.040 Approval Criteria

Adjustment requests will be approved if the applicant has demonstrated 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: The Adjustment request is to reduce the minimum percentage of the ground floor that must be in active use from 25% to 13%. This requirement applies to sites within 100 feet of transit streets in the Centers Main Street (“m”) overlay zone, and the purpose of the “m” overlay regulations is stated in Zoning Code Section 33.415.010:

The Centers Main Street overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

Though the 25% active use standard applies to the entire ground floor of the new building, the fact that the standard only applies to buildings within 100 feet of transit streets, rather than to all buildings on sites in the “m” overlay, regardless of distance from the street, demonstrates the intent of the standard is to enliven buildings near/in close proximity to transit streets. Of the two streets which abut this site, only SE Stark Street is a designated transit street. In the applicant’s proposal, the active, Community Service use will be located in the front of the building’s ground floor facing SE Stark Street and will occupy approximately 70% of the total ground floor frontage on SE Stark Street (Exhibit C-1). The main entrances to the Community Service use and the residential use will both face the SE Stark Street sidewalk, and extensive windows and canopies will accentuate these entrances and promote a safe and pleasant pedestrian environment (Exhibits C-2 and C-3).

The applicant pointed out the standard would be met outright if an active use were placed at the back (north) side of the building, adjacent to lower-density residential uses, as long as the active use was at least 25% of the total ground floor area (Exhibit A). Staff agrees that while such a configuration would meet the technical requirement of the code, it would not meet the intent of the standard as well as placing the active use along SE Stark Street.

For these reasons, staff finds the proposal equally meets the purpose of the requirement to be modified. Approval criterion A is met.

- 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 Adjustment Review proposal must be 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	Pedestrian	Freight
SE Stark St.	Major City Traffic Street	Major Transit Priority Street	City Bikeway	Major City Walkway	Major Truck Street
SE 160 th Ave.	Local Service	Local Service	Local Service	Local Service	Local Service

The proposed Adjustment reduces the non-residential use requirement from 25% of the ground floor to 13% of the ground floor, but most of the new, 5-story building (97% of the total floor area) will be in residential use. If this Adjustment were not requested and 25% of the ground floor was in non-residential use, 95% of the total floor area of the 5-story building would still be in residential use. The size of the proposed residential use and the number of residential units (93) are allowed outright. Since the Adjustment affects only a small percentage of the total floor area in the building, approximately 2%, the Adjustment will not significantly affect traffic levels or demand for transit, bike, pedestrian, or freight facilities compared to an outright-permitted proposal. The Portland Bureau of Transportation (PBOT) reviewed the proposal and responded with no objections (Exhibit E-2). Therefore, staff finds the proposed Adjustment is consistent with the adjacent street classifications.

Desired character of area

“Desired character” is defined in Zoning Code Chapter 33.910. Pursuant to this definition, the desired character of this site is determined by the character statement of the CM2 zone, the purpose statement for the Aircraft Landing (“h”) and Centers Main Street (“m”) overlay zones, the purpose statement for the East Corridor plan district, and relevant statements from the Outer Southeast Community Plan.

CM2 zone

The character statement for the CM2 zone is in Zoning Code Section 33.130.030.C:

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 new building will be 5 stories tall, consistent with the East Corridor plan district’s purpose of having taller buildings and more intense uses along transit lines. The proposed building will have 93 residential units and a Community Service use on the ground floor,

consistent with the desired mixed-use character of the CM2 zone. The building walls will be close to the lot lines along both abutting streets, creating a built-up and pedestrian-friendly environment along the sidewalks (Exhibits C-1 and C-2). The main entrances to the apartment building and the Community Service use will be oriented to the SE Stark Street sidewalk, further promoting a pedestrian-friendly character. The building will be set back further from lot lines which face residential zones than other lot lines (Exhibits B and C-1). For these reasons, staff finds the proposal is consistent with the character statement for the CM2 zone.

Aircraft Landing (“h”) overlay zone

The purpose statement for the “h” overlay zone is in Zoning Code Section 33.400.010:

The Aircraft Landing Overlay Zone provides safer operating conditions for aircraft in the vicinity of Portland International Airport by limiting the height of structures, vegetation, and construction equipment.

Although this site is within the “h” overlay zone, Zoning Code Section 33.400.030.B states the height limits in the ‘h’ overlay zone do not apply to commercial/mixed-use zones and development is only subject to base zone height limits. In this case, the applicant’s proposal complies with the Zoning Code height limit for the site, and no Adjustment for building height is requested. Therefore, staff finds the proposal is consistent with the purpose statement for the “h” overlay zone.

Centers Main Street (“m”) overlay zone

The purpose statement for the “m” overlay zone is in Zoning Code Section 33.415.010:

The Centers Main Street overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

The 5-story, mixed-use building will be constructed close to both abutting streets, with no vehicle area between the public sidewalks and the street-facing building facades (Exhibit C-1), which will create a pedestrian environment and reduce potential conflicts between pedestrians and vehicles. The project will significantly increase the intensity of development on the site, promoting a denser, more urban environment supportive of bus and light rail transit service. Approximately 70% of the building’s ground floor frontage on SE Stark Street will be in Community Service use (Exhibit C-1), and the main entrances to the Community Service use and the residential use will both face the SE Stark Street sidewalk. Extensive windows and canopies will accentuate these entrances and promote a safe and pleasant pedestrian environment (Exhibits C-2 and C-3). For these reasons, staff finds the proposal is consistent with the purpose of the “m” overlay zone.

East Corridor plan district

The purpose statement for the East Corridor plan district is in Zoning Code Section 33.521.010:

The East Corridor plan district includes three light rail stations and three Pedestrian Districts. The area is targeted to receive a significant share of the city’s growth. It is envisioned that future development will transform the areas surrounding the light rail stations into vibrant mixed-use areas of retail, office, and housing with a high level of pedestrian amenities. Lower density residential and commercial development will continue to surround the Pedestrian Districts.

These regulations:

- *Encourage new housing and mixed use development and expansions of existing development to promote the corridor's growth and light rail transit ridership;*
- *Promote compatibility between private and public investments along the light rail system through enhanced building design and site layout standards;*
- *Implement the objectives of the City's Pedestrian Districts to enhance the pedestrian experience and access to and from light rail service; and*
- *Encourage connectivity for vehicles, bicycles, and pedestrians on large sites.*

The site is about a 1/3-mile walking distance from the E 162nd Avenue light rail station. The proposed, mixed-use development on this site will accommodate growth in the light rail corridor, provide residents to support light rail ridership, and promote a more vibrant neighborhood. Since the vehicle area on the site will be in the back, rather than between the building and the abutting streets, a high-quality pedestrian experience will be created. The proposed building meets all applicable Zoning Code design standards, including street-facing fenestration and façade articulation standards intended to promote compatibility with neighboring development. For these reasons, staff finds the proposal is consistent with the purpose of the East Corridor plan district.

Outer Southeast Community Plan

The following statements from the Outer Southeast Community Plan are found to be relevant:

Economic Development Policy, Objective 3: Create up to 6,000 new jobs in the outer southeast area by encouraging development of commercial and industrial areas.

Transportation Policy, Objective 2: Support better mass transit service by creating opportunities to develop higher-density housing on or near streets with public transit service or planned public transit service. Ensure that this housing blends in with that of surrounding residential areas.

Housing Policy, Objective 1: Construct 14,000 new housing units in the Outer Southeast Community Plan area by 2015.

Housing Policy, Objective 2: Stimulate construction of new housing units by both private and nonprofit housing producers to accommodate expected population growth.

Housing Policy, Objective 5: Increase opportunities for multifamily housing in areas convenient to shopping and transit.

Housing Policy, Objective 7: Preserve and increase the supply of housing affordable to households below the median income.

Open Space and Environment Policy, Objective 9: Improve the appearance and livability of outer southeast neighborhoods.

Urban Design Policy, Objective 4: Promote "main street" development on portions of Foster Road, Glisan Street, and Woodstock Boulevard, on Division and Stark Streets, and 82nd and 122nd Avenues. Locate buildings with entrances off the sidewalk. Encourage sidewalk cafes, display windows, benches, street trees, awnings, small scale signs that are directed to the pedestrians, and on-street parking.

Public Safety Policy, Objective 1: Promote a mix of development and uses at focal points and attractions that provide round-the-clock surveillance.

Subarea Policy V: MAX LRT Corridor, Objective 3: Increase housing densities within one-quarter mile of a transit stop to at least medium-density multifamily, as the appropriate opportunity arises, and apply transit-supportive zones to commercially zoned land.

Subarea Policy V: MAX LRT Corridor, Objective 4: Increase housing densities within one-half mile of the light rail stations to at least the higher density single family designations as the appropriate opportunity arises.

A small percentage of the new building will be mixed-use with non-residential use supporting job growth, and the proposal will create 93 new housing units within the 1/4-mile radius (1/3-mile walking distance) of the E 162nd Avenue light rail station. Each of the new housing units will be affordable to households below the median income.

The new building will be constructed close to both abutting streets and will have covered entrances off the SE Stark Street sidewalk, promoting a “main street” feel. The building will meet all applicable design standards, including street-facing fenestration and façade articulation standards intended to promote compatibility with neighboring development. The large ground-floor windows and the residential windows above will promote a pleasant pedestrian environment and round-the-clock surveillance of the abutting streets.

For these reasons, staff finds that on balance, the proposal is consistent with the Outer Southeast Community Plan.

Summary

Staff finds the proposed Adjustments are consistent with the classifications of the adjacent streets and the desired character of the area. Approval criterion B 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: As only one Adjustment is requested, this criterion is not applicable.

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

Findings: City-designated scenic resources are identified on the official zoning maps with a lower case “s,” and historic resources are identified either with a dot or as being within the boundaries of a Historic or Conservation district. There are no scenic resources or historic resources mapped on the subject site, so this criterion is not applicable.

- E.** Any impacts resulting from the Adjustment are mitigated to the extent practical; and

Findings: Staff has not identified any negative impacts specifically resulting from the Adjustment request to reduce the amount of ground floor active space from 25% to 13% that would require mitigation. Therefore, this criterion is not applicable.

- 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 there are no environmental overlay zones mapped on the site, 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

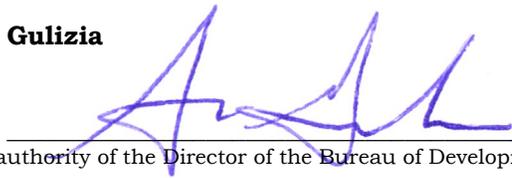
The proposed Adjustment is found to be consistent with the purpose of the regulation to be modified and with the desired character of the area. Although only 13% of the total ground floor area will be in non-residential, active use, most of the building's ground floor frontage on SE Stark Street will be in active use. Since staff finds the Adjustment Review approval criteria to be met, the Adjustment must be approved.

ADMINISTRATIVE DECISION

Approval of an Adjustment to Zoning Code Section 33.415.200 to reduce the minimum percentage of the ground floor that must be in active use from 25% to 13%, per the approved plans, Exhibits C-1 through C-3, subject to the following condition:

- A. As part of the building permit application submittal, each of the 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-3. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 20-152174 AD."

Staff Planner: Andrew Gulizia

Decision rendered by:  **on August 18, 2020.**
By authority of the Director of the Bureau of Development Services

Decision mailed: August 21, 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 June 5, 2020 and was determined to be complete on July 15, 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 June 5, 2020.

ORS 197.311 requires the City to issue a final decision on applications for qualifying affordable housing proposals within 100 days of the application being deemed complete. The 100-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 100-day review period. Unless further extended by the applicant, **the 100 days will expire on October 23, 2020.**

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

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project

elements that are specifically required by conditions of approval must be shown on the plans and labeled as such.

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

Appealing this decision. This decision may be appealed to the Adjustment Committee. Appeals must be filed **by 4:30 PM on September 4, 2020** by e-mailing the completed land use appeal form and appeal statement to LandUseIntake@portlandoregon.gov. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

If an appeal is filed, the Adjustment Committee will hold a public hearing on October 6, 2020 at 2:30 PM to consider the appeal. Adjustment Committee hearings are currently held on-line due to the COVID-19 emergency.

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

LUBA appeal. If this decision is appealed, 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 after **September 4, 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 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 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:

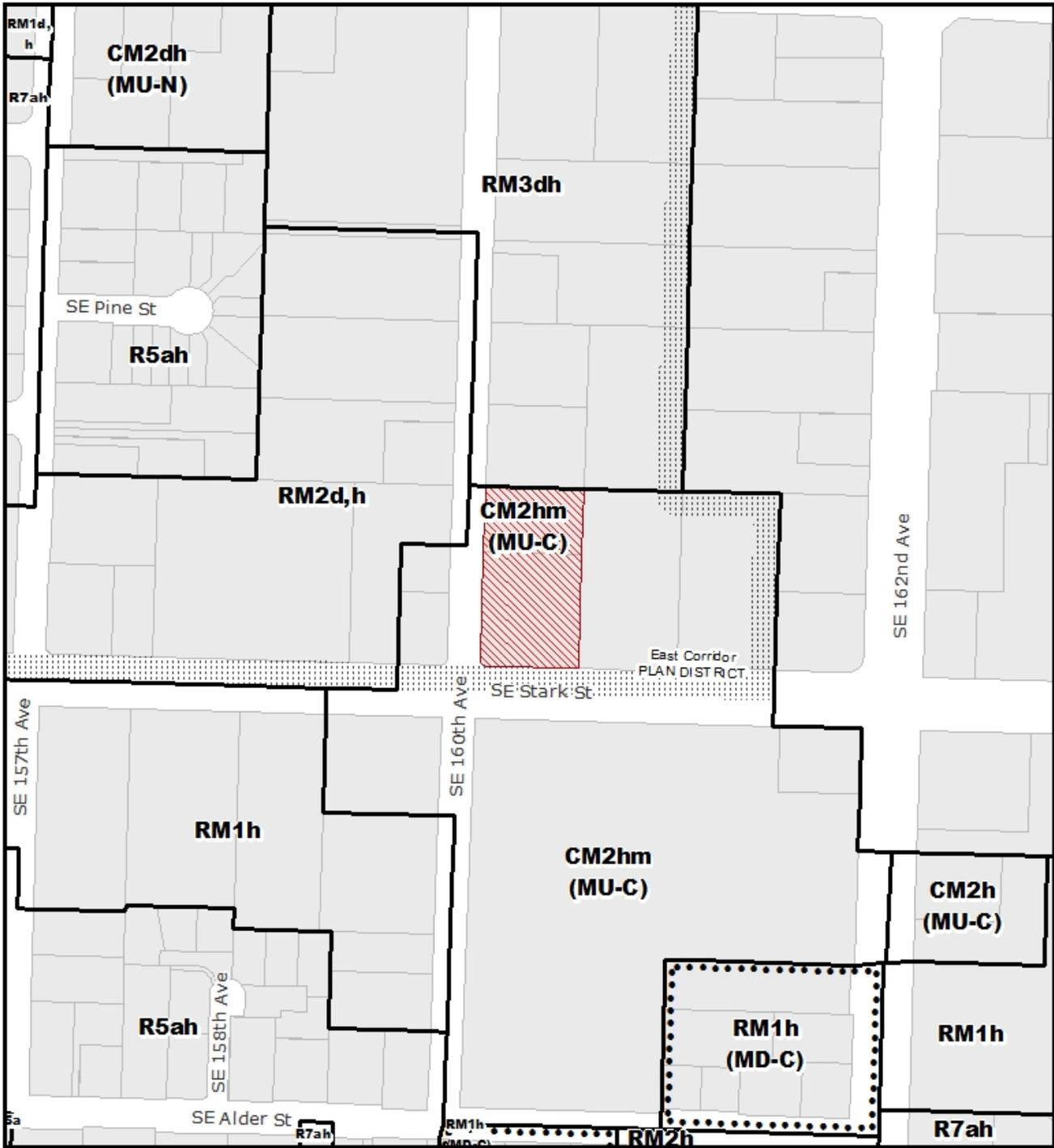
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site plan (attached)
 - 2. South and west building elevations (attached)
 - 3. North and east building elevations (attached)
- D. Notification Information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Portland Bureau of Transportation
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development Review Section of BDS
 - 6. Life Safety Review Section of BDS
- F. Correspondence:
 - 1. E-mail from Julia Ruiz, dated July 31, 2020
 - 2. E-mail from Lindsay L. Liddell-Smith, dated August 6, 2020
- G. Other:
 - 1. Land use application form
 - 2. Incompleteness determination letter, dated June 15, 2020
 - 3. Revised incompleteness determination letter, dated July 1, 2020

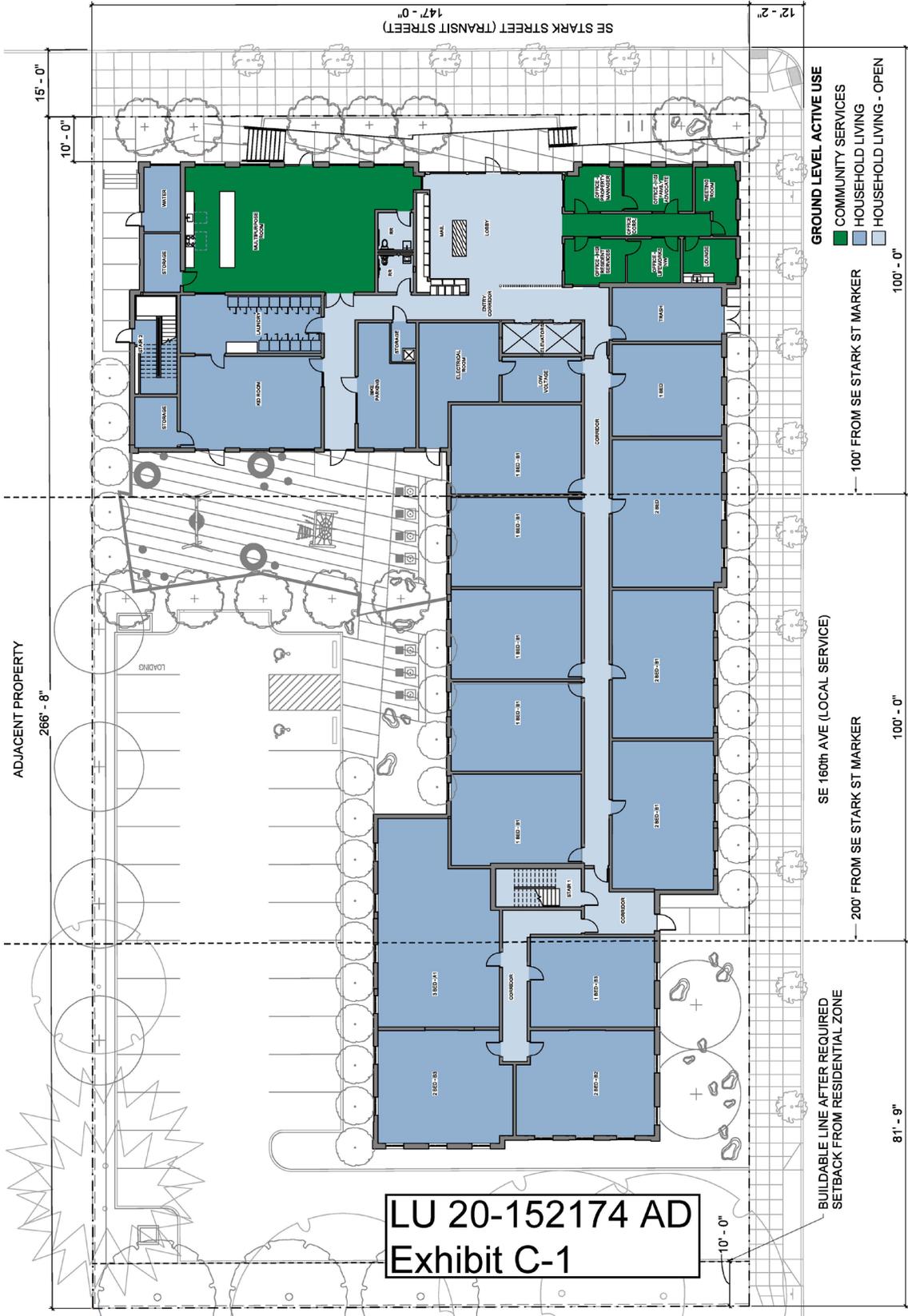
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).



ZONING 
 NORTH
 EAST CORRIDOR PLAN DISTRICT



File No.	LU 20 - 152174 AD
1/4 Section	3046
Scale	1 inch = 200 feet
State ID	1N2E36DD 1400
Exhibit	B Jul 01, 2020



LU 20-152174 AD
Exhibit C-1

GROUND LEVEL ACTIVE USE

- COMMUNITY SERVICES
- HOUSEHOLD LIVING
- HOUSEHOLD LIVING - OPEN

100' FROM SE STARK ST MARKER

SE 160th AVE (LOCAL SERVICE)

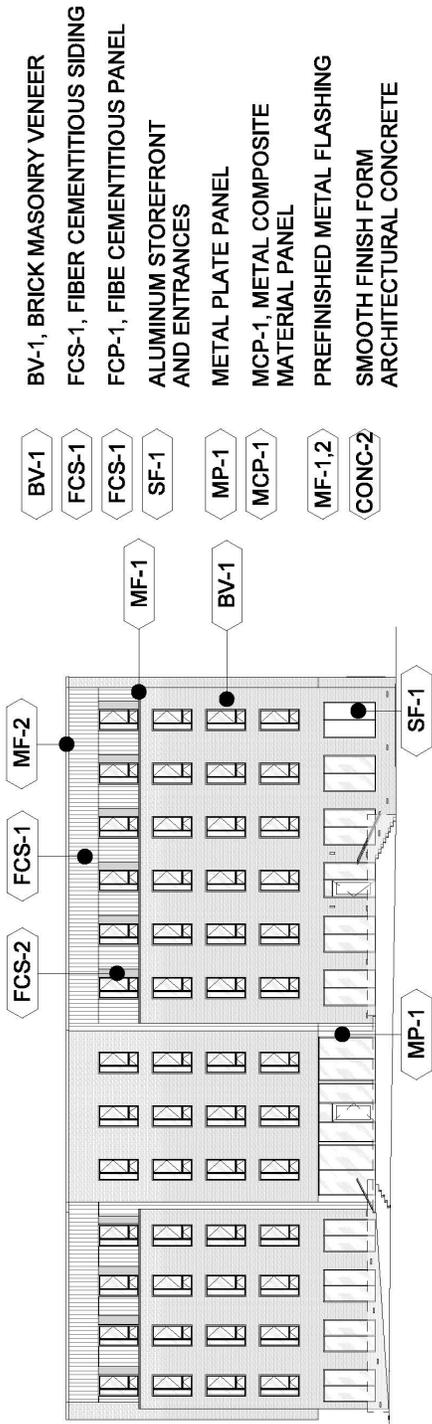
200' FROM SE STARK ST MARKER

BUILDABLE LINE AFTER REQUIRED
SETBACK FROM RESIDENTIAL ZONE



LEVEL 01 FLOOR PLAN
1/8" = 1'-0"

-  T.O. PARAPET
320' - 6 1/2"
-  LEVEL 05
305' - 9"
-  LEVEL 04
295' - 9"
-  LEVEL 03
285' - 9"
-  LEVEL 02
275' - 9"
-  LEVEL 01
262' - 9"

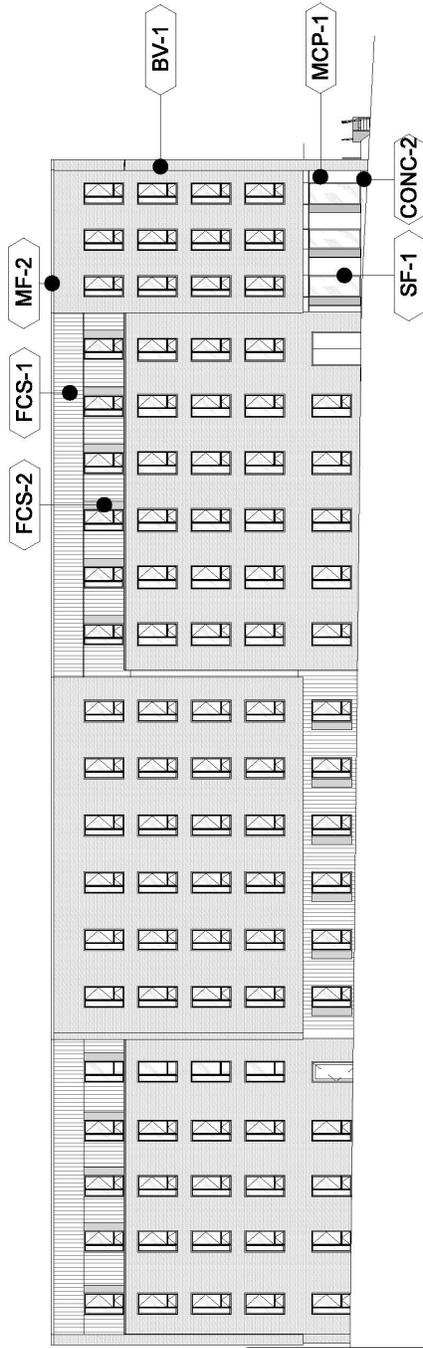


1. SOUTH ELEVATION

ELEVATION MATERIAL LEGEND

-  BV-1, BRICK MASONRY VENEER
-  FCS-1, FIBER CEMENTITIOUS SIDING
-  FCP-1, FIBER CEMENTITIOUS PANEL
-  SF-1, ALUMINUM STOREFRONT AND ENTRANCES
-  MP-1, METAL PLATE PANEL
-  MCP-1, METAL COMPOSITE MATERIAL PANEL
-  MF-1,2, PREFINISHED METAL FLASHING
-  CONC-2, SMOOTH FINISH FORM ARCHITECTURAL CONCRETE

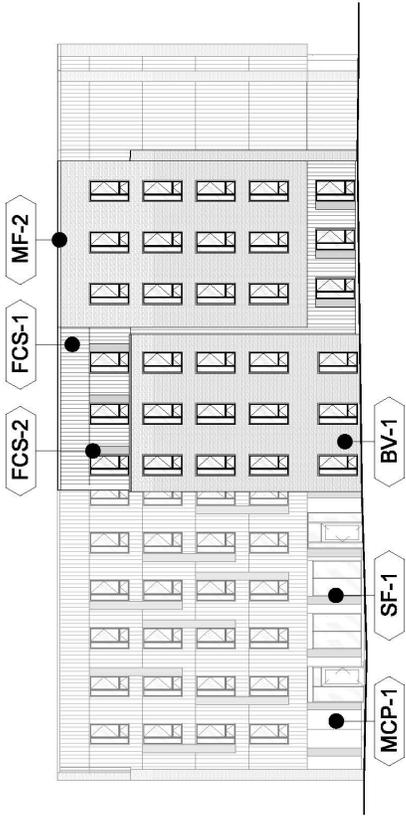
-  T.O. PARAPET
320' - 6 1/2"
-  LEVEL 05
305' - 9"
-  LEVEL 04
295' - 9"
-  LEVEL 03
285' - 9"
-  LEVEL 02
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-  LEVEL 01
262' - 9"



2. WEST ELEVATION

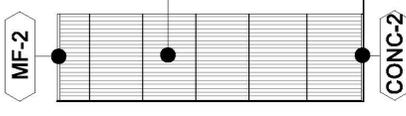
LU 20-152174 AD
Exhibit C-2

-  T.O. PARAPET
320' - 6 1/2"
-  LEVEL 05
305' - 9"
-  LEVEL 04
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-  LEVEL 03
285' - 9"
-  LEVEL 02
275' - 9"
-  LEVEL 01
262' - 9"



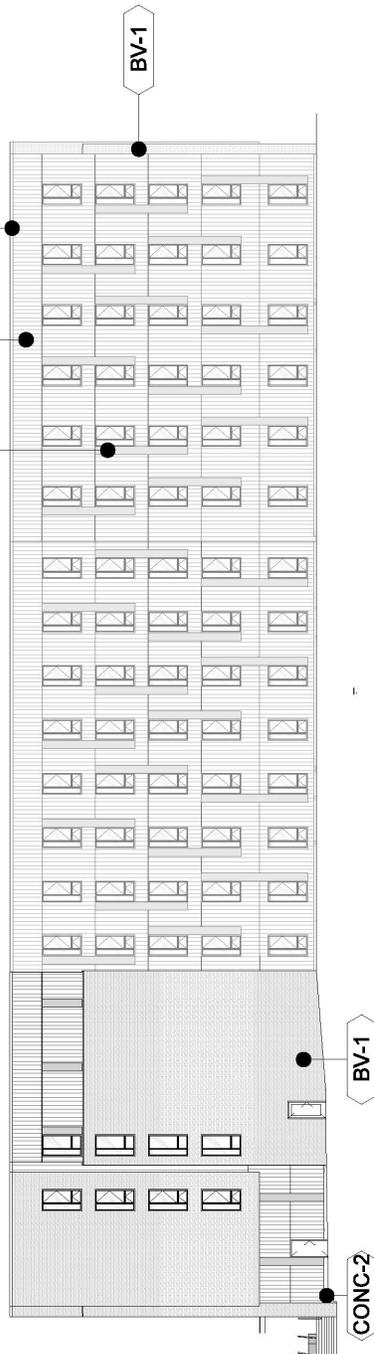
1. NORTH ELEVATION

-  T.O. PARAPET
320' - 6 1/2"
-  LEVEL 05
305' - 9"
-  LEVEL 04
295' - 9"
-  LEVEL 03
285' - 9"
-  LEVEL 02
275' - 9"
-  LEVEL 01
262' - 9"



3. SOUTH PARKING ELEVATION

-  T.O. PARAPET
320' - 6 1/2"
-  LEVEL 05
305' - 9"
-  LEVEL 04
295' - 9"
-  LEVEL 03
285' - 9"
-  LEVEL 02
275' - 9"
-  LEVEL 01
262' - 9"



2. EAST ELEVATION

**LU 20-152174 AD
Exhibit C-3**

