



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

Carmen Rubio, Commissioner
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Date: April 27, 2023
To: Interested Person
From: Amanda Rhoads, Land Use Services
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NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has approved a proposal in your neighborhood. The mailed copy of this document is only a summary of the decision. The reasons for the decision are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 23-003049 AD

GENERAL INFORMATION

Applicant: Austin Hahn | Allegro Civil Engineers, PLLC
4322 N Lincoln Avenue, Suite A | Chicago, IL 60618
872-270-3682 | aj@allegroeng.com

Owner: Holman PDX Real Estate, LLC | Attn: Matt Newell
17800 SE Mill Plain Blvd Ste 190 | Vancouver, WA 98683

Owner's Representative: Daniel Allen | Holman Automotive Group, Inc
4001 Leadenhall Rd | Mount Laurel, NJ 08054

Site Address: 11270 NE HOLMAN ST

Legal Description: LOT 1, PARTITION PLAT 2011-7; LOT 2, PARTITION PLAT 2011-7
Tax Account No.: R649620250, R649620260
State ID No.: 1N2E15DB 00901, 1N2E15DB 00902
Quarter Section: 2442
Neighborhood: Parkrose Neighborhood Assoc., contact at parkroseneighbors@gmail.com
Business District: Columbia Corridor Association, contact at mking@columbiacorridor.org & Parkrose Business Association, contact parkrosebusinessassociation@gmail.com
District Coalition: East Portland Community Office, contact at info@eastportland.org
Plan District: Columbia South Shore
Zoning: EG2h & x – General Employment 2 with “h” Aircraft Landing Zone and “x” Portland International Airport Noise Impact Zone overlays
Case Type: AD – Adjustment Review
Procedure: Type II, an administrative decision with appeal to the Adjustment Committee.

Proposal:

The applicant proposes a new Vehicle Repair use on this vacant site. This site currently has two street frontages, NE Holman and 12.18 feet along NE Airport Way. The Columbia South Shore Plan District Pedestrian Standards of Zoning Code Section 33.515.257 require all development within the plan district to meet the pedestrian standards of the EG2 zone. The EG2 Pedestrian Standards of Zoning Code Section 33.140.240.B require an on-site pedestrian circulation system to connect the main entrance of the building on the site to the adjacent streets, and a secondary connection to other streets.

A direct pedestrian connection is required from the main entrance of each building on the site to the closest sidewalk that is not more than 20 feet longer or 120 percent of the straight-line distance, whichever is less. The applicant shows the straight-line distance between the center of the main entrance to the property line as 89.2 feet, meaning a pedestrian path as long as 107 feet (120 percent of the straight-line distance) is allowed outright. The proposed pedestrian path length is 118 feet. Therefore, the applicant requests an Adjustment to Zoning Code Section 33.140.240.B.1.a(2) to allow the direct pedestrian path to exceed the allowed length by 11 feet.

A pedestrian connection is also required from the main entrance of the building to NE Airport Way. The applicant is requesting an Adjustment to 33.140.240.B.1.a(2) to waive the connection to Airport Way.

Relevant Approval Criteria:

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

ANALYSIS

Site and Vicinity: The site is an irregularly shaped corner lot on the south side of NE Holman Street, which intersects with NE Airport Way. The site is currently vacant with remnants of concrete from the previous use that no longer exists on the site. A retaining wall and a chain link fence are installed along the NE Holman frontage. Access to the site is currently from a private access drive from the adjacent properties to the west. Within the vicinity there are various hotels, restaurants and directly to the north is a carwash. On the south side of the site, there are large industrial buildings with a mix of industrial, wholesale and warehouse uses.

NE Holman in this area is a Neighborhood Collector Street; a Major Transit Priority Street; a Local Service Bikeway; Major City Walkway; a Major Emergency Response Street; and within a Freight District. NE Airport Way is a District Collector Street; a Major Transit Priority Street; a City Bikeway; a Major City Walkway; a Major Emergency Response Street; and a Priority Truck Street.

Zoning: The EG2 zone allows a wide range of employment opportunities without potential conflicts from interspersed residential uses. The emphasis of the zone is on industrial or industrial related uses. EG2 areas have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street.

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.

The Portland International Airport Noise Impact overlay zone (“x”) reduces the impact of aircraft noise on development within the noise impact area surrounding the Portland International Airport. The zone achieves this by limiting residential densities and by requiring noise insulation, noise disclosure statements, and noise easement. These regulations must be shown to be met at the time of building permit.

The Columbia South Shore plan district regulations encourage the development of the Columbia South Shore as an industrial employment center which is intended to attract a diversity of employment opportunities. The plan district regulations also protect significant environmental and scenic resources and maintain the capacity of the area infrastructure to accommodate future development.

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

- LU 19-257325 AD TR TV: Approval with conditions for a Tree Review to change the approved tree preservation plan; a Tree Violation Review to mitigate the unauthorized removal of trees; and an Adjustment Review to eliminate the pedestrian connection to Airport Way for the future hotel development on the site.
- LU 07-106345 LDP/07-106345 FP: Approval of three lot partition with a tree preservation plan. The final plat for this three-lot partition was recorded on January 20, 2011.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **February 17, 2023**. The following Bureaus have responded with no issues or concerns:

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

The Bureau of Transportation did not have concerns regarding the Adjustment requests (Exhibit E.2). Their comments are included in the findings below.

Neighborhood Review: No written responses were received from either the Neighborhood Association or notified neighbors in response to the proposal.

ZONING CODE APPROVAL CRITERIA

33.805.010 Purpose (Adjustments)

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

33.805.040 Approval Criteria

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

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

Findings: The applicant is requesting two Adjustments to required pedestrian standards: to waive the required pedestrian connection to NE Airport Way; and to exceed the maximum pedestrian path length between the main entrance and NE Holman St.

The purpose of the pedestrian connection standard is stated in Zoning Code Section 33.515.257 which refers to 33.140.240.A. The pedestrian standards encourage a safe,

attractive, and usable pedestrian circulation system in developments in the employment zones. They ensure a direct pedestrian connection between abutting streets and buildings on the site, and between buildings and other activities within the site. In addition, they provide for connections between adjacent sites, where feasible. The standard 33.140.240.B. requires that the on-site pedestrian circulation system must provide connections between streets and entrances.

Waive connection to NE Airport Way

The property is an irregularly shaped corner lot which was created under LU 07-106345 LDP. Eliminating the requirement for a 6-ft. wide pedestrian connection within the 12.18-ft. frontage on NE Airport Way is a reasonable request in this situation. This will allow the required Airport Way landscaping to be maintained in this area, providing continuity of the Airport Way landscaping along NE Airport Way as required by the Columbia Shore Plan District regulations. The applicant is still providing a safe and usable pedestrian connection from the site to NE Holman Street.

PBOT staff provided the following comments regarding this Adjustment:

Given the unique site shape, staff agrees that it would be challenging to provide a useful pedestrian connection on private property from the building entrance to NE Airport Way. This would essentially parallel the public sidewalk...There are substantial above ground pieces of public infrastructure at this corner which would make installing a connection to the public sidewalk potentially difficult. While surveyed drawings were not submitted showing the location of the property line relative to the existing right-of-way elements, observation of the site shows there is a signal pole, controller cabinet, pedestrian push button, utility vault, fire hydrant, and street light within what appears to be the frontage of the site. Given the very short frontage, the presence of multiple necessary pieces of public infrastructure within that frontage, and that the building design does not front onto NE Airport Way or provide any entrances that address NE Airport Way, PBOT has no objections (Exhibit E.2).

The total length of site's frontage on public streets is 231.98-ft. of which 219.8-ft. is along NE Holman. This is about 95% of the total, making NE Holman Street the predominant frontage along this site. Visually, a pedestrian walking along NE Holman would not know where the transition to the 12.18' frontage on NE Airport Way even begins due to curvature of the site and the developed intersection. A 6-foot-wide pedestrian connection from the main entrance of the future development to NE Holman Street is being provided. This safe pedestrian circulation system will connect to the public sidewalk along NE Holman Street which provides pedestrians a direct connection to NE Airport Way and to adjacent properties within the area.

Allow longer connection to NE Holman St

The applicant provided a justification for why the direct pedestrian connection to NE Holman St is proposed 11 feet longer than the maximum distance allowed, stating that moving the pedestrian path to the east of the proposed vehicle entrance would be problematic given the elevation of the sidewalk in the right-of-way:

[T]he existing sidewalk elevation that we would have to connect to in that location is six (6") inches higher than the current proposal. The drainage on Holman Street runs down from Airport Way to the existing stormwater BMP planter we are preserving in front of this site. With a shorter run and a greater elevation to make up, the path slope would not be viable. Note that our current proposal requires a series of ramps and handrails to achieve code compliance. Additionally, moving the pedestrian path to the East of the driveway, and clear of the security gate receiving slot will

result in additional demolition of the existing wall that was constructed in the public way to support the public sidewalk (Exhibit A.3).

This analysis indicates the alternative path would also require an Adjustment Review. The current proposal avoids disturbing existing infrastructure while providing a safe and accessible pedestrian path. The pedestrian path will be required to be clearly identified with a different material than the vehicle area and will connect to the sidewalk approximately halfway across the NE Holman St frontage, resulting in a pedestrian connection that is equally usable from both west and east.

For the reasons described above, this proposal equally meets the purpose statement for pedestrian paths. Therefore, this criterion 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: Because the subject site is located in an employment zone, the applicant must demonstrate that the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area. Zoning Code Section 33.910 defines desired character as the “preferred and envisioned character (usually of an area) based on the purpose statement or character statement of the base zone, overlay zone, or plan district” and “it also includes the preferred and envisioned character based on any adopted plans or design guidelines for an area.”

Street classifications: The street classifications are listed under “Site and Vicinity” above.

Both streets are classified as City Walkways, which are intended to provide safe, convenient, and attractive pedestrian access to activities, provide connections between neighborhoods, and provide access to transit, so NE Holman Street and NE Airport Way equally promote walking and the use of transit. A pedestrian connection will still be provided from the site to NE Holman St which provides direct pedestrian access to NE Airport Way, and other adjacent properties and activities in the area and to TriMet transit service via Bus Line #87. Therefore, the proposed Adjustment would be consistent with the classifications of the adjacent streets.

Columbia South Shore Plan District: The purpose of the Columbia South Shore Plan District is stated in Zoning Code Section 33.515.010:

The Columbia South Shore plan district regulations encourage development of the Columbia South Shore as an industrial employment center that is intended to attract a diversity of employment opportunities. The plan district regulations also protect significant environmental and scenic resources and maintain the capacity of the area infrastructure to accommodate future development. Special street setbacks and landscaping standards enhance and strengthen the image of the plan district and create a more formal landscape design and provide continuity along Airport Way. Development standards for the southern portion of the district (Southern Industrial subdistrict) reflect City’s standards for general industrial areas.

Special development standards for the frontages along Airport Way and Marine Drive are intended to:

- *Enhance the street image of the plan district through continuity in street frontage landscaping along Airport Way;*
- *Soften the visual impact of buildings, semi-trucks and trailers, and outdoor storage along Airport Way and Marine Drive; and*

- *Encourage non-auto-oriented travel to, from, and within the district.*

EG2 zone character statement: The desired character of the EG2 zone is stated in Zoning Code Section 33.140.030.A:

General Employment. The General Employment zones implement the Mixed Employment map designation of the Comprehensive Plan. The zones allow a wide range of employment opportunities without potential conflicts from interspersed residential uses. The emphasis of the zones is on industrial, industrially related, and offices uses, typically in a low-rise, flex space development pattern. Retail uses are allowed but limited in intensity to maintain adequate employment opportunities. The development standards for each zone are intended to allow new development which is similar in character to existing development. The intent is to promote viable and attractive industrial/commercial uses. EG2 areas have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages which are usually set back from the street. EG2 zoned lands will generally be on larger areas than those zoned EG1.

Approval of these Adjustments to both waive a pedestrian connection to NE Airport Way and provide a pedestrian connection to NE Holman St which is 11 feet longer than required is consistent with the purpose of the plan district because it will allow the continuity of required special landscape setback and landscape design along NE Airport Way required by the plan district to be maintained while maintaining pedestrian access. Non-auto travel is encouraged within the Columbia South Shore Plan District and the pedestrian connection to NE Holman Street provides this alternative form of transportation. Pedestrians will still have direct access to businesses within this plan district and adjacent properties via the city sidewalk along NE Holman Street with a direct connection to the city sidewalk on NE Airport Way and TriMet Bus Line #87 which provides transit service near NE 112th Avenue on NE Holman Street.

Approval of these adjustments is consistent with the purpose of the EG2 zone and Columbia South Shore Plan District since it will allow for this irregular corner lot with limited frontage on NE Airport Way to be developed with a commercial use and meet the remaining development standards of the zone and plan district. The new development being proposed on the site is a Vehicle Repair facility, which is an allowed use in the zone. Hotels are considered a retail sales and service use and are allowed within the plan district. Development of a commercial use like Vehicle Repair provides job opportunities which is consistent with the purpose of the EG2 zone. Nothing about the proposal changes the intensity or scale of development. Other Zoning Code standards will be met.

As stated above in the findings for Approval Criterion A, a 6-foot-wide pedestrian connection will be provided from the future development to NE Holman street that provides access via the city walkway to NE Airport Way, and adjacent properties, businesses within the district and TriMet transit service. Therefore, this proposal would be consistent with the EG2 zone character, purpose statement and with the Columbia South character statement. This criterion is met.

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

Findings: The applicant is requesting two Adjustments; therefore, this approval criterion applies to the proposal. The overall purpose of the General Employment zones is stated in Zoning Code Section 33.140.030.A:

A. General Employment. *The General Employment zones implement the Mixed Employment map designation of the Comprehensive Plan. The zones allow a wide range of employment opportunities without potential conflicts from interspersed residential uses. The emphasis of the zones is on industrial, industrially-related, and office uses, typically in a low-rise, flex-space development pattern. Retail uses are allowed but limited in intensity to maintain adequate employment development opportunities. The development standards for each zone are intended to allow new development which is similar in character to existing development. The intent is to promote viable and attractive industrial/commercial areas.*

1. *General Employment 1. EG1 areas generally have smaller lots and a grid block pattern. The area is mostly developed, with sites having high building coverages and buildings which are usually close to the street. EG1 zoned lands will tend to be on strips or small areas.*
2. *General Employment 2. EG2 areas have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street. EG2 zoned lands will generally be on larger areas than those zoned EG1.*

The proposal is for an allowed use on this larger, irregular site with lower building coverage and a building that is further from the street than would be required in a higher-density commercial or residential zone. The proposal for two Adjustments to pedestrian standards does not alter the use proposed or the scale of development on this currently vacant property.

For these reasons, staff finds the proposal is consistent with the purpose of the EG2 zone.

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

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

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

Findings: As discussed in the findings for Criteria A and B, no mitigation is required since a pedestrian connection will be provided to NE Holman Street which provides a direct connection via the city walkway to NE Airport Way and adjacent properties within the area. Therefore, the proposal will equally meet the purpose of the pedestrian connection standard and will have no adverse impacts on the classifications of the adjacent streets or the desired character of the area, so no mitigation is required. Therefore, this criterion is met.

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

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

DEVELOPMENT STANDARDS

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

CONCLUSIONS

The proposal to waive a required pedestrian connection from NE Airport Way and to exceed the required maximum length of a pedestrian connection from the future main entrance to NE Holman Street by 11 feet equally meets the purpose of the regulation and is consistent with the classifications of the adjacent streets and the desired character of the area. The applicant has demonstrated that the applicable approval criteria have been met. Because the approval criteria have been met, the proposal must be approved.

ADMINISTRATIVE DECISION

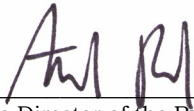
Approval of the following two Adjustments:

- Adjustment to Zoning Code Section 33.140.240.B.1.a(2) to allow the direct pedestrian path from the main entrance to NE Holman St to exceed the allowed maximum length by 11 feet (118 feet total); and
- Adjustment to 33.140.240.B.1.a(2) to waive the pedestrian connection to Airport Way.

Approvals are per the approved site plans, Exhibits C.1 through C.2, signed and dated April 25, 2023, subject to the following conditions:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.2. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 23-003049 AD."

Staff Planner: Amanda Rhoads

Decision rendered by:  **on April 25, 2023**
By authority of the Director of the Bureau of Development Services

Decision mailed: April 27, 2023

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 January 11, 2023, and was determined to be complete on February 10, 2023.

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 January 11, 2023.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or

extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: June 10, 2023.**

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, and if appealed a hearing will be held. The appeal application form can be accessed at <https://www.portlandoregon.gov/bds/45477>. Appeals must be received **by 4:30 PM on May 11, 2023. 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 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 **May 11, 2023** 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. Narrative
 - 2. Original Plans
 - 3. Completeness Response Memo, February 10, 2023
 - 4. Approval Criteria Narrative
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
 - 2. Pedestrian Path Rendering (attached)
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development Review Section of BDS
 - 6. Life Safety Plans Examiner
- F. Correspondence: none received
- G. Other:
 - 1. Original Land Use Application
 - 2. Incomplete Letter, February 2, 2023

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).