



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

FROM CONCEPT TO CONSTRUCTION

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**Date:** October 24, 2014  
**To:** Interested Person  
**From:** Stacey Castleberry, 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, including the written response to the approval criteria and to public comments received on this application, 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 14-115223 GW AD**

#### **GENERAL INFORMATION**

**Applicant:** Multnomah County Selwood Bridge Program  
**Attn:** Ian Cannon, Program Manager  
8145 SE 6th Ave / Portland OR 97202  
(503) 704-5170

Macadam Bay Homeowners Association  
**Attn:** Bill Dickas  
7720 SW Macadam Ave #26 / Portland OR 97219  
(503) 248-1853

**Representative:** Mary Dorman  
Angelo Planning Group  
921 SW Washington St Suite 468 / Portland OR 97205  
(503) 227-3661

**Owners:** Macadam Bay Homeowners Association  
1400 SW 5th Ave #670 / Portland OR 97201-5538

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

FMC Properties  
1120 SW 5th Ave #1302 / Portland OR 97204-1912

Tri-County Metropolitan  
710 NE Holladay St / Portland OR 97232-2168

**Site Address:** 7720 SW Macadam Avenue and adjacent open space and right of way

**Legal Description:** BLOCK M TL 4900, FULTON PK; TL 300 0.43 ACRES, SECTION 22 1S 1E; TL 400 0.29 ACRES, SECTION 22 1S 1E; TL 100 0.78 ACRES SPLIT MAP R330342 (R991220910), SECTION 22 1S 1E; TL 100 2.58 ACRES SPLIT MAP R330344 (R991220930), SECTION 22 1S 1E; TL 4600 0.43 ACRES, SECTION 22 1S 1E; TL 200 5.55 ACRES, SECTION 22 1S 1E; TL 5000 1.52 ACRES, SECTION 22 1S 1E; TL 4800 1.07 ACRES SPLIT MAP R330342 (R991220910), SECTION 22 1S 1E; TL 4700 0.32 ACRES SPLIT MAP R330329 (R991220770), SECTION 22 1S 1E

**Tax Account No.:** R300406940, R991220080, R991220490, R991220750, R991220770, R991220790, R991220860, R991220890, R991220920, R991220930, R991220860

**State ID No.:** 1S1E22AC 04900, 1S1E22DB 00300, 1S1E22DB 00400, 1S1E22DB 00100, 1S1E22D 00100, 1S1E22AC 04600, 1S1E22DB 00200, 1S1E22AC 05000, 1S1E22AC 04800, 1S1E22AC 04700, 1S1E22DB 00200

**Quarter Section:** 3830, 3730

**Neighborhood:** South Portland Neighborhood Association, contact Jim Gardner at 503-227-2096.

**Business District:** South Portland Business Association, contact Kevin Countryman at 503-750-2984.

**District Coalition:** Southwest Neighborhoods Inc., contact Leonard Gard at 503-823-4592.

**Plan District:** Macadam Plan District

**Other Designations:** Macadam Design District, 100-year Floodplain, Willamette Moorage, Butterfly Park

**Zoning:** OS, CG, CS, d, r, q, n, s— Open Space, General Commercial, and Storefront Commercial base zones, with the Design, Greenway River Recreational, Greenway Water Quality, Greenway River Natural, and Scenic Resources overlay zones.

**Case Type:** GW AD—Greenway Review and Adjustment Review

**Procedure:** Type II, an administrative decision with appeal to the Hearings Officer.

**Proposal:** The applicant, Multnomah County (County) is requesting City of Portland (City) land use reviews for remaining components of the Sellwood Bridge Project on the west side of the Willamette River, that have not already received land use approval, or have been revised. The majority of the Sellwood Bridge project components have received land use approvals. Project construction is more than 50% complete and the new bridge is on schedule to open in the fall of 2015.

The County is requesting the following land use reviews in this application associated with the Bridge Project:

- Type II Greenway Review to realign the existing driveway access to Macadam Bay Club Floating Home Moorage/Willamette Moorage Park (Macadam Bay/Park Access) approximately 250 feet north. This will increase the separation between the relocated driveway and the new Sellwood Bridge interchange, which is required by the Oregon Department of Transportation (ODOT) for safety reasons.
- Close the existing entrance to Freeman Motor Company and construct a new entrance off of the Macadam Bay/Park Access. This will include perimeter landscaping of the present parking lot with evergreen shrubs to form a continuous screen 3 feet high. A Type II Adjustment to 33.248.020.B (L2, low screen standards) is required because no trees will be provided in the perimeter planter.
- Type II Greenway Review to realign approximately 270 feet of the previously approved greenway trail with a connection to SW Miles Place.

Macadam Bay HOA has joined the County as a co-applicant and is requesting Type II Greenway review for the following Parking Lot Improvements:

- Construct four separate stormwater planters along the easterly boundary of the existing Macadam Bay parking lot to provide infiltration and treatment of stormwater prior to discharge to the Willamette River.

The requested Greenway and Adjustment Review pertains to several adjacent or related projects, as well as resulting from the larger, Sellwood Bridge Project which has been the subject of several previous land use reviews. As a comprehensive summary of the current request, the applicant has provided the following table of the proposed activities below:

**Project Components – Macadam Bay/Park Access, Trail Connection and Parking Lot Improvements**

Component #	Description
1*	Demolish existing Macadam Bay/Park access and sidewalk. Restoration planting.
2*	Construct new Macadam Bay/Park access. Provide stormwater treatment via water quality filter inlets.
3	Remove invasive species; restoration planting.
4*	Demolish existing greenway trail pavement in Willamette Moorage Park. Restoration planting.
5	Remove approved permanent foot bridge over Stephens Creek from project (this was completed with the culvert replacement for Stephens Creek).
6*	Demolish and remove existing greenway trail pavement and gravel underlayment in Willamette Moorage/Butterfly Park. Construct compacted gravel path to Stephens Creek lookout in new alignment and implement restoration plantings.
7*	Construct segment of greenway trail on revised alignment to connect with improvements within SW Miles Place right-of-way.
8	Delete previously approved alignment for regional trail in the trolley corridor (north of Willamette Moorage Park to SW Miles Street).
9	Revise Macadam Avenue median island (standard improvement within ROW)
10*	Relocate Macadam Bay water service and backflow device and miscellaneous utilities (see text for more detail).
11*	Relocate and construct outfalls (2).
12*	Construct four stormwater planters in existing Macadam Bay parking lot (see plans in Exhibit H).
13*	Install (or construct) a 2-inch main for possible future sanitary connection.

\*Project components subject to Greenway Review.

To minimize redundancy in addressing Greenway Review criteria separately for each project component, this application narrative consolidates and addresses the primary project

The majority of the site is within the City's Willamette Greenway overlay zone, and the work must be approved through a Greenway Review. As noted above, because trees will not be included in the Freeman Motors parking lot reconfiguration, an Adjustment to the parking lot landscaping requirements is needed.

**Relevant Approval Criteria:**

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

- Greenway Review Approval Criteria, Zoning Code Section 33.440.350; and
- *Willamette Greenway Design Guidelines*
- Adjustment Review Approval Criteria Zoning Code Section 33.805.040.

**ANALYSIS**

**Description of the Site:** The project site includes the public and privately owned properties between the Sellwood Bridge and the Stephens Creek channel at its confluence with the

Willamette River (River Mile 16.2). Stephens Creek flows from the west into a forested wetland and floodplain bench, situated along the west side of the Willamette River.

A section of the greenway trail traverses the project area, and sewer lines are located within the project area as well. Other development on the site includes parking areas, storage structures, and a dock for the private houseboat moorage (Macadam Bay Moorage). SW Macadam (State Highway 43), a variety of commercial businesses, a rail corridor and an electrical tower are located within and around the project area. To the north is a residential area along SW Miles Court, and Willamette Park; to the south are a boating business and the Sellwood Bridge.

The riparian community in this reach of the Willamette River includes black cottonwood (*Populus balsamifera*) and Pacific Willow (*Salix lasiandra*) forest in a narrow strip along the river, with some Columbia River Willow (*Salix fluviatilis*).

The riparian community represents a remnant of what was historically a broad, continuous corridor of riparian vegetation along the river. After urbanization, the remaining riparian corridor in the lower Willamette River is fragmented. The area is noted for upland coniferous/broadleaf deciduous forest and riverine, upper perennial/intermittent streambeds. The confluence of Stephens Creek and the Willamette River includes a wetland designated on the *National Wetland Inventory*. The resource inventories indicate that the site rates high for wildlife habitat, forest, scenic, cultural, historical, recreation, seasonal and perennial creeks, wetland, groundwater recharge and open space. The inventories also note that the houseboat moorage and parking areas, and noise from SW Macadam cause some impacts to these resource features.

**Zoning:** The zoning designation on the site includes the Open Space, General Commercial, and Storefront Commercial base zones, with the Design, Greenway River Recreational, Greenway Water Quality, Greenway River Natural, and Scenic Resources overlay zones.

The Open Space base zone is intended to preserve public and private open and natural areas to provide opportunities for outdoor recreation and a contrast to the built environment, preserve scenic qualities and the capacity and water quality of the stormwater drainage system, and to protect sensitive or fragile environmental areas. No new uses are proposed within the OS zone and the provisions of the zone do not apply to the proposal. The OS zone regulations are therefore not addressed through this Greenway Review.

The General Commercial zone is intended to allow auto-accommodating commercial development in areas already predominantly built in this manner and in most newer commercial areas. The zone allows a full range of retail and service businesses with a local or regional market. No new uses are proposed and the provisions of this zone allow the existing uses; these provisions are not specifically addressed through this Greenway Review.

The Storefront Commercial zone is intended to preserve and enhance older commercial areas that have a storefront character. The zone allows a full range of retail, service and business uses with a local and regional market area. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged. No new uses are proposed and the provisions of this zone allow the existing uses; these provisions are not specifically addressed through this Greenway Review.

The Design overlay zone promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development must meet the Community Design Standards (Chapter 33.218) or are subject to design review. The Design regulations do not apply to the proposed improvements and are not addressed in this Greenway Review.

The Greenway overlay zone is intended to protect, conserve, enhance, and maintain the natural, scenic, historical, economic, and recreational qualities of lands along Portland's rivers; establish criteria, standards, and procedures for the development of land, change of uses, and the intensification of uses within the greenway; and implement the City's Willamette Greenway responsibilities as required by ORS 390.310 to 390.368 and Metro's Title 3. The purpose of this Greenway Review is to ensure that the proposal meets the Greenway regulations.



The Scenic Resources overlay zone is intended to protect Portland's significant scenic resources. The purposes of the Scenic Resource zone, to enhance the city's appearance and protect scenic views, are achieved by establishing height limits, establishing landscaping and screening requirements, and requiring preservation of identified scenic resources. Inventoried Scenic Resources include:

Scenic Viewpoints:

VB 38-23-View of Sellwood Bridge from the Macadam Bay moorage dock

Scenic corridors:

SD 38-27-Scenic corridor along SW Macadam (and SW Terwilliger)

SD 01-04-Willamette River

The Macadam Plan District implements the *Macadam Corridor Study*. The plan district contains a set of regulations designed to preserve and promote the unique character of the Macadam area. In addition to special development standards for the district, the regulations restrict auto-oriented uses and development, limit signs, allow for future light rail, and provide view corridors to the Willamette River. The proposed improvements are not within the Macadam Plan District view corridors and these regulations do not apply to the proposal.

**Land Use History:** City records indicate that prior land use reviews have been conducted for this site. Prior land use reviews include the following:

LUR 92-00515 GW (92-00934)  
 LUR 94-00026 CU (94-010928)  
 LUR 94-00633 DZ GW  
 LUR 97-00926 CU DZ GW (97-014972)  
 LUR 99-00934 GW (99-017399)  
 LUR 00-00299 GW (00-006854)  
 LU 06-158204 DZM GW  
 LU 07-175806 GW  
 LU 09-160242 GE CP  
 LU 11-173927 GW  
 LU 12-117291 TR  
 LU 12-175481 CU  
 LU 13-123563 DZ  
 LU 94-00026 CU

Exhibit A.1 in the application case file includes a detailed description of each land use review and its relevance to the current application (page 20).

The City has recently approved six separate land use reviews for the Sellwood Bridge Project. The applicant has provided the following description of the relationship of the current proposal to recent Sellwood Bridge land use reviews:

The recent land use reviews that are most relevant to this application are highlighted below.

Type IV Greenway Goal Exception & Comprehensive Plan Amendment (LU 09-160242 GE CP). This decision authorized placement of fill within areas of the Greenway Setback for: 1) construction of the replacement Sellwood Bridge and connecting ramps; 2) relocation of the Willamette Shore Trolley right-of-way; and 3) construction of the west side Regional Trail/Greenway Trail.

Relevance to this application: The Greenway Goal Exception authorized the placement of fill in the location of the Macadam Bay/Park access shown in this land use application. Additionally, the Goal Exception approval extension of the regional trail/greenway trail from the Sellwood Bridge north to SW Miles Street and approved fill associated with the trail construction.

Type III Environmental & Greenway Review (LU 11-173927 EN GW). This decision authorized the majority of the project components associated with the Sellwood Bridge Project, and included improvements on both sides of the Willamette River. The decision approved the following elements and activities: 1) construction of the replacement Sellwood Bridge; 2) removal of approximately 813 trees (6-inch or larger DBH); 3) installation of subsurface landslide stabilization structure; 4) grading and installation of approximately 9,450 cubic yards of fill; 5) construction of new interchange, ramp connections, and improvements to OR 43; 6) construction of stormwater facilities; 7) construction of multiple retaining walls; 8) installation of an arch culvert over Stephens Creek; 9) construction of new ramps, stairs, parking and planting areas at River Park and Sellwood Harbor properties; 10) implementation of mitigation measures; and 11) installation of plantings.

Relevance to this application: The Macadam Bay/Park driveway realignment was initially included in the Type III Environmental/Greenway Review application (LU 11-173927 EN GW). However, at the public hearing on December 14, 2011 – the County elected to defer that component of the overall project to a subsequent land use review to provide additional time to consider alternatives. The regional trail/greenway trail alignment was also approved as part of LU 11-173027 EN GW. However, this application proposes some minor changes to the trail alignment and improvements within Willamette Moorage Park based on input from Portland Parks, residents and representatives of bicycle/pedestrian advisory committees. In general, the changes to the approved trail alignment are more in keeping with the protection and enhancement of Stephens Creek within Willamette Moorage Park. LU 11-173927 EN GW also approved tree removal (including Tree # 1553) and tree mitigation according to Zoning Code Table 430-3.

Type II Tree Review (LU 12-117291 TR). This decision authorized the removal of 36 trees with a diameter of 12" and larger from the 20-foot scenic review corridor along OR 43.

Relevance to this application: The 2012 Tree Review decision covered the majority of the project area, extending from the existing Macadam Bay driveway on the north to the southerly project limits in the vicinity of Powers Marine Park. The mitigation ratios required by the 2012 Tree Review decision apply to the one remaining tree (#1553) previously approved to be removed from the Scenic Corridor for sight distance reasons. The mitigation ratios approved in LU 12-117291 TR require 2 trees and 3 shrubs to replace Tree #1553.

### **Summary of Applicant's Statement:**

The requested Greenway and Adjustment Reviews pertain to several related projects, as well as resulting from the larger, Sellwood Bridge Project which has been the subject of several previous land use reviews. In order to place the current Greenway and Adjustment Review in context, the applicant's explanation of the background and relatedness of the proposal is presented below:

#### **1. Realigned Macadam Bay/Park access**

ODOT is the road authority for OR 43. Construction of the approved Westside interchange for the new Sellwood Bridge triggered an evaluation of access standards within the project area. The existing Macadam Bay Floating Homes driveway does not meet ODOT access spacing standards for OR 43 and the situation is expected to worsen with increasing volumes of traffic projected on OR 43. The realignment of the Macadam Bay/Park Access and closure of Freeman Motor company's entrance are required by ODOT for access spacing and safety reasons.

The existing driveway provides access to Freeman Motor Company, the Macadam Bay Club floating home moorage and Willamette Moorage Park. There are twelve public parking spaces dedicated at the end of the driveway intended for river and park access. The existing driveway is on land owned by Portland Parks & Recreation and the realigned driveway will also be located on city-owned park land. The driveway is a permitted use in the Open Space (OS) zone because it provides access to a permitted park use.

The Freeman Motors/Macadam Bay/Park access was addressed in the *OR 43: Sellwood Bridge Interchange Area Management Plan* (IAMP) that was developed in 2010 in the late stages of the NEPA environmental review process for the Sellwood Bridge Project. The IAMP was prepared in collaboration between ODOT, the City of Portland and Multnomah County. The process included extensive public outreach and consideration of multiple access and circulation alternatives for the study area (generally bounded by SW Taylors Ferry Road/SW Miles Street on the north and the Riverview Cemetery on the south).

The IAMP, adopted by the Oregon Transportation Commission in 2010, needed to find a balance between:

- limiting approaches that degrade the safety and mobility of interchange operations, particularly in locations closest to on- and off-ramps;
- minimizing impacts to parks, sensitive areas and habitats; and
- maintaining access important to the local business and residential communities.

The IAMP recommended Option A as the preferred option for the Freeman Motors/Macadam Bay/Park access. Option A is very similar to the proposed realigned Macadam Bay/Park access included in this Type II Greenway Review application.

On a parallel track with the IAMP, the City approved a Greenway Goal Exception for the Sellwood Bridge Project in 2010 to authorize the placement of fill within the greenway setback for:

- construction of the new Sellwood Bridge and connecting ramps and roadways (including the Macadam Bay/Park access);
- relocation of the trolley track right-of-way; and
- construction of the 18-foot multi-purpose trail.

The alignment/fill area for the Macadam Bay/Park access in the approved goal exception is very similar to the proposed realigned Macadam Bay/Park access included in this Type II Greenway Review application. The criteria for the goal exception required consideration of alternatives.

In 2011, the County submitted the Type III Environmental/Greenway Review application for the majority of the components included in the Sellwood Bridge Project. The Macadam Bay/Park access was initially included as a component of the land use review. The proposal at that time realigned the driveway to cross under the existing PGE transmission tower and through the Freeman Motors parking lot to connect with OR 43. Based on testimony at the public hearing, the County agreed to take additional time to explore design alternatives and return for a separate Greenway Review for the Macadam Bay/Park access.

Additional public outreach meetings took place in 2012 regarding where to relocate the Macadam Bay/Park access. Options considered included:

- Routing the driveway through the Freeman Motors parking lot to OR 43 (including the option of replacing the PGE transmission tower with a monopole);
- Routing the driveway to connect with OR 43 on land adjacent to (south) of the Freeman Motors parking lot;
- Routing the driveway along the rail corridor behind businesses on OR 43 to the signal at SW Miles Street; and
- Routing the driveway and/or greenway trail to connect with SW Miles Place.

Factors considered in the evaluation of the options included:

- Safety for all modes (vehicles, cyclists and pedestrians)
- Impacts on parks and natural areas and associated tree removals
- Impacts on businesses access and parking
- Impacts on residential access and parking
- Meeting ODOT access management requirements

Ultimately, the Sellwood Bridge Community Advisory Committee, Project Stakeholder Committee and the Board of County Commissioners recommended routing the driveway to connect with OR 43 on land adjacent to (south) of the Freeman Motors parking lot. The

realigned driveway would provide shared access to Macadam Bay/Willamette Moorage Park and the Freeman Motors parking lot.

Portland Parks & Recreation (Portland Parks) owns the majority of the land affected by the different options for the realigned Macadam Bay/Park access. The County has worked closely with Portland Parks to identify the driveway access option that best balances many competing interests, avoids and minimizes impacts where feasible, and mitigates for unavoidable impacts.

The proposed Macadam Bay/Park access: 1) minimizes the width of the driveway to reduce impacts; 2) provides water quality treatment for the driveway impervious surface via filter inlets prior to discharge to an existing wetland east of the driveway and greenway trail; 3) mitigates for associated removal of trees and vegetation as required by Titles 20 & 33; and 4) includes an additional payment of \$350,000 to Portland Parks that can be targeted to resource enhancements in the vicinity of the Stephens Creek culvert replacement project area, and within the adjacent Willamette Moorage Park and Butterfly Park.

## **2. Greenway Trail Realignment**

The public was also engaged to determine where to best situate the northerly segment of the bike and pedestrian trail, between the Sellwood Bridge and SW Miles Street. The Sellwood Bridge Advisory Committee, Project Stakeholder Committee and the Board of County Commissioners recommended that the regional bike and pedestrian trail follow the rail corridor (as approved) and then veer east (for a distance of about 270 feet) to connect to improvements within the existing right-of-way of SW Miles Place and extend north to Willamette Park. This trail will function as the Greenway Trail between the new Sellwood Bridge and Willamette Park, and segments of the existing paved greenway trail in Willamette Moorage Park will be removed and replanted to reduce impacts and enhance the Stephens Creek natural resource area. The approved pedestrian bridge over Stephens Creek will also be deleted from the project. A gravel spur trail with an overlook to Stephens Creek and the river will be provided.

All of the changes associated with the revised Greenway Trail alignment were requested by Portland Parks to reduce impacts in the natural area while also maintaining accessibility and visibility of the river consistent with the objectives of the Greenway Plan.

## **3. Tree Removal**

With the realigned Macadam Bay/Park access finalized, and the proposed greenway trail realignment now extending directly to Miles Place, the project team has updated details on the related tree impacts. Some trees originally identified for removal can now be saved, while some new trees (6-inches and greater) are impacted by the changes. A full accounting of trees to be saved and/or removed as part of this application is provided in the applicant's application (Exhibit A.1, Tree Removal Table).

A summary of the "net" changes in tree removal for the Macadam Bay project site, including the regional trail, is provided in Table 1.

**Table 1. Tree Removal Summary for Macadam Bay/Park Access and Regional Trail Connection**

<b>Tree Designation</b>	<b>Description</b>	<b>Total Number of Trees greater than 6" DBH</b>	<b>Total Inches (DBH)</b>
X	permitted to be removed and removed	68	1,138
Y	permitted to be removed and saved	52	745
Z	not permitted to be removed, needs to be removed	15	183

Net Change	-	31 fewer trees	576 fewer inches
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Source: Sellwood Bridge Project Tree Removal List (12/13/11) and Exhibit B.

#### 4. Macadam Bay Parking Lot Improvements

Stormwater improvements to the existing Macadam Bay Floating Homes parking lot are included in this Greenway Review application. Four stormwater planters are proposed to be constructed along the easterly edge of the parking lot to provide infiltration and treatment of stormwater from the parking lot prior to discharge to the Willamette River. The stormwater planters have been designed in accordance with standards in the City's Stormwater Management Manual. Portland Parks required the improvements as a condition of a recently negotiated easement with Macadam Bay HOA for the parking lot. The stormwater improvements do not change the number of parking spaces within the existing lot and do not trigger nonconforming upgrades based on PCC 33.258.070.D.2(a):

The following alterations and improvements do not count toward the threshold:

- (4) Improvements to on-site stormwater management facilities in conformance with Chapter 17.38, Drainage and Water Quality, and the Stormwater Management Manual.

**Agency and Neighborhood Review:** A Notice of Proposal in your Neighborhood was mailed on August 21, 2014.

**1. Agency Review:** Several City service bureaus have responded to this proposal. Please see Exhibits E.1 through E.7 for details. In summary, BES provided information describing sanitary sewer facilities, storm water facilities affected by the proposal, and the Stephens Creek Natural Area and expressed no objections to or conditions of approval; the Portland Water Bureau has requested information regrading engineering design of water facilities affected by the proposal, which will be included in conditions of approval; the Portland Fire Bureau provided information on hydrant location affected by the proposal and required additional information to be provided to demonstrate adequate fire flow at the site, which will be included in conditions of approval; BDS Site Development provided information regarding the flood hazard areas, geotechnical issues, and erosion control aspects of the project and expressed no objections or conditions of approval; Portland Parks & Recreation City Nature/Urban Forestry noted the requirement for a written permit from the City Forester to remove trees from parks and rights-of-way;

**2. Neighborhood Review:** Two e-mailed responses were received from notified property owners in response to the proposal. The responses expressed concerns with striping on the street at SW Miles Place, as it would pertain to bicycle, pedestrian, and automobile traffic. The applicant noted that SW Miles Place is north of the delineated project area currently under review, and also noted that improvements to SW Miles Place are within the public right of way and are being coordinated between Multnomah County and the Portland Bureau of Transportation, who area working with adjacent residents to address their concerns.

## ZONING CODE APPROVAL CRITERIA

### 33.440.350 Greenway Review Approval Criteria

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

The following proposed activities are subject to Greenway Review.

- Demolish existing Macadam Bay/Park access and sidewalk. Restoration planting.
- Construct new Macadam Bay/Park access. Provide stormwater treatment via water quality filter inlets.
- Demolish existing greenway trail pavement in Willamette Moorage Park. Restoration planting.

- Demolish and remove existing greenway trail pavement and gravel underlayment in Willamette Moorage/Butterfly Park. Construct compacted gravel path to Stephens Creek lookout in new alignment and implement restoration plantings.
- Construct segment of greenway trail on revised alignment to connect with improvements within SW Miles Place right-of-way.
- Relocate Macadam Bay water service and backflow device, install new fire hydrant and miscellaneous utilities.
- Relocate and construct stormwater outfalls.
- Construct four stormwater planters in existing Macadam Bay parking lot.
- Install a 2-inch sewer main for possible future sanitary connection.

To minimize redundancy in addressing Greenway Review criteria separately for each project component, this applicant has consolidated and addressed the primary project components as follows:

- 1) construction activities associated with realigned Macadam Bay/Park access;
- 2) construction activities associated with changes to the greenway trail; and
- 3) construction activities associated with stormwater improvements in Macadam Bay parking lot.

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

**Findings:** The Willamette Greenway Design Guidelines address the quality of the environment along the river and require public and private developments to complement and enhance the riverbank area. The Design Guidelines are grouped in a series of eight Issues:

**Issue A. Relationship of Structures to the Greenway Setback Area:** This issue “applies to all but river-dependent and river-related industrial use applications for Greenway Approval, when the Greenway trail is shown on the property in the *Willamette Greenway Plan*.” These guidelines call for complementary design and orientation of structures so that the Greenway setback area is enhanced;

**Guidelines:**

**1. Structure Design.** The Greenway Setback area should be complemented and enhanced by designing, detailing, coloring, and siting structures and their entrances to support the pedestrian circulation system, including both the Greenway trail and access connections.

**2. Structure Alignment.** Where surrounding development follows an established block pattern, alignment with the block pattern should be considered in structure placement. Structure alignment should also take into account potential view corridors from existing public rights-of-way or acknowledged viewpoints. The pedestrian access system should be designed to take advantage of these alignments.

**Findings:** The greenway trail is shown extending through the project site in the *Willamette Greenway Plan* and on quarter section zoning maps (3730 & 3830). However, the guidelines related to Issue A address structures and aren’t directly relevant to the proposed realignment of the Macadam Bay/Park access, the modified Greenway Trail connection and the stormwater improvements within the existing Macadam Bay parking lot. Within the project site, a scenic viewpoint with a view of the Sellwood Bridge is designated at the Macadam Bay moorage dock.

The proposed improvements included in this application will not affect the viewpoint at the Macadam Bay moorage dock. However, the proposed improvements will support the Greenway trail system and the modified trail connection will provide a more direct link to the Greenway trail system in Willamette Park (without the need for two 90-degree turns at SW Miles Street). Additionally, the trail modifications have been coordinated with Portland Parks & Recreation with an objective of reducing impacts in Willamette Moorage Park while still providing appropriate public access to and views of the river. The stormwater improvements within the Macadam Bay parking lot will not affect the

number of parking spaces designated for public parking or change access to the trail and major walkways that provide access to the transient moorage.

For the reasons outlined above, the proposed Macadam Bay/Park access, revised Greenway Trail connection and stormwater improvements are consistent with the Issue A guidelines.

**Issue B. Public Access:** This issue “applies to all but river-dependent and river-related industrial use applications for Greenway Approval, when the Greenway trail is shown on the property in the *Willamette Greenway Plan*.” These guidelines call for integration of the Greenway trail into new development, as well as the provision of features such as view points, plazas, or view corridors;

**Guidelines:**

- 1. Public Access.** New developments should integrate public access opportunities to and along the river into the design of the Project. This includes the Greenway trail, formal viewpoints, access connections to the Greenway trail, and internal site pedestrian circulation.
- 2. Separation and Screening.** The pedestrian circulation system, including Greenway trail, viewpoints, and trail access connections, should be designed to ensure adequate separation and screening from parking, loading, circulation routes, external storage areas, trash dumpsters, exterior vents, mechanical devices, and other similar equipment.
- 3. Signage.** Access connections should be clearly marked.
- 4. Access to Water’s Edge.** Where site topography and conservation and enhancement of natural riverbank and riparian habitat allow, safe pedestrian access to the water’s edge is encouraged as part of the Project.

**Findings:** The overall Sellwood Bridge Project includes significant improvements to the Greenway trail system on the west side of the river. The modest change to the approved Greenway trail alignment included in this application retains opportunities for viewpoints and public access to the river and will include Greenway trail signage. The stormwater improvements within the existing Macadam Bay parking lot will not affect the number or availability of public parking spaces or otherwise change public access to the major walkways or access to the transient moorage. Therefore the Issue B guidelines are met.

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

**Guidelines:**

- 1. Natural Riverbanks.** The natural riverbank along the Willamette River should be conserved and enhanced to the maximum extent practicable. Modification of the riverbank should only be considered when necessary to prevent significant bank erosion and the loss of private property, or when necessary for the functioning of a river-dependent or river-related use.
- 2. Riparian Habitat.** Rank I riparian habitat areas, as identified in the wildlife habitat inventory, should be conserved and enhanced with a riparian landscape treatment. Other riparian habitat should be conserved and enhanced through riparian landscape treatments to the maximum extent practical. Conservation however does not mean absolute preservation. Some discretion as to what vegetation should remain and what can be removed and replaced should be permitted. Riparian habitat treatments should include a variety of species of plants of varying heights that provide different food and shelter opportunities throughout the year.

**Findings:** Outside of the Stephens Creek Natural Area, the improvements included in this application do not impact or modify the natural riverbank. The shoreline along the project site does not have a Rank I habitat designation; however, the riverbank at Stephens Creek has significant riparian habitat (Rank II).

Riparian resources on the west side of the Willamette River are identified in Metro’s *Nature in Neighborhoods* inventory of regionally significant corridors and wildlife habitat.

The shoreline within the project area on the west side of the Willamette River is noted for its relatively intact floodplain and established vegetated riparian areas. The existing riparian vegetation helps to improve water quality and critical habitat function by stabilizing stream banks, capturing sediment in stormwater runoff, supporting natural hydrologic flow processes and nutrient cycling, and providing a source of woody debris to the river.

Stephens Creek flows through Willamette Moorage Park. The park is the location of the Stephens Creek Confluence Habitat Enhancement Project – a partnership effort between the City and community groups to restore habitat for fish listed as threatened under the federal Endangered Species Act.

As part of the prior land use approval, Multnomah County completed replacement of the Stephens Creek culverts, which obstructed fish passage, with a new precast arch culvert designed to accommodate fish passage and natural stream simulation. Although construction activity at the Stephens Creek enhancement site has temporarily disturbed wildlife and its habitat, the overall net result of the enhancement project is expected to improve aquatic habitat.

As part of this land use application, the County will remove a 270-foot long segment of existing paved trail built at the top-of-bank line, between the Macadam Bay Floating Homes driveway and Stephens Creek. This area will be restored and enhanced with native riparian plantings. Additionally, to further preserve the natural area in this Rank II riparian habitat area, and at the request of Portland Parks, the County proposes to revise its plans to construct a pedestrian bridge over Stephens Creek, which had been approved in the prior land use application. Restoration of this segment of Willamette riverbank, and removal of plans to construct a pedestrian footbridge over Stephens Creek both preserves and enhances the existing bank in the vicinity of the Stephens Creek confluence with the Willamette River, and Issue C is met by the proposal.

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

**Guidelines:**

**1. Riverbank Enhancement.** Riverbank stabilization treatments should enhance the appearance of the riverbank, promote public access to the river, and incorporate the use of vegetation where practical. Areas used for river-dependent and river-related industrial uses are exempted from providing public access.

**Findings:** No riverbank stabilization treatments are proposed as a part of this application. The realigned Macadam Bay/Park driveway, revised greenway trail connection and stormwater improvements within the Macadam Bay parking lot will not require any riverbank or stabilization treatments. This Issue does not apply to the proposal.

**Issue E. Landscape Treatments:** This Issue “applies to all applications for Greenway Approval which are subject to the landscape requirements of the Greenway chapter of Title 33 Planning and Zoning of the Portland Municipal Code.” This Issue calls for landscaping treatments that create a balance between the needs of both human and wildlife populations in the Greenway Setback area or riverward of the Greenway Setback.

**Guidelines:**

**1. Landscape Treatments.** The landscape treatment should create an environment which recognizes both human and wildlife use. Areas where limited human activity is expected should consider more informal riparian treatments. Areas of intense human use could consider a more formal landscape treatment. The top of bank may be considered a transition area between a riparian treatment on the riverbank and a more formal treatment of the upland.



**2. Grouping of Trees and Shrubs.** In areas of more intense human use, trees and shrubs can be grouped. The grouping of trees and shrubs allows for open areas for human use, and has the secondary value of increasing the value of the vegetation for wildlife.

**3. Transition.** The landscape treatment should provide an adequate transition between upland and riparian areas and with the landscape treatments of adjacent properties.

**Findings:** The planting plan for the realigned Macadam Bay/Park access and trail connection is included in this report as Exhibit C.9. As indicated on the plan, landscape treatments will vary depending on the area being planted (e.g., riparian woodland, cottonwood zone). Generally, the native restoration planting will be done in areas where existing vegetation is being disturbed and is intended to recognize the natural character within the project site. As shown on Exhibit C.9, specific areas are delineated as “no tree zones.” These areas have been identified in coordination with Portland Parks and primarily reflect locations where trees are not appropriate because of sight distance and safety clearances in proximity to OR 43 and points where the driveway and greenway trail intersect with the trolley corridor.

Additionally, the Portland Water Bureau requires protection of the 36-inch conduit during construction and meeting all Water Bureau specifications and requirements for plantings and landscaping work as specified during the Water Bureau engineering review process.

The planting plan for the four new stormwater planters in the Macadam Bay parking lot is included in Exhibit C.19. The planting plan is consistent with the City’s Stormwater Manual and native planting requirements of the Greenway Zone. These planting plans balance the needs of humans and wildlife in the Greenway setback and this Issue is met by the proposal.

**Issue F. Alignment of Greenway Trail:** This issue “applies to all applications for Greenway Approval with the Greenway trail shown on the property in the Willamette Greenway Plan.” These guidelines provide direction for the proper alignment of the Greenway trail, including special consideration for existing habitat protection and physical features in the area of the proposed alignment;

**Guidelines:**

**1. Year-round Use.** The Greenway trail should be located so as to be open for public use year round. The trail may be constructed along the top of bank, on a floating platform, or in a series of tiers adjacent to the river, provided that at least one of these levels will remain unsubmerged.

**2. Habitat Protection.** The Greenway trail should be routed around smaller natural habitat areas to reduce the impact on the habitat area.

**3. Alignment.** The Greenway trail alignment should be sensitive to and take advantage of topographical and environmental features of the site, views of the river, existing and proposed vegetation, and sunlight.

**Findings:** The Willamette Greenway Plan shows the Greenway trail extending from Willamette Park on the north to the Sellwood Bridge on the south in a location that generally parallels the east side of the trolley corridor. A prior land use application approved the majority of the Greenway trail improvements associated with the overall Sellwood Bridge Project.

This application proposes to realign the segment of Greenway trail immediately north of the existing Macadam Bay Floating Homes driveway, to link it with Greenway trail improvements within the SW Miles Place right-of-way (not part of this Greenway review).

This section of the Greenway trail will be open for public use year round. The segment of the paved Greenway trail immediately north of Stephens Creek will be removed and returned to a gravel surface to minimize impact on the Stephens Creek natural area. The realigned trail section will provide a connection with the soft-surface trail with an overlook to the river. Where breaks in the continuous tree canopy exist in the project

area, the Greenway trail will have access to sunlight and river views, consistent with the guidelines. Therefore the Issue F guidelines are met by this proposal.

**Issue G. Viewpoints:** This issue “applies to all applications for Greenway Approval with a public viewpoint shown on the property in the *Willamette Greenway Plan* and for all applications proposing to locate a viewpoint on the property”. These guidelines provide direction about the features and design of viewpoints, as required at specific locations;

**Findings:** The *Willamette Greenway Plan* and the *Scenic Resources Protection Plan* identify a viewpoint toward the Sellwood Bridge at the Macadam Bay Moorage dock. The dock is not the subject of this Greenway Review and the improvements included in this application (realigned Macadam Bay/Park access, trail connection and stormwater improvements) will have no impact on the viewpoint. This issue does not apply.

**Issue H. View Corridors:** This issue “applies to all applications for Greenway Approval with a view corridor shown on the property in the *Willamette Greenway Plan*.” These guidelines provide guidance in protecting view corridors to the river and adjacent neighborhoods;

**Guidelines:**

- 1. Right-of-way Protection.** View corridors to the river along public rights-of-way are to be protected. These rights-of-way should not be vacated.
- 2. View Protection.** Buildings, structures, or other features must be located to avoid blocking view corridors.
- 3. Landscape Enhancement.** Landscape treatments within view corridors should frame and enhance the view of the river.

**Findings:** The *Willamette Greenway Plan* identifies a view corridor looking eastward down SW Miles Street to the river. This right-of-way is in active use and no right-of-way vacation or construction of structures within the designated view corridor is associated with this application. For the above reasons, the guidelines for Issue H do not apply to this proposal.

**B. River frontage lots in the River Industrial zone.**

**Findings:** This application does not include any river frontage lots that are zoned River Industrial; therefore, this criterion does not apply to the proposal.

**C. Development within the River Natural zone.** The applicant must show that the proposed development, excavation, or fill within the River Natural zone will not have significant detrimental environmental impacts on the wildlife, wildlife habitat, and scenic qualities of the lands zoned River Natural. The criteria apply to the construction and long-range impacts of the proposal, and to any proposed mitigation measures.

**Findings:** The improvements associated with the realigned Macadam Bay/Park access are not located within the River Natural zone. However, the following improvements within Willamette Moorage Park to the east of the trolley corridor are within the River Natural zone: 1) construction of new segment of Greenway trail on revised alignment; 2) demolition of existing Greenway trail pavement and replacement with gravel path to Stephens Creek lookout; 3) construction of the new 2-inch sanitary sewer main north of the Macadam Bay parking lot, and 4) relocation of two outfalls that include treatment for impervious surface areas (inlet filters) prior to discharge. The pedestrian bridge over Stephens Creek that was approved in LU 11-173927 EN GW is also within the River Natural zone; however, the footbridge is being removed from project plans at the request of Portland Parks & Recreation to avoid detrimental impacts in the River Natural zone.

The initial water quality treatment design proposed constructing a new vegetated swale to the west of the realigned Macadam Bay driveway, to provide water quality treatment prior to discharge to Stephens Creek, in an area outside of the River Natural zone. However, rather

than discharging to the headwater area, Portland Parks & Recreation staff recommended that the design be modified to direct stormwater to the existing wetland east of the driveway and greenway trail, with pre-treatment provided by inlet filters. While this area is in the River Natural zone, it is considered less sensitive than the Stephens Creek headwater area to the west.

The applicant provided a graphic construction management plan at a scale of one inch = fifty feet, without narrative information to demonstrate the construction techniques that will be employed within the River Natural zone, to remove the existing Greenway trail paving, to construct the new sewer main, to regrade the banks of Stephens Creek near the existing wetland, and to construct the gravel pathway to the Stephens Creek overlook, will not have significant detrimental environmental impacts on the wildlife, wildlife habitat, and scenic qualities of the lands zoned River Natural. Detailed construction information is needed, and at a larger scale, to show how pavement removal, trenching for the new sewer main, bank regrading activities, outfall construction, and erosion control will occur, while protecting wildlife, wildlife habitat, and scenic qualities of the River Natural Greenway overlay zone during construction.

Therefore, with realignment of the Greenway trail farther away from the Willamette River, with elimination of the plans for a footbridge over Stephens Creek, with treatment of stormwater prior to its release into the natural area, and with conditions of approval for a detailed Construction Management Plan, as described above, for all work in the River Natural Greenway overlay zone, the applicant will be able to demonstrate that the project will not have significant detrimental impacts on wildlife, habitat or scenic values, and that this criterion can be met.

**D. Development on land within 50 feet of the River Natural zone.** The applicant must show that the proposed development or fill on land within 50 feet of the River Natural zone will not have a significant detrimental environmental impact on the land in the River Natural zone.

**Findings:** The proposed realigned Macadam Bay/Park access follows the west boundary the River Natural overlay for approximately 300 feet. Construction of the driveway will not have significant detrimental impacts to land in the River Natural zone for the following reasons:

- The realigned driveway will be located west of, and will be separated from the Stephens Creek confluence and lowland areas adjacent to the river, by the adjacent trolley corridor and the Greenway trail.
- The realigned driveway will be built on top of the west side of the new Stephens Creek arch culvert. In an effort to minimize disturbance in the River Natural zone, facilities (the driveway and trolley tracks) have been consolidated to limit the area of disturbance for construction equipment.
- Activities associated with construction of the realigned driveway will occur in accordance with numerous local, state and federal permits that address erosion control, water quality and protection of sensitive resource areas. County inspectors regularly monitor the construction to assure on-going compliance with environmental permits. Exhibits C.5 through C.8 illustrate the construction management plan for work within 50 feet of the River Natural zone, including temporary sediment fencing, and erosion control details.

The proposed Macadam Bay HOA stormwater improvement project includes demolition of existing improvements and construction of new stormwater planters (Planters A and B) within 50 feet of the River Natural zone. The application lacks detailed construction information that specifies how pavement removal, demolition of existing improvements, and excavation and construction needed for new stormwater facilities will occur, while protecting the land in the River Natural zone. Therefore, with conditions for a final Construction Management Plan for the Macadam Bay HOA stormwater improvement project, depicting how pavement removal, excavation or fill in a standard grading plan, all construction activities including staging and stockpiling, erosion control, and protection of

surrounding vegetation, will all occur while protecting land within the River Natural zone, this criterion can be shown to be met.

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

**Findings:** The project area includes Resource Site 23.5a (Rank II), as noted in the *Lower Willamette River Wildlife Habitat Inventory*. The confluence of Stephens Creek and the Willamette River includes a wetland designated on the National Wetland Inventory. The resource inventories indicate that the site rates high wildlife habitat, forest, scenic, cultural, historical, recreation, seasonal and perennial creeks, wetland, groundwater recharge and open space.

The modifications to approximately 270 feet of the greenway trail have been coordinated with Portland Parks with specific consideration of minimizing impacts in the Rank II Stephens Creek natural area. The pedestrian bridge over Stephens Creek that was included in the prior land use approval will be deleted from the project and public access to and across the banks of Stephens Creek will be reduced in the park. However, the paved Greenway Trail that parallels the trolley corridor will include a pull-out and overlook to Stephens Creek and the Willamette River.

The area of removal of the existing Greenway trail will be restored and enhanced with native riparian plantings. Additionally, to further preserve the natural area in this Rank II riparian habitat area, the County proposes to remove plans for a pedestrian bridge over Stephens Creek, which had been approved in the prior land use application. Restoration of this segment of Willamette riverbank, and removal of plans to construct a pedestrian footbridge over Stephens Creek will improve Rank II wildlife habitat areas on the existing bank in the vicinity of the Stephens Creek confluence with the Willamette River, and the project will not have a significant detrimental environmental impact on Rank I and II wildlife habitat, and this criterion will be met.

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

**Findings:** This application does not include any development riverward of the Greenway setback; therefore, this criterion is not applicable.

- G. Development within the River Water Quality overlay zone setback.** If the proposal includes development, exterior alterations, excavations, or fills in the River Water Quality overlay zone setback the approval criteria below must be met. River-dependent development, exterior alterations, excavations, and fills in the River Water Quality zone are exempt from the approval criteria of this subsection.

- 1. Streets, right-of-way dedications, driveways, walkways, outfalls and utilities. For streets, right-of-way dedications, driveways, walkways, outfalls, and utilities, the applicant's impact evaluation must demonstrate that all of the following are met:**

- a. Proposed development or right-of-way (ROW) locations, designs, and construction methods have the least significant detrimental impact to the functional values of the water quality resource area than other practicable and significantly different alternative including alternatives outside the River Water Quality overlay zone setback;**

**Findings:** There is no right-of-way work proposed within the q overlay for this project and this criterion does not apply.

- b. The location, design, and construction method of any outfall or utility proposed within a River Water Quality overlay zone has the least significant detrimental impact to the functional values of the water quality resource area than other**

**practicable alternatives including alternatives outside the River Water Quality overlay zone setback;**

**Findings:** Stormwater Improvements in Parking Lot: Development of the existing Macadam Bay parking lot pre-dated the application of the River Water Quality (q) overlay. The parking lot is entirely within the q overlay. There is no practicable alternative to provide treatment of stormwater from the existing parking lot outside of the q overlay. Installation of the stormwater planters will have a positive impact on the functional values of the water quality resource area by providing filtration and pre-treatment of stormwater from the parking lot prior to discharge to the river.

A new storm line extending southeast of the realigned driveway, one outfall, and a proposed 2-inch sanitary sewer main for possible future sanitary connection are all located within the q overlay. The storm line and outfall have been designed to BES standards. The County evaluated water quality treatment options for both a grassy swale and vegetated swale that discharged to Stephens Creek to the west side of the trolley corridor/driveway and outside of the q overlay. However, Portland Parks requested treatment that would not impact any natural areas, and they considered the area of Stephens Creek west of the driveway as a more sensitive water quality resource area. Therefore, the project design was changed to incorporate filter catch basements for treatment. The catch basins will connect to a storm system discharging on the east side of the consortium right of way into a natural drainage channel flowing to the confluence of Stephens Creek and the Willamette River.

The easterly outfall discharges to the Willamette River and of necessity must be located within the q overlay. The project has added a vegetated riprap pad for energy dissipation, improving the historic discharge situation for the relocated outfall (which is outside of the q overlay).

The County owns the parcel that previously contained the Staff Jennings facility. The County's Sherriff River Patrol is considering possible future use of the site. There are currently plans to provide potable water to the Staff Jennings area; however, there is no locally available sanitary sewer. The nearest available sanitary sewer is at the south end of SW Miles Place. The Sherriff has requested the Sellwood Bridge Project install a 2-inch sanitary sewer main through the construction area for a possible future sewer connection for River Patrol staff. Given the location of existing sewer service relative to the Staff Jennings site, there are no viable alternative locations for this service extension.

The County is proposing to include the 2-inch main in this pending Greenway Review. The County is interested in pursuing the permitting for the 2-inch main now because of potential cost and construction efficiencies. The 2-inch main would be installed within the existing limits of disturbance boundary approved for the larger project under LU 11-173927 EN GW and installation would be coordinated with construction of the approved Greenway trail.

Because of elevations and the location of the closest existing sewer in SW Miles Place, there is no reasonable or practicable alternative for the location of the proposed 2-inch main outside of the q overlay. Routing the 2-inch main along the regional trail, the length is approximately 2,070 lineal feet from the terminus of the existing line at SW Miles Place to the Staff Jennings site. As noted above, installation of the 2-inch main would be confined within the approved limits of disturbance for the approved project and coordinated with construction of the Greenway Trail. No additional tree removals or other impacts to the functional values of the water quality resource area would occur outside of the approved limits of disturbance.

The applicant has provided the above findings to demonstrate that the proposed utilities and outfalls will result in the least significant detrimental impact to resources in the q overlay zone, and this criterion is met.

**c. Water bodies are crossed only when there are no practicable alternatives with fewer significant detrimental impacts. Where a water body is crossed, the**

**location, design, and construction method of that crossing has the least significant detrimental impact to the functioning of the water body and considering practicable alternatives;**

**Findings:** Macadam Bay/Park access: As described in detail on pages 6 through 8 of this report, the applicant assessed practicable alternatives for the driveway realignment, in *the OR 43: Sellwood Bridge Interchange Area Management Plan (IAMP)* that was developed in 2010, and in subsequent public forums, resulting in the current proposal. The new driveway will be constructed over the existing arch culvert over Stephens Creek. This alignment will minimize disturbance of the creek.

The proposed Macadam Bay/Park access: 1) minimizes the width of the driveway to reduce impacts; 2) provides water quality treatment for the driveway impervious surface via filter inlets prior to discharge to an existing wetland east of the driveway and greenway trail; 3) mitigates for associated removal of trees and vegetation as required by Titles 20 & 33; and 4) includes an additional payment of \$350,000 to Portland Parks that can be targeted to resource enhancements in the vicinity of the Stephens Creek culvert replacement project area, and within the adjacent Willamette Moorage Park and Butterfly Park.

Stormwater improvements within parking lot: The installation of four stormwater planters in the existing parking lot will not cross a water body. The planters will provide water quality treatment of parking lot runoff prior to discharge to the Willamette River and result in a significant positive impact to the functional values of the water body.

Proposed utilities and outfalls: The new storm line and outfalls do not cross a water body.

2-inch sanitary sewer main: The proposed segments of the 2-inch main extending from SW Miles Place to the Staff Jennings will utilize the alignment of the regional trail and would cross Stephens Creek over the existing arch culvert. As described in findings above, installation of the 2-inch main would be timed with and confined within the approved limits of disturbance for the construction of the Greenway Trail. No additional tree removal or other impacts to the functional values of the water quality resource area would occur outside of the approved limits of disturbance.

The applicant has provided the above findings to demonstrate that elements of the proposed project within the q overlay will cross water bodies only when no practicable alternative exists and that impacts to water bodies will be minimized, and this criterion is met.

**d. There will be no significant detrimental impact on functional values in areas designated to be left undisturbed within the River Water Quality overlay zone setback;**

**Findings:** Macadam Bay/park access: Overall, the realigned Macadam Bay/Park access has been designed to improve functional values in the River Water Quality overlay relative to existing conditions. Currently, no water quality treatment is provided for driveway impervious surface area. The realigned driveway will include water quality treatment for all new and redeveloped impervious surfaces. The existing access driveway impervious surface will be removed and restored to a vegetated condition. All construction associated with the realigned Macadam Bay/Park access will have sediment control and erosion prevention measures commensurate with the project's 1200-C permit requirements.

Stormwater improvements within parking lot: Installation of four stormwater planters in the existing parking lot will have no significant detrimental impact on areas designated to be left undisturbed. All construction activity will be confined to the existing paved parking area. The planters will provide filtration and treatment of runoff from the existing parking lot and result in a significant positive impact relative to existing conditions where there is no pre-treatment prior to discharge to the Willamette River.

Proposed utilities and outfalls: Overall, the new storm line and two outfalls have been designed to improve functional values in the River Water Quality overlay relative to existing

conditions. Water quality treatment will be provided by catch basins with filters. As noted above, there is currently no water quality treatment for the existing driveway. The catch basins will connect to a storm sewer system discharging on the east side of the consortium right of way into a natural drainage channel flowing to the confluence of Stephens Creek and the Willamette River.

One of the outfalls is a replacement of an existing outfall necessitated since construction of the realigned driveway disrupts the existing pipe. The project has added a vegetated riprap pad for energy dissipation; improving the historic discharge situation (this outfall is outside of the q overlay).

The new outfall to the river will also include a vegetated riprap pad for energy dissipation. Construction of both outfalls occurs in previously disturbed areas of the project. All construction associated with the new storm line and outfalls will have sediment control and erosion prevention measures under the project's 1200-C NPDES permits.

2-inch sewer main: The proposed alignment of the 2-inch main is wholly contained within the limits of disturbance for the larger project. Installation of the 2-inch main will be coordinated with construction of the Greenway Trail in order to maximize efficiencies and avoid future disruption in the River Water Quality overlay after the Sellwood Bridge Project is complete. Areas outside of the approved limits of disturbance boundary are strictly monitored and enforced to ensure there is no significant detrimental impact on functional values in areas designated to be left undisturbed. All construction associated with installation of the 2-inch main will be done under the project's 1200-C NPDES permits.

The applicant provided conceptual construction management plans for all elements of the project without plan details or narrative information to demonstrate the construction techniques that will be employed for: demolition of existing Macadam Bay access and sidewalk, construction of new Macadam Bay access, construction of new stormwater treatment facilities, invasive species removal, demolition of existing Greenway trail, construction of gravel path to Stephens Creek lookout, construction of new greenway trail on revised alignment, construction of new 2-inch sewer main extension, and construction of 4 stormwater planters, with associated grading, construction access, staging and stockpiling. Detailed construction information is needed, and at a larger scale, to show how this work will be performed resulting in no significant detrimental impact on functional values in areas designated to be left undisturbed within the River Water Quality overlay.

Therefore, with conditions of approval for a detailed Construction Management Plan, as described above, the applicant will be able to demonstrate that the project will have no significant detrimental impact on functional values in areas designated to be left undisturbed within the River Water Quality overlay, and that this criterion can be met.

**e. All significant detrimental impacts on functional values that cannot be avoided will be mitigated by meeting the requirements of Subsection 33.440.350.H; and**

**Findings:** Overall, and as described above on pages 6 through 9 of this report, these elements of the Sellwood Bridge Project (realignment of the Macadam Bay driveway, realignment of the Greenway trail, added stormwater management facilities) have been designed to enhance and restore functions in the River Water Quality overlay zone. These elements of the project will avoid significant detrimental impacts on functional values of the River Water Quality overlay. Substantial mitigation has been imposed by state and federal permits and previous land use approvals and this criterion does not apply to the current proposal.

**f. The mitigation plan ensures that the proposed development will not contribute to a cumulative loss of functional values over time.**

**Findings:** As described above, the project will avoid significant detrimental impacts on functional values of the River Water Quality overlay, and additional mitigation or remediation plans are not required by the approval criteria. The design and construction of

the overall Sellwood Bridge Project and the project elements reviewed here, include a substantial package of mitigation/restoration commitments to avoid cumulative loss of functional values over time. Most specific to the functional values associated with the River Water Quality overlay, this includes new water quality treatment, installation of an arch culvert over Stephens Creek to replace sub-standard culverts, and extensive plantings of native trees and vegetation to mitigate for tree removals and restore disturbed areas. The installation of stormwater planters in the Macadam Bay parking lot will also contribute to improved functional values with the additional water quality treatment. Although the mitigation criterion does not apply, the project will not contribute to a cumulative loss in functional values and the intent of this criterion is met.

- 4. Public recreational facilities. Public recreational trails, rest points, view points, and interpretative facilities will be approved if the applicant's impact evaluation demonstrates that all of the following are met:**
- a. Proposed development locations, designs, and construction methods have the least significant detrimental impact to the functional values of the water quality resource area than other practicable and significantly different alternatives including alternatives outside the River Water Quality overlay zone setback;**
  - b. Water bodies are crossed only when there are no practicable alternatives with fewer significant detrimental impacts.**
  - c. The public benefits of the proposal outweigh all significant detrimental impacts;**
  - d. Areas disturbed during construction that do not contain permanent development will be restored with native vegetation appropriate to the site conditions and found on the Portland Plant List;**
  - e. There will be no significant detrimental impact on functional values in areas designated to be left undisturbed within the River Water Quality overlay zone setback;**
  - f. All significant detrimental impacts on functional values that cannot be avoided will be compensated for through a mitigation plan meeting the requirements of Subsection 33.440.350.H; and**
  - g. The mitigation plan ensures that the proposed development will not contribute to a cumulative loss of functional values over time.**

**Findings:** As described earlier in this narrative, a relatively short segment (approximately 270 feet) of the approved trail will be realigned to connect with the regional trail improvements within the SW Miles Place right-of-way.

- The realigned segment of the trail crosses Stephens Creek over an existing arch culvert;
- Areas disturbed for construction of this segment of the trail will be restored with native vegetation as shown in the Planting Plan (Exhibit C.9);
- Providing water quality treatment (via inlet filters) and shifting discharge to the existing wetland east of the trolley corridor avoids impacts to the more sensitive Stephens Creek headwater area west of the trolley corridor; and
- The realigned portion of the Greenway trail is packaged with other modifications (e.g., removal of the pedestrian bridge over Stephens Creek) that restore functional values, and balance and offset detrimental impacts.

The public benefits associated with the Greenway trail improvements and connections within the project site are consistent with the standards for public recreational facilities within the q overlay, and these criteria are met.



**H. Mitigation or remediation plans.** Where a mitigation or remediation plan is required by the approval criteria of this chapter, the applicant's mitigation or remediation plan must demonstrate that the following are met:

**Findings:** The realignment of the Macadam Bay driveway, realignment of the Greenway trail, added stormwater management facilities have been designed to enhance and restore environmental functions along the Willamette River, and will avoid significant detrimental impacts on functional values. Substantial mitigation has been imposed by state and federal permits and previous land use approvals and this criterion does not apply to the current proposal

## **Adjustments**

### **33.805.010 Purpose**

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 to provide certainty and rapid processing for land use applications.

### **33.805.040 Approval Criteria**

**The approval criteria for signs are stated in Title 32. All other adjustment requests will be approved if the review body finds that the applicant has shown that either approval criteria A. through F. or approval criteria G. through I., below, have been met.**

**Adjustments to the ground floor window requirements of this Title must also meet the additional requirements stated in the ground floor window sections in the base zones.**

**Response:** The existing parking lot used by Freeman Motors is operated under a ground lease with Portland Parks & Recreation. Realignment of the Macadam Bay/Park driveway and closure of Freeman Motor's existing entrance are required by ODOT for access spacing and safety reasons.

A new entrance to the Freeman Motors parking lot will be constructed off the realigned Macadam Bay/Park access driveway and under the PGE transmission tower. A new perimeter planter will be provided between the parking lot and the realigned driveway. Native shrubs will be planted to provide a continuous, 3 foot high evergreen hedge to screen and separate the parking lot and the access driveway. Because of the unusual site conditions associated with the large transmission tower and clear vision requirements at the driveway approach to OR 43, approval of an Adjustment is warranted to eliminate the "L2" landscaping requirement of Zoning Code Section 33.266.130, to plant 5 trees in the perimeter planter. This application does not affect the number of parking spaces in the Freeman Motors Parking lot. Currently, there is no perimeter screening along the southerly boundary of the parking lot.

This Adjustment request is based on responses to approval criteria A through F below.

### **A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and**

**Findings:** The intent of the L2 landscaping standard, as described in 33.248.020 B, is a landscape treatment which uses a combination of distance and low level screening to separate uses or development. The standard is applied where a low level of screening is adequate to soften the impact of the use or development, or where visibility between areas is more important than a total visual screen. It is usually applied along street lot lines.

There is currently no perimeter landscaping along the southerly boundary of the Freeman Motors parking lot. The parking lot is owned by Portland Parks & Recreation and leased to

Freeman Motors. The southerly half of the parking lot is zoned OS, as is the balance of Willamette Moorage Park to the south and east.

The proposed installation of evergreen shrubs in the new planter along the southerly boundary of the parking lot will provide an appropriate level of separation of the parking lot and Macadam Bay/Park access driveway uses and improved screening of the parking lot relative to existing conditions.

The L2 standard requires planting shrubs, trees and groundcover plants. A total of 128 Oregon Grape shrubs will be provided in the perimeter planter. This shrub is included on Portland's Native Plant List, is evergreen, and will grow into a continuous hedge at least 3 feet high.

The L2 standard also requires 5 trees based on the linear feet of the perimeter planter. The applicant requests an Adjustment to eliminate the requirement for 5 trees for the following reasons:

- There is a very large PGE transmission tower located in the southeast portion of the parking lot. The new entrance to the Freeman Motors parking lot will extend off the Macadam Bay/Park Access driveway and under the PGE tower. PGE restricts planting trees in proximity to the base of the tower.
- The realignment of the Macadam Bay/Park access and relocation of Freeman Motor Company's entrance are required by ODOT for access spacing and safety reasons.
- The IAMP approved by the Oregon Transportation Commission for the Sellwood Bridge Project specifically referenced the need for tree removal in proximity to the realigned driveway and the need to maintain adequate sight distance over time.
- Given the minimal area of the perimeter planter that is appropriate for trees, and given that the proposed continuous shrub planting, in addition to the extensive native tree and shrub plantings proposed to the south of the Macadam Bay/Park access, the proposal will equally meet the intent of the L2 standard, an Adjustment to eliminate the requirement to plant trees in the area immediately adjacent to the parking stalls is appropriate.

This criterion is met.

**B. If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be consistent with the classification of the adjacent streets and the desired character of the area; and**

**Findings:** The area of the proposed adjustment is in the OS zone. Existing uses in the immediate vicinity include a commercial business (Freeman Motor Company) to the north of the parking lot and Willamette Moorage Park to the south of the parking lot. OR 43/Macadam Avenue is classified as a District Highway. District Highways are facilities of county-wide significance that function largely as county and city arterials or collectors. The realignment of the Macadam Bay/Park access and relocation of the Freeman Motor Company's existing entrance are required by ODOT for access spacing and safety reasons. Additionally, given the proximity of the planter to the realigned driveway and clear vision standards, it is more appropriate to plant evergreen shrubs rather than trees in the perimeter planter. Approval of the requested Adjustment is will not detract from the appearance of the area and will be consistent with the classification and standards for OR 43. 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:** No other adjustments are being requested; therefore, this criterion is not applicable.

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

**Findings:** The segment of OR 43 adjacent to the area of proposed Adjustment is designated as a scenic corridor. The scenic corridor is part of a loop that extends south to connect with SW Terwilliger boulevard, and then to SW Taylors Ferry Road and back to OR-43/Macadam

Boulevard. The landscape character of the scenic corridor in the vicinity of the Sellwood Bridge is characterized by the well-defined topography, wooded backdrop of the hillside, primary open space uses and riparian vegetation between OR-43 and the Willamette River. The landscaped “boulevard” character of SW Macadam Avenue ends at about SW Taylors Ferry Road and shifts to a more natural, wooded character south of SW Taylors Ferry Road.

ODOT has specifically referenced the need for tree removal in this area of the project to improve visibility and provide adequate sight distance. Because of the need to maintain adequate sight distance over time, it is appropriate to approve an Adjustment to allow planting of shrubs only in the perimeter planter along the southerly boundary of the existing parking lot for Freeman Motors. Planting of native shrubs in the parking lot planter, in addition to extensive native plantings south of the new driveway, will preserve the scenic resources.

The Adjustment does not impact designated historic resources. This criterion is met.

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

**Findings:** The existing parking lot does not currently have perimeter landscaping. Installation of the perimeter planter with native plantings of shrubs to establish a continuous, evergreen hedge is consistent with the intent of the parking lot perimeter landscaping standard. It is not practical to require the County to plant trees in this area given the proximity to the PGE transmission tower and need to maintain sight visibility on an on-going basis at the realigned driveway connection to OR-43. Additionally, the Sellwood Bridge Project will include the planting of thousands of trees and shrubs within the environmental and greenway zones to mitigate for project impacts. Plant material will be sourced according to the requirements for Mitigation and Restoration plantings in PCC 33.248.090, and will be of size and quality appropriate to restoration planting.

The perimeter planter represents an improvement over existing conditions, and additional mitigation for not planting trees in the planter is not warranted given the overall tree and shrub planting proposed immediately south of the new driveway. 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:** The area of the requested Adjustment is not within an environmental zone and 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 applicant is requesting the following land use reviews in this application:

- Greenway Review to realign the existing driveway access to Macadam Bay Club Floating Home Moorage/Willamette Moorage Park (Macadam Bay/Park Access) approximately 250 feet north. This will increase the separation between the relocated driveway and the new Sellwood Bridge interchange, which is required by the Oregon Department of Transportation (ODOT) for safety reasons.
- Close the existing entrance to Freeman Motor Company and construct a new entrance off of the Macadam Bay/Park Access. This includes perimeter landscaping of the present parking lot with evergreen shrubs to form a continuous screen 3 feet high. An Adjustment to 33.248.020.B (L2, low screen standards) is required because no trees will be provided in the perimeter planter.
- Greenway Review to realign approximately 270 feet of the previously approved greenway trail with a connection to SW Miles Place.

- Greenway Review to construct four separate stormwater planters along the easterly boundary of the existing Macadam Bay parking lot to provide infiltration and treatment of stormwater prior to discharge to the Willamette River.

The requested Greenway and Adjustment Reviews pertains to several adjacent or related projects, as well as resulting from the larger, Sellwood Bridge Project which has been the subject of several previous land use reviews. The applicant has provided the above findings for the approval criteria listed above and, with conditions, the applicable approval criteria will be able to be met.

## ADMINISTRATIVE DECISION

### 1) **Approval** of Greenway Review to:

- Demolish existing Macadam Bay/Park access and sidewalk. Restoration planting.
- Construct new Macadam Bay/Park access. Provide stormwater treatment via water quality filter inlets.
- Demolish existing greenway trail pavement in Willamette Moorage Park. Restoration planting.
- Demolish and remove existing greenway trail pavement and gravel underlayment in Willamette Moorage/Butterfly Park. Construct compacted gravel path to Stephens Creek lookout in new alignment and implement restoration plantings.
- Construct segment of greenway trail on revised alignment to connect with improvements within SW Miles Place right-of-way.
- Relocate Macadam Bay water service and backflow device and utilities.
- Relocate and construct outfalls (2).
- Install (or construct) a 2-inch main for possible future sanitary connection.

within the Greenway overlay zones, and in substantial conformance with Exhibits C.4 through C.12 as approved by the City of Portland Bureau of Development Services on **October 22, 2011**. Approval is subject to conditions A through F below:

### 2) **Approval** of Adjustment Review to:

- Meet the perimeter landscaping requirements for the southern Freeman Motors parking area, utilizing 128 Oregon grape shrubs to be provided in the perimeter planter, as shown on Exhibit C.9 as approved by the City of Portland Bureau of Development Services on **October 22, 2011**. Approval is subject to conditions D through F below:

### 3) **Approval** of Greenway Review to:

- Construct stormwater planters along the easterly boundary of the existing Macadam Bay parking lot to treat stormwater, as shown on Exhibits C.15 through C.21 as approved by the City of Portland Bureau of Development Services on **October 22, 2011**. Approval is subject to conditions G through M below:

**A. A BDS zoning permit is required for approval of the Final Construction Management Plan for the Macadam Bay/Park access drive, Greenway Trail improvements and associated utilities and stormwater facilities, and for inspection of approved restoration plantings within the Greenway Setback, the River Water Quality zone, and within the River Natural Greenway overlay zone:** Copies of the stamped Exhibits C.4 through C.12, and C.22 from LU 14-115223 GW AD and Conditions of Approval A through F, listed below, shall be included with all plan sets submitted for permits (building, Zoning, grading, Site Development, erosion control, etc.) These exhibits shall be included on a sheet that is the same size as the plans submitted for the permit and shall include the

following statement, "**Any field changes shall be in substantial conformance with approved LU 14-115223 GW AD Exhibits C.4 through C.12, and C22.**"

Permit applications shall include the following:

1. A Final Construction Management Plan shall be provided with any permit application, and prior to any construction activity on the site, at a minimum graphic scale of 1 inch = 20 feet, to show:
    - a. Specific areas of pavement removal along the existing Macadam Bay driveway, and the existing Greenway trail, including the type of construction equipment to be used, and the location of any proposed staging or stockpile areas within the Greenway Setback or the River Natural zone;
    - b. Detailed grading information, showing existing and proposed contours at one-foot intervals, associated with removal of the existing Macadam Bay driveway, and the existing Greenway trail and construction of the new Macadam Bay driveway and the new Greenway trail and the gravel pathway;
    - c. Construction of all proposed stormwater inlets and outfalls, and specific delineation of rip rap to be placed in the Greenway Setback or the River Natural zone;
    - d. Specific erosion and sediment control mechanisms to be installed prior to driveway or trail demolition, and above Ordinary High Water of the Willamette River;
  2. If this project requires additional right-of-way trees to be removed that have not been approved under any current permit, an additional tree-removal permit shall be obtained from Portland Parks and Recreation.
  3. The applicant shall provide a revised engineering plan, for review and approval by the Portland Water Bureau, meeting all Water Bureau requirements for specifying the protection of the 36-inch conduit during construction, and meeting all Water Bureau specifications and requirements for plantings and landscaping work as specified during the Water Bureau engineering review process.
  4. The applicant shall demonstrate, for approval by the Portland Fire Bureau that adequate water service is available for the required fire flow, and that all Fire Code requirements are met.
- B.** Temporary construction fencing shall be installed according to Section 33.248.068 (Tree Protection Requirements), except as noted below. Construction fencing shall be placed along the Limits of Construction Disturbance for the approved development, as depicted on Exhibit C.5 Construction Management Plan, or as required by inspection staff during the plan review and/or inspection stages.
1. No mechanized construction vehicles are permitted outside of the approved "Limits of Construction Disturbance" delineated by the temporary construction fence. All planting work, invasive vegetation removal, and other work to be done outside the Limits of Construction Disturbance, shall be conducted using hand held equipment.
- C.** A total of 181 trees, and 1,443 shrubs selected from the Portland Plant List, shall be planted, in substantial conformance with Exhibits C.9 Planting Plan.
1. Plantings shall be installed between October 1 and March 31 (the planting season).
  2. Prior to installing required mitigation plantings, non-native invasive plants shall be removed from all areas within 10 feet of mitigation plantings, using handheld equipment.
  3. All mitigation and remediation shrubs and trees shall be marked in the field by a tag attached to the top of the plant for easy identification by the inspector. All tape shall be a contrasting color that is easily seen and identified.
  4. After installing the required mitigation plantings, the applicant shall request inspection of Permanent Erosion Control Measures (IVR 210) by the Bureau of Development Services, who will confirm that all required mitigation plantings have been installed. A

letter of certification from the landscape professional or designer of record may be requested by the Bureau of Development Services to document that the plantings have been installed according to the approved plans.

**D. An inspection of Permanent Erosion Control Measures shall be required** to document installation of the required mitigation plantings.

1. The **Permanent Erosion Control Measures** inspection (IVR 210) shall not be approved until the required mitigation plantings have been installed (as described in Condition C above);

--OR--

2. If the **Permanent Erosion Control Measures** inspection (IVR 210) occurs outside the planting season (as described in Condition C above), then the Permanent Erosion Control Measures inspection may be approved prior to installation of the required mitigation plantings – if the applicant obtains a separate **Zoning Permit** for the purpose of ensuring an inspection of the required mitigation plantings by March 31 of the following year.

**E. The land owner shall maintain the required plantings** for two years to ensure survival and replacement. The land owner is responsible for ongoing survival of required plantings during and beyond the designated two-year monitoring period. The landowner shall:

1. Obtain a Zoning Permit for a final inspection at the end of the 2-year maintenance and monitoring period. The permit must be finalized no later than 2 years from the final inspection for the installation of mitigation planting, for the purpose of ensuring that the required plantings remain. Any required plantings that have not survived must be replaced.

**F.** Failure to comply with any of these conditions may result in the City's reconsideration of this land use approval pursuant to Portland Zoning Code Section 33.700.040 and /or enforcement of these conditions in any manner authorized by law.

**G. A BDS development permit is required for approval of the Final Construction Management Plan for the Macadam Bay HOA parking lot stormwater planters, and for inspection of approved plantings within the Greenway Setback, and the River Water Quality zone:** Copies of the stamped Exhibits C.15 through C.21 from LU 14-115223 GW AD and Conditions of Approval G through L, listed here and below, shall be included with all plan sets submitted for permits (building, Zoning, grading, Site Development, erosion control, etc.) These exhibits shall be included on a sheet that is the same size as the plans submitted for the permit and shall include the following statement, ***"Any field changes shall be in substantial conformance with approved LU 14-115223 GW AD Exhibits C.15 through C.21."***

Permit applications shall include the following:

1. A Final Construction Management Plan shall be provided with any permit application, and prior to any construction activity on the site, at a minimum graphic scale of 1 inch = 20 feet, to show:
  - a. Specific areas of pavement removal within the Macadam Bay HOA parking lot, including the type of construction equipment to be used, and the location of any proposed staging or stockpile areas within the Greenway Setback or the River Water Quality zone;
  - b. Detailed grading information, showing existing and proposed contours at one-foot intervals, associated with removal pavement within the Macadam Bay HOA parking lot and construction of the new Macadam Bay HOA parking lot stormwater planters;
  - c. Construction of all proposed stormwater inlets and outfalls for the new Macadam Bay HOA parking lot stormwater planters;
  - d. Specific erosion and sediment control mechanisms, and tree protection devices to be installed prior to any construction activities within the Macadam Bay HOA

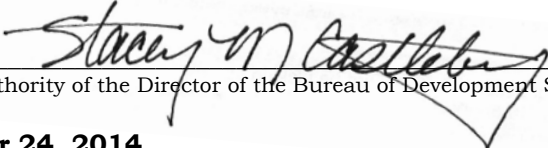
parking lot;

- H.** Temporary construction fencing shall be installed according to Section 33.248.068 (Tree Protection Requirements), except as noted below. Construction fencing shall be placed along the Limits of Construction Disturbance for the approved development, as depicted on Exhibit C.15 through C.18, or as required by inspection staff during the plan review and/or inspection stages.
2. No mechanized construction vehicles are permitted outside of the approved "Limits of Construction Disturbance" delineated by the temporary construction fence. All planting work, invasive vegetation removal, and other work to be done outside the Limits of Construction Disturbance, shall be conducted using hand held equipment.
- I.** Landscaping shall be planted, in substantial conformance with Exhibit C.19 Mitigation Plan.
5. Plantings shall be installed between October 1 and March 31 (the planting season).
  6. Prior to installing required mitigation plantings, non-native invasive plants shall be removed from all areas within 10 feet of mitigation plantings, using handheld equipment.
  7. All mitigation and remediation shrubs and trees shall be marked in the field by a tag attached to the top of the plant for easy identification by the City Inspector. All tape shall be a contrasting color that is easily seen and identified.
  8. After installing the required mitigation plantings, the applicant shall request inspection of Permanent Erosion Control Measures (IVR 210) by the Bureau of Development Services, who will confirm that all required mitigation plantings have been installed. A letter of certification from the landscape professional or designer of record may be requested by the Bureau of Development Services to document that the plantings have been installed according to the approved plans.
- J. An inspection of Permanent Erosion Control Measures shall be required** to document installation of the required mitigation plantings.
3. The **Permanent Erosion Control Measures** inspection (IVR 210) shall not be approved until the required mitigation plantings have been installed (as described in Condition C above);
- OR--
4. If the **Permanent Erosion Control Measures** inspection (IVR 210) occurs outside the planting season (as described in Condition C above), then the Permanent Erosion Control Measures inspection may be approved prior to installation of the required mitigation plantings – if the applicant obtains a separate **Zoning Permit** for the purpose of ensuring an inspection of the required mitigation plantings by March 31 of the following year.
- K. The land owner shall maintain the required plantings** for two years to ensure survival and replacement. The land owner is responsible for ongoing survival of required plantings during and beyond the designated two-year monitoring period. The landowner shall:
2. Obtain a Zoning Permit for a final inspection at the end of the 2-year maintenance and monitoring period. The permit must be finalized no later than 2 years from the final inspection for the installation of mitigation planting, for the purpose of ensuring that the required plantings remain. Any required plantings that have not survived must be replaced.
- L.** Failure to comply with any of these conditions may result in the City's reconsideration of this land use approval pursuant to Portland Zoning Code Section 33.700.040 and /or enforcement of these conditions in any manner authorized by law.

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

This decision applies to only the City's environmental regulations. Activities which the City regulates through PCC 33.430 may also be regulated by other agencies. In cases of overlapping City, Special District, Regional, State, or Federal regulations, the more stringent regulations will control. City approval does not imply approval by other agencies.

**Staff Planner: Stacey Castleberry**

**Decision rendered by:**  **on October 22, 2014**  
By authority of the Director of the Bureau of Development Services

**Decision mailed: October 24, 2014**

**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 11, 2014, and was determined to be complete on **August 11, 2104**.

*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 11, 2014.

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 by 28 days. Unless further extended by the applicant, **the 120 days will expire on: January 6, 2015.**

**Project 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 7, 2014** at 1900 SW Fourth Ave. Appeals can be filed at the Development Services Center Monday through Wednesday and Fridays between 8:00 am to 3:00 pm and on Thursdays between 8:00 am to 2:00 pm. After 3:00 pm Monday through Wednesday and Fridays, and after 2:00 pm on Thursdays, appeals must be submitted at the reception desk on the 5<sup>th</sup> 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 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

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

**Recording the final decision.**

If this Land Use Review is approved the final decision 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 10, 2014 – (the first weekday day following the last day to appeal)**. 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;

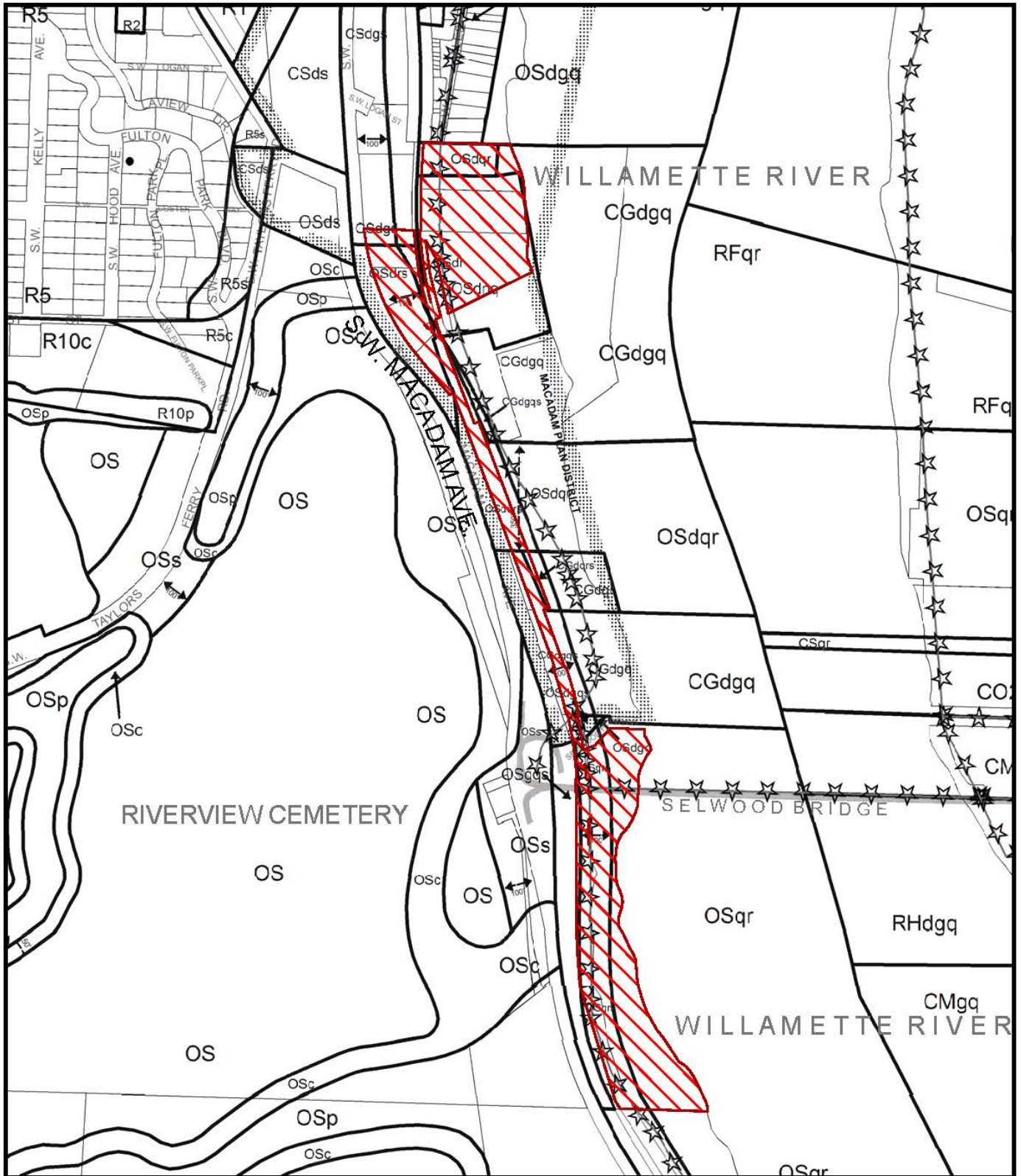
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

### **EXHIBITS**

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
- B. Zoning Map (attached)
- C. Plans/Drawings:
  - Macadam Bay/Park Access Drive Realignment, Utilities, & Greenway Trail Realignment
    - C. 1. Figure 1. Originally Approved Plan
    - C. 2. Figure 2. Revised Plan (attached)
    - C. 3. Figure 3. Existing Conditions Site Plan
    - C. 4. Figure 4. Proposed Development Site Plan (attached)
    - C. 5. Figure 5. Construction Management Site Plan (attached)
    - C. 6. Figure 5A. Erosion Control Plan (attached)
    - C. 7. Figure 5B. Erosion Control Details
    - C. 8. Figure 5C. Erosion Control Details
    - C. 9. Figure 6. Planting Plan (attached)
    - C. 10. Figure 7. Existing and Proposed Utilities Site Plan (attached)
    - C. 11. Figure 8. Tree Removal and Protection Plan (attached)
    - C. 12. Figure 9. Tree Removal and Protection Plan
    - Macadam Bay HOA Parking Lot Stormwater Improvements
      - C. 13. L0.0 General Information
      - C. 14. L0.1 Existing Conditions
      - C. 15. L1.0 Demolition Plan (attached)
      - C. 16. L2.0 Site Plan (attached)
      - C. 17. L2.1 Site Plan Enlargements (attached)
      - C. 18. L2.2 Site Plan Enlargements
      - C. 19. L3.0 Planting Plan (attached)
      - C. 20. L4.0 Site and Planting Details
      - C. 21. L4.1 Planting Details
    - C. 22. Revised Fire Hydrant location plan (attached)
- 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. Site Development Review Section of BDS
  - 6. Bureau of Parks, Forestry Division
  - 7. Life Safety Review Section of BDS
- F. Correspondence:
  - 1. Robert Cochran, 7502 SW Miles Place, Portland, OR 97219-3030
  - 2. Brian and Judy Hollander, 413 E 12th Avenue, Apt. #1/Anchorage, AK 99501-6514
- G. Other:
  - 1. Original LU Application
  - 2. Pre application conference notes
  - 3. Incomplete Letter

**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
-  Historic Landmark
-  Recreational Trail

**This site is located within the:  
MACADAM PLAN DISTRICT**



File No. LU 14-115223 GW,AD,TR  
 1/4 Section 3730,3830  
 Scale 1 inch = 417 feet  
 State\_Id 1S1E22D 100  
 Exhibit B (Feb 13,2014)



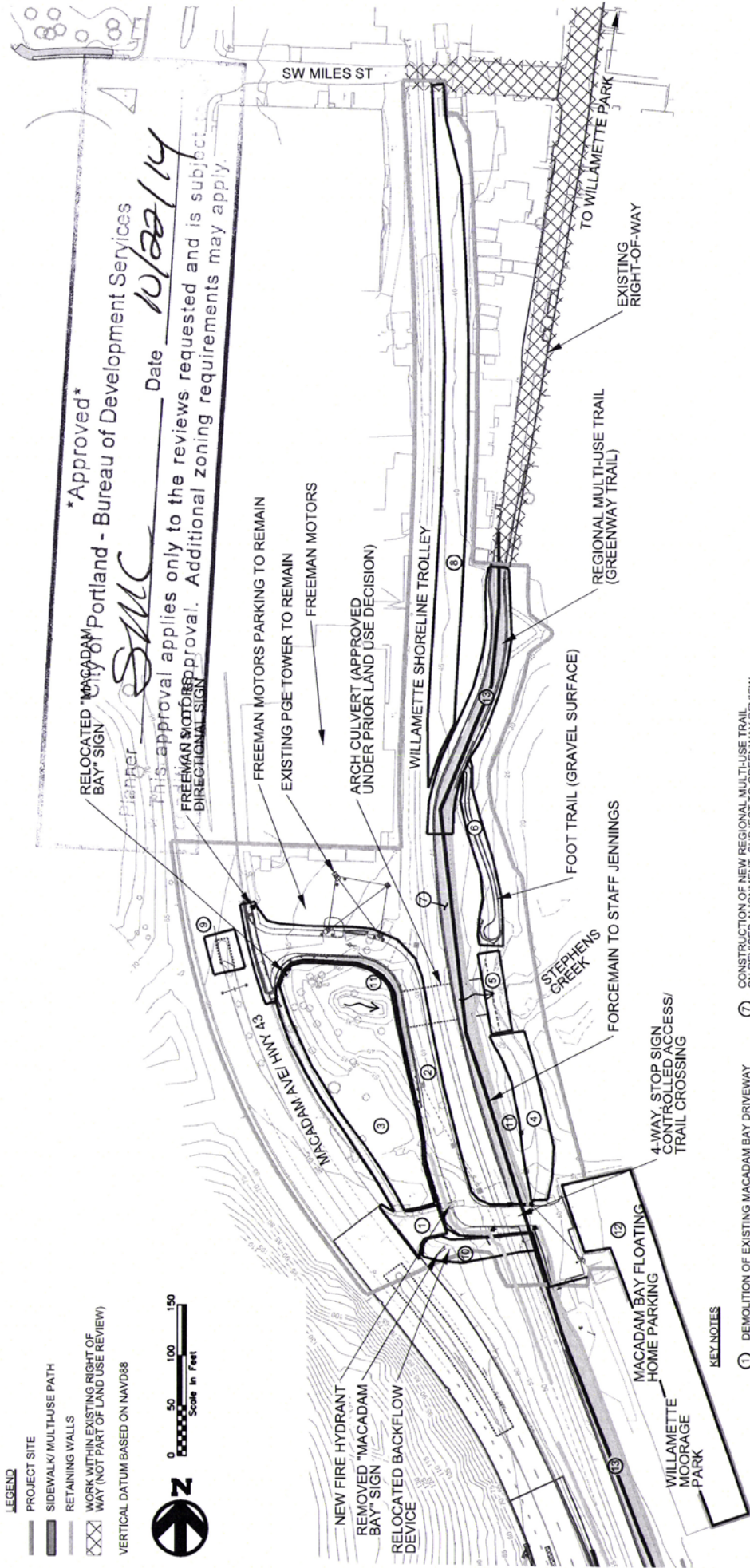
- LEGEND**
- PROJECT SITE
  - SIDEWALK/MULTI-USE PATH
  - RETAINING WALLS
  - WORK WITHIN EXISTING RIGHT OF WAY (NOT PART OF LAND USE REVIEW)

VERTICAL DATUM BASED ON NAVD88



\*Approved\*  
 RELOCATED "MACADAM BAY" SIGN  
 SMC  
 Date 10/22/14

This approval applies only to the reviews requested and is subject to Freeman Motors approval. Additional zoning requirements may apply.



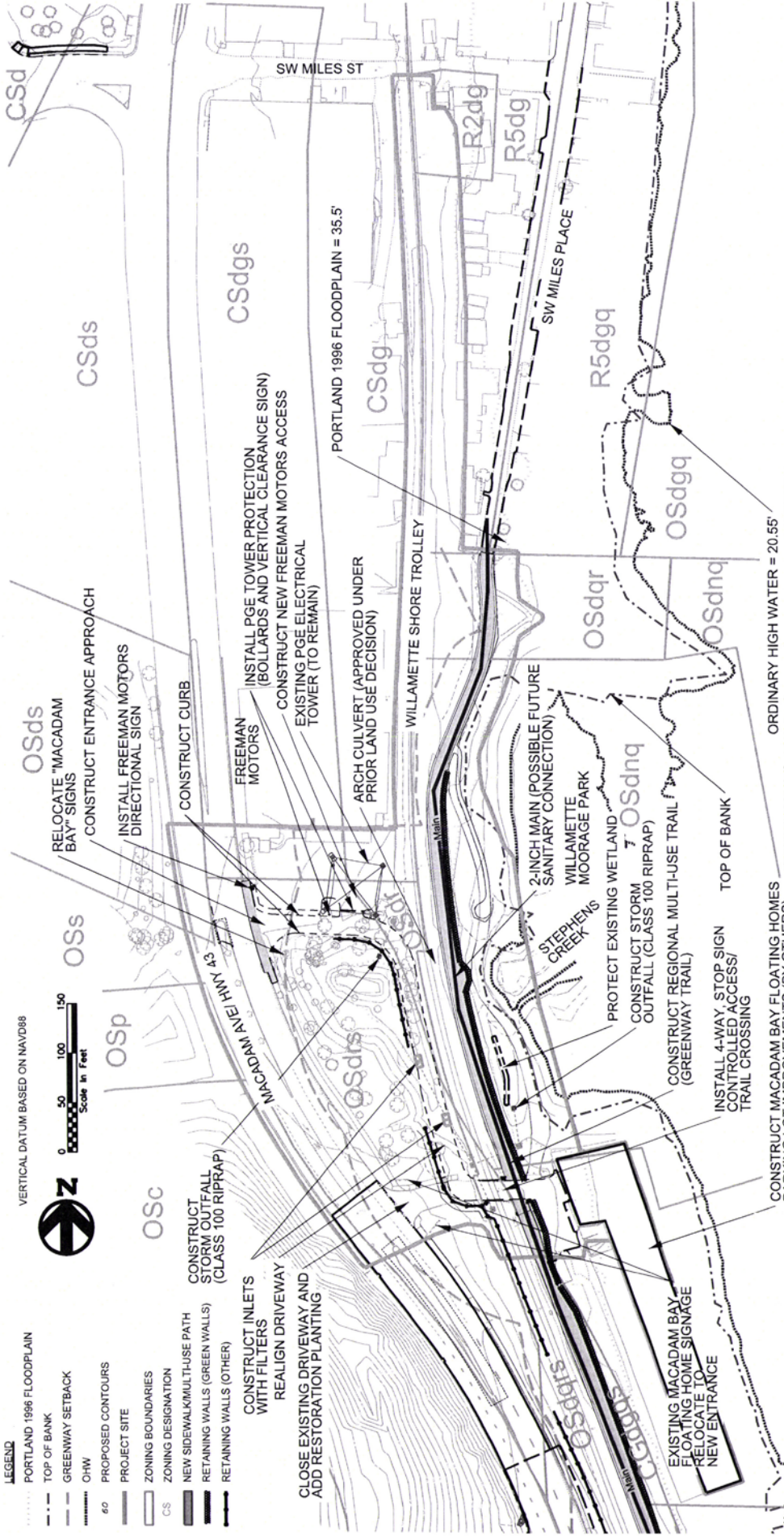
**KEY NOTES**

- 1 DEMOLITION OF EXISTING MACADAM BAY DRIVEWAY AND SIDEWALK. RESTORATION PLANTING. SUBJECT TO GREENWAY REVIEW.
- 2 CONSTRUCTION OF NEW MACADAM BAY/WILLAMETTE MOORAGE PARK ACCESS. SUBJECT TO WATER QUALITY FILTER INLETS. SUBJECT TO GREENWAY REVIEW.
- 3 REMOVAL OF INVASIVE SPECIES AND RESTORATION PLANTING (FULL AREA BETWEEN EXISTING DRIVEWAY AND RELOCATED DRIVEWAY)
- 4 DEMOLITION OF EXISTING GREENWAY TRAIL PAVEMENT. RESTORATION PLANTING. SUBJECT TO GREENWAY REVIEW.
- 5 DELTION OF FOOT BRIDGE FROM PROJECT PER PORTLAND PARKS REQUEST.
- 6 DEMOLITION OF EXISTING GREENWAY TRAIL PAVEMENT. CONSTRUCTION OF GRAVEL PATH TO STEPHENS CREEK LOOKOUT. SUBJECT TO GREENWAY REVIEW.
- 7 CONSTRUCTION OF NEW REGIONAL MULTI-USE TRAIL ON REVISED ALIGNMENT. SUBJECT TO GREENWAY REVIEW
- 8 DELETION OF PREVIOUSLY APPROVED ALIGNMENT FOR REGIONAL MULTI-USE TRAIL.
- 9 REVISIONS TO MACADAM AVE MEDIAN ISLAND.
- 10 RELOCATION OF MACADAM BAY WATER SERVICE AND BACKFLOW DEVICE. SUBJECT TO GREENWAY REVIEW.
- 11 OUTFALL LOCATIONS (2). SUBJECT TO GREENWAY REVIEW.
- 12 MACADAM BAY FLOATING HOMES PARKING LOT IMPROVEMENTS. (SEE APPENDIX, EXHIBIT H, GREENWORKS PLAN SET)
- 13 2-INCH MAIN. POSSIBLE FUTURE SANITARY CONNECTION.

WILLAMETTE RIVER →

**SELLWOOD BRIDGE PROJECT**  
 REVISED PLAN  
 MACADAM BAY ACCESS AND TRAIL CONNECTION - FIGURE 2





\*Approved\*  
 City of Portland - Bureau of Development Services  
 Planner SMC Date 10/22/14  
 \* This approval applies only to the reviews requested and is subject to conditions of approval. Additional ~~SEELWOOD BRIDGE PROJECT~~  
 PROPOSED DEVELOPMENT SHEET PLAN

NOTES:  
 1. SEE FIGURE 7 FOR PROPOSED UTILITY INFORMATION.  
 2. SEE APPENDIX EXHIBIT H, GREENWORKS PLAN SET  
 FIGURES L0.0 TO L4.1 FOR MACADAM BAY FLOATING HOME WORK.

MACADAM BAY ACCESS AND REGIONAL TRAIL CONNECTION - FIGURE 4



City of Portland - Bureau of Development Services  
 Planner **S.M.C.**  
 \* This approval is **\*Approved\***  
 Date **10/22/14**  
 \* This approval **REMAINS** only to the reviews requested and is subject to **EXISTING CULVERT (TO REMAIN) FALL** only to the reviews requested and is subject to **NO CHANGES TO EXISTING CULVERT**. Additional zoning requirements may apply.

- LEGEND**
- POTENTIAL CONSTRUCTION ACCESS
  - LIMITS OF DISTURBANCE
  - PROJECT SITE
  - - - PREVIOUS PROJECT SITE (PER LU 11-173927 EN GW)
  - PORTLAND 1996 FLOODPLAIN
  - EROSION CONTROL SEDIMENT FENCE

NOTE:  
 SEE FIGURES 5A-5C FOR EROSION CONTROL PLAN AND DETAILS.



EXISTING ACCESS TO HWY 43 NOT CLOSED UNTIL NEW DRIVEWAY CONSTRUCTED

FREEMAN MOTORS (TO REMAIN)

EXISTING PGE ELECTRICAL TOWER (TO REMAIN)

RETAINING WALLS AND STEPHENS CREEK CULVERT APPROVED/COMPLETED PER LU 11-173927 EN GW

WILLAMETTE RIVER

TEMP. SEDIMENT FENCE

STEPHENS CREEK

CULVERT REMOVAL AND REGRADING AREA SHOWN AT 5:1 EXAGGERATION, 1"=20' FT



EXISTING WETLAND

GRADE DITCH

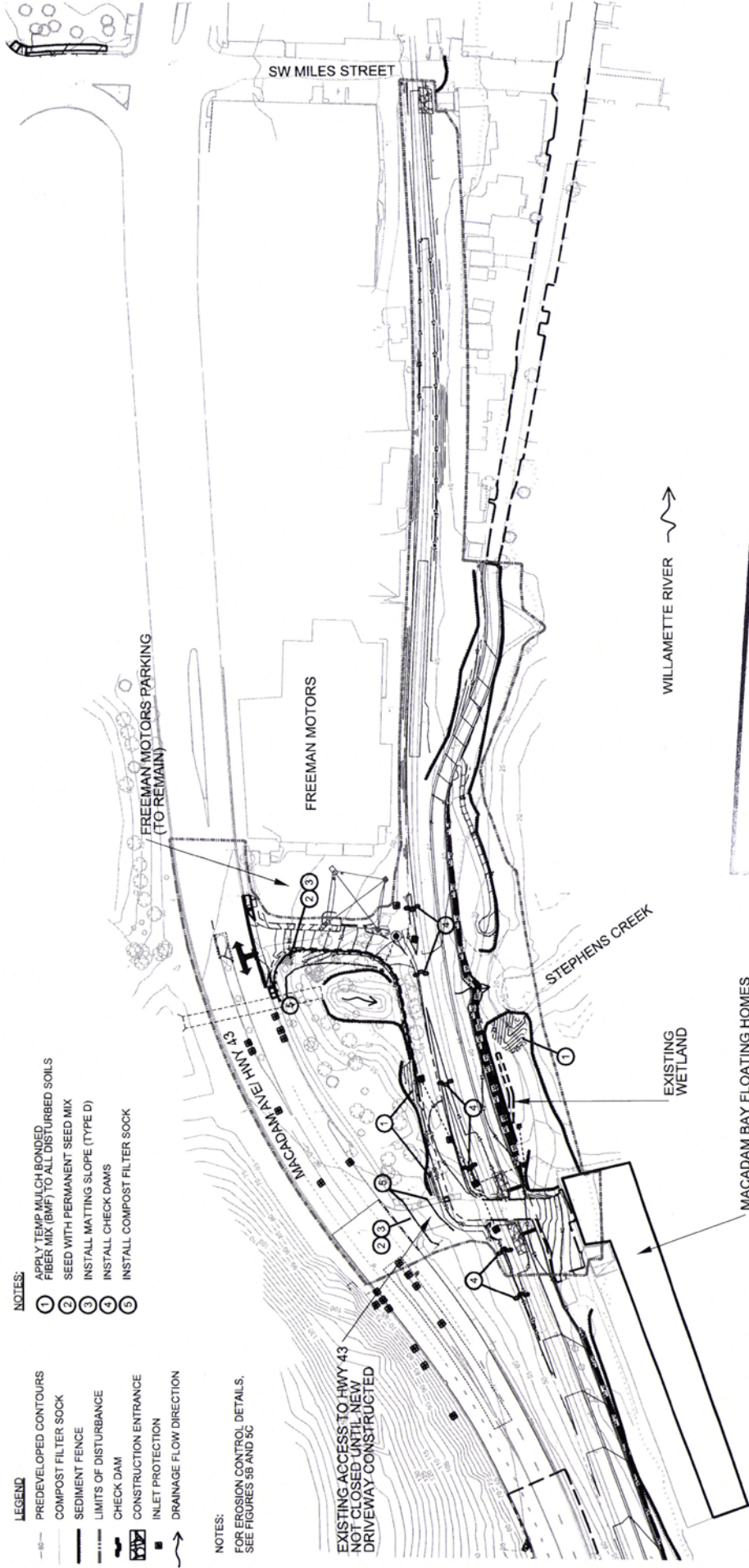
EGRESS & INGRESS FOR MACADAM BAY WILL BE OPEN DURING CONSTRUCTION. A DRIVABLE SURFACE WILL BE IN PLACE AT ALL TIMES. FLAGGERS WILL BE USED IF NECESSARY. PARKING LOT IMPROVEMENTS WILL BE CONSTRUCTED BY OTHERS. (SEE APPENDIX, EXHIBIT H, GREENWORKS PLANSET)

TOTAL PROJECT FILL BELOW 1996 FLOODPLAIN: 2,344 CUBIC YARDS  
 TOTAL PROJECT CUT BELOW 1996 FLOODPLAIN: 4,561 CUBIC YARDS  
 (SEE APPENDIX, EXHIBIT G, CUT/FILL MEMO)

**SELLWOOD BRIDGE PROJECT**

CONSTRUCTION MANAGEMENT SITE PLAN

MACADAM BAY ACCESS AND REGIONAL TRAIL CONNECTION - FIGURE 5



- LEGEND**
- 60- PREDEVELOPED CONTOURS
  - COMPOST FILTER SOCK
  - SEDIMENT FENCE
  - LIMITS OF DISTURBANCE
  - CHECK DAM
  - CONSTRUCTION ENTRANCE
  - INLET PROTECTION
  - DRAINAGE FLOW DIRECTION
- NOTES:**
- 1 APPLY TEMP MULCH BONDED FIBER MIX (BMF) TO ALL DISTURBED SOILS
  - 2 SEED WITH PERMANENT SEED MIX
  - 3 INSTALL MATTING SLOPE (TYPE D)
  - 4 INSTALL CHECK DAMS
  - 5 INSTALL COMPOST FILTER SOCK

NOTES:  
FOR EROSION CONTROL DETAILS,  
SEE FIGURES 5B AND 5C

EXISTING ACCESS TO HWY 43  
NOT CLOSED UNTIL NEW  
DRIVEWAY CONSTRUCTED

MACADAM BAY FLOATING HOMES  
PARKING LOT IMPROVEMENTS, BY  
OTHERS. (SEE APPENDIX, EXHIBIT H,  
GREENWORKS PLAN SET)

WILLAMETTE RIVER →

City of Portland - Bureau of Development Services  
 Planner *SMC* Date *10/22/14*  
 \*Approved\*  
 This approval applies only to the reviews requested and is subject to conditions of approval. Additional zoning requirements may apply.

**SELLWOOD BRIDGE PROJECT**

EROSION CONTROL PLAN

MACADAM BAY ACCESS AND REGIONAL TRAIL CONNECTION - FIGURE 5A

**C.6**

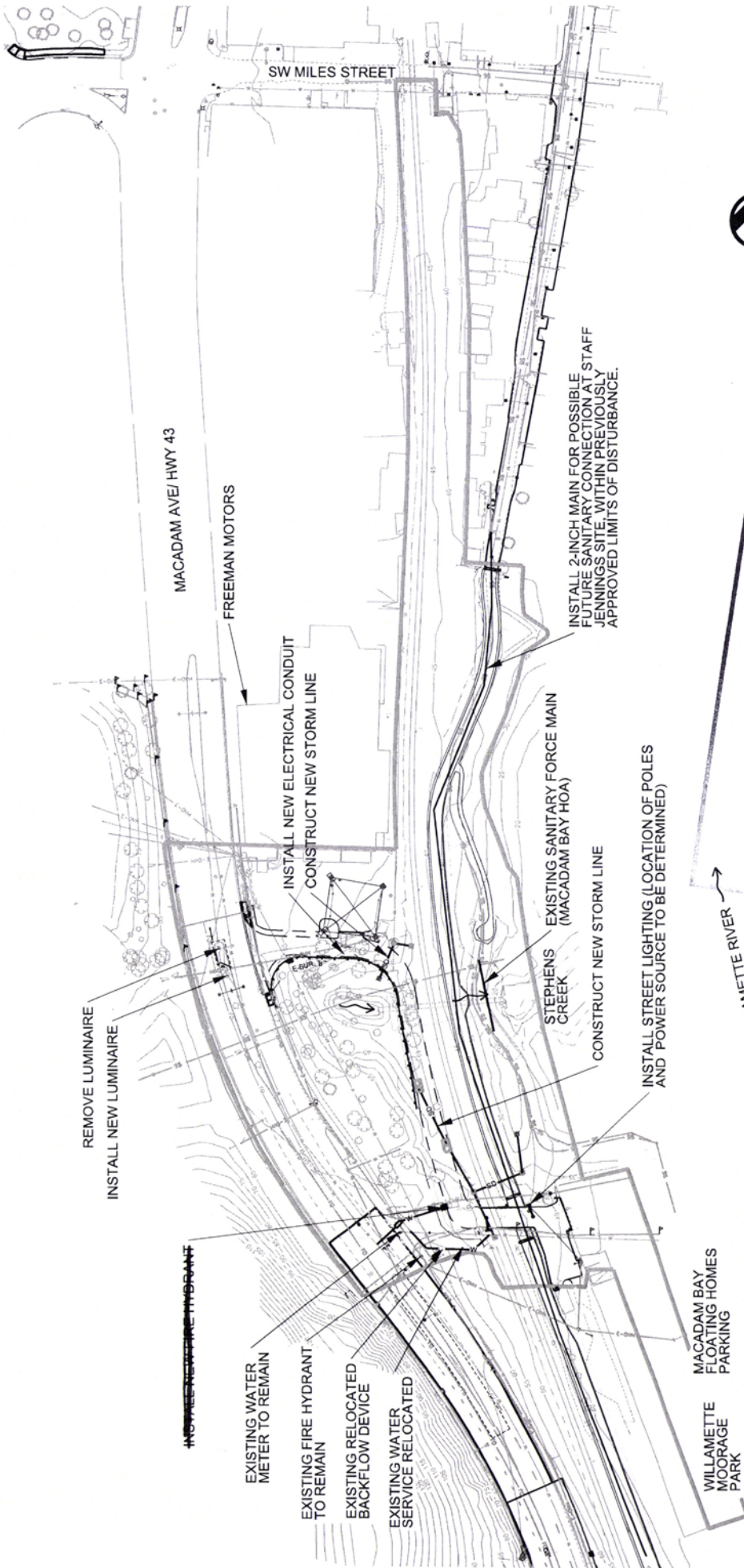
Scale In Feet  
0 50 100 150

North Arrow









\*Approved\*  
City of Portland - Bureau of Development Services

Planner *SMC* Date *10/20/2014*  
This approval applies only to the reviews requested and is subject to conditions of approval. Additional zoning requirements may apply.



VERTICAL DATUM BASED ON NAVD88

NOTES:

- TRENCH EXCAVATION FROM UTILITY TRENCHING WILL BE REMOVED FROM SITE AT TIME OF EXCAVATION. EXCAVATED MATERIAL WILL NOT BE STOCKPILED ON SITE.

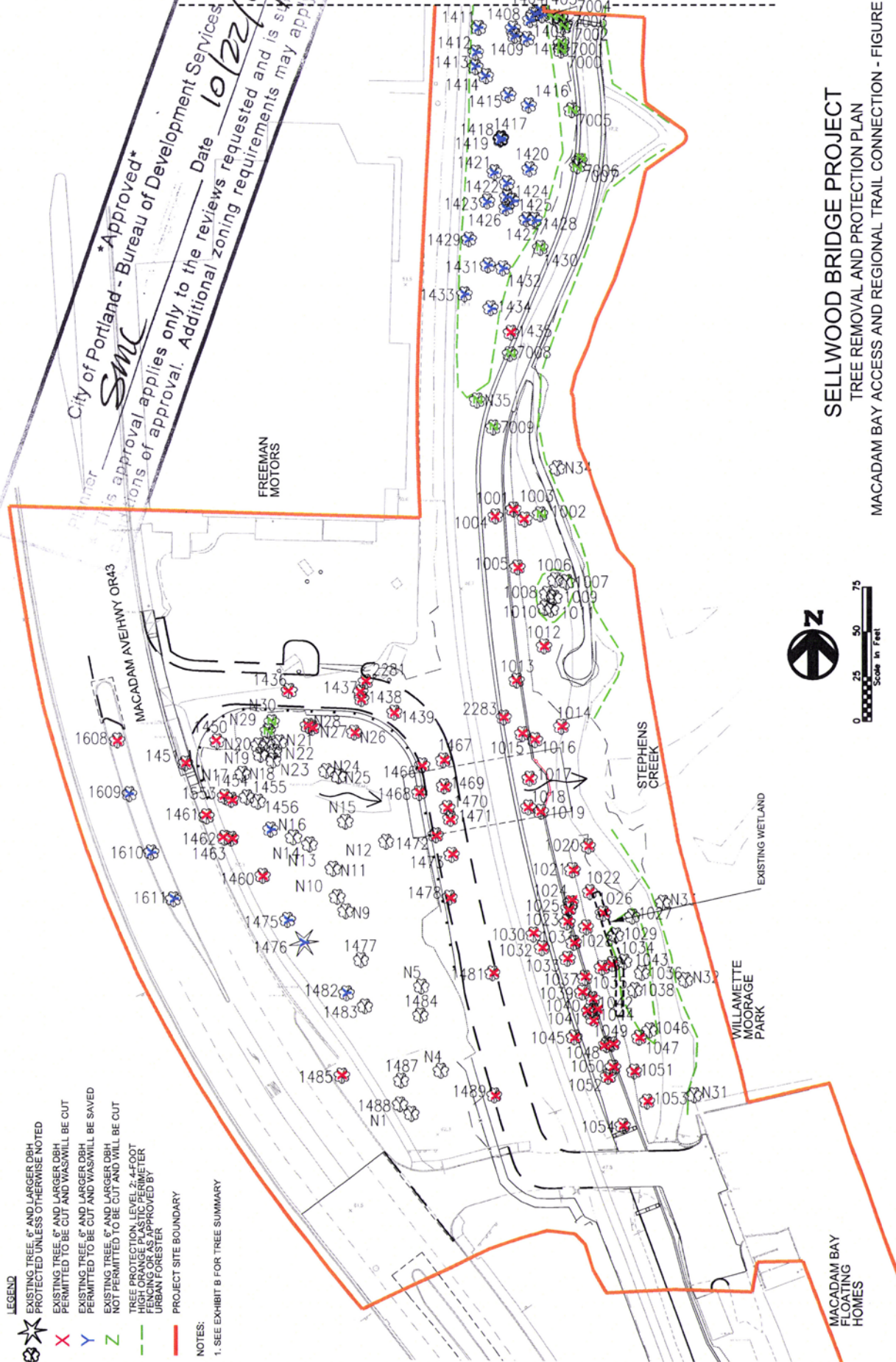
LEGEND	
W	WATER LINE (EXTG.)
T-BUR	BURIED TELEPHONE (EXTG.)
G	GAS (EXTG.)
FO	FIBER OPTIC (EXTG.)
E-OH	ELECTRIC OVERHEAD (EXTG.)
SO	STORM (EXTG.)
SS	SANITARY (EXTG.)
W	WATER LINE (PROP.)
E-BUR	BURIED ELECTRICAL (EXTG.)
SO	STORM (PROP.)
SS	SANITARY (PROP.)
□	INLET WITH FILTER
■	DITCH INLET
■	OUTFALLS
■	PROJECT SITE

**SELLWOOD BRIDGE PROJECT**  
EXISTING AND PROPOSED UTILITIES SITE PLAN

MACADAM BAY ACCESS AND REGIONAL TRAIL CONNECTION - FIGURE 7

MATCH LINE

City of Portland - Bureau of Development Services  
SMC  
\*Approved\*  
Date 10/22/14  
is approval applies only to the reviews requested and is subject to conditions of approval. Additional zoning requirements may apply.



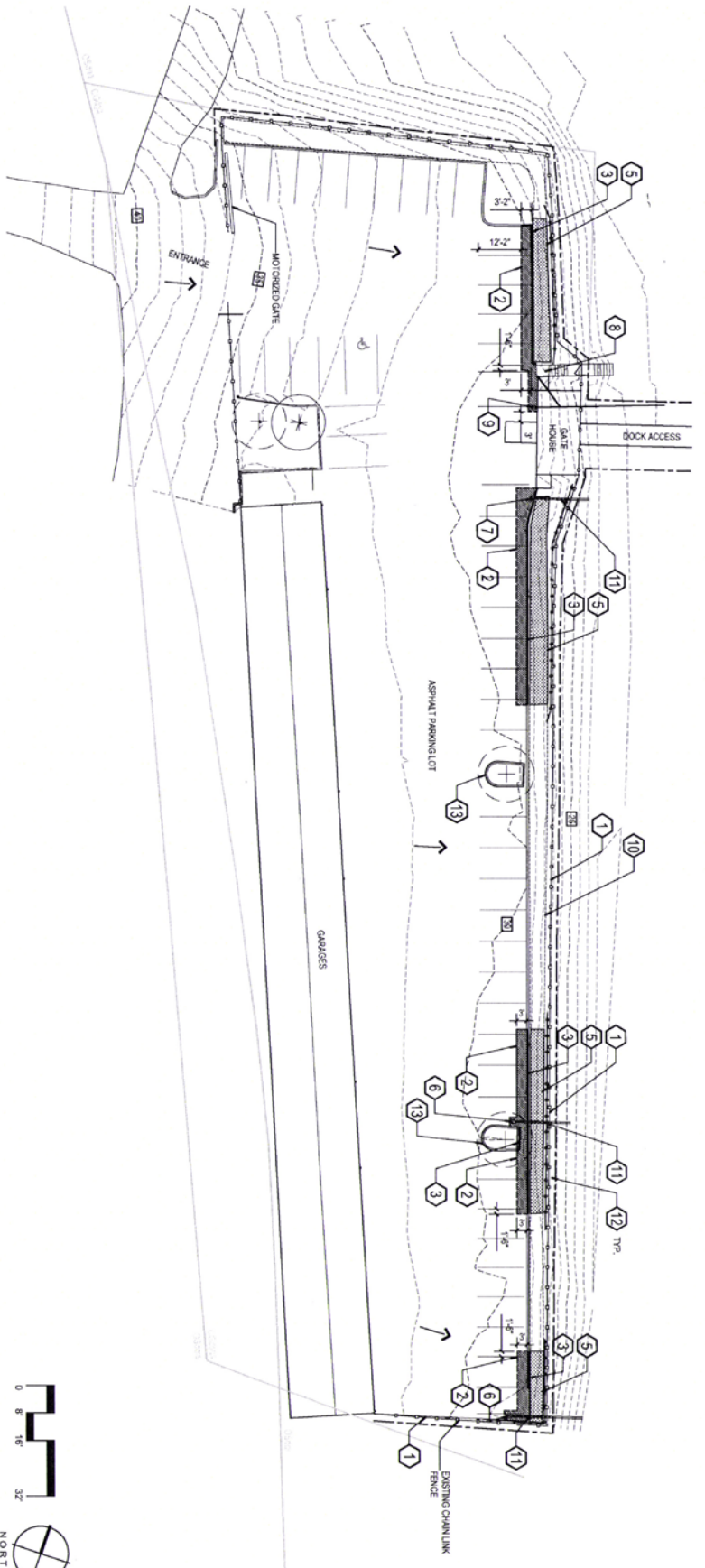
- LEGEND**
- EXISTING TREE, 6" AND LARGER DBH PROTECTED UNLESS OTHERWISE NOTED
  - EXISTING TREE, 6" AND LARGER DBH PERMITTED TO BE CUT AND WASWILL BE CUT
  - EXISTING TREE, 6" AND LARGER DBH PERMITTED TO BE CUT AND WASWILL BE SAVED
  - NOT PERMITTED TO BE CUT AND WILL BE CUT
  - TREE PROTECTION LEVEL 2, 4-FOOT HIGH ORANGE PLASTIC PERIMETER FENCING OR AS APPROVED BY URBAN FORESTER
  - PROJECT SITE BOUNDARY

NOTES:  
1. SEE EXHIBIT B FOR TREE SUMMARY



**SELLWOOD BRIDGE PROJECT**  
TREE REMOVAL AND PROTECTION PLAN  
MACADAM BAY ACCESS AND REGIONAL TRAIL CONNECTION - FIGURE 8





**DEMO LEGEND**

- EXISTING TREE TO REMAIN - PRESERVE AND PROTECT
- PAVEMENT REMOVAL
- CLEAR AND GRUB EXISTING LANDSCAPE
- SAW CUT AND REMOVE CONCRETE CURB
- SAW CUT LINE
- SLT FENCE

**DEMO NOTES**

1. ALL MATERIALS DEMOLISHED AS PART OF THE PROJECT ARE TO BE DISPOSED OF OFF SITE IN A LEGAL MANNER AT THE OTHERWISE THE CONTRACTOR UNLESS SPECIFIED TO DO OTHERWISE.
2. REMOVE ALL TREE AND SHRUB ROOTS AND STUMPS COMPLETELY AS INDICATED ON PLANS.

**KEY NOTES**

1. EXISTING FENCE - PRESERVE AND PROTECT.
2. SAW CUT EXISTING PAVING
3. SAW CUT AND REMOVE EXISTING CURB
4. PRESERVE AND PROTECT EXISTING TREE, TYP.
5. CLEAR GRUB AND GRP ALL AREAS TO BE LANDSCAPED PRIOR TO PLANTING.
6. REMOVE EXISTING CATCH BASIN, FILL HOLE WITH COURSED 3/4 ROCK, COMPACT AND PAVE WITH ASPHALT TO MATCH EXISTING ELEVATIONS, TYP.
7. REMOVE EXISTING CATCH BASIN AND DRAIN PIPE AS SHOWN IN DRAWINGS.
8. PRESERVE AND PROTECT EXISTING STAIRCASE.
9. PRESERVE AND PROTECT EXISTING CATCH BASIN, INSTALL 180 DEG BACKWASHING SILET DEMAL 8x41
10. EXISTING HEDGE, PRESERVE AND PROTECT EXCEPT WHERE INDICATED OTHERWISE.
11. DEMO EXISTING PIPE TO EXTENTS SHOWN WITHIN PROPERTY BOUNDARY.
12. INSTALL SLT FENCE PER DEMAL 8x41
13. PROTECT EXISTING TREE INSIDE OF TREE PROTECTION ZONE, SEE GENERAL NOTE 4

**GENERAL NOTES**

1. AREAS INSIDE OF AND IN FRONT OF GATE HOUSE SHALL REMAIN CLEAR OF ALL CONSTRUCTION MATERIAL, EQUIPMENT AND ACTIVITY DURING ALL TIMES TO PROVIDE CLEAR ACCESS TO TO RESIDENTS HOMES.
2. ALL AREAS OF DISTURBANCE AND WORK SHALL BE WITHIN THE PROPERTY BOUNDARY FENCE LINE.
3. THE FOLLOWING PRACTICES ARE PROHIBITED WITHIN THE TREE PROTECTION ZONE:
  - a. PILING, BRACING OR EQUIPMENT.
  - b. FOOT TRAFFIC.
  - c. EXCAVATION OR OTHER DIGGING UNLESS OTHERWISE INDICATED.
  - d. IMPROVEMENT OF WATER.
  - e. ATTACHMENT OF STUMPS OR PROPPING MATERIALS AROUND TREES OR PLANTS UNLESS OTHERWISE INDICATED.
  - f. PROTECT ALL EXISTING INFRASTRUCTURE TO REMAIN AND REPAIR AT CONTRACTORS EXPENSE IF DAMAGED.
4. PROTECT ALL EXISTING INFRASTRUCTURE TO REMAIN AND REPAIR AT CONTRACTORS EXPENSE IF DAMAGED.

**GENERAL LEGEND**

- PROPERTY LINE
- EXISTING MAJOR CONTOUR
- EXISTING MAJOR CONTOUR
- DRAINAGE FLOW DIRECTION
- ZONING BOUNDARY AND DESIGNATION

City of Portland - Bureau of Development Services  
 Approved\* Date 05/22/14  
 Planner SMC  
 This approval applies only to the reviews requested and subject to the conditions of approval. Additional zoning requirements may apply.

DESIGN BY:	MS
CHECKED BY:	SK
DATE:	11/02/11
APPROVED:	
<b>L10</b>	

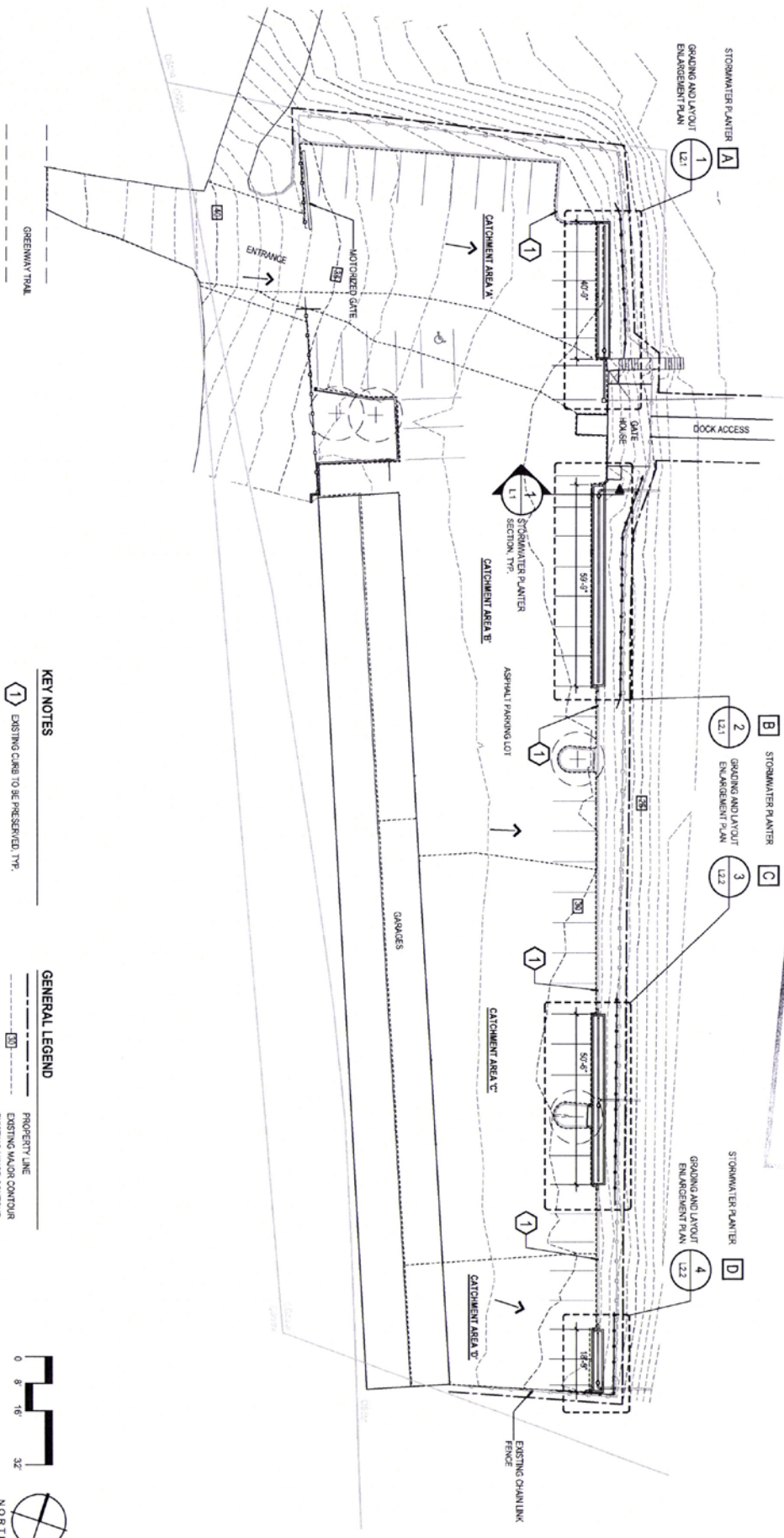
submit to: **GREENWAY REVIEW**  
 sheet title:  
**Demolition Plan**

project:  
**MBHOA Stormwater Improvements Project**  
 Macadam Bay Home Owner's Association  
 7720 SW Macadam Ave.  
 Portland, OR 97219  
 Phone / Fax  
 Email Address

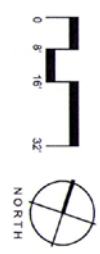
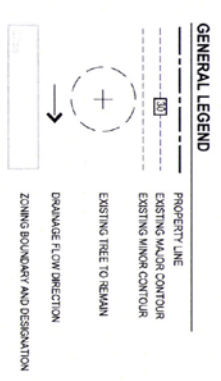


**GREENWORKS**  
 Greenworks, P.C.  
 1100 NE Oregon Street, Suite 100  
 Portland, OR 97232  
 Phone: 503.255.1100  
 Fax: 503.255.1101  
 www.greenworksarch.com

\*Approved\*  
 City of Portland - Bureau of Development Services  
 Planner S.M.C. Date 10/22/14  
 This approval applies only to the reviews requested and is subject to conditions of approval. Additional zoning requirements may apply.



- KEY NOTES**
- ① EXISTING CURB TO BE PRESERVED, TYP.
- DRAINAGE AREAS**
- CATCHMENT AREA A: 5,475 SF
  - CATCHMENT AREA B: 9,004 SF
  - CATCHMENT AREA C: 7,189 SF
  - CATCHMENT AREA D: 2,183 SF



submital: **GREENWAY REVIEW** project:  
 sheet title: **MBHOA Stormwater Improvements Project**  
**Site Plan**  
 Macadam Bay Home Owner's Association  
 7720 SW Macadam Ave.  
 Portland, OR 97219  
 Phone / Fax  
 Email Address

Drawn By: SK  
 Checked By: 140721  
 Approved: \_\_\_\_\_

Date: 07/22/14  
 Revision: \_\_\_\_\_

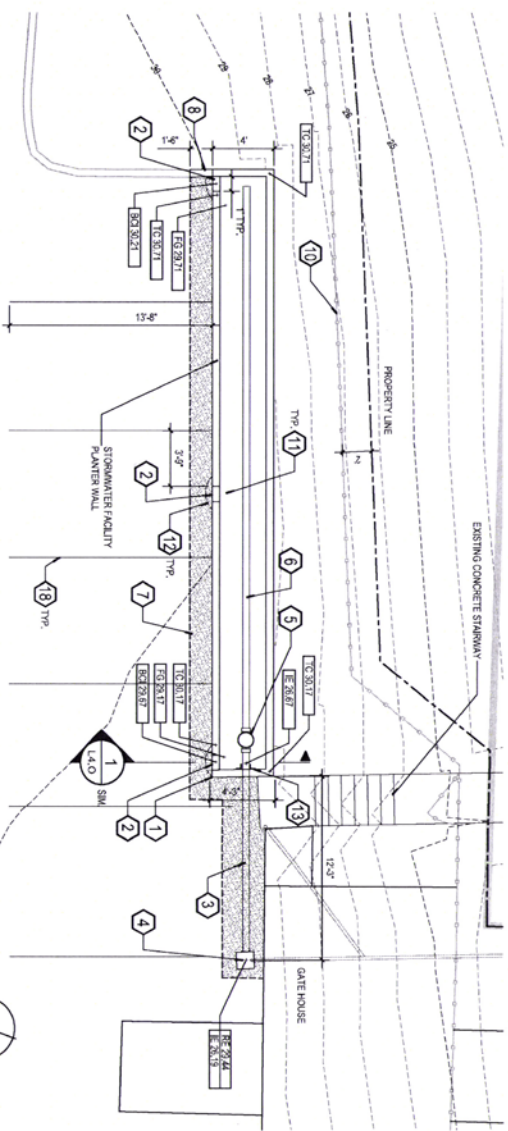
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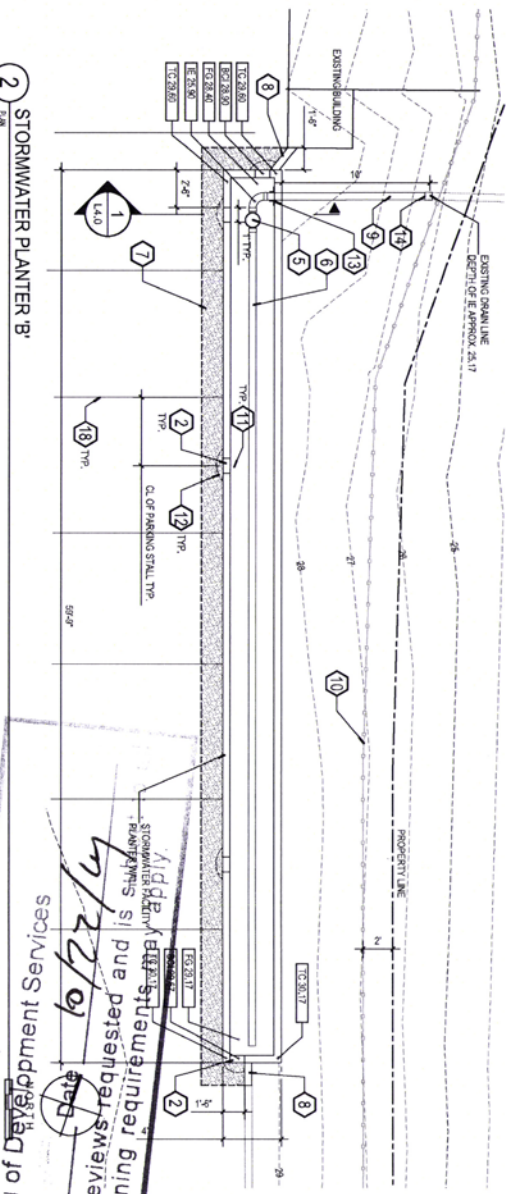
**GREENWORKS**  
 GREENWORKS, P.C.  
 Landscape Architecture  
 14 1/2 NW 4th Street, Suite 100  
 Portland, Oregon 97209  
 Phone: 503.222.8888  
 Fax: 503.222.8889  
 www.greenworksinc.com

C. 16





**1** STORMWATER PLANTER 'A'



**2** STORMWATER PLANTER 'B'

- GENERAL NOTES**
1. ALL PUMP, PIPE FITTINGS AND CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH LOCAL PLUMBING CODE REQUIREMENTS.
  2. PROTECT ALL EXISTING PIPE OFFFALLS FROM DAMAGE.
  3. CONFIRM LAYOUT OF ALL FACILITIES WITH OWNERS REPRESENTATIVE PRIOR TO CONSTRUCTION.

- KEY NOTES**
1. ALIGN EDGE OF PLANTER WALL WITH EDGE OF STAIRS
  2. 12" NOTION CURB OUT, TYP. FOR DRAINAGE
  3. TRENCH TO EXISTING CATCH BASIN, RUN 4" ABS PIPE AT 1% MIN. SLOPE, CONNECT TO EXISTING DRAIN PIPE THAT EXTENDS BELOW GR.
  4. EXISTING CATCH BASIN TO REMAIN.
  5. OVERFLOW DRAIN PER DETAIL 114.4.0
  6. PREPARED PIPE AT BOTTOM OF FACILITY PER DETAIL 114.4.0
  7. AC PAVING REPAIR PER DETAIL 114.4.0
  8. NEW CONCRETE CURB PER DETAIL 114.4.0. INSTALL EXPANSION JOINT BETWEEN CURB AND STORMWATER PLANTER WALLS. DOVEL NEW CURB TO EXISTING. THROUGHT NUT CURB TO MATCH PROFILE OF EXISTING CURB.
  9. NEW 4" ABS DRAIN LINE FROM FACILITY. LAY NEW PIPE AT SLOPE TO MET. EXISTING PIPE. INSTALL RIGID FITTING TO MEET EX. PIPE. SLOPE 1%.
  10. EXISTING FENCE TO REMAIN.
  11. INSTALL 3/4" x 2" DIA. ROUNDED RIVER ROCK IN FACILITIES AT 3" DEPTH TYP. AT ALL CURB INLETS.
  12. FORM DEPRESSION IN AC PAVING THAT SLOPES TOWARDS CURB OUT TO DEPTH OF 1" BELOW ADJACENT PAVING GRADES.
  13. PENETRATE PIPE THROUGH LINER AND CONCRETE WALL. INSTALL BOOT CLAMP PER DETAIL 314.4.0
  14. NOT USED
  15. NOT USED
  16. NOT USED
  17. NOT USED
  18. PAINT NEW STRIPING TO ALIGN WITH EXISTING PAINT STRIPES

City of Portland - Bureau of Development Services  
 Approved\*  
 Planner **SMC**  
 Date **7/27/19**  
 This approval applies only to the reviews requested and is subject to the conditions of approval. Additional zoning requirements apply.

Project: **GREENWAY REVIEW**  
 sheet title: **Site Plan Enlargements Facilities A-B**  
 Date: 07/22/14  
 Revision:

Drawn By: **SR**  
 Checked By: **SR**  
 Job No.: **141021**  
 A0070246

submittal: **GREENWAY REVIEW**  
 project: **MBHOA Stormwater Improvements Project**  
 Macadam Bay Home Owner's Association  
 1722 SW Macadam Ave.  
 Portland, OR 97219  
 Phone: 503.231.1111  
 Fax: 503.231.1111  
 Email Address

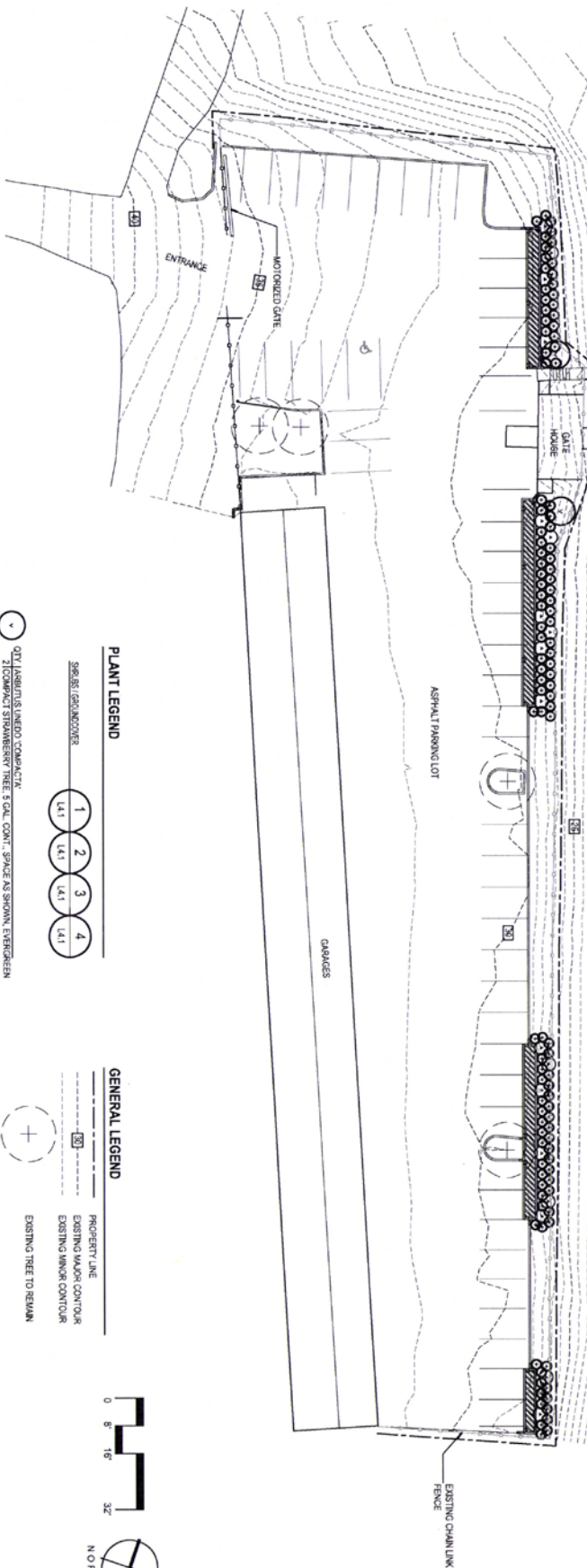
REGISTERED ARCHITECT  
 OR EDITION  
 LANDSCAPE ARCHITECT

**GREENWORKS**  
 GreenWorks, P.C.  
 1415 NE Oregon Street  
 Portland, OR 97232  
 Phone: 503.231.1111  
 Fax: 503.231.1111  
 Email: info@greenworks.com

**L2.1**

**C. 17**

**\*Approved\***  
 City of Portland - Bureau of Development Services  
 Date 10/22/14  
 Owner SMC  
 This approval applies only to the reviews requested and is subject to conditions of approval. Additional zoning requirements may apply.

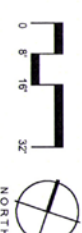


**PLANT LEGEND**

- 1 1.41
- 2 1.41
- 3 1.41
- 4 1.41

**GENERAL LEGEND**

- PROPERTY LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING TREE TO REMAIN



- 1. CONTRACTOR SHALL PROVIDE STORMWATER PLANTING SOIL MIX AS SPECIFIED.
- 2. SPREAD SPECIFIED COMPOST TO 2" DEPTH OVER ALL DISTURBED AREAS AND OVER EXISTING STORMWATER PITS OF SHEDS OUTSIDE OF PLANTERS WITH SPECIFIED PLANTING SOIL.
- 3. ALL PLANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENT PACKAGE.
- 4. QUANTITIES ARE LISTED FOR THE CONTRACTORS CONVENIENCE ONLY. ALL COUNTS MUST BE REVIEWED BY THE CONTRACTOR IN FIELD AND ADJUSTED AS NECESSARY TO REFLECT THE ACTUAL QUANTITIES LISTED IN THE LEGEND.
- 5. NO PERMANENT REGULATION SYSTEMS TO BE INSTALLED AS PART OF THIS PROJECT. OWNER SHALL OBTAIN NECESSARY PERMITS AND NECESSARY CONSENT FROM NEIGHBORING PROPERTIES.

**NOTES:**

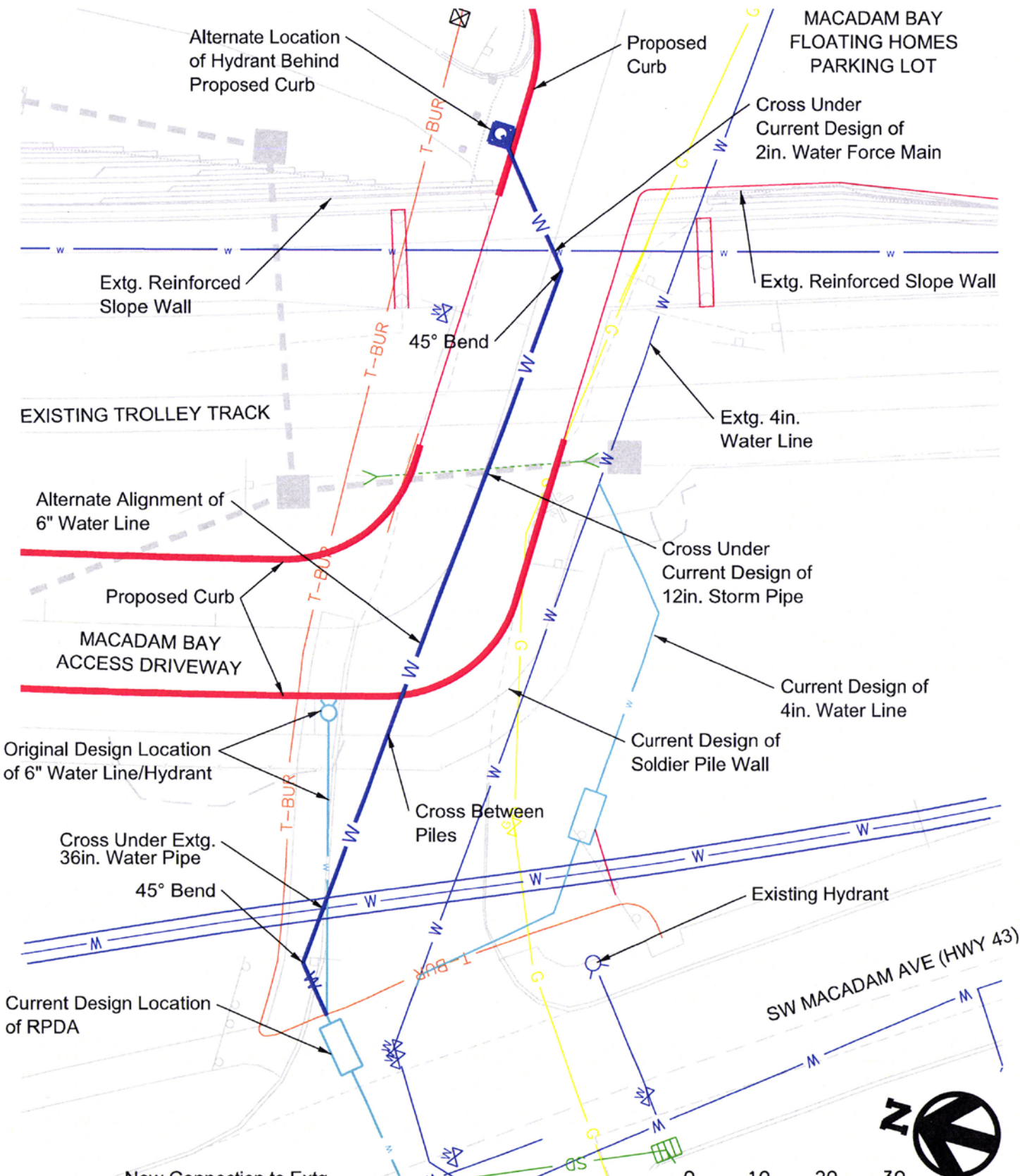
- 1. CONTRACTOR SHALL PROVIDE STORMWATER PLANTING SOIL MIX AS SPECIFIED.
- 2. SPREAD SPECIFIED COMPOST TO 2" DEPTH OVER ALL DISTURBED AREAS AND OVER EXISTING STORMWATER PITS OF SHEDS OUTSIDE OF PLANTERS WITH SPECIFIED PLANTING SOIL.
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- 5. NO PERMANENT REGULATION SYSTEMS TO BE INSTALLED AS PART OF THIS PROJECT. OWNER SHALL OBTAIN NECESSARY PERMITS AND NECESSARY CONSENT FROM NEIGHBORING PROPERTIES.

submital: **GREENWAY REVIEW**  
 sheet title: **Planting Plan**  
 Date: 07/22/14  
 Revision: 1  
 Drawn By: SK  
 Checked By: 1402.1  
 Approved: 1402.1  
**L3.0**

project: **MBHOA Stormwater Improvements Project**  
 Macadam Bay Home Owner's Association  
 720 SW Macadam Ave.  
 Portland, OR 97219  
 Phone / Fax:  
 Email Address:

REGISTERED LANDSCAPE ARCHITECT  
 GREENWORKS  
 1402.1  
 1402.1  
 1402.1





New Connection to Extg. 24in. Water Pipe  
 City of Portland - Bureau of Development Services  
 Approved  
 Scale In Feet: 0, 10, 20, 30

Planner *SMC* Date *10/22/14* **SEASIDE WOOD BRIDGE PROJECT**  
**MACADAM BAY - HYDRANT PLAN**  
 10-10-2014

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