



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

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Date: 12/21/22
To: Interested Person
From: Staci Monroe, 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 22-180809 DZ *13 DETACHED RESIDENCES*

GENERAL INFORMATION

Applicant: Emily Sandy | Strata Land Use Planning
PO Box 90833 | Portland OR 97290
emily@stratalanduse.com

Owner & Owner's Representative: Colin Mooney & Neil Thogerson | Etruscan Ventures LLC
9999 SW Wilshire, Suite 208 | Portland OR 97225

Site Address: 1178 NE 106TH AVE

Legal Description: BLOCK 2 LOT 2&3, MCBEE PK
Tax Account No.: R548500530
State ID No.: 1N2E34BB 07800
Quarter Section: 2941
Neighborhood: Hazelwood, contact Arlene Kimura at arlene.kimura@gmail.com
Business District: Gateway Area Business Association, contact at gabapdxboard@gmail.com

District Coalition: East Portland Community Office, contact at info@eastportland.org
Plan District: Gateway
Other Designations: None
Zoning: RM1d - Residential Multi-Dwelling 1 with a Design overlay
Case Type: DZ – Design Review
Procedure: Type II, an administrative decision with appeal to the Design Commission.

Proposal:

The applicant requests a Design Review for thirteen (13) detached, 3-story residences on a 28,407 SF (28,810 SF pre-dedication) lot in the Gateway Plan District. Accessed via an internal driveway, one (1) on-site parking space is provided within an attached garage for each of the residences. The two (2) units facing NE 106th Avenue have at-grade porches fronting onto the

street. The remaining units with access from a shared driveway have porches fronting onto the shared drive. All units have at-grade garages accessed from the shared drive. Long-term bike parking will be provided within each of the garages and short-term spaces will be behind the sidewalk. A 2,852 SF outdoor common space is provided at the southeast corner of the site. Primary exterior finishes include 5/8" thick fiber cement lap siding with 6" exposure and white vinyl windows.

The Modification to long-term bike parking included in the Notice of Proposal dated 9/28/22 was determined no longer necessary. The short and long-term bike parking regulations are met with the current proposal.

Design Review is required because the proposal is for new construction within a Design Overlay zone, which has chosen to not meet the prescriptive Design Standards in 33.420.

Relevant Approval Criteria:

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

- [Gateway Regional Center Design Guidelines](#)

ANALYSIS

Site and Vicinity: The subject site is located approximately ½-mile east of the Gateway Transit Center and has approximately 134' of western frontage on NE 106th Avenue with frequent bus service along NE Halsey Street north of the site. Surrounding uses include primarily single - and multi-family residences to the north and south, and multi-family residences and auto-oriented uses to the east and west. The site is located within a pocket of Multi-Dwelling zoning (RM1) that transitions from commercial zoning (CX) near to I-205 to Single- Dwelling zoning (R7) further east. The City of Portland's Transportation System Plan (TSP) classifies NE 106th Avenue as a Local Service Transit Street, Local Service Bikeway, and Local Service Walkway. The site is located within a Pedestrian District.

Gateway is Portland's only regional center. As designated in the Outer Southeast Community Plan, the Gateway Regional Center is targeted to receive a significant share of the city's growth. Gateway is served by Interstates 205 and 84, MAX light rail, and TriMet bus service. At the crossroads of these major transportation facilities and high-quality transit service, Gateway is positioned to become the most intensely developed area outside of the Central City. Future development will transform Gateway from a suburban low-density area to a dense, mixed-use regional center that maximizes the public's significant investment in the transportation infrastructure.

Zoning: The RM1 zone is a low-scale multi-dwelling zone that is generally applied in locations intended to provide a transition in scale to single-dwelling residential areas, such as the edges of mixed-use centers and civic corridors, and along or near neighborhood corridors. Allowed housing is characterized by one to three story buildings that relate to the patterns of residential neighborhoods, but at a somewhat larger scale and building coverage than allowed in the single-dwelling zones. The major types of new development will be duplexes, triplexes, rowhouses, courtyard housing, small apartment buildings, and other relatively small-scale multi-dwelling and small-lot housing types that are compatible with the characteristics of Portland's residential neighborhoods.

The Design overlay zone ensures that Portland is both a city designed for people and a city in harmony with nature. The Design overlay zone supports the city's evolution within current and emerging centers of civic life. The overlay promotes design excellence in the built environment through the application of additional design standards and design guidelines that:

- Build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change;
- Contribute to a public realm that encourages social interaction and fosters inclusivity in people's daily experience; and

- Promotes quality and long-term resilience in the face of changing demographics, climate and economy.

The Gateway Plan District regulations encourage the development of an urban level of housing, employment, open space, public facilities, and pedestrian amenities that will strengthen the role of Gateway as a regional center. The regulations also ensure that future development will provide for greater connectivity of streets throughout the plan district. This development will implement the Gateway Regional Policy of the Outer Southeast Community Plan. Together, the use and development regulations of the Gateway plan district: promote compatibility between private and public investments through building design and site layout standards; promote new development and expansions of existing development that create attractive and convenient facilities for pedestrians and transit patrons to visit, live, work, and shop; ensure that new development moves the large sites in the plan district closer to the open space and connectivity goals of the Gateway Regional Center; create a clear distinction and attractive transitions between properties within the regional center and the more suburban neighborhood outside; and provide opportunities for more intense mixed-use development around the light rail stations.

Land Use History: City records indicate there are no prior land use reviews for this site.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **September 28, 2022**. The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services (see Exhibit E1)
- Water Bureau
- Fire Bureau (see Exhibit E2)
- Site Development Section of BDS (see Exhibit E3)
- Bureau of Transportation Engineering (see Exhibit E4)
- Bureau of Parks-Forestry Division (see Exhibit E5)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on September 28, 2022. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

Design Review - Chapter 33.825

Section 33.825.010 Purpose of Design Review

Design review implements the Design overlay zone, strengthening these areas as places designed for people. Design review supports development that builds on context, contributes to the public realm, and provides high quality and resilient buildings and public spaces.

Section 33.825.055 Design Review Approval Criteria

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

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

Gateway Regional Center Design Guidelines

The Gateway Regional Center is the City of Portland’s only designated regional center. The area is envisioned to redevelop into a highly urbanized, pedestrian-oriented center, with an overall built size and scale second only to Portland’s Central City.

The purpose of design review is to carry out the urban design vision for the District by emphasizing unique district assets in a manner that is respectful, creative, supportive, and

compatible with all its areas. Although the District is a complex urban environment, it can become a cohesive whole with the use of these design principles.

Gateway Regional Center Design Goals

Ten goals for design review in the Gateway Regional Center have been established to enhance the area's design quality, support its livability, and guide its transition to a pedestrian-oriented, active, urban regional center. They are:

1. Encourage urban design excellence.
2. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Gateway Regional Center as a whole.
3. Provide for a pleasant, rich, and diverse experience for pedestrians.
4. Assist in creating a regional center that emphasizes a mix of active uses and experiences and is safe, lively, and prosperous.
5. Provide for the humanization of the Gateway Regional Center through the promotion of parks, plazas, open spaces, public art, and trees.
6. Integrate and honor the diversity and history of Gateway.
7. Integrate sustainable principles into the development process.
8. Encourage the development of a distinctive character for subdistricts within the regional center, and link them.
9. Encourage and incorporate transit orientation and usage.
10. Enhance the physical and visual linkages between the Gateway Regional Center and adjacent neighborhoods.

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

CONTEXT

A1. Strengthen Relationships Between Buildings and the Street. Integrate building setback areas with adjacent streets.

A2. Enhance Visual and Physical Connections. Enhance visual and physical connections between buildings and adjacent sidewalks. Orient semi-public building spaces to the sidewalk and street.

Findings for A1 and A2: The site has approximately 134' of frontage on NE 106th Avenue with 2 of the 13 units fronting onto the street. A shared drive on the property provides auto access to serve the individual unit garages. The shared drive also serves as the primary pedestrian connection through the site, creating an additional 185' of frontage along the central east-west spine of the site. The 2 street-facing units and the 11 units along the shared drive are oriented to engage these pedestrian edges. The buildings along the shared drive have functional porches that are within a few steps of adjacent grade allowing for a direct relationship between a functional, semi-private space that strengthens the relationship of the building to the adjacent pedestrian connections. As such the units that front onto the shared drive support a street-like relationship between the units and the multi-use driveway and pedestrian circulation system. The development continues to integrate building setback areas with adjacent streets and reinforces a safe and pleasant pedestrian network both on- and off-site in the following ways:

- The entry point to the shared court is at center-site flanked by 2 street facing units thereby visually and physically connecting the project with the public sidewalk.
- The private shared drive serves to accommodate auto access for unit parking while supporting an integrated pedestrian connection through the site for resident pedestrians.
- The alternating paving patterns used in the private shared drive are designed to delineate the pedestrian circulation system while supporting a shared drive.
- All units feature 6' deep entries and covered front patios, a design element that

successfully orients the units to the street – a primary relationship - while also supporting a semi-public spaces to strengthen the relationship of the development to the shared drive. These elements strike a balance between interior privacy while reinforcing a social aspect of front porch (oriented to NE 106th Avenue for the street facing units and to the shared drive for interior units) a culture prevalent in the neighborhood.

- Units 1 and 13 that face the public street include projecting bays and recessed entries that break up the long street-facing facades of these two units and that the serve to articulate these primary facades. The bays also add visual interest and strengthen the relationship of the front building to the street by including large windows facing the street, providing visual connections between the pedestrian environment and the interior spaces.

In these ways, the proposed buildings are successfully integrated with the adjacent public realm. *These guidelines are met.*

B3. Design for Coherency. Integrate the different parts of a building to achieve a coherent design.

Findings: The proposal references single-family typology and forms a coherent composition through the proposed building massing, interface with the street and other on-site pedestrian frontages, and façade articulation and detailing. Specifically, the proposal successfully conveys a cohesive expression of a detached single-family typology in the following ways:

- Along the street frontage, the 2-story structures with covered patios and entries oriented to the street address this primary frontage and establish a strong edge at the street.
- Along the shared drive, the 2 ½-story units with covered porches and entries with partially buried garages and raised grade achieve a supportive relationship to adjacent grade and achieve an appropriate proportion of height to width.
- Critical to the success of the composition is the visual interest achieved through a combination of the following façade components:
 - Thickness of cladding and trim (Artisan Hardie lap siding or V-Groove and trim with a minimum thickness of 5/8”). Not, the applicant proposes lap siding with a 6” reveal but in the event it is not available the V-Groove profile in the same thickness with a 7” reveal is a comparable and contextual alternative.
 - Recess of windows into the wall plane a minimum of 2” from the face of sash to the face of exterior cladding.

This guideline is met.

C5. Transition to Adjacent Neighborhoods. Orient the building mass of new development toward the higher-density areas and/or active streets of the regional center.

Findings for C5: The proposal successfully responds to the area’s transitional development character with elements that enhance the development’s sense of place while successfully reinforcing context of differing scale – ranging from surrounding single-dwelling development to commercial/ mixed use development to the north and west. The following key aspects of the design reflect the City’s vision for appropriate growth within the Gateway Regional Center:

- Massing and site orientation that responds to frontages of the site (street and shared drive) while reflecting key elements of the referenced single-family typology in the following ways:
 - Strong orientation with unit entries front onto the street and shared drive.

- Partially buried garages off the shared drive with an increase in adjacent grade to allow the porches of proposed units along the shared drive to have greater proximity to and a stronger relationship to adjacent grade.
- With the noted adjustments made to the garages along the shared drive, these units express height to width proportions that are more typical of the referenced detached single-family typology.

This guideline is met.

C6. Build on View Opportunities. Incorporate semi-public building spaces to facilitate views to and from public amenities. Develop new buildings to emphasize pedestrian views down streets or corridors at focal points or wayfinding markers.

Findings: The proposed building are oriented for views out to the street and along a shared drive that serves and a multi-modal spine to the site with pedestrian connections to semi-private outdoor areas and covered semi-public amenity spaces (porches and patios). In addition, the abutting rights-of-way are treated as amenities by virtue of direct individual unit entries with covered patios with enough depth to support active use.

This guideline is met.

C7. Strengthens the Regional Center's Western Edge. Contribute to the creation of a variable edge facing the I-205 freeway, by varying the footprint and façade plane of new development.

Findings: This site is not located at the western edge of the gateway Plan District. *This guideline is not applicable.*

PUBLIC REALM

A3. Integrate Building Mechanical Equipment and Service Areas. Incorporate building mechanical equipment and/or service areas in a manner that does not detract from the pedestrian environment.

Findings: Building mechanical equipment will be housed within individual garages or interior mechanical equipment space of each unit or exterior to each unit such as electricity meters. *This guideline is met.*

B2. Integrate Ground-Level Building Elements. Integrate the different ground-level building elements with the building's architecture.

Findings: The use of the building is fully residential; however, active ground level elements such as functional covered 6' deep patios and porches have been positioned along the street frontage and along the shared drive where the public will engage with the buildings. Porch stairs, lighting and front and garage doors complement the composition and contribute to the finer scaled ground floor features. *This guideline is met.*

B4. Integrate Encroachments. Size and place encroachments to enhance the pedestrian environment. Where permitted, integrate skybridges that are visually level and transparent toward the middle of the block, where they will be most unobtrusive.

Findings: The proposal does not include encroachments into the public right-of-way. *This guideline is not applicable.*

B5. Integrate Roofs, Rooftop Lighting, and Signs. Integrate rooftop components, functions and related screening elements with the building's architecture. Integrate exterior lighting, signs and any related structural equipment at or near the roof with the building's architecture. Orient lighting to highlight the building's architecture.

Findings: Lighting is used to accentuate the individual building entries with lighting on individual porches and patios. The individual units will also have a dedicated lighting system to illuminate the on-site pedestrian circulation system. *This guideline is met.*

C1. Provide Opportunities for Active Uses at Major Street Intersections. Integrate flexible, active-use space opportunities at building corners facing major street intersections. Locate access to the upper floors of buildings at these intersections toward the middle of the block.

Findings: The proposed uses on-site include household living uses. To ensure opportunities to actively engage site frontages, functional front porches and patios are integrated into the design of the individual units along the street and shared drive. *This guideline is met.*

C3. Support Open Spaces with New Development. Develop buildings that are oriented to adjacent open spaces.

C4. Develop Complementary Parking Areas. Develop, orient and screen parking area to complement adjacent buildings and the pedestrian environment.

Findings C4: The 13 proposed auto parking spaces are located within garages, interior to the site with access from the shared drive. As stated earlier, the internal driveway accessing the parking is resolved as a shared auto/pedestrian court with permeable pavers of different patterns to differentiate use areas. Along with the covered front porches, the shared drive, a multi-modal court, provides hardscaped areas for the residents. At the southeast corner of the site a 2,852 SF outdoor common space is provided that retains two large fir trees and lawn for a green passive or active space for all the residents to enjoy. To add to the quality and use of the open space, a condition of approval for a bench within the outdoor green space within near proximity of the large fir trees has been added.

As conditioned for the addition of a bench to be added within the outdoor common space at the southeast corner of the site, this guideline is met.

QUALITY AND PERMANENCE

B1. Convey Design Quality and Building Permanence. Use design principles and building materials that convey quality and permanence.

Findings for B1 and B3: The simplified building forms, materials, and detailing of proposal acknowledge the single-family residential use typology and convey a sense of quality and cohesive expression as follows:

- Simplified forms oriented to the street and shared drive with facades articulated by bays and entry porches/ patios with connections to the street and shared drive.
- The use of unified material/color palette establish a strong sense of identity and order, typical of the single-family topology.
- Recessed residential entries with significant, functional covered area express entry and the transition to private interior space.
- The proposed cladding system (Hardie Artisan Lap - 5/8" thick, 6" reveal and artisan trim) provides adequate dimension to produce shadow lines which add visual interest to the facades. An alternate profile of Hardie plank in the V-Groove, 5/8" thick, 7" reveal is also approved in the event that the lap siding is not available.
- The 2" window recess and surrounding trim will ensure adequate depth of window punches to allow for shadow lines and variation in plane to break up the facades, creating visual interest and promoting a sense of quality and permanence.

This guideline is met.

B6. Integrate Ecological / Sustainable Concepts. Integrate ecological/sustainable features or concepts with site and development designs.

Findings: The cluster of 13 buildings oriented to the street and along a shared drive are centered on both passive and active outdoor space with connections to public, semi-private, and private spaces complement. Specifically, the following site elements will ensure the design will be pleasant and well connected:

- The treatment of the site consists of a majority permeable paving (shared drive) and landscape area.
- Unit entries and semi-public spaces (covered porches and patios on the front of the units and uncovered decks and patios at the rear of the units) are oriented to the street, to the permeable shared drive which serves as the multi-modal spine of the site, or to landscaped outdoor areas.
- The proposal also includes the retention of three trees on the site, two of which are substantial (29" and 37" fir trees).

This guideline is met.

DEVELOPMENT STANDARDS

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

CONCLUSIONS

The design review process implements the Design overlay zone, strengthening these areas as places designed for people. Design review supports development that builds on context, contributes to the public realm, and provides high quality and resilient buildings and public spaces. The proposal meets the applicable design guidelines and therefore warrants approval.

ADMINISTRATIVE DECISION


Approval of a Design Review for thirteen (13) detached, 3-story residential dwellings in the Gateway Plan District, which includes an exterior cladding of Hardie Artisan Lap - 5/8" thick, 6" reveal and an alternative of Hardie plank in the V-Groove, 5/8" thick, 7" reveal.

Per the approved site plans, Exhibits C-1 through C-15, signed and dated 12/16/22, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through D) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 22-180809 DZM." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

- C. A bench must be added within near proximity of the two fir trees to be preserved in the outdoor common space at the southeast corner of the site. The bench location and details must be provided on the building permit.
- D. No field changes allowed.

Staff Planner: Staci Monroe

Decision rendered by:  **on 12/16/22**
By authority of the Director of the Bureau of Development Services

Decision mailed: 12/21/22

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 September 7, 2022, and was determined to be complete on September 22, 2022.

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 September 7, 2022.

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 extended the 120-day review period by 90 days (see Exhibit G2 & G3). Unless further extended by the applicant, **the 120 days will expire on 4/20/23.**

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 Design Commission, 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 1/4/23. The completed appeal application form must be emailed to**

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 Design Commission is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

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

Recording the final decision.

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

- *Unless appealed*, the final decision will be recorded after **1/4/23** 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. Project narrative dated 9/6/22
 2. Arborist report dated 8/4/22
 3. Preliminary stormwater report dated 3/24/22
 4. Neighborhood Contact Documentation
 5. Original plans and elevations
 6. Original civil, existing conditions and landscape plans
- B. Zoning Map (attached)
- C. Plans/Drawings:
 1. Site Plan (attached)
 2. Units 1 and 13 elevations and details (attached)
 3. Units 1 and 13 floor plans
 4. Units 2-12 elevations and details (attached)
 5. Units 2-12 floor plans
 6. Landscape plan
 7. Window details & enlarged window section
 8. Siding & trim details
 9. Garage door details
 10. Roofing material details
 11. Paver details
 12. Decking details
 13. Exterior lighting details
 14. Front door details
 15. Paint colors
- D. Notification information:
 1. Mailing list
 2. Mailed notice
- E. Agency Responses:
 1. Bureau of Environmental Services
 2. Fire Bureau
 3. Site Development Section of BDS
 4. Bureau of Transportation Engineering
 5. Bureau of Parks-Forestry Division
- F. Correspondence: none
- G. Other:
 1. Original LU Application
 2. Signed 120-day extension (+45 days)
 3. Signed 120-day extension (+45 days)
 4. Applicant & staff correspondence

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).