



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

Dan Ryan, Commissioner  
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[www.portland.gov/bds](http://www.portland.gov/bds)

**Date:** December 16, 2021  
**To:** Interested Person  
**From:** Kate Green, Land Use Services  
503-865-6428 / [Kate.Green@portlandoregon.gov](mailto:Kate.Green@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 21-031988 GW**

**GENERAL INFORMATION**

**Owner/Applicant:** Jerome Jackson, Shore Terminals LLC  
Po Box 780339  
San Antonio TX 78278-0339

**Contact:** Laurie Parry, Stewardship Solutions Inc  
14751 Goodrich Creek Lane  
Baker City OR 97814  
541-519-8806 / [laurie@stewardshipsolutionsinc.com](mailto:laurie@stewardshipsolutionsinc.com)

**Site Address:** 9420 NW ST HELENS ROAD  
**Legal Description:** TL 1100 1.16 ACRES, SECTION 11 1N 1W; TL 1000 6.72 ACRES LAND & IMPS SEE R646407 (R961110431) FOR MACH & EQUIP, SECTION 11 1N 1W; LOT 2 TL 1203 LAND & IMPS SEE R646408 (R649815981) FOR MACH & EQUIP, PARTITION PLAT 2001-150; LOT 2 TL 1204 LAND & IMPS, PARTITION PLAT 2001-150

**Tax Account No.:** R649815980; R961110430; R649815990; R961110380  
**State ID No.:** 1N1W11 01203; 1N1W11 1000; 1N1W11 1204; 1N1W11 1100  
**Quarter Section:** 2019, 2119, 2120

**Neighborhood:** Linnton, contact Sarah Taylor at [sarahsojourner@mac.com](mailto:sarahsojourner@mac.com)  
**Business District:** None  
**District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212

**Zoning:** Heavy Industrial (IH)  
Greenway River Industrial (i)  
Prime Industrial (k)  
Scenic (s)

**Plan District:** None  
**Other Designations:** flood hazard, landslide hazard

**Case Type:** Greenway Review (GW)  
**Procedure:** Type II, an administrative decision with appeal to the Hearings Officer.

**Proposal:** The applicant is proposing to relocate piping services between an existing dock and the upland storage tanks to improve operations, maintenance and safety of the systems. Four existing underground pipelines are proposed to be decommissioned and replaced with four above ground pipelines of the same size. A new concrete pipe vault and associated asphalt ramps are proposed to allow vehicle access over the new pipes. Additionally, two new walkways with stairs are proposed over portions of the new pipelines for personnel access and safety. Construction of the vault and ramps will require excavation and the demolition of existing decommissioned vaults and monitoring wells within the proposed work area. One monitoring well is proposed to be relocated south of the proposed vault.

Since the work will occur within and riverward of the greenway setback, a **Greenway Review** is triggered (33.440.310.B and 33.440.310.D).

*The applicant submittal materials include a geotechnical report, dated July 22, 2019 (Exhibit A2) that refers to other proposed work on the site, including a fire-water tank, a saturator tank, a vapor combustion unit, blower and burner skids, and a blower unit. None of those elements are noted in the pending project plans or included in the applicant's project narrative, so those features are not part of this review.*

*The applicants have also been advised that additional development or changes to the site design may be required for this project, in order to address seismic, liquefaction, floodway, flood hazard, and erosion control issues. The applicants have elected to proceed without resolution of these issues, and have been made aware that any additional work within 75-feet of the riverbank will trigger a subsequent Greenway Review or other applicable review(s).*

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

- Greenway Review 33.440.250
- Willamette Greenway Design Guidelines

## FACTS

**Site and Vicinity:** The project site is approximately 21 acres and is developed with a bulk fuel storage and distribution terminal. Overall, the applicants note the terminal is comprised of 4 parcels (tax account numbers: R649815980, R649815990, R96110430, and R961110380). The proposed project will occur on one of those parcels (R649815980).

The terminal is bordered by NW St Helens Road to the south, the Willamette River to the north and it is bisected by rail lines. The site essentially has two terraces, which are separated by a sloped bank, portions of which are heavily treed. The lower terrace, by the river, includes numerous storage tanks, pipelines, two marine docks, storage buildings, and related parking. The upper terrace, between the rail lines and NW St Helens Road, is developed with an office building, storage facilities, and associated parking areas.

The terminal has approximately 2,500 linear feet of river frontage. The pipeline changes are proposed at the downstream end of the site, where an approximately 600-foot section of the shoreline is occupied by an existing dock and accessway system over a concrete revetment. The balance of the site's river frontage consists of a rocky, vegetated bank, with some native and non-native trees and shrubs. Large wood logs have also accumulated on the sandy shoreline overtime.

Nearby development includes an adjacent bulk fuel storage facility and the Linnton commercial and industrial area downstream, assorted marine related businesses are located upstream, and residential development and Forest Park environs are situated to the southwest across St Helens Road. The Port of Portland Terminal 4 is located directly across the river.

**Greenway Resources:** The site lies on the Willamette River near river mile 5. As described in the *Willamette River Greenway Plan*, the Willamette River and its riverbanks are a natural resource of inestimable statewide importance.

Within the project area, the Willamette River has been highly channelized and shaped by historical and current industrial development and use, which includes shoreline armoring, dredging, and the presence of structures and debris in the river. The 1986 *Lower Willamette River Wildlife Habitat Inventory* identifies three designated habitat areas at this location. These are identified as Sites 5.4C (41) and 5.4A (16), and 5.4B (7). Site 5.4C is designated as a Rank III Habitat Area, and is noted as being a riprapped shore with a sandy beach and some willows and cottonwoods along the shoreline. Sites 5.4A and B are Rank V Habitat Areas. Sites with such rankings are noted as generally having little or no value for wildlife due to extensive development; yet, they are also noted as areas that could be greatly improved with revegetation. The Willamette River also contains designated Critical Habitat, Essential Fish Habitat, and Essential Salmonid Habitat, as defined by the *Oregon Department of State Lands* (DSL). There are 5 species listed under the federal *Endangered Species Act* (ESA) with the potential to occur in the project area, including Chinook and coho salmon and steelhead trout.

At this time, the river habitat is characterized by degraded baseline environmental conditions and is within the designated *Portland Harbor Superfund* area.

**Scenic Resources:** The project site is within two scenic view corridors:

- VB 04-03/St Johns Bridge from St Helens Road. There is a height limit within this view corridor ranging from 30-feet to 100-feet.
- VP 09-01/Panoramic view from St Johns Bridge. This viewpoint does not have a height restriction.

None of the proposed features will exceed the noted height limits.

**Zoning:** The project site is in the Heavy Industrial (IH) zone and has Greenway River Industrial (i), Prime Industrial (k), and Scenic Resource (s) overlay designations.

The **Heavy Industrial (IH)** zone is *one of the three zones that implement the Industrial Sanctuary map designation of the Comprehensive Plan. The zone provides areas where all kinds of industries may locate including those not desirable in other zones due to their objectionable impacts or appearance.*

The **Greenway River Industrial (i)** zone *encourages and promotes the development of river-dependent and river-related industries which strengthen the economic viability of Portland as a marine shipping and industrial harbor, while preserving and enhancing riparian habitat and providing public access where practical.*

The **Prime Industrial (k)** zone *aims to protect land that has been identified in the Comprehensive Plan as Prime Industrial, and to prioritize these areas for long-term retention.*

The **Scenic Resources (s)** zone is intended to:

- *Protect Portland's significant scenic resources as identified in the Scenic Resources Protection Plan;*
- *Enhance the appearance of Portland to make it a better place to live and work;*
- *Create attractive entrance ways to Portland and its districts;*
- *Improve Portland's economic vitality by enhancing the City's attractiveness to its citizens and to visitors;*
- *Implement the scenic resource policies and objectives of Portland's Comprehensive Plan.*

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

- CU 044-76: Conditional Use for fill/Approved with conditions
- V 15-81: Street Vacation/Approved

- GP 007-81: Greenway Permit for equipment building/Approved
- GP 014-81: Greenway Permit for renovation of loading dock and new loading platform/Approved with conditions
- GP 017-87: Greenway Permit for office trailer/Approved
- GP 025-87: Greenway Permit for pipeline replacement and fencing/Approved
- LUR 91-00737 GW: Greenway Review for roof on bulk storage tank/Approved
- LUR 93-00500 GW: Greenway Review for boathouse and ramp/Approved
- LUR 95-00058 GW: Greenway Review for vapor combustion system/Approved with conditions
- LUR 96-00754 GW: Greenway Review for fiber optic cable/Approved
- LUR 01-00075 MP: Two-lot Minor Partition/Approved with conditions
- LU 06-138206 GW: Greenway Review for two 100,000 barrel gasoline/diesel storage tanks and containment and conveyance systems/Approved with conditions

The property owner has the on-going responsibility to comply with the land use decision conditions.

**Pending Legislation:** On December 18, 2019, the City of Portland adopted an ordinance to implement new regulations for bulk fuel terminals, which are intended to restrict the expansion of the existing facilities, but allow the terminals to continue to operate and reinvest in facilities as Oregon transitions away from fossil fuels to more renewable energy sources. The regulations are intended to apply to storage tank capacity, not piping. The ordinance was appealed to Land Use Board of Appeal (LUBA). LUBA remanded the case back to City Council for additional findings and policy interpretations and those regulations are not currently in effect.

**Agency Review:** The following agencies have responded with no issues or concerns:

- *Portland Transportation*
- *Urban Forestry*
- *Fire Bureau*

*Site Development/BDS* noted issues related to flood hazards and geotechnical requirements that will be evaluated at the time of building permit review.

*Bureau of Environmental Services* noted sanitary, stormwater management, and source control requirements, and included details about an Approved Source Control Special Circumstances (SCSC) Application: *The applicant submitted a SCSC form seeking exemption from the cover requirements (permanent cover structure and rain shields) of Section 6.5 and Section 6.6 of the Source Control Manual for the fuel transfer area on the over-water dock. BES approved the request on November 10, 2021.*

*Life Safety/BDS* noted building permits are required for the proposed work.

*Oregon Department of State Lands* noted changes to the piping on the existing dock will not require a permit provided there are no impacts to the Willamette. Any work below the Ordinary High Water will require a permit.

**Neighborhood Review:** A *Notice of Proposal in Your Neighborhood* was mailed June 30, 2021. No written responses have been received.

## ZONING CODE APPROVAL CRITERIA

### GREENWAY REVIEW

#### 33.440.350 Greenway Review Approval Criteria

The approval criteria for a Greenway review have been divided by location or situation. The divisions are not exclusive; a proposal must comply with **all** of the approval criteria that apply to the site. A Greenway review application will be approved if the review body finds that the applicant has shown that all of the approval criteria are met.

**Findings:** The project site is located within the River Industrial Greenway overlay zone and has approximately 2,500 linear feet of river frontage.

The applicant has stated the intent of the project is to improve operational, maintenance and safety of the piping that is used to transport fuel products between ships and upland storage facilities. The proposed features will include the following:

Four pipelines that are currently routed below the dock and underground are proposed to be modified between the existing dock and upland storage tanks. New piping connections are proposed between four existing valves on the dock and the upland storage facilities. The existing piping will be abandoned in place. The four new pipes will be routed across the dock on brackets mounted to dock surface. Steel crossovers with stairways will be installed on the existing dock, to provide access over the piping (Exhibit C2). Near the landward end of the dock, one of the pipes will be routed to connect with an existing valve and piping that runs along the riverside of Building 12; and the three other pipes will be conveyed through a new pipe vault and ramp structure that will also serve to provide vehicle and pedestrian access over the pipes and to the dock. Existing catch basins and monitoring wells within the footprint of the proposed pipe vault/ramp structure will be abandoned in place or removed and relocated to adjacent locations outside of the new structure, as shown on Exhibit C4, Sheet PORT-21-021. On the landward side of the pipe vault, the piping will be routed to existing storage facilities that are more than 75 feet from the top of bank and outside of the Greenway Review area.

The site is occupied by a river dependent, bulk petroleum storage and distribution terminal, and does not have any Greenway trail or Greenway viewpoint designations; nor is the site within or adjacent to any properties with the River Natural or River Water Quality zones. Given this, Criteria B, C, D, G and H are not applicable to the proposal. The proposed work is to occur within and riverward of the Greenway Setback, so Criteria A, E, and F apply. Specific details and findings about these criteria follow:

**A. For all Greenway reviews.** The Willamette Greenway design guidelines must be met for all Greenway reviews.

**Findings:** The Willamette Greenway Design Guidelines address the quality of the environment along the river and require public and private developments to complement and enhance the riverbank area. The Design Guidelines are grouped in a series of eight Issues. The site does not have a Greenway Trail, Viewpoint, or View Corridor designation, so Issues A, B, F, G and H do not apply. The applicable issues/guidelines are addressed below:

**Issue C. Natural Riverbank and Riparian Habitat:** This issue “applies to situations where the river bank is in a natural state, or has significant wildlife habitat, as determined by the wildlife habitat inventory.” These guidelines call for the preservation and enhancement of natural banks and areas with riparian habitat.

1. Natural Riverbanks
2. Riparian Habitat

**Issue D. Riverbank Stabilization Treatments:** This guideline “applies to all applications for Greenway Approval.” This guideline promotes bank treatments for upland developments that enhance the appearance of the riverbank, promote public access to the river, and incorporate the use of vegetation where possible.

1. Riverbank Enhancement

**Issue E. Landscape Treatments:** This issue “applies to all applications for Greenway Approval which are subject to the landscape requirements of the Greenway chapter of Title 33 Planning and Zoning of the Portland Municipal Code. These guidelines call for landscaping treatments which create a balance between the needs of both human and wildlife populations:

1. Landscape Treatment
2. Grouping of Trees and Shrubs

### 3. Transitions

**Findings:** These criteria call for protecting and enhancing the shoreline environment in a manner that will improve the appearance and habitat values of the riverfront, while also accommodating the river-dependent operations at the site.

Construction access will be via existing drive aisles, and construction impacts for the proposed piping, minor grading and access changes will be minimized by confining work activities and alterations to areas of the site developed with an existing dock, concrete bank revetment, and paved vehicle areas.

As such, no alterations to the nearby habitat areas or the existing bank revetment will occur. Likewise, no changes are proposed to the existing landscape plantings on the balance of the riverbank, which were required as part of LU 06-138206 GW and must continue to be maintained to improve fish and wildlife habitat.

Overall, with the provision of erosion and sediment controls, as shown on Sheet PORT-31-015 (Exhibit C3), and applied at the time of permit, the bank will be protected during construction, and the prior planting treatment (LU 06-138206 GW) will contribute to the habitat and scenic values of the shoreline. Based on these factors, these guidelines are met.

**E. Development within the greenway setback.** The applicant must show that the proposed development or fill within the greenway setback will not have a significant detrimental environmental impact on Rank I and II wildlife habitat areas on the riverbank. Habitat rankings are found in the *Lower Willamette River Wildlife Habitat Inventory*.

**Findings:** The nearest Rank I and II habitat areas are approximately one half mile (Site 6A/Rank II/Linnton townsite) to one and a half miles (Site 4.2A (and related Site 4.2D)/Rank II/"Harborton" property) downstream of the project area.

As discussed in the findings above, with the implementation of adequate construction management controls, the construction is expected to help temper detrimental impacts on these nearby Rank II areas, by improving the operation, maintenance and safety of the piping that is used to transport fuel products between ships and upland storage facilities. As such, this criterion is met.

**F. Development riverward of the greenway setback.** The applicant must show that the proposed development or fill riverward of the greenway setback will comply with all of the following criteria:

1. The proposal will not result in the significant loss of biological productivity in the river;
2. The riverbank will be protected from wave and wake damage;
3. The proposal will not:
  - a. Restrict boat access to adjacent properties;
  - b. Interfere with the commercial navigational use of the river, including transiting, turning, passing, and berthing movements;
  - c. Interfere with fishing use of the river;
  - d. Significantly add to recreational boating congestion; and
4. The request will not significantly interfere with beaches that are open to the public.

**Findings:** The installation of new piping on the existing dock and accessway will occur riverward of the greenway setback on existing paved or reveted surfaces. No new development is proposed within the waterway. As such, the proposed features are not expected to impact the biological productivity of the river. Likewise, the new elements will not impact boat access or navigation on the river, or interfere with fishing or beach access or contribute to boat congestion. As such, this criterion will be met.

## DEVELOPMENT STANDARDS

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

## CONCLUSIONS

To improve operations, maintenance and safety of the fuel conveyance system at their bulk fuel storage facility, the applicants propose to replace 4 existing pipes that are situated below the existing dock or underground below an existing accessway with 4 elevated pipes of the same size. The existing pipes are to be decommissioned and abandoned in place. The new pipes will be situated on top of the dock and accessway and accessible above grade. A new concrete pipe vault and associated asphalt ramps are proposed to allow vehicle access over the new pipes. Additionally, two new walkways with stairs are proposed over portions of the new pipelines for personnel access and safety. Construction of the vault and ramps and the demolition of existing decommissioned vaults and monitoring wells will require some minor excavation within the proposed work area. One monitoring well is proposed to be relocated south of the proposed vault.

Construction methods will be employed to confine disturbances to the existing developed dock and accessways, which will avoid or limit disturbances to the waterway and shoreline. As such, the proposal will meet the applicable approval criteria and is therefore approved.

## ADMINISTRATIVE DECISION

**Approval of a Greenway Review** for the decommissioning of 4 existing fuel conveyance pipes and installation of 4 replacement fuel conveyance pipes, a new concrete pipe vault, and two walk/stairways over the new pipes for personnel access; decommissioning of existing vaults and monitoring wells within the work area; and relocation of a single monitoring well. This approval is granted per the approved site plans, Exhibits C1 through C4, subject to the following conditions:

- A. A BDS construction permit is required for development. Plans shall include the following statement, "Any field changes shall be in substantial conformance with approved LU 21-031988 GW Exhibits C1 through C4."
- B. Failure to comply with any of these conditions may result in the City's reconsideration of this land use approval pursuant to Portland Zoning Code Section 33.700.040 and/or enforcement of these conditions in any manner authorized by law.

**Note:** *In addition to the requirements of the Zoning Code, all uses and development must comply with other applicable City, regional, state and federal regulations.*

*This decision applies to only the City's greenway regulations. Activities which the City regulates through PCC 33.440 may also be regulated by other agencies. In cases of overlapping City, Special District, Regional, State, or Federal regulations, the more stringent regulations will control. City approval does not imply approval by other agencies.*

**Staff Planner: Kate Green**

**Decision rendered by:**  **on December 14, 2021**  
By authority of the Director of the Bureau of Development Services

**Decision mailed: December 16, 2021**

**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 1, 2021, and was determined to be complete on June 25, 2021.

*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 1, 2021.

*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 210 days (Exhibit A5). Unless further extended by the applicant, **the 120 days will expire on: May 21, 2022.**

**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 Hearings Officer, 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 December 30, 2021.** **The completed appeal application form must be emailed to [LandUseIntake@portlandoregon.gov](mailto:LandUseIntake@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 Office of Community and Civic Life 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 this file, please contact the planner listed on the front of this notice. The planner can email you documents from the file. A fee would be required for all requests for paper copies of file documents. Additional information about the



City of Portland, and city bureaus is available online at <https://www.portland.gov>. A digital copy of the Portland Zoning Code is available online at <https://www.portlandoregon.gov/zoningcode>.

**Attending the hearing.** If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Hearings Officer is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

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

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

- *Unless appealed*, the final decision will be recorded after **December 30, 2021** 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. Initial Submittal, April 1, 2021
    - a. Narrative
    - b. Existing Conditions
    - c. Project Plans
  - 2. Revised Submittal, June 11, 2021
  - 3. Additional Submittal, June 24, 2021
    - a. Revised Proposed Conditions, Figure 8
    - b. Revised Piping Plan, PORT-21-SKC1
  - 4. Amended Submittal, September 17, 2021
  - 5. Timeline Extensions
- B. Zoning Map (attached)
- C. Plans/Drawings:
  - 1. Overall Site Plan (attached)
  - 2. Proposed Conditions (Figure 8) (attached)
  - 3. Erosion Control/Construction Management (PORT-31-015) (attached)
  - 4. Full Plan Set
- D. Notification information:
  - 1. Mailing list
  - 2. Mailed notice
- E. Agency Responses:
  - 1. Bureau of Environmental Services
  - 2. Bureau of Transportation Engineering and Development Review
  - 3. Site Development / BDS
  - 4. Urban Forestry / Parks
  - 5. Life Safety/BDS
  - 6. Division of State Lands
- F. Correspondence: (none received)
- G. Other:
  - 1. Original LU Application
  - 2. Letter to applicant re: incomplete application
  - 3. Correspondence to/from applicant

**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).**