



**City of Portland, Oregon**  
**Bureau of Development Services**  
**Land Use Services**

FROM CONCEPT TO CONSTRUCTION

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**Date:** November 15, 2012  
**To:** Interested Person  
**From:** Sheila Frugoli, 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 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 12-111292 CU**

#### **GENERAL INFORMATION**

**Applicant:** JJ Rivera / Portland Childrens Museum  
4015 SW Canyon Rd / Portland, OR 97221

**Owner:** City of Portland / Portland Parks and Recreation  
1120 SW 5th Ave #1302 / Portland, OR 97204-1912

**Site Address:** 4033 SW CANYON RD

**Legal Description:** TL 800 107.18 ACRES, SECTION 05 1S 1E  
**Tax Account No.:** R991050350  
**State ID No.:** 1S1E05 00800  
**Quarter Section:** 3125  
**Neighborhood:** Arlington Heights, contact Jeff Boly at 503-223 4781. Sylvan-Highlands, contact Dave Malcolm at 503-805-9587.

**Business District:** None  
**District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.  
**Plan District:** None  
**Zoning:** OS, Open Space  
**Case Type:** CU, Conditional Use Review  
**Procedure:** Type II, an administrative decision with appeal to the Hearings Officer.

**Proposal:** The Portland Children's Museum is requesting a Conditional Use Review in order to construct a large outdoor adventure area, on approximately 40,000 square feet, immediately east of the museum building. The improvements are intended to offer an interactive, safe, secure outdoor experience for children. New elements will include: stream and ponds, tree pod structures, toddler sand area, rock bouldering area, rustic stone amphitheatre, observation deck, garden shelter, restrooms, paths and landscaping.

The Children's Museum is located on a 3.38 acre campus that is leased from the City of Portland Parks Bureau. A Type II Conditional Use Review is required because the new exterior improvement area is greater than 1,500 square feet but less than 25,000 square feet.

**NOTE:** On March 19, 2012 the applicant requested the application be put on-hold so that additional transportation-related information could be submitted as part of the application. The applicant submitted an updated application on October 23, 2012.

**Relevant Approval Criteria:**

In order to be approved, this proposal must comply with the approval criteria of Title 33. The relevant criteria are: 33.815.100. – Conditional Uses in the Open Space Zone

## ANALYSIS

**Site and Vicinity:** The Children’s Museum site is a 3.38-acre lease area located on a portion of Washington Park, owned by the City of Portland. It is located near other institutional and open space venues including the Oregon Zoo, World Forestry Center, and the Vietnam Veteran’s Memorial. Access to the Children’s Museum and other uses is provided off SW Knight Boulevard, a park access drive that is not a public right-of-way.

The project area is located east and south of the Children’s Museum building. The improvements will be made on a large grassy open area that slopes downward to the east and is bordered by SW Knight Boulevard. The Oregon Zoo’s is located on the other side of SW Knight.

The Children’s Museum contains the museum facilities and the Opal School, a K-5 grade charter school. A small parking lot for employees is located on the south side of the building. A large parking lot that is shared by the other venues located east and north of the site. There is a parking area immediately north of the building that was developed as a temporary auxiliary lot. The parking lot is now known as the West Lot.

**Zoning:** The site is zoned OS, Open Space zone. The Open Space zone is intended to preserve and enhance public and private open, natural and improved park and recreational areas identified in the Comprehensive Plan.

**Land Use History:** City records show quasi-judicial land use reviews for the Oregon Museum of Science and Industry (OMSI) which housed the building prior to the Children’s Museum. The site which also includes the World Forestry Center and Washington Park facilities has an extensive land use review history. Land use reviews involving the Children’s Museum include:

- **LU 01-00034 CU:** Approval of a Conditional Use for a School (Opal School) to be housed in the Children’s Museum building.
- **LU 06-132454 CU:** Approval to install 3 radio frequency (cell) antennas on the roof of the building.
- **LU 08-116690 AD:** Approval of sign Adjustment to allow larger signs at Children’s Museum.

The northern abutting parking lot (West Lot) that is owned by the Portland Parks Bureau, but outside of the Children’s Museum lease boundary, has the following history:

- **LU 93-00105 CU:** Approval of a Conditional Use for the Westside Corridor Project and Approval of the Washington Park Zoo Amended Master Plan, to allow the construction of a 129-space parking lot and deletion of a proposed 825 space parking deck. Conditions included a condition which states, “If the new zoo master plan, when it is adopted, provides for the 129-space temporary parking lot to become permanent, then during the first appropriate planting season, that lot shall be landscaped by Tri-Met to the Zoning Code standards for interior landscaping of surface parking lots. A mature landscape

screen will be added between the new parking lot and residences to the west to prevent glare from headlights and a detailed plan must be submitted and approved through a Type II process, with approval criteria 33.805.040.A and E. A new Master Plan will include a detailed analysis of post 1997 design day attendance for the three institutions, transit/parking mode split and the means of accommodating parking and achieving the transit goal.

- **LU 97-127 CU MS EN AD:** The current Oregon Zoo Master Plan initially included the auxiliary parking lot. After appeals to both the City Council and the Land Use Board of Appeals, the City Council rendered its final decision on February 20, 2003. This CU MS will expire February 20, 2013. The 1997 CU MS EN AD decision approved various development projects, amended the site boundary, allowed expansion and new construction within the environmental overlay and included two Adjustments. In response to the appeals, the decision specifically deleted authorization for the continued use of the temporary parking lot.
- **03-152038 CC:** In 2003, the Bureau of Development Services identified that the temporary parking lot was operating, which conflicted with the City Council's final land use review decision. The property owner the City of Portland Parks Bureau and the Oregon Zoo (Metro) were notified of the Zoning Code violation. Note: Metro submitted land use review application—LU 03-173578 CU AD to legalize the auxiliary parking lot. The application was put on-hold and then, due to inactivity, was voided by BDS on October 21, 2008.
- **12-156689 CU:** On October 29, 2012, the Portland Hearings Officer granted Conditional Use Review approval, with conditions, to establish the 116-space West Lot (aka Auxiliary Lot). Conditions of approval address landscaping, stormwater management, security and traffic management via a Transportation Demand Management Plan.

**Summary of Applicant's Statement:** The applicant describes the project as follows:

The Outdoor Adventure project of the Portland Children's Museum is intended to encourage children and parents to feel at ease, safe, and secure while experiencing the outdoors and developing an excitement and appreciation for nature. The Museum is applying for this conditional use permit in the hopes to break ground in 2013 and open the exhibit in 2014. The inspiration for the exhibit comes from Richard Louv's book, "The Last Child in the Woods" and is intended to promote outdoor play, addressing what he coins as "Nature Deficit Disorder". The design deliberately maintains a very natural, rustic, and open feel. Elements to enhance interaction with the outdoors include an interactive stream and pond, tree pod structures, a toddler area, a natural object activity area, a rock bouldering area, a rustic stone amphitheatre, an observation deck and hands-on programming.

The project will change portions of the existing landscaping, including removal of remnants from the dismantled display aircraft left upon the departure of the Oregon Museum of Science and Industry (OMSI), making the area safer for children, and the addition of crushed aggregate paths to make the area accessible to individuals with disabilities. The project area is approximately 40,000 square feet on the eastern side of the Museum's existing 3.38 acre campus, leased from Portland Parks and Recreation.

**Agency Review:** A "Notice of Proposal in Your Neighborhood" was mailed **February 23, 2012**. The following Bureaus have responded with no issues or concerns:

The **Bureau of Environmental Services (BES)** has no objection to the requested Conditional Use Review. However, to address service requirements, BES recommends a condition. See below.

**A. SANITARY SERVICE**

1. *Existing Sanitary Infrastructure:*
  - a. There is an 8-inch combined sewer belonging to Metro located south of the Portland Children's Museum. City mapping indicates that there are multiple other combined sewers belonging to Metro on the subject property.
  - b. These pipes connect to the combined sewer belonging to Metro that is located on the Oregon Zoo property, which connects to a public combined sewer in Hwy 26.
2. *Service Availability:* The Portland Children's Museum currently utilizes the 8-inch combined sewer where the new connections are proposed and the proposed connections are not anticipated to contribute much additional flow. However, at the time of building permit review, the applicant must demonstrate that Metro has formally granted permission for the new connection.

**B. STORMWATER MANAGEMENT**

1. *Existing Stormwater Infrastructure:*
  - a. There is no public storm-only sewer available to this property.
  - b. City mapping indicates that there are multiple storm sewer pipes of various sizes belonging to Metro on the subject property. These pipes connect to the combined sewer belonging to Metro that is located on the Oregon Zoo property, which connects to a public combined sewer in Hwy 26.
2. *General Stormwater Management Requirements:* All development and redevelopment proposals are subject to the requirements of the City of Portland Stormwater Management Manual (SWMM). The SWMM is periodically updated; projects must comply with the version that is adopted when permit applications are submitted. The 2008 SWMM may be obtained at the City of Portland Development Services Center (1900 SW 4<sup>th</sup> Ave) and from the BES website ([www.portlandonline.com/bes/2008SWMM](http://www.portlandonline.com/bes/2008SWMM)). Development projects are evaluated using the criteria described in [Section 1.3](#) of the SWMM. The Stormwater Hierarchy guides the applicant in determining where stormwater runoff should be conveyed (i.e. infiltrated on-site or discharged off-site). The highest technically feasible category must be used. Regardless of the discharge point, vegetated surface facilities are required to the maximum extent feasible to meet SWMM pollution reduction and flow control requirements.
3. *On-Site Stormwater Management Comments:* BES reviews stormwater management facilities on private property for the feasibility of infiltration, pollution reduction, flow control, and off-site discharges. The Site Development Section of BDS determines if stormwater infiltration on private property is feasible when slopes on or near the site present landside or erosion related concerns, or where proximity to buildings might cause structural problems.
  - a. BES has reviewed the stormwater report from MGH dated January 24, 2012. BES takes no exception to the proposed stormwater management plan. The applicant relies on geotechnical evaluation of the site (report prepared by GRI, dated January 20, 2012) and has worked through the stormwater disposal hierarchy to justify disposal hierarchy 4 (discharge off-site to a combined sewer). Additionally, the plan minimizes impervious surface while significantly increasing planting. The applicant proposes to utilize an ecoroof as an impervious area reduction technique to manage stormwater from the only proposed roof area. The proposed open decks are not considered "impervious" per the SWMM.

Please note that in some instances, such as parking lots with significant compaction efforts, gravel areas can be considered to have a rational runoff coefficient greater than 0.80, which is considered impervious. It is not necessary to track the runoff coefficient for this proposal, as these gravel areas are functioning as sidewalk, which has some latitude as to the method of mitigating stormwater runoff. These pathways are considered adequately mitigated due to the non-concentrated runoff and the extensive plantings provided for the site.

Additionally, the gravel pathways are such a large area that they should be included in the stormwater operation and maintenance plan as an item to be maintained. It should also be indicated that the pathway cannot be paved without further evaluation as part of a permit review.

- b. At the time of building permit, the applicant must revise the stormwater report and site plan to include the following:
  - 1) A statement indicating that no infiltration facilities are proposed.
  - 2) An acknowledgement that the pathways are development, but that they will be mitigated through the use of plantings (as described above). The stormwater report must include a brief discussion of the number of plants used, as well as the "filter strip" type facility used to manage stormwater.
  - 3) Information regarding the rubber-surface play area. Adequate landscaped area is available for sheet flow and filter strips, so no exception is taken with the surface during the land use phase of the review.
  - 4) O&M information for the gravel pathways.
- c. Site Development's Land Use Response for more information. BES has no objections to the proposed stormwater management approach for the purposes of land use review.
4. *TMDL Requirements:* The project site is located in the Willamette River Watershed, in the Tanner subwatershed. Total Maximum Daily Load (TMDL) water quality requirements apply in the Willamette River Watershed, as required by Oregon DEQ. The Stormwater Management Manual (SWMM) requires that applicants use pollution reduction facilities that are capable of reducing TMDL pollutants. Vegetated facilities sized according to the Simplified or Presumptive Approaches meet these requirements.

### C. SITE CONSIDERATIONS

The following information relates to specific site conditions or features that may impact the proposed project.

1. *Nature in Neighborhoods Inventory Information:* The natural resources at this site were identified in Metro's Nature in Neighborhoods inventory of regionally significant riparian corridors and wildlife habitat. Specified resources and functions include the following:
  - a. *Regionally Significant Wildlife Habitat:* These resources provide important feeding, breeding and nesting habitat for native wildlife.

To protect the natural functions provided by these resources, BES recommends that the applicant minimize site disturbance and replant disturbed areas with native vegetation. Doing so will help minimize erosion, protect slope stability, and restore lost functions.
2. *Slope Information:* This site is steeply sloped; therefore, BES recommends that slope stability be carefully considered in all aspects of site development. This may include strategies such as replanting disturbed areas with native plants to help stabilize soils and minimize erosion, and placing stormwater facilities in areas that will protect slope stability.
3. The Bureau of Environmental Services offers a variety of educational publications and programs to protect water quality and the environment. The proposed outdoor addition at the Portland Children's Museum offers an excellent opportunity to showcase watershed health topics such as stormwater management, clean rivers and native plants. For more

information on how to work together to connect people with their watersheds please contact Colleen Mitchell [Colleen.Mitchell@portlandoregon.gov](mailto:Colleen.Mitchell@portlandoregon.gov).

#### D. CONDITIONS OF APPROVAL

If the land use application is approved, BES recommends that the following conditions be included with the decision:

1. At the time of building permit review, the applicant must demonstrate that Metro has formally granted permission for the new connections to their combined sewer.

#### E. PERMIT INFORMATION

At the time of permit review the applicant should be aware of the following:

1. *Connection Fees*: Sewage system connection fees are assessed at the time of building plan review and change every fiscal year on July 1<sup>st</sup>. For additional information on these fees, visit the [BES website](#) or call the BES Development Review Team at 503-823-7761.
2. *Building Plans*: Building plans for this project must include a detailed site utility plan which shows proposed and existing sanitary connections, as well as stormwater management that meets the requirements of the version of the SWMM that is in effect at the time permit applications are submitted.
3. *1200-C NPDES Permit – Close to One Acre*: The proposed development is very close to one acre of disturbance area and has the potential to discharge to surface waters. If there are frontage improvements, e.g. sidewalks, those activities may increase the amount of disturbed area to one acre. If the proposed development equals or exceeds one acre of total disturbance area, including street improvements, all construction activities will require DEQ oversight and a National Pollutant Discharge Elimination System (NPDES) 1200 Construction (1200-C) permit. DEQ's 1200-C NPDES permit contact is Dennis Jurries at 503-229-5937. Application materials are available on [DEQ's website](#).
4. *SWMM Chapter 4 Requirements*: Design requirements from [Chapter 4](#) of the SWMM (Source Controls) that may pertain to this project are briefly described below with the corresponding Chapter 4 section noted. BES recommends the applicant review Chapter 4 to help recognize other requirements that may apply to this project at the building permit review stage. BES recommends that requirements related to site contamination be addressed prior to submitting for building permit review to help avoid potentially long delays.
  - a. *Temporary Dewatering* ([Section 4.4](#) and [Title 17 Chapters 34, 36, 39](#)): This area is served by a combined public sewer system. During construction, groundwater or precipitation water that is removed from the construction area and discharged to a City sewer requires pre-authorization/approval through the BES Batch Discharge Program. Fees are assessed for temporary construction discharges to the public sewer system - see the [BES website](#) for current rates and information about dewatering as it relates to [construction projects](#).
  - b. *Solid Waste and Recycling* ([Section 4.5](#)): Solid waste (including grease bins/drums/boxes) and recycling (plastic, paper, glass, etc.) areas require a structural cover with a paved surface beneath the receptacles, a bermed or graded isolated area beneath the cover to protect from stormwater run-on, and a drain to the sanitary sewer within the isolated covered area.
5. *Water Feature* ([Title 17 Chapters 34 & 39](#)): The plans show a "circulating" stream. Depending on the design of the stream, there are different requirements for disposal of the stream water. In general, if the water is treated (e.g., chlorinated or biocides), then it is defined as wastewater and must discharge to the sanitary waste line. If the feature water is not treated, under most circumstance the water can then discharge to the storm sewer. Additionally, if the source of the feed water is rainwater or groundwater and is approvable to discharge to the City sanitary sewer system, a meter is required to assess sewer user fees. See the [BES website](#) for current sewer user fees. (Exhibit E.1)

The **Portland Bureau of Transportation (PBOT)** responded with extensive comments (Exhibit E.2). The PBOT response is incorporated as findings under criterion 33.815.100.B, below.

The **Water Bureau** responded that the site has existing service that is available to serve the proposed improvements. At Building Permit Review the Water Bureau will review fixture counts. (Exhibit E.3)

The **Fire Bureau** responded that a separate building permit is required for this proposal. Any applicable Fire Code requirements will be addressed through the building permit plan review. (Exhibit E.4)

The **Police Bureau** responded with the following comment: "It was determined that the Portland Police Bureau is capable of serving the proposed use at this time. However, as development progresses at this site, the Portland Police Bureau recommends that on-site persons and the developer work with Central Precinct Commander Robert Day on any public safety issues or concerns." (Exhibit E.5)

The **Site Development Section of BDS** responded with the following comment: "The site is sloped and located near the Highlands/Zoo Historic Landslide. Site Development has no objection to the proposed project, but due to the new structures and slope grading, a geotechnical investigation will be required at the time of building permit review." (Exhibit E.6)

The **Portland Parks and Recreation (PPR)** responded with support, noting that "as the property owner, PPR will need to continue to review and approve plans developed by the Children's Museum as the project develops." (Exhibit E.7)

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on February 23, 2012. Three letters and other related documents were received from Jeff Boly, Land Use Chair of the Arlington Heights Neighborhood Association. To summarize, he expressed objections to the adjacent auxiliary parking area (120 spaces) that is also owned by the City of Portland. Mr. Boly argues that it only has status as open space and the parking should be removed. Key points from his letters, are as follows:

- The nature of the link between the zoo and the Children's Museum renders the argument that they both cannot be bound by the same land use condition, particularly specious. The Parks Bureau is the property owner, the common lessor of both the Children's Museum and the zoo parking area.
- Fourteen years of code noncompliance (i.e. operating the auxiliary parking area), have resulted in climate change effect from the 120 extra parking spaces by encouraging more vehicle trips, discouraging use of the underused light rail station and precluding the natural benefits of grass on an acre now covered in asphalt.
- The operational impacts of removing the parking will be minimal. It will increase the number of days from 140 to 170 when the off-site overflow parking areas are needed.
- Neighborhood spillover parking is a red herring. If it was a problem it would be happening now.
- The only way people will change to a less convenient alternative is if they are forced to make this choice. This was the premise for making the \$40 million LRT station investment in the first place. People can change their habits as proven at both the Rose Garden and Jeld-Wen stadium where MAX is able to permit the movement of 20,000

who arrive and depart at the same time, whereas the zoo peak period is one third that and the arrivals and departures are staggered over most of the day.

- Children's Museum patrons are among the heaviest users of the auxiliary lot because it is located next to their facility. Not to consider its connection would be to ignore the transportation criteria for the conditional use in the open space zone. Patrons have been using the auxiliary lot since its inception.
- Driving by the auxiliary lot on Sunday afternoon (March 11, 2012) at about 3 pm, approaching from the north, he noticed that the aux. lot was at least half full even though there were abundant empty spaces in the main lot which was only about 1/3 full. This leads to two fair conclusions. First, the aux. lot is preferred by Children's Museum patrons due to its convenience. The patrons and managers do not want to give up the lot because they do not want to have to walk any further. Second, it is all of the days of the year when the lots are not full and excess demand is not a problem that they don't want to give up. Patrons would be annoyed to see an empty lot. This is the reason why there should be a fee charged for parking and that the funds be directed to removing the asphalt.
- When the mass transit decision was first made some 25 years ago, everyone understood that it would come at the expense of some inconvenience. But it is hardly a justification for dreaming up pretenses to continue flaunting the law, which has been the response of the users, arguably since 1998 and clearly since 2003.

## ZONING CODE APPROVAL CRITERIA

### 33.815 CONDITIONAL USES

**33.815.010 Purpose** Certain uses are conditional uses instead of being allowed outright, although they may have beneficial effects and serve important public interests. They are subject to the conditional use regulations because they may, but do not necessarily, have significant adverse effects on the environment, overburden public services, change the desired character of an area, or create major nuisances. A review of these uses is necessary due to the potential individual or cumulative impacts they may have on the surrounding area or neighborhood. The conditional use review provides an opportunity to allow the use when there are minimal impacts, to allow the use but impose mitigation measures to address identified concerns, or to deny the use if the concerns cannot be resolved.

**33.815.100 Uses in the Open Space Zone** These approval criteria apply to all conditional uses in the OS zone except those specifically listed in other sections below. The approval criteria allow for a range of uses and development that are not contrary to the purpose of the Open Space zone. The approval criteria are:

#### A. Character and impacts.

1. The proposed use is consistent with the intended character of the specific OS zoned area and with the purpose of the OS zone;

**Findings:** The Portland Children's Museum is a Community Service Use consisting of a museum, exhibits, classrooms, and meeting rooms. The building also houses a School use—a K-5 grade charter school. Both the Children's Museum and the school have Conditional Use status at this location.

The character of the museum facility was first defined in 1958 when the building was constructed to house the Oregon Museum of Science and Industry. A year later the Portland Zoological Gardens opened at the site. And in 1969, the World Forestry Center was established at its current site. Historically, these three attractions, as well as Washington Park, were zoned R10, a single-dwelling residential zone. In 1981, the sites



were designated with the City's Comprehensive Plan Open Space designation. Then in 1991, through the Portland Zoning Code Rewrite Project, the Open Space zone was applied on most properties that had the Open Space Comprehensive Plan designation. The intended character of the venues were further defined through numerous reviews and improvement phases that occurred between 1960 and 1991, prior to the placement of the Open Space zone on this site. The intended character of this part of Washington Park is that of a high use area, a regional attractor, that offers natural, recreational, cultural and educational amenities.

The purpose of the Open Space Zone is found in 33.100.010 and states:

**33.100.010 Purpose.** The Open Space zone is intended to preserve and enhance public and private open, natural, and improved park and recreational areas identified in the Comprehensive Plan. These areas serve many functions including:

- Providing opportunities for outdoor recreation;
- Providing contrasts to the built environment;
- Preserving scenic qualities;
- Protecting sensitive or fragile environmental areas; and
- Preserving the capacity and water quality of the stormwater drainage system.

The OS zone is intended to “preserve and enhance public and private open, natural and improved park and recreational areas” and to “provide opportunities for outdoor recreation”. Staff concurs with the applicant’s statement that the proposed improvements will “provide opportunities for year-round outdoor recreation and serve as a space for nature walks, environmental education and as a transition point from the built environment into Washington Park and the surrounding natural spaces”. The applicant notes that “special attention has been given to preserving and enhancing the scenic qualities of Washington Park, including the proposed addition of an observation area that will create better vantage points for viewing of the surrounding park lands”. Invasive plants will be replaced with trees, shrubs and ground cover. The submitted landscaping plan identifies approximately 50 new trees and 570 new shrubs being planted in the outdoor area.

The applicant also notes that due to the geological nature of the site, additional attention has been given to mitigating stormwater impacts. As explained on page 4 and discussed under criterion B.3, the Bureau of Environmental Services (BES) has reviewed the proposal for conformance with stormwater management requirements. As part of the Building Permit submittal, BES requests that the applicant submit documentation showing that Metro has formally given permission for the Children’s Museum’s stormwater connection to the sewer line located on the Metro site. With compliance with the condition recommended by BES, this criterion and criterion B.3 will be satisfied.

Therefore, this criterion is met.

2. Adequate open space is being maintained so that the purpose of the OS zone in that area and the open or natural character of the area is retained; and

**Findings:** This proposal includes extensive landscaping and the construction of trails and play equipment that will encourage outdoor recreation in a safe environment for children. Two small structures, a garden shelter with restrooms and a partially enclosed observation deck will be constructed to support the outdoor activities. The proposed improvements will expand the functional use of the open space on the site.

The applicant states that the project’s design gave careful consideration to maintaining sight lines which are intended to “not only keep the open feeling of the space and preserve

the natural feel, but also allow caregivers to keep watch over children as they explore and experience the outdoors”.

The Land Use Chair of the Arlington Heights neighborhood association submitted letters and documents that challenge the western abutting 120-space parking area, aka “auxiliary lot”,. He wrote that this review should address the continued “illegal” use of the lot. He argued that the lot is heavily utilized by the Children Museum patrons. He stated that the asphalt should be removed and the open area should be restored. Since the receipt of his letter, the City of Portland and other co-applicants including the Children’s Museum, World Forestry Center and the Oregon Zoo submitted a Conditional Use Review application to legally establish the “West Lot” parking area. The parking lot has been continually used for approximately 19 years. The request received Hearings Officer approval. The parking lot was approved to support all the Washington Park venues as a shared facility. The Hearings Officer found that the loss of a 1-acre area that is nestled between the 622-space lower main parking lot and two large institutional buildings “does not currently, and will not in the future have a deleterious effect to the scenic quality, the urban forest and the protective environmental areas”. Note: The land use history is summarized on pages 2 and 3 of this report.

The project will provide enhanced space for outdoor recreation and therefore satisfies this approval criterion.

3. City-designated environmental resources, such as views, landmarks, or habitat areas, are protected or enhanced.

**Findings:** The project area does not contain a City-designated environmental resource, scenic view or site, or landmark. This criterion does not apply.

## **B. Public services.**

1. The proposed use is in conformance with the street designations of the Transportation Element of the Comprehensive Plan;
2. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, and other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;

**Findings:** The Portland Bureau of Transportation (PBOT) reviewed the application for its potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services. The PBOT has no objections based on the findings below.

### **Conformance with Street Designations**

The Children’s Museum takes access only from Knights Boulevard. Knights Boulevard is not a public right-of-way and is therefore considered a private road (owned by Portland Parks & Recreation); nonetheless, it is designated by the City of Portland as a Community Transit Street, a City Bikeway, and a City Walkway.

Knights Boulevard was originally constructed as a park road to provide access to the southwest end of Washington Park. Over time, this road has been connected to other roads within the Park to create an internal network of park roads that provide access to the wide range of facilities within Washington Park, as well as to several public street access points. A portion of Knights Boulevard was realigned and substantially upgraded, in the years between 1994 and 2000, to the present curvilinear alignment that exists between the South Zoo Road and the North Zoo Road (from near the entrance to Portland Children’s Museum and just beyond the main World Forestry Center building).

Today, Knights Boulevard continues to serve its primary purpose, providing access to Washington Park. As Washington Park has evolved over time, becoming home to various memorials and educational venues, the purpose of the road has continued to be one of providing access to Washington Park. As the street, highway, and transit network and residential areas have developed around Washington Park, the use of Knights Boulevard has expanded. This park road is now used by travelers to access the US 26 interchange, to traverse the Park for access to other areas of Portland, and for access to the Washington Park MAX station, among other non-park-related activities.

Three parking lots take access from Knights Boulevard, within Washington Park. The Main Lot has three access points on Knights Boulevard and presently serves 844 general-use parking stalls. The West Lot has one access onto Knights Boulevard and presently serves 120 general-use parking stalls. The smallest lot, herein referred to as the North Lot, has one access onto Knights Boulevard and presently serves 32 general-use parking stalls.

Knights Boulevard was constructed to provide access to Washington Park and the parking that serves this open space; thus, providing access to the West Lot via this roadway is consistent with the original intent of the roadway. In addition, it is worth repeating that prior to 1994 this park road was providing direct access to more general-use parking spaces (~1,125) than what is now being proposed (a total of 996 long-term, general-use parking spaces). This consistency with the intended purpose of the park road provides a critical foundation for determining conformance with the City's street designation.

### **System capable of supporting the proposed use**

The Transportation Element of the Comprehensive Plan lists a total of 10 evaluation factors for determining the adequacy of the transportation system to support the proposed use.

#### **1. Street Capacity, Level of Service, and other Performance Measure**

Much of the following information was provided as part of the review of the recently approved West Parking Lot in LU 12-156689 CU. Since that analysis provided parking and traffic data for all the venues in this section of Washington Park, including the Children's Museum, it is relevant for this conditional use review.

Specific analysis has been completed for Knights Boulevard, other park roads, and public streets in the vicinity that serve travelers to and from Washington Park and the West Lot. The street capacity, level of service, and other performance measure analysis has been conducted on traffic volumes that were measured during a typical weekday morning and evening commute and during the mid-day on a Saturday in August 2010, one of the peak months of traffic demands to Washington Park. Staff from the Portland Bureau of Transportation and from the Bureau of Development Services agreed that this was a reasonable time period for collecting data to conduct this type of analysis. This group of staff also identified and agreed to a set of street and park road intersections that should be studied for their operational characteristics to determine the type of impacts that likely would result if the West Lot was no longer available for general-use parking.

##### **1. A Street Capacity**

Knights Boulevard and all other park roads located within Washington Park are two-lane facilities. Intersections on these park roads are controlled by stop signs. Knights Boulevard is stop controlled at its tee intersection with Fairview Boulevard. South of Fairview Boulevard, Knights Boulevard has five intersections with other park roads, where each of them is stop controlled and Knights Boulevard is uncontrolled. As Knights Boulevard leaves Washington Park (at its southern end) it transitions onto public right-of-way and is named Canyon Road by the City of Portland. This entire length of Knights Boulevard has adequate street capacity to convey the traffic volumes measured in August 2010, even during the peak periods.

### **1. B Level-of-Service and other Performance Measure**

Level of service analysis during the peak periods mentioned above found that there is adequate capacity (defined as volumes lower than the estimated capacity of an intersection or V/C ratio) at all study area intersections (with the West Lot in operation). Two intersections experience demands that cause the level-of-service to approach the maximum allowed. The eastbound off-ramp of US 26 is stop controlled at its intersection with Canyon Road. The delay for vehicles wanting to turn left from the off-ramp to Canyon Road is at the upper level of acceptability. The Zoo Road (a private park road) has three stop-controlled intersections with Knights Boulevard. At the most southerly intersection, vehicles on the Zoo Road that want to turn left onto Knights Boulevard experience delay at the upper level of acceptability. All conditions summarized herein pertain only to peak periods of demand. Operations during all other hours of the day are likely to be better because traffic volumes are lower.

Intersection level of service and the v/c performance measure are within acceptable limits at all study area intersections during the peak hour of analysis.

### **2. Access to Arterials**

Access to the Children's Museum is provided via a single driveway located along SW Knights Boulevard, which is classified by the City of Portland as a Local Service Traffic Street. There are no classified arterials within the immediate vicinity of Knights Boulevard. Instead, this park road connects to other park roads with a similar classification and to SW Canyon Road (Local Service Traffic Street) and SW Fairview Boulevard (Neighborhood Collector). Therefore, there are no impacts to classified arterial roadways that result from the Children's Museum and its operations.

### **3. Connectivity**

Washington Park, established more than 100 years ago, is located in the West Hills of Portland. The multimodal transportation system and set of park roads and pathways in the area have been constructed in response to development and with regard to the natural features of the area. These natural features, particularly the terrain (ranging from rolling to steep), areas of recent and historical landslides, and the Park itself have significantly influenced the type and alignment of each road, bike lane, sidewalk, and pathway. The era in which they were constructed and the construction techniques and design standards of the time also dictated the facilities that are present today. This context must be understood when considering the concept of connectivity.

Knights Boulevard also is connected to several other park roads, most of which only provide internal Washington Park circulation. The exception is the park road named SW Kingston Boulevard, which provides access to several other Washington Park roads and public streets on the north and east sides of the Park. This web of park roads and public streets, although not a grid, provides a variety of routes for access to the Children's Museum and constitute a reasonable level of connectivity for access to adjacent uses.

Given the facts cited above, it is not surprising that there are no plans to construct new roadways of any type in the vicinity of the West Lot, within Washington Park, or in adjoining residential areas that surround Washington Park.

### **4. Transit Availability**

Transit service is provided to the area via the TriMet Washington Park MAX station and TriMet Bus Route 63, both of which operate within approximately 600 feet of the West Lot. The MAX station is considered to provide high-frequency, high-capacity transit service to Washington Park, via the combination of Red and Blue lines. This combination of lines provides service seven days a week, at intervals between approximately six and 15 minutes from approximately 4:00 AM to

approximately 2:00 AM.

Bus Route 63 serves as a complement to the MAX light rail service by using Knights Boulevard and city streets to connect between the Washington Park MAX station and the JELD-WEN Field MAX station near downtown. Route 63 operates on a 45-minute to 60-minute schedule each weekday between approximately 6:30 AM and 6:30 PM. However, Bus Route 63 does not operate on weekends.

Finally, seasonal transit service is provided by TriMet Bus Route 83, formerly known as the **Washington Park Shuttle**. This service is provided seven days a week between Memorial Day and Labor Day, from approximately 10:00 AM to 7:00 PM, at approximately 20-minute intervals (weekend service extends to the end of October). Route 83 operates in a one-way loop, starting at the JELD-WEN Field MAX station in downtown Portland, using public streets to reach the eastern Washington Park entrance and traveling Park roads to reach the Washington Park MAX station. The return route includes travel on Fairview Boulevard before returning to Washington Park, near the Japanese Garden, and then returning to the JELD-WEN Field MAX station. Thus, transit is available in the immediate vicinity and not directly impacted by the location or operation of the Children's Museum.

## 5. On-street Parking Impacts

On-street parking is prohibited on either side of Knights Boulevard anywhere along its length. The majority of visitors to the Children's Museum use the recently approved West Lot. The West Lot alleviates the potential for illegal on-street parking, particularly under higher parking-demand periods.

The West Lot is used virtually every day of the year and heavily used during peak periods of parking demand. This regular use is evidence of not only the demand for parking but also the value of the lot's location relative to specific areas and venues within the Park. The regular use demonstrates a clear need for additional parking in the immediate vicinity of the Main Lot and North Lot to accommodate peak parking demand.

Portland Parks & Recreation and each of the venues located in Washington Park anticipate continued increases in patron and visitor demand to the various amenities within the area. The success of TDM measures and improved transit services and amenities has reduced the rate at which vehicular demands to the area are occurring. However, the total number of vehicles continues to increase and the benefit of providing the number of parking spaces represented by the West Lot is significant.

Pedestrian safety is substantially increased due to reduced pedestrian crossing conflicts on Knights Boulevard, by providing parking on the same side of the street as the Portland Children's Museum and the World Forestry Center. The same can be said for improved bicycle, transit, and vehicular operations, due to reduced pedestrian conflicts. The safer environment meets the expectations of travelers through and users of parks, open spaces, and other recreational amenities.

## 6. Access Restrictions

The City of Portland does not restrict access along private roadways. Therefore, this criterion does not apply.

## 7. Neighborhood Impacts

The Outdoor Adventure Project proposed by the Children's Museum is not expected to create any transportation related neighborhood impacts.

## 8 & 9. Impacts on Pedestrian, Bicycle, and Transit Circulation and Safety for All Modes

**(combined factors)**

There is substantial net benefit to the safety of pedestrians, bicyclists, transit users, and motorists by the provision of the West Lot. As previously stated, there are a significant number of Knights Boulevard pedestrian crossings that are avoided by having parking located on the west side of this park road. This is of particular note given the wide range of ages and abilities of patrons and visitors to the Portland Children's Museum and the World Forestry Center and how frequently the number in any given party arriving to these uses is three or more. Of greatest concern are adults pushing strollers and wheelchairs and adults bringing two or more young children that would otherwise have to cross Knights Boulevard twice with each visit.

**10. Adequate Transportation Demand Management Strategies**

Currently, an aspirational patron TDM program is being implemented through a collaborative effort by all of the venues (Hoyt Arboretum, Japanese Garden, Oregon Zoo, Portland Children's Museum, World Forestry Center) and Portland Parks & Recreation, with support from Metro and the Portland Bureau of Transportation. This group, referred to as the Washington Park Alliance (WPA), has taken on all of the responsibilities that existed with the prior TDM Committee. The success of this program is evidenced by the following:

- Complaints of neighborhood parking spillover to the Oregon Zoo security staff remain low (as few as zero in a 12-month period).
- Commuter parking abuses in the Main Lot are actively monitored by Zoo security staff and reported to be within manageable limits.
- Traffic management plans are fully developed and successfully implemented to limit the frequency and duration of queuing at the US 26 off-ramps to Washington Park.

Over the past 12 years, regular surveys of patrons and visitors have demonstrated that transit use has increased from 2% to 17% (a 750% increase). In the same period, the annual walk/bike/tour bus use has increased from 3% to 7% (a 133% increase). This has resulted in a reduction of the annual private automobile use from 95% to 76% (a 20% reduction). Each of these favorable changes has been accomplished while maintaining remarkably high average auto occupancy rates above 3 persons per vehicle. Thus, the current TDM program has successfully reduced the per capita auto trip rate for patrons and visitors from 271 to 217 (a 20% reduction). This means that only 217 vehicles are used to accommodate every 1,000 visitors to the Park and/or one of the venues. It is noteworthy that this has been accomplished while annual attendance has more than doubled from approximately 1.5 million to over 3 million.

Recently, the WPA successfully drafted a more expansive TDM program that further coordinates the actions of all participants toward meeting existing and future patron demands. Strategies contained in this more expansive TDM program are already being deployed (such as improved communications to members and visitors about travel options), while others are being further developed and refined before being launched (such as modifications to membership programs to include transit passes).

Based on the information provided above, PBOT finds the transportation system can support the proposal in addition to the existing uses in the area.

Therefore, approval criterion B.1 and B.2 are met.

3. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

**Findings:** As identified on pages 4-7 of this report, the water supply is capable of supplying domestic needs of the proposed use. The Police Bureau can serve the proposal and the Fire Bureau has no concerns.

The Bureau of Environmental Services (BES) comments that sanitary sewer services are available and stormwater disposal through private means to a public system would be acceptable. Because the Children's Museum must direct stormwater off-site, a condition will require the applicant to submit formal documentation showing that Metro grants approval of its stormwater connection to their facility. The documentation must be submitted at time of Building Permit review. With compliance with the condition, this approval criterion will be met.

**C. Livability.** The proposal will not have significant adverse impacts on the livability of nearby residential-zoned lands due to:

1. Noise, glare from lights, late-night operations, odors, and litter; and
2. Privacy and safety issues.

**Findings:** The proposed improvements will be at least 550 feet away from the closest residential lots, which are homes with access from SW Highlands Road. The applicant notes that current activities on the site are similar to proposed programming and that "activities are consistent with the sights and sounds of children playing". The applicant states that the Museum has no record of noise complaints received from the nearby neighbors. In regards to safety, the outdoor play area will be enclosed by a perimeter fence that will be camouflaged with foliage to keep the naturalistic feel. Given the significant distance that separates the play area from nearby homes and the fence enclosure, the proposal will not adversely impact the livability of nearby residences. This criterion is met.

**D. Area plans.** The proposal is consistent with any area plans adopted by the City Council as part of the Comprehensive Plan, such as neighborhood or community plans.

**Findings:** The project area is not located within the boundaries of any area plans adopted by the City Council. Therefore, 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.

Of note are the requirements of 33.258.070, Nonconforming Development, that require certain development that does not meet current zoning requirements to be brought into conformance under certain situations. The staff parking lot located on the north side of the project area may not meet landscape requirements. Timing and extent of conformance with these requirements will be determined during the permit review process. Furthermore, because the Children's Museum facility is located on the site owned by the City that also includes the West Lot, staff must verify that the conditions of approval for LU 12-156689 CU are met prior to issuing building permits for the Children's Museum.

## CONCLUSIONS

The proposed Outdoor Adventure project will provide new outdoor recreation to children who visit the museum. The proposal is consistent with the purpose of the Open Space zone and will not diminish the livability of the nearby residential area, west of the site. Services, including the transportation system, are capable of serving the proposal as well as the

existing uses at Washington Park. The applicant will be required to document that the stormwater connection on the adjacent Metro-owned site will be available for use by the Children's Museum.

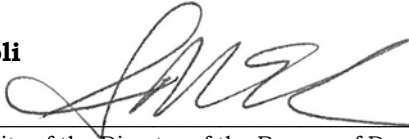
Based on the findings of this report, this proposal meets the approval criteria and therefore should be approved.

## ADMINISTRATIVE DECISION

**Approval** of a Conditional Use for a Community Service Use, the Portland Children's Museum, to construct a large outdoor adventure area, on approximately 40,000 square feet, immediately east of the museum building. New elements will include: stream and ponds, tree pod structures, toddler sand area, rock bouldering area, rustic stone amphitheatre, observation deck, garden shelter, restrooms, paths and landscaping, 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.5. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File LU 12-111292 CU."
- B. Prior to Building Permit issuance, the applicant must submit documentation showing that Metro has granted permission to the applicant to utilize the combined storm and sanitary sewer connection that is located on the Metro site.

**Staff Planner: Sheila Frugoli**

**Decision rendered by:**  **on Nov. 9, 2012**  
By authority of the Director of the Bureau of Development Services

**Decision mailed: November 15, 2012**

**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 February 8, 2012, and was determined to be complete on **February 17, 2012**.

*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 February 8, 2012.

*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 the full 245 days (Exhibit A.8). The review must be final before **February 17, 2013**.

**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, which will hold a public hearing. Appeals must be filed **by 4:30 PM on November 29, 2012** at 1900 SW Fourth Ave. Appeals can be filed Tuesday through Friday on the first floor of the Development Services Center until 3 p.m. After 3 p.m. and Mondays, appeals must be submitted to the receptionist at the front desk on the fifth floor. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at [www.portlandonline.com](http://www.portlandonline.com).

**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 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, 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 must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- *Unless appealed,* The final decision may be recorded on or after **November 30, 2012.**
- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034  
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. Update Application: Project Description and Response to Approval Criteria, submitted Oct. 23, 2012
2. Summary of Draft Terms of Proposed Transportation and Parking Agreement for Washington Park Alliance, submitted Oct. 23, 2012
3. Draft Strategy Outline and Implementation Schedule for Washington Park Parking and Transportation Study, submitted Oct. 23, 2012
4. Copy of Letter Submitted to Portland Hearings Officer Greg Frank, Additional Testimony for the Open Record Period for Permanent Approval of the West Lot, submitted Oct. 23, 2012
5. Original Application
6. Stormwater Management Report
7. Request for 90-day Review Extension, submitted by applicant on March 19, 2012
8. Request for Full Review Extension, submitted by applicant on May 10, 2012

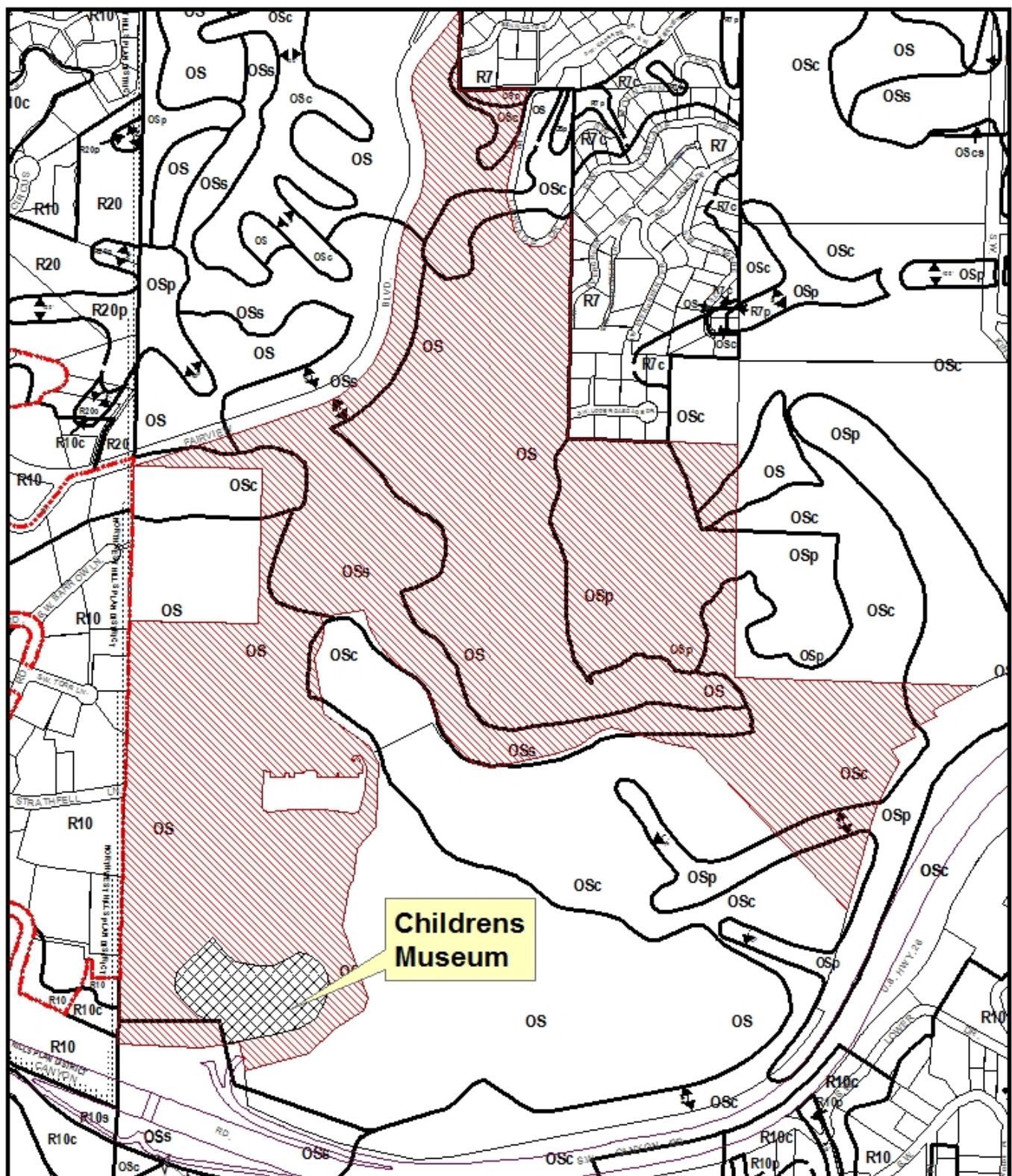
### B. Zoning Map (attached)

### C. Plans/Drawings:

1. Site Plan (attached)
2. Planting Plan - Shrubs (attached)
3. Planting Plan - Trees
4. Planting Details
5. Structural Details

6. Utility Plan
  7. Demolition/Staging Plan
  8. Site Plan- Color Rendering
- 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. Water Bureau
  4. Fire Bureau
  5. Police Bureau
  6. Site Development Review Section of BDS
  7. Life Safety Plan Review Section of BDS
  8. Bureau of Parks, Forestry Division
- F. Correspondence:
1. Jeff Boly, Land Use Chair, Arlington Heights Neighborhood Association, E-mail letter with attachments raised objections to proposal, sent March 8, 2012.
  2. Jeff Boly, Land Use Chair, Arlington Heights Neighborhood Association, E-mail letter, sent March 9, 2012
  3. Jeff Boly, Land Use Chair, Arlington Heights Neighborhood Association, E-mail letter, sent March 13, 2012.
- G. Other:
1. Original LU Application
  2. Site History Research

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



# ZONING

 Site



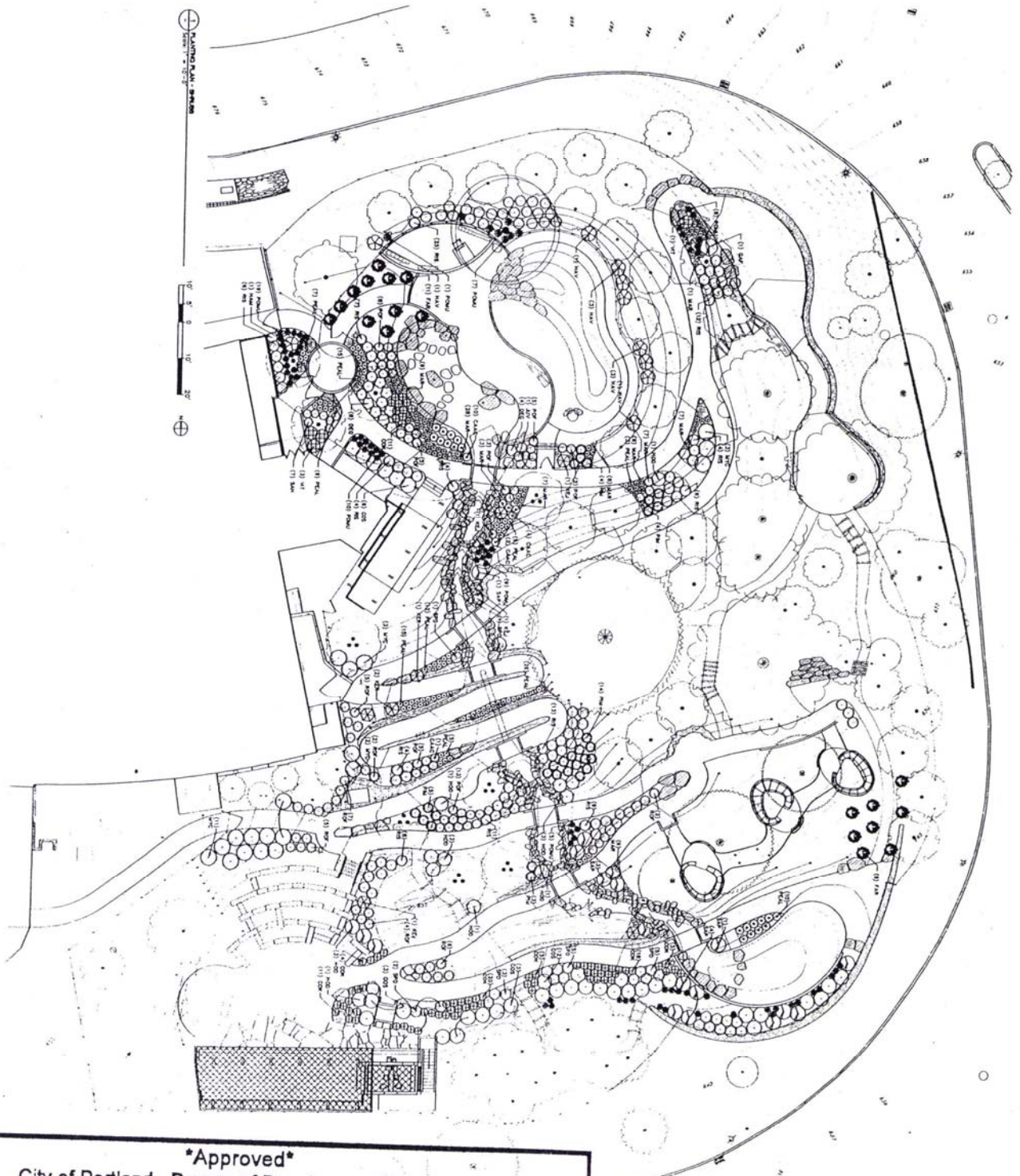
File No.	LU 12-111292 CU
1/4 Section	3125,3126,3225,3226
Scale	1 inch = 500 feet
State_Id	1S1E05 800
Exhibit	B (Feb 21,2012)





PRELIMINARY-  
NOT FOR CONSTRUCTION





**\*Approved\***

City of Portland - Bureau of Development Services

Planner S. Frugoli Date 11-9-12

\* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

LU 12-111292 CU  
Exh. C.2

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PRELIMINARY  
NOT FOR CONSTRUCTION

portland  
children's  
Museum

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F 503.223.8078

Stayer, Reed