



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

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Portland, Oregon 97201
503-823-7300
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TTY 503-823-6868
www.portlandonline.com/bds

Date: May 25, 2010
To: Interested Person
From: Susan McKinney, Land Use Services
503-823-7809 / smckinney@ci.portland.or.us

NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has approved a proposal in your neighborhood. The reasons for the decision are included in this notice. If you disagree with the decision, you can appeal it and request a public hearing. Information on how to appeal this decision is listed at the end of this notice.

CASE FILE NUMBER: LU 10-102763 AD

GENERAL INFORMATION

Applicant: New Seasons Market, Inc.
Greg Herrenbruck, contact
2004 N Vancouver Ave
Portland OR 97227

Representative: Greg Mitchell, LRS Architects
720 NW Davis Street, Suite 300
Portland, OR 97209

Owner: Sacks 42nd LLC
1532 SW Morrison St #100
Portland, OR 97205

Site Address: 4034 SE HAWTHORNE BLVD

Legal Description: LOT 1&2, BOWNE ADD
Tax Account No.: R096100010, R366400010
State ID No.: 1S1E01DA 04600, 1S1E01DA 00100
Quarter Section: 3234

Neighborhood: Richmond, contact Douglas Klotz at 503-233-9161.
Business District: Hawthorne Blvd. Bus. Assoc., contact Peter Rossing at 503-231-8704
District Coalition: Southeast Uplift, contact Leah Hyman at 503-232-0010.

Zoning: CS, Storefront Commercial
Case Type: AD, Adjustment
Procedure: Type II, an administrative decision with appeal to the Adjustment Committee.

Proposal:

New Seasons (the applicant for this proposal) is constructing a new building on Hawthorne Blvd between SE 40th and 41st Avenues. The rear of the building will be 8 to 9 feet from the south property line, as required by the zoning code when a commercially-zoned site is abutting

a residentially-zoned site. The depth of the setback is based on the building height; in this case the required setback is 8 feet, of which 5 feet must be landscaped with trees, shrubs and groundcover that will screen and separate uses.

In addition, the applicant is proposing to construct a 44-foot long structure attached to the southwest side of the building, in the south setback, to accommodate long-term bicycle parking for employees (up to 50 bicycles on 25 wall-mounted racks). The applicant requests an Adjustment to the setback standard (33.130.215 B and Table 130-4), to allow the structure to be located as proposed, up to the south property line, thus reducing the required setback for the 44-foot structure from the required 5 feet (for buildings 15 feet tall or less) to 0.

In the notice for this proposal, sent on April 23, 2010, the bicycle parking structure was described as 13½ feet high measured to the parapet, which extends 2½ feet above the roof of the structure. The applicant has since revised the structure, bringing the height to 9½ feet to a flat roof with no parapet. The entrance to the structure will be at the street property line, instead of 4 feet back as originally shown on the drawings.

A neighborhood representative noted that the eave from the second floor of the structure appears to extend into the setback more than the allowed 20 percent, which is 19.2 inches. This was shown on the section drawing attached to the notice. The architect confirmed that the eave is 24 inches long, for a length of 16 feet. The applicants request an Adjustment to allow the additional 4.8 inches of eave projection for that portion of roof in the rear (south) setback above the proposed bicycle enclosure.

In January of this year, New Seasons requested an Adjustment to allow an electrical transformer in the rear setback on the east side of the site. That proposal was withdrawn after they were able to find an alternate location for the transformer.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of 33.805.040 A.-F., Adjustments.

ANALYSIS

Site and Vicinity: The site has 200 feet of frontage on SE Hawthorne Blvd, constituting the entire frontage between 40th and 41st Avenues, with a depth of 100 feet on the 41st Avenue side and 99 feet on the 40th Avenue side. The variation of 1 foot to the lot depth results in a rear building setback of 9 feet on the eastern half of the site and 8 feet on the western half, where the subject bike parking structure is proposed.

The vicinity is characterized by commercial uses adjacent to the site on both sides of Hawthorne Blvd, and residential to the south. The site abuts the R5, High-density single-dwelling zone to the south. The residential area is primarily developed with early 20th century single detached dwellings. An apartment complex abuts the site to the southeast, on 41st Avenue. A detached dwelling abuts the site to the southwest, on 40th Avenue, and is the property closest to the proposed bicycle parking structure. The driveway serving that property is along the common property line, and the house is over 20 feet from that same property line.

Zoning: The site is zoned CS, Storefront Commercial. This zone is intended to preserve and enhance older commercial areas that have a storefront character. The zone intends that new development in these areas will be compatible with this desired character. The desired character includes areas which are predominantly built-up, with buildings close to and oriented towards the sidewalk especially at corners. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged.

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

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **April 23, 2010**. The following Bureaus have responded with no issues or concerns:

- Bureau of Transportation Engineering
- Water Bureau
- Fire Bureau
- Site Development Section of BDS
- Bureau of Parks-Forestry Division

The Bureau of Environmental Services responded with no objections to the adjustment, as it does not appear to conflict with the placement of the flow-through planter that is required by the 2008 Stormwater Management Manual and that has been reviewed through the building permit.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on April 23, 2010. Staff received one written response from a neighborhood representative in response to the proposal, who wrote as a citizen and not as a representative of the Richmond Neighborhood Association. He wrote to oppose the adjustment because the setback reduction does not maintain air for the adjacent [residential] zones. The structure eliminates about 20 percent of the required landscaping on the south side of the building, and consequently the adjustment does not equally or better maintain air for the adjacent residential zones. No mitigation for this loss is proposed.

Staff will address this concern in the findings of fact in the following section, under Zoning Code Approval Criteria.

ZONING CODE APPROVAL CRITERIA

33.805.010 Purpose (Adjustments)

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

33.805.040 Approval Criteria

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

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

Findings: The purpose of the setback standard for areas that abut residential zones is to promote commercial development that will maintain light, air and the potential for privacy for adjacent residential zones. The new store is set back from the south property line separating the commercial and residential zones by 8 feet. The proposed bicycle parking structure is attached to the southwest side of the building and would occupy the setback for the 44-foot length of the structure. The required setback for a building wall up to 15 feet high is 5 feet.

The south wall of the proposed bicycle parking structure is a 9½ foot high masonry wall. A wall is not an unusual type of separation between commercial and residential uses, providing a buffer for the residential neighbors. The zoning code allows 8-foot high fences or walls on property lines in commercial and residential zones. The proposed structure is 1½ feet higher. As an enclosed structure providing bicycle parking, the south wall provides a high level of

privacy for the abutting residential neighbors. Bicyclists using the structure will enter from 40th Avenue; the enclosure provides a separation for privacy and sound.

The potential for a reduction in light resulting from the structure on the property line is minimal because the store building, set back 8 feet from the south property line, is a taller structure that will cast some shading from the north to the abutting property, as any building does. The taller 30-foot high building, allowed at the 8-foot setback, will cast a wider swath of shade than the proposed 9½-foot tall structure, and consequently the smaller structure will not further affect light to the abutting property. Further, the wall of the structure replaces L3 landscaping along that space, which would at maturity cast as much shade by a wall of 6-foot or taller shrubs mixed with trees.

While the structure could have an effect on reducing air directly to the abutting property, as expressed by the respondent opposing this adjustment, such an effect is difficult to quantify. By eliminating the setback for the 44-foot length of the structure, 2 to 3 trees, several shrubs, and groundcover are also eliminated. The separation between structures (the bicycle parking structure and the house on the abutting property) is a distance of over 20 feet, which is greater than most other structures from one another throughout the neighborhood. The typical separation of 10 feet between houses is required by code (side setbacks of 5 feet in the R5 zone), which is deemed adequate to ensure light, air and privacy. This is a different situation, in which different uses are required to be separated based on the height of the building in the Commercial zone and whether it abuts a side or rear residential property line. Adjustments are reviewed on a case-by-case basis. In this case, the existing layout of the residential property provides more than sufficient distance between the two uses. There are mature trees and shrubs on that property which, coupled with the proposed structure wall, will provide a strong separation that, among other things, provides for more potential air circulation than exists between most residential structures. The early 20th century house could eventually be removed or added onto so that there is a residential structure closer to the common property line. However, this is an unlikely scenario in the foreseeable future, given that there is a driveway that separates the adjacent property from the subject site. Consequently, due to the existing layout of the residential property and its relationship to the proposed structure, the proposal has minimal if any impact on air to the residence.

Further, the remaining 156 feet of setback between the rear of the store and the south property line will be landscaped as required to the L3 standard. New engineered stormwater swales will occupy the setback. This is a fairly significant change from the former development, in which the parking lot for the former store building on the east side of the site occupied the west half of the site, with little or no landscaping along the south property line. As indicated by aerial photos, the parking lot asphalt ended almost to the property line; consequently, there was no landscape buffer from the subject site. The new situation creates a strong landscape buffer between the site and its abutting neighbors along the majority of the common property line, and the resulting benefits to oxygen will be correspondingly increased. Even without the additional 44-foot length of landscaping where the structure is proposed, the benefits to the immediate environment will still be significant as a result of the new landscaping in the setback.

The additional setback adjustment is to allow the eave from the roof of the 2nd-story office on the southwest corner of the building to extend to 24 inches into the setback, above the bicycle parking structure that is also within the same setback. With the required 8-foot setback for the primary building, the allowed projection for eaves is 20 percent of the setback, which is 19.2 inches. The wall of the office is 16 feet long along the south building wall, and consequently the additional eave length of 4.8 inches would extend for that distance. The addition of 4.8 inches to the eave will not affect light or air to any extent more than it would at the allowed length of 19.2 inches. This minimal difference offers symmetry to the design without unduly encroaching into the setback to the point that there is an effect on either of these elements. Privacy would be unaffected by the additional length of eave.

For all of these reasons, the proposed adjustments satisfy this criterion.

- 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 classifications of the adjacent streets and the desired character of the area; and

Findings: The proposal is in the CS, Storefront Commercial zone. It is located on SE Hawthorne Blvd, which is classified by the City's *Transportation System Plan* as a Major Transit Priority Street, District Collector Street, Truck Access Street, City Bikeway and City Walkway. SE 41st Avenue is a City Bikeway, and 41st and 40th Avenues are local service streets for all other modes.

As described in the Characteristics of the Zones in 33.130.030 of the Zoning Code, the CS, Storefront Commercial zone is intended to preserve and enhance older commercial areas that have a storefront character. The zone intends that new development in these areas will be compatible with this desired character. The zone allows a full range of retail, service and business uses with a local and regional market area; industrial uses are allowed by limited in size. The desired character includes areas which are predominantly built-up, with buildings close to and oriented towards the sidewalk, especially at corners. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged.

The proposal is consistent with the street classifications, as it is located on a street with multi-modal classifications, providing high levels of service for multiple options for travel—transit, bicycle, walking and driving. The proposed bicycle parking structure is intended to provide long-term bicycle parking primarily for employees. The structure will provide parking for up to 50 bicycles, thus offering a strong encouragement and incentive to employees to use bicycles as a transportation alternative. The placement of the structure in the southwest setback is consistent with the built-up character intended for this zone, with a strong pedestrian and sidewalk orientation. The proposed 9½ foot tall structure is significantly lower than the 30-foot storefront building, further acting as a buffer and visual step-down between the commercial and residential uses. Therefore, this criterion is met.

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

Findings: The purpose of the CS, Storefront Commercial zone is to implement the commercial policies and plan map designations of the Comprehensive Plan. The commercial zones encourage commercial areas that are supportive of surrounding residential areas, and that have a community or regional market. The regulations promote uses and development that will enhance the economic viability of the specific commercial district and the city as a whole. The development standards are designed to allow a large degree of development flexibility within parameters which support the intent of the specific zone.

The applicant requests adjustments to the setback standard of 33.130.215, Setbacks, to allow the bicycle parking structure in a portion of the south setback and to extend the eave of the 2nd floor office for a length of 4.8 inches more than what is allowed by the zoning code. The proposed adjustments allow for long-term bicycle parking within a structure, and for a design element (an eave) that will benefit the function and form of the primary use of the site as a retail food market. The project is consistent with what is intended for the zone, and the adjustments allow for a further refining of the physical project while still maintaining this consistency. Thus, this criterion is met.

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

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

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

Findings: The basic issue under consideration is whether the 9½ -foot high bicycle parking structure creates an impact to the most affected neighbors by occupying a 44-foot length of rear setback. The one respondent to this proposal objects to it because it potentially reduces air to the abutting property, by its location up to the property line, and the deletion of plantings that would otherwise be in the setback. Staff agrees that there will be a reduction in plantings of 44 feet in length by 5 feet in depth, for a total of 220 square-feet of landscaping. The site plan shows that over half of the south setback will be landscaped to the full 8-foot depth. Approximately 102 feet of the setback will be landscaped to the full depth of 8 feet rather than the required 5 feet, resulting in a gain of 306 square-feet of landscaping that is not required (3' x 102'), that will provide the environmental benefits offered by trees, shrubs and living ground-cover. Consequently, the applicant is providing mitigation for the loss of plantings in the area of the bicycle structure with plantings to the full depth of at least half of the length of the property.

Staff recognizes as additional mitigation the provision of a non-required long-term bicycle parking structure that will allow parking for up to 50 bicycles year-round for long-term users of the site, primarily employees. This serves as encouragement to employees to reduce the amount of motor vehicle trips to the site, which positively affects air quality, reduces the volume of motor vehicles in the neighborhood, and other factors that are beneficial to both the physical environment and the livability of the neighborhood. Consequently, it is valid to consider the function of the proposed structure as a form of mitigation for its presence in 20 percent of the setback.

Consequently, the applicant is providing mitigation for the reduced setback through additional non-required plantings in the setback and the provision of space for cover and security for long-term bicycle parking.

The additional length of eave requested allows a symmetrical 24-inch long eave projecting into the 8-foot setback from the 2nd story of the structure, as seen from the west elevation. The minimal additional length requested of 4.8 inches does not create impacts. Without the symmetry provided by the proposed length, there would be a visual impact of reduced eave on one side. The 24-inch eave is fairly typical of the residential development throughout this early 20th century neighborhood, and consequently the design is evocative of its surroundings.

For these reasons, this criterion is met for the requested setback adjustments.

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 site is not within an environmental zone, which is designated on the zoning map by either a "c" or "p" overlay. Therefore, this criterion is not applicable.

DEVELOPMENT STANDARDS

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

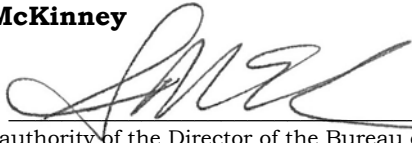
CONCLUSIONS

The applicant has requested adjustments to allow encroachments into the south setback between the primary building and the south property line. The analysis shows that all of the relevant approval criteria are met. The proposal supports the intent of the setback regulation, is consistent with the desired character and street classifications on the adjacent streets, and supports the purpose of the Storefront Commercial zone. The applicant has provided mitigation for the reduction in plantings in the area of the bicycle parking structure by additional non-required plantings in the setback, and by creating a greater incentive for employees to bike to the site, with the attendant benefits of reducing motor vehicle trips and related positive benefits to the neighborhood. Consequently, staff forwards an affirmative decision.

ADMINISTRATIVE DECISION

Approval of Adjustments to 33.130.215, Setbacks, to reduce the southwest setback for the bicycle parking structure from the required 5 feet to 0, and to allow the 2nd floor eave of the primary building to project into the south setback a distance of 24 inches. This approval is per the approved site plan, partial south elevation drawing, bicycle parking structure floor plan, and section plan, Exhibits C-1 through C-4, signed and dated May 20, 2010.

Staff Planner: Susan McKinney

Decision rendered by:  **on May 21, 2010**

By authority of the Director of the Bureau of Development Services

Decision mailed: May 25, 2010

About this Decision. This land use decision is **not a permit** for development. A Final Plat must be completed and recorded before the proposed lots can be sold or developed. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on January 13, 2010, and was determined to be complete on April 21, 2010.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on January 13, 2010.

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 to place the review on hold on February 3, 2010; the application remained on hold until the original case was withdrawn and replaced with the current review. The current proposal was submitted on April 20, 2010 and deemed complete on April 21, 2010. Unless further extended by the applicant, **the 120 days will expire on: August 19, 2010.**

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information

satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appealing this decision. This decision may be appealed to the Adjustment Committee, which will hold a public hearing. Appeals must be filed **by 4:30 PM on June 8, 2010** at 1900 SW Fourth Ave. Appeals can be filed Tuesday through Friday on the first floor of the Development Services Center until 3 p.m. After 3 p.m. and Mondays, appeals must be submitted to the receptionist at the front desk on the fifth floor. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Low-income individuals appealing a decision for their personal residence that they own in whole or in part may qualify for an appeal fee waiver. In addition, an appeal fee may be waived for a low income individual if the individual resides within the required notification area for the review, and the individual has resided at that address for at least 60 days. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Fee waivers for low-income individuals must be approved prior to filing the appeal; please allow 3 working days for fee waiver approval. 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.

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Adjustment Committee is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, or phone 1-503-373-1265 for further information.

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

Recording the final decision.

If this Land Use Review is approved, the final decision 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 **June 9, 2010 – (the 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 503-823-7967.

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.

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

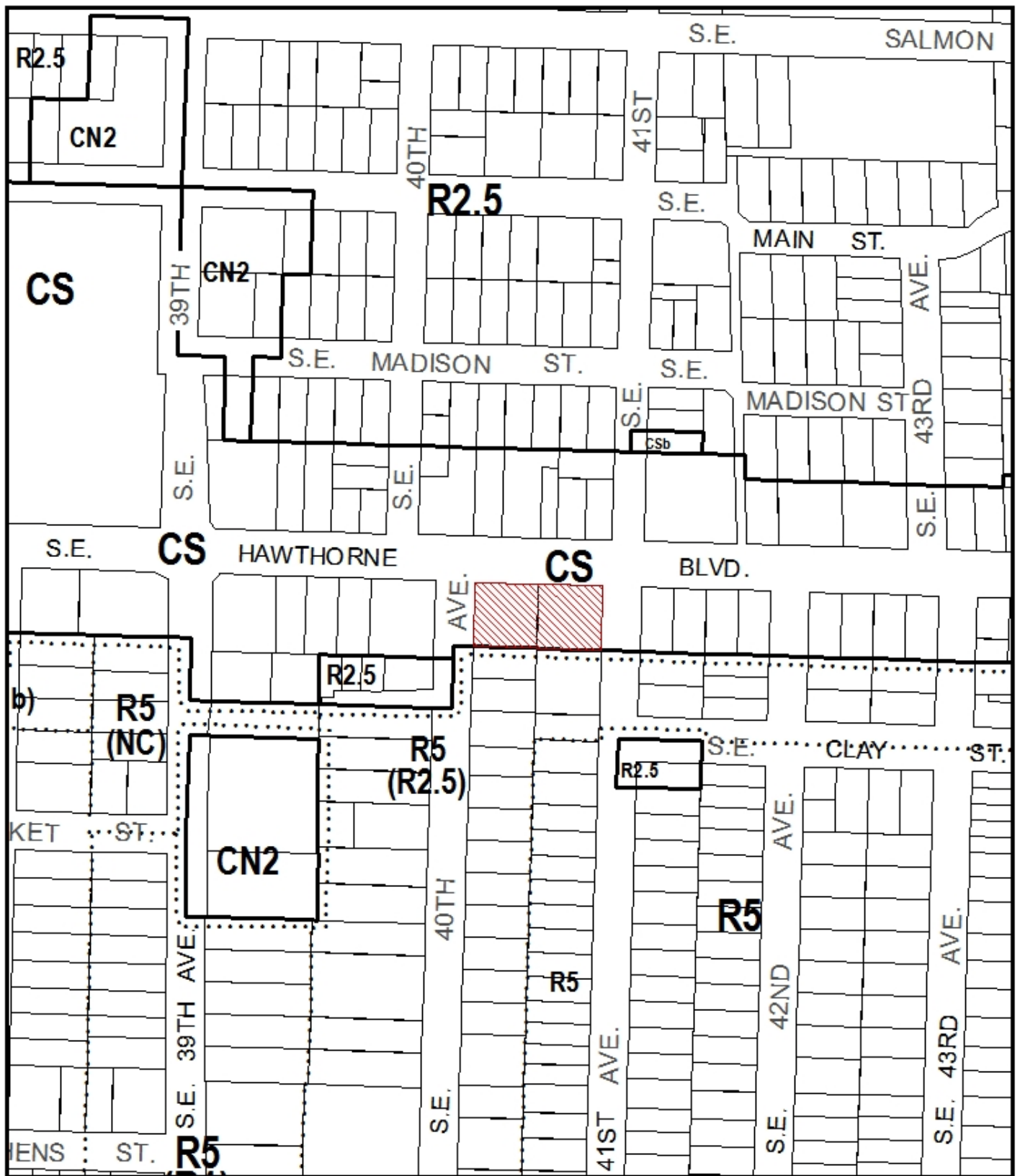
- A. Applicant's Statement
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan, revised (attached)
 - 2. South elevation drawing, revised
 - 3. Partial building section, revised
 - 4. Floor plan, bicycle parking structure
 - 5. Original drawings
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development Review Section of BDS
 - 6. Life Safety Review section of BDS
 - 7. Bureau of Parks, Forestry Division
- F. Correspondence:
 - 1. Doug Klotz, May 11, 2010, opposed

2. Email correspondence McKinney/Klotz May 11-13, 2010
3. Email correspondence, applicant

G. Other:

1. Original LU Application

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



File No. LU 10-102763 AD
 1/4 Section 3234,3235
 Scale 1 inch = 200 feet
 State_Id 1S1E01DA 100
 Exhibit B (Jan 15,2010)

Approved

City of Portland - Bureau of Development Services

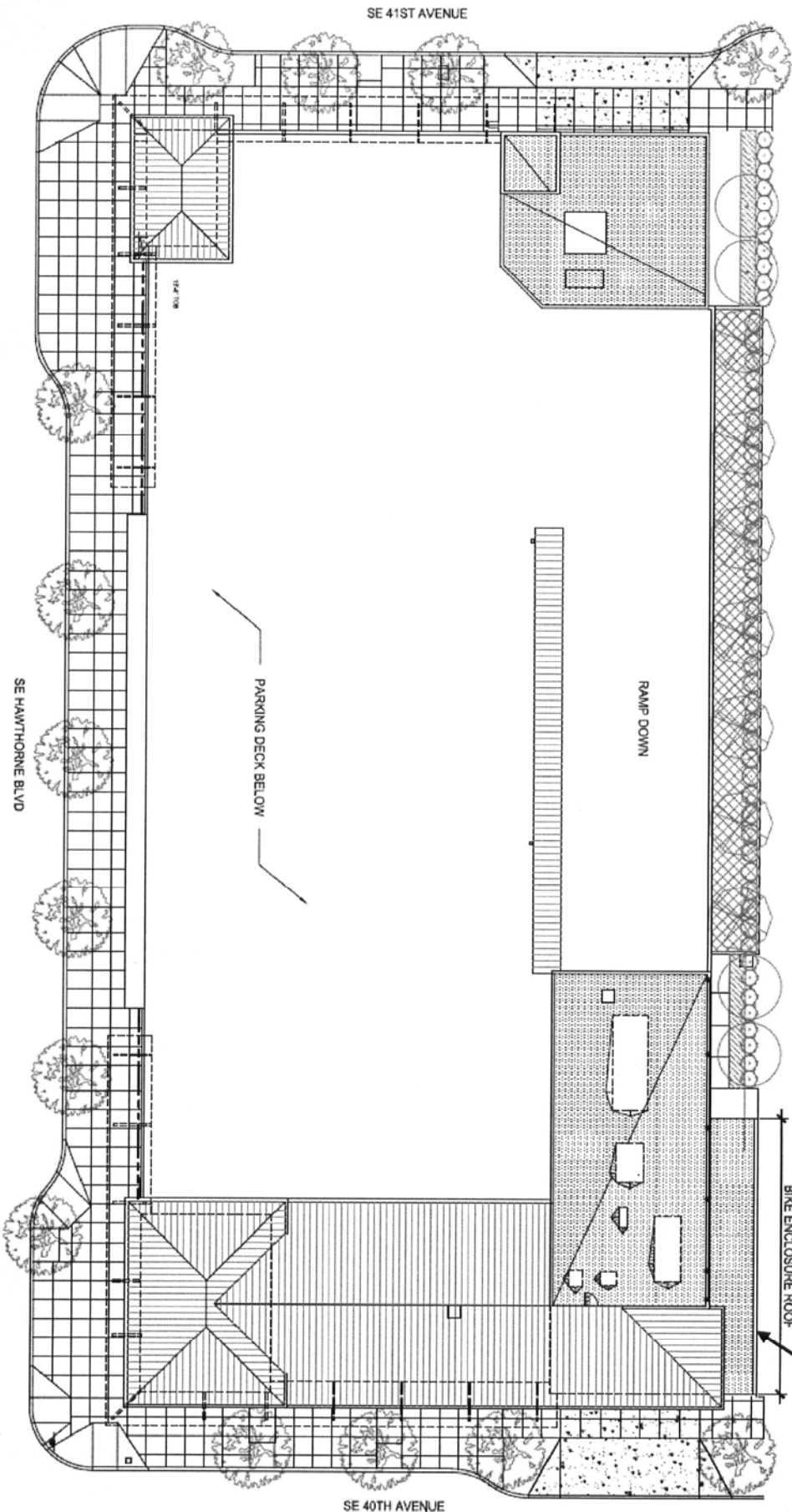
Planner

Susan K. McQuinn Date 5/21/10

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

Exhibit C-1

Proposed Long-term bike parking structure in rear setback



SITE PLAN W/ BIKE ENCLOSURE



720 NW De/le
Suite 300
Portland OR 97209
603.221.1121
www.lrsarchitects.com
603.221.2077

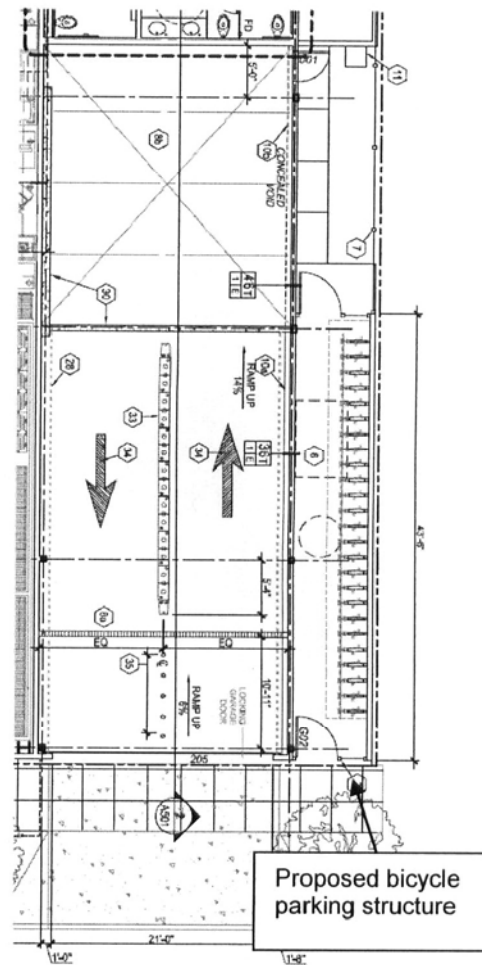
LRS Architects, Inc. © 2009



PROJECT NAME: NEW SEASONS - HAWTHORNE
PROJECT NUMBER: 209019
DATE ISSUED: 05.20.2010
REVISION:

SHEET:

R19



Exhibits C-2-3-4