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

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Date: March 3, 2011

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 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 10-169588 GW

GENERAL INFORMATION

Applicant: Dave Unsworth, TRIMET
710 NE Holladay St
Portland, OR 97232

Karen Karlsson
KLK Consulting LLC
906 NW 23rd Ave
Portland, OR 97210

Owners: Tri Met
4012 SE 17th Avenue
Portland, OR 97202

Portland Opera Association Inc
211 SE Caruthers St
Portland, OR 97214

OMSI
1945 SE Water Ave
Portland, OR 97214

Site Address: WRTB Bridge Site: 211 SE Caruthers Street and adjacent properties: North of SE Caruthers Street to SE 4th Avenue; Willamette River west of SE Caruthers Street (approximately River Mile 13).

Mitigation Site: Willamette River west of 6543 N Burlington Avenue in North Portland (approximately River Mile 6).

Legal Description: LOT 1, PORTLAND GENERAL ELEC STA L; LOT 2, PORTLAND GENERAL ELEC STA L; LOT 3, PORTLAND GENERAL ELEC STA L; LOT 4, PORTLAND GENERAL ELEC STA L.

Tax Account No.: Bridge Site: R668200050, R668200100, R668200150, & R668200200, and riverward of these tax lots. Mitigation Site: riverward of tax lots R192032 and R192021.

State ID No.: Bridge Site: 1S1E03DD 00600, 1S1E03DD 00500, 1S1E03DD 00200, 1S1E03DD 00300. Mitigation Site: riverward of 1N2W12BC 1200 and 1N2W12BC 1100.

Quarter Section: 3230, 3330, and 2121

Neighborhood: Hosford-Abernethy, contact Joanne Stainbrook at 503-231-9245; and Cathedral Park Neighborhood Association, contact Jason Starman at 503-432-8466.

Business District: Central Eastside Industrial Council, contact Juliana Lukasik at 503-287-5886; and St. Johns Business Boosters, contact Tom Stubblefield at W: (503) 888-9507.
District Coalition: Southeast Uplift, contact Leah Hyman at 503-232-0010; and North Portland Neighborhood Services, call 503-823-4524.
Plan District: Central City Plan District - Central Eastside Subdistrict; St. John's Plan District – Riverfront Subdistrict.
Other Designations: FEMA Special Flood Hazard Area, Floodway, 1996 Inundation Area.
Zoning: EG2, IG1, IH, q, g, s:

Willamette River Transit Bridge Zoning

EG2g, General Employment 2 with River General Greenway overlay; IG1g, General Industrial with River General Greenway overlay and IHg, Heavy Industrial with River General Greenway overlay

Derelict Pile Removal (Mitigation) Area Zoning

EG2gq, General Employment 2 with River Water Quality Greenway overlay

Case Type: GW (Greenway Review)
Procedure: Type II, an administrative decision with appeal to the Hearings Officer.

Proposal: The Portland-Milwaukie Light Rail Project proposes to construct a 1,720-foot cable stayed bridge across the Willamette River commencing on the west side of the river between SW Moody/SW Porter Street and landing just north of the Portland Opera building on the east side of the river. This cable-stayed bridge, known as the Willamette River Transit Bridge (WRTB) will include two bicycle and pedestrian paths and single eastbound and westbound transit travel lanes for bus, light rail and future streetcar.

Note that the Portland-Milwaukie Light Rail Project is approved under a Land Use Final Order pursuant to House Bill 3478 (1996). The context of the City's land use review process in light of this State-legislated process is described below.

The bridge in its entirety will be supported by two, in-water piers, two land-side piers and two abutments. However only the east half of the bridge is considered in this land use review: approximately the east half of the main span ("Span 3"), one in-water pier ("Tower 4"), Spans 4 and 5 , one landside pier ("Bent 5") and one abutment ("Abutment 6") are in the project area for this review. The western half of the WRTB is being processed through a separate land use review process. Tower 4 requires up to eight 10-foot diameter drilled shaft piers with a waterline foundation to support the pier. Bent 5 will be above ordinary high water and top of bank, but within the 25 foot Greenway setback. Abutment 6 will be landward of and outside of the 25-foot Greenway setback.

The Project will cross over the existing Greenway and will require reconstruction, re-alignment and lowering of the existing trail to afford 15-feet of clearance under the proposed bridge. A 14-foot wide asphalt pedestrian and bike path with lighting on wooden poles will be installed just north of the light rail alignment to connect the new trail with SE Water Avenue.

The Project will cross existing SE Water Avenue at grade to reach the proposed OMSI transit station serving light rail and buses using the WRTB. A future Streetcar connection will leave the light rail alignment and turn north onto existing SE Water Avenue west of the proposed OMSI station to tie into the Portland Streetcar Loop Project (currently under construction). In order to allow pedestrian and bicycles to access the WRTB, a portion of the existing SE Water Ave will be reconstructed as sloped connections north and south of the project alignment. The OMSI Station will include 12-foot sidewalks, bike lanes, travel lanes for light rail and bus, and transit platforms serving light rail and bus passengers. Water quality treatment facilities will be provided in the alignment area to both the east and to the west SE Water Avenue. A Signal and Communications Building is proposed just north of the OMSI station. At the eastern end of the station, a new SE Water Avenue is proposed to be built, but is generally outside the area of the "g" overlay and therefore not subject to Greenway review. However, a small portion of the new SE Water Avenue is in the overlay. This area is immediately north of SE Caruthers street and includes less than half of the new street construction area. Existing SE Water Avenue will be modified to a pedestrian and bicycle path. To the south, local delivery access will be maintained between SE Caruthers Street and the light rail alignment to

provide access to the Portland Opera Building. This roadway will also be increased in elevation at the light rail crossing.

Scour protection will be placed around Tower 4 on the east side of the river to prevent re-suspension of contaminated medium and to protect a City of Portland 36-inch-diameter water supply pipe. Permanent scour protection at Tower 4 covers up to 47,000 sq ft and consists of one foot of sand overlain by five feet of rounded Class 200 rock overlain by 2.5 feet of rounded Type B rock to a total thickness of 8.5 feet. The Project may adjust rock size and design based on further structural analysis and analysis of sediment samples from the scour areas around Tower 4.

Construction of the bridge will require building a temporary work bridge on pilings, just north of the permanent bridge. Scour protection will be placed around the temporary steel pipe piles at three bents of the temporary bridge. Temporary staging areas will be located north of the projects' permanent footprint between the existing Greenway trail and the location of "new" SE Water Avenue, but excluding the existing SE Water Ave ROW. A narrow band of temporary construction access (approximately 10 feet wide, north to south) will also be required immediately south of the project footprint between "old" and "new" SE Water Avenue. For a portion, but not all of the construction duration, the Greenway trail will be temporarily closed, and its users detoured.

Geotechnical investigation must be done at the location of the east landside pier of the Willamette River Transit Bridge. To access this location, to excavate the required soil test pits with the required equipment, a temporary access road must be constructed within the Greenway setback. The 14-foot wide by approximately 100-foot long access road terminates in a 20-foot by 45-foot drill pad. The road and pad will be require 1/3 cut and 2/3 imported aggregate/rock fill. A 30-foot length of temporary Ultrablock wall (two blocks high) will be constructed to limit the downhill extent of the fill envelope.

Access will be from the SE Caruthers Street cul-de-sac, and require that the last 25 feet of the trail be closed off for a 7- to 10-day period to bike and pedestrian traffic. Pedestrian traffic will temporarily use the adjoining Opera House sidewalk and bike traffic will be detoured to City streets.

To mitigate in-water environmental impacts, the applicant proposes to remove approximately 20,000 square feet of derelict pile fields from the lower Willamette River to offset impacts related to placement of scour protection, temporary piles, and permanent drilled shafts. The mitigation site is located on the eastern bank at approximately river mile 6.1 of the Willamette River. Its northern extent is approximately 350 feet upstream of the St. John's Bridge, and is directly riverward of tax lot 1N2W12BC 1200 that is currently owned by the City of Portland and is used by the Bureau of Environmental Services. This tax lot extends to the ordinary low water line. All the piles proposed to be removed are in Oregon Department of State Lands-managed public waterway.

At the bridge site, the Project will remove non-native plants and replant with native plants all disturbed areas within the Greenway setback, and replant as needed to meet the conditions of LUR 95-00273 DZ GW, the KPTV (now Opera House) Building, and appropriate conditions of LUR 05-174846 GW AD, unless those conditions are modified by this application. The Project will also install a new osprey nesting pole and platform on a 30-foot pole.

Land Use Review Being Requested:
Type II Greenway Review for elements of the TriMet Portland Milwaukie Light Rail Project, located on the east side of the Willamette River just north of SE Caruthers St. The portion of the project that is in this Greenway review begins in the middle of the Willamette River and reaches east to SE 4th Ave. Improvements proposed in this area are;

- Approximately half of the Willamette River Bridge including approximately half of the main span ("Span 3"), one in-water pier ("Tower 4"), Spans 4 and 5 , one landside pier ("Bent 5") and one abutment ("Abutment 6")*
- Scour protection around Tower 4 (47,000 square feet)*
- Construction of temporary access road and retaining wall to access geotechnical soil test pits required for final design of bridge piers*
- Construction of temporary work bridge north of the permanent bridge*
- Scour protection around pilings and bents of temporary work bridge*
- Temporary staging areas north of WRTB between trail and new SE Water Avenue

- Construction access south of the bridge
- Reconstruction of the Greenway trail*
- Water quality treatment facilities east and west of SE Water Avenue
- Construction of a connector to the Greenway trail from the project, including lights on temporary wood poles and landscaping
- In-water revetment at the in water pier and utility locations*
- Alternative surface treatment for the area under the bridge in case there is insufficient sunlight to support native plants*
- Trackway, bus lanes, streetlights, sidewalks, and bike lanes, light rail/bus platforms
- The new SE Water Avenue alignment (where it occurs in the "g" overlay)
- Reconstructed areas of the existing SE Water Ave ROW where sloped up to connect to the project
- Native planting along the Greenway trail*
- Osprey pole and platform*
- Derelict pile removal located on the east side of the Willamette River, just south of the St. John's Bridge*

*Items are in or riverward of the Greenway setback

This Greenway Review is only for the portion of the TriMet Portland Milwaukie Light Rail Bridge from the center of the Willamette River to the eastern edge of the Greenway overlay zone (at approximately the west right of way line of SE 4th Avenue).

Metro Council Land Use Final Order and House Bill 3478:
In 1996, the Oregon legislature passed House Bill 3478. House Bill 3478 established a special land use decision-making process for the South-North Project, of which the Portland-Milwaukie Light Rail Project is a part, to ensure its timely and cost-effective construction. Pursuant to this Bill, in 2008, the Metro Council adopted a land use final order (LUFO) amendment for the South-North Project.

Under Section 3 of HB 3478, the LUFO processes is described for approving the location of the light rail route, stations, lots and maintenance facilities, and highway improvements for the project and project extension. These are "the only land use procedures and requirements" that are needed to approve these location-related elements.

Under Section 8, affected local governments are required to "issue the appropriate development approvals, permits, licenses and certificates necessary for the construction of the project or project extension consistent with the" LUFO. In issuing these approvals, affected local governments may, however, impose "reasonable and necessary conditions of approval" as long as they do not "by themselves or cumulatively, prevent implementation of the LUFO".

Thus, the City does not have the ability to say that the Light Rail route or component elements of the route are not allowed or must locate elsewhere, but does have the ability to impose reasonable and necessary conditions of approval.

The Light Rail bridge will include development that triggers the City's Greenway Review. Using the land use review procedures specified in the Zoning Code for this review--and the applicable approval criteria--is an appropriate way to enable the City to determine the need for "reasonable and necessary" conditions.

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
- Willamette Greenway Design Guidelines

ANALYSIS

Site and Vicinity: The site for the proposed Willamette River Transit Bridge is in Southeast Portland on the east bank of the Willamette River. This work area includes the location of the bridge

itself, beginning at the mid-point of the river and including the eastern in-water pier, the landside pier, and bridge abutment; the trackway and station at OMSI and related roadway improvements from the bridge abutment to SE 4th Ave. Also included in the site area are temporary staging areas, an in-water work bridge associated with the permanent improvements, and the temporary access drive to geotechnical soil test pits.

The applicant also requests review of the derelict pile removal project 350 feet upstream of the St. Johns Bridge in North Portland, 6 miles north of the proposed bridge.

The derelict pile removal site is on the east bank of the Willamette River at river-mile 6.1. It is upstream of the St. John's Bridge, is directly riverward of tax lots R192032 and R192021. These tax lots extend to the ordinary low water line (OLW). All the piles proposed to be removed are below OLW and are located in State of Oregon Department of State Lands-managed public waterway.

The bridge project area is identified in the *Lower Willamette River Wildlife Habitat Inventory* within Zone 19 and given the Rank IV designation. The derelict pile removal site is in Zone 7 and given a Rank III designation. The *Lower Willamette River Wildlife Habitat Inventory* describes Rank III sites as having "…considerable vegetative character which could provide significant wildlife habitat for numerous nongame species, especially birds. Many of these sites could be elevated to Rank II status by providing adequate buffering from adjacent uses; creation of wetlands or other water features; and planting a diverse variety of wildlife-attracting species of trees, shrubs, and forbs." The *Lower Willamette River Wildlife Habitat Inventory* describes Rank IV sites as having "…the greatest potential for creative wildlife enhancement landscapes, since these sites in their present state are not used by many species."

The Willamette River is approximately 1,400 feet wide and approximately 45 to 55 feet deep in the bridge project area. The existing bank is relatively steep and consists of rock revetment and native vegetation planted by past projects interspersed with some invasive plants. In-stream habitat diversity is low. Off-channel habitat and refuge at the site is limited by disturbed banks and industrial development.

The lower portion of the Willamette River supports ESA-listed fish species, as well as critical habitat for LCR steelhead and Chinook salmon (spawning, rearing, and migration) and UWR steelhead and Chinook salmon (rearing and migration). The portion of the Willamette River located in the project area currently is on Oregon's 303(d) list because it does not meet water quality standards for multiple contaminants, biological criteria and bacteria.

Zoning: The zoning designation at the Willamette River Transit Bridge includes the General Employment 2 (EG2), General Industrial 1 (IG1), and Heavy Industrial (IH) base zones, with the River General Greenway, and the Scenic Resources overlay zones.

The zoning designations at the Derelict Pile Removal Area are the General Employment 2 base zone, with the River Water Quality Greenway overlay zone.

The EG2 zone allows a wide range of employment opportunities without potential conflicts from interspersed residential uses. The emphasis of the zone is on industrial or industrially-related uses. EG2 areas have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street. As a Basic Utility, the light rail station is allowed in the EG2 zone, the other trackway, roadway, walkway, landscaping and utility improvements are not considered to be uses, per se; the provisions of the EG2 base zone are not specifically addressed through this Greenway Review.

The IG1 zone is one of the three zones that implement the Industrial Sanctuary map designation of the Comprehensive Plan. The zone provides areas where most industrial uses may locate, while other uses are restricted to prevent potential conflicts and to preserve land for industry. IG1 areas generally have smaller lots and a grid block pattern. The provisions of this zone allow this use; the IG1 provisions are not specifically addressed through this Greenway Review.

The IH zone is one of the three zones that implement the Industrial Sanctuary map designation of the Comprehensive Plan. The zone provides areas where all kinds of industries may locate including those not desirable in other zones due to their objectionable impacts or appearance. The provisions

of this zone allow this use; The IH requirements are not specifically addressed through 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 "s" 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.

Land Use History: City records indicate that prior land use reviews have been conducted for this site. Exhibit G.2 in the application case file provides a complete summary of all listed land use reviews. Prior land use reviews include the following:

LUR 94-00896 SU, ZC, GW, AD: -- Approval of a re-zone (from IG1 to EG2), 4-lot subdivision, replat of 7 blocks in compliance with the comprehensive plan, FAR adjustments, and river bank improvements for a recreation trail.

LUR 95-00273 DZ GW –Approval of Greenway and Design review to allow the construction of the Portland Opera imposed a number of Greenway and site landscaping requirements. To provide natural bank stabilization and improved riparian habitat, a variety of native plantings mixed with Class III riprap was installed. The combined use of vegetation and riprap occurred between the Ordinary High Water line and the 10-year storm elevation.

The bridge project construction will have temporary and permanent impacts on the landscaping required in this review. These areas will be restored by the Project prior to completion. On the bank side of the Greenway trail, the project will replace all disturbed areas with the same type of plantings approved in LUR 95-00273 DZ GW.

LU 05-174846 GW AD –Approval of Greenway review for the east side Combined Sewer Overflow (CSO) project, and for adjustments allowing the creation of temporary parking for the Opera Building. The Greenway approval for the CSO project at what is called the OMSI shaft site identified a number of site restoration requirements. Some of the area under the LU 05-174846 GW AD approval is affected by the bridge project, either permanently where the new bridge and light rail improvements are proposed, or temporarily where construction staging areas will be. Landscaping and site restoration will include replacement of the following site elements by the applicant:

- Replacing 1 (3") Oregon Oak near conveyor footing (new Greenway trail and plantings will be done in this area)
- Removal of the interim parking lot
- Replacing trees along the west side of SE Water Ave (Old Water Avenue will be reconfigured for streetcar, bike and pedestrian facilities)
- Restore staging areas to gravel and seeded area (west and east of SE Water Avenue Respectively)
- Restoring existing fence, landscaping and lighting to preconstruction conditions on southern boundary of OMSI parking lot east of SE Water Avenue.

The bridge project applicant proposes to restore areas in the temporary staging area with gravel, hydro-seed or perimeter landscaping, fence and lighting as shown in the restoration plan for LU 05-174846 GW AD.

Summary of Applicant's Statement: The Project will improve habitat by removing non-native plants and installing native plants in all disturbed areas and adjacent to the new Greenway trail. In addition, the Project has worked with Portland Audubon Society to develop concepts for osprey and Peregrine falcon nesting opportunities adjacent to and on the bridge respectively.

The removal of the piles will enhance approximately 300 linear feet of shoreline and over 24,000 square feet of shallow water. Approximately 180 derelict piles will be removed. Potential benefits would positively impact listed and non-listed native species that use this portion of the river.

The applicant has also entered into a Memorandum of Agreement with Portland Parks and Recreation to fund the creation of 25,500 square feet of shallow water habitat in the Central District of the South Waterfront District. TriMet will contribute $1 million to create this environmental enhancement. Portland Parks and Recreation will seek permits and land use approvals through a separate permitting action. Construction of the shallow water habitat is anticipated to start in July 2012 and be completed by October 31, 2013. (Note that this is a separate project and not reviewed in this application.)

Agency and Neighborhood Review: A Notice of Proposal in your Neighborhood was mailed on January 6, 2011.

1. Agency Review: Several Bureaus and agencies have responded to this proposal. Please see E-Exhibit for details. The comments are addressed under the appropriate criteria for review of the proposal.

2. Neighborhood Review: No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

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.

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.

Findings: The 1,720 foot cable stayed bridge is designed to carry light rail, busses, future streetcars, pedestrians and bicycles. This bridge type has a relatively small footprint, as it is efficient in spanning long distances so there are only two piers in the water and two on land. The bridge towers are 180 feet tall. Cables are strung from the towers to support the bridge deck. The bridge will become an exciting addition to the scenery in the area and will therefore enhance the experience of using the Greenway trail. In addition, the two pedestrian paths on the bridge itself will give a new and unique way to view and appreciate the river and the Greenway setback area. A new path will be installed to the north of the bridge to provide access to and from the trail, connecting bicyclists and pedestrians to the new OMSI station as well as the bridge paths to the west side. Improved connections will also be provided on the south, connecting to the existing SE Caruthers access to the Willamette Greenway trail and the Springwater Corridor trail.

Therefore, this guideline is met.

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 bridge is designed to connect into the existing grid pattern and is generally aligned with the SE Sherman Street right-of-way. The shared pedestrian and bike path on both sides of the bridge will provide excellent locations for viewing the city, the river, and the Greenway.

Therefore, this guideline is met.

The derelict pile removal project is limited to removing pilings in areas below the Ordinary Low Water line, and these guidelines do not apply to the pile-removal element of the project.

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.

Findings: The existing Greenway trail is being lowered, relocated, and reconstructed for a distance of approximately 400 feet, in order to provide adequate vertical clearance under the bridge, but will return to its present grade and path before reaching the access points at OMSI and SE Caruthers Street. The pedestrian pathways on the bridge will provide a new and unique public access opportunity, with ample room for walking and viewing. In addition, the path being installed to the north of the alignment will provide access to the trail.

Therefore, this guideline is met.

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.

Findings: The pedestrian circulation and access to the Greenway trail will be provided to the north of the alignment. In addition, the station will be connected along the old SE Water Avenue alignment to the SE Caruthers trail access point on public sidewalks and paths. The light rail project is not creating any parking loading or building facilities to screen. The proposed reconstructed Greenway trail will be fully separated from parking, garbage, loading etc. on adjacent properties both by a grade change and by the bridge abutment.

Therefore, this guideline is met.

3. Signage. Access connections should be clearly marked.

Findings: Appropriate signage will be provided for the new connecting trail. All existing signage to the Caruthers access path will be maintained and new signage will be added for pedestrians and bikes leaving the bridge and the OMSI light rail station.

Therefore, this guideline is met.

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 riverbank in this area is steep, and revetted, and therefore does not allow access to water's edge.

Therefore, this guideline is not applicable.

The derelict pile removal project is limited to removing pilings in areas below the Ordinary Low Water line, and these guidelines do not apply to the pile-removal project.

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.

Findings: The section of riverbank at the bridge has been modified with the installation of revetment to elevation 24 feet (COP), 10-year flood level; however, nearby reaches of the Willamette River include areas of natural riverbank and may be adversely impacted by increased flood elevations of the river.

According to BDS Site Development Services staff, the proposed bridge piers, scour protection and possibly other work represents a Floodway encroachment. A hydraulic analysis commissioned by TriMet indicates that the encroachment will cause a rise in base flood elevations of up to 0.06 feet from the proposed bridge upstream to Willamette Falls, with a temporary rise of up to 0.13 feet during construction.

The approval of a rise in base flood elevations requires a Conditional Letter of Map Revision (CLOMR) from FEMA. The CLOMR must be approved by FEMA before the City can issue a permit for any development in the Floodway. A letter of Map Revision (LOMR) from FEMA is required after construction is complete.

Temporary encroachments into the Floodway are also shown for cofferdams, work bridges and possibly other elements and may cause a temporary rise in flood elevations. The City will require that affected structures be identified and property owners notified in accordance with FEMA Guidance Memorandum: *Temporary Encroachments into the Floodway*.

The proposed temporary access road from the east end of SE Caruthers, to enable further geotechnical explorations, will cause a temporary net fill within the flood plain. This fill must be removed within 30 days of the completion of drilling and the site restored to original grade.

The east side greenway pedestrian path/retaining wall appears to propose fill in the floodplain below elevation 34.0 NAVD at approximate stations 12+00 to 12+40, therefore a compensating excavation must be shown elsewhere within the floodplain

On February 10, 2011, the applicant submitted Exhibit C.42 that indicates an area of excavation riverward of the Greenway Trail, to offset the fill noted above.

With conditions for a final grading plan demonstrating how fill in the floodplain is offset by excavation; for removal of fill for the temporary soil test pit access road within 30 days of drilling; for notification of affected property owners of the temporary rise in flood elevations according to FEMA's *Temporary Encroachments into the Floodway;* and for a Conditional Letter of Map Revision (CLOMR) approved by FEMA, prior to any City building permit issuance; this guideline can be shown to be met.

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: The Lower Willamette River Wildlife Habitat Inventory has ranked the Willamette River Transit Bridge area (Site 19.2a, Value 30) Rank IV, which are described as having little habitat value, and having the greatest potential for creative wildlife enhancement. The bank west of the Greenway trail was modified, revetted and planted as part of land use approval LU 95-00273. In this area, land will have all vegetation removed, both that planted as part of the land use approval and any invasives that have appeared since. The disturbed areas west of the new Greenway trail, whether in the Greenway setback or not, will be replanted with the same plantings approved in LU 95-00273. These plantings consist of a variety of trees, shrubs and groundcovers.

As explained further below, in findings for Guideline E.1, the applicant's landscaped plans are vague and the applicant will be required to provide a final planting plan at permit review, showing standard symbols for trees, shrubs, and groundcovers, and must include the location, species, quantity and size of plants to be planted. Further, to ensure the plantings achieve this Guideline, monitoring and maintenance will be required as described for Guideline E.1.

An Osprey roosting pole is proposed east of the new Greenway trail and north of the bridge.

With conditions for a final planting plan and specific monitoring requirements, this guideline can be met for the bridge project.

The derelict pile removal project is limited to removing pilings in areas below the Ordinary Low Water line, and these guidelines do not apply to the pile-removal project.

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: The riverbank in this area has already been stabilized with a revetment up to the 10-year flood elevation and a variety of native plants above the revetment to the Greenway trail. No additional stabilization is being proposed. Any revetment disturbed by the proposed construction activities will be replaced with revetment as approved under the former land use approval LU 95-00273. The applicant proposes that any slope vegetation will also be replanted per the former land use approval.

Again, as detailed below in findings for Guideline E.1, since the applicant's landscaped plans are vague, the applicant will be required to provide a final planting plan at permit review, showing standard symbols for trees, shrubs, and groundcovers, and must include the location, species, quantity and size of plants to be planted or replanted. Further, to ensure the plantings achieve this Guideline, monitoring and maintenance will be required as described for Guideline E.1.

With conditions for a final planting plan and specific monitoring requirements, this guideline can be met for the bridge project.

The derelict pile removal project is limited to removing pilings in areas below the Ordinary Low Water line, and these guidelines do not apply to the pile-removal project.

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.

Findings: The applicant proposes to replace landscaping west of the Greenway trail in all disturbed areas with a natural layout of native plants as approved in land use decision LU 95-0073. This landscaping consists of variety of native trees, shrubs and groundcover. The landscaping along the trail will be more formal with trees lining the path and a native groundcover in between.

East of the Greenway path, landward of the Greenway setback, the applicant proposes native plantings, chosen from the *Portland Plant List*, and in a more formal treatment reflecting the adjoining development. The applicant proposes the final design of the landscaping to be done during final engineering and submitted for approval as part of the building permits.

Site plans submitted by the applicant depicting landscaped areas are schematic and vague. In order to ensure this guideline will be met at the bridge site, the applicant will be required to provide a final planting plan at the time of permit review, showing the location of all proposed and required plantings, and showing riparian plantings below top of bank.

The planting plan must illustrate a naturalistic arrangement of plants and must be drawn using standard symbols for trees, shrubs, and groundcovers, and must include the location, species, quantity and size of plants to be planted. The planting plan must show that all of the plantings required for LU 95-00273 DZ GW and for LU 05-174846 GW AD are provided, as well as all landscaping required to meet Greenway Landscaping Standard 33.440.230.

The Zoning Code states that required shrubs and trees must survive until maturity. Monitoring and maintenance of the plantings for a period of two years will ensure survival during the most critical period of establishment of new plantings. One hundred percent of the planted trees will be required to survive the two-year monitoring period, or be replaced. Maintaining shrub and groundcover survival so that 80 percent of the planted areas are covered by native vegetation, will ensure a healthy understory is established. Limiting intrusion into planted areas by invasive species, as well as providing water during the dry summer months, for the first few years, will also help to ensure survival of the mitigation plantings. Documentation of these monitoring and maintenance practices should be included in an annual monitoring report to demonstrate success of the mitigation plan.

With conditions for a final planting plan and specific monitoring requirements, this guideline can be met for the bridge project.

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.

Findings: The site does not include areas appropriate for intense human use.

Therefore, this guideline is not applicable.

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

Findings: Most planting areas on the site will have upland landscape treatments, although some will be more formal than others. The area disturbed in the planted revetment will continue to be riparian plantings of Scouler's willow. Just above the planted revetment begins a vegetated geogrid utilizing a variety of upland plants in natural groupings. This provides a transition to the more formal upland plantings along the Greenway trail. This formal upland treatment then provides transition to landscaping on adjacent properties. The actual plant species, number, and location will be determined during final design and submitted for review at the time of building and Park bureau permit applications.

As noted above in findings for Guideline 1, a final planting plan and specific monitoring requirements will be required as conditions of approval. With these conditions this guideline can be met for the bridge project.

The derelict pile removal project is limited to removing pilings in areas below the Ordinary Low Water line, and these guidelines do not apply to the pile-removal project.

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.

Findings: The existing trail is open to year round use. The realignment will not change this. While the trail is being lowered, it will be at least 8 feet above ordinary high water.

Therefore, this guideline is met.

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

Findings: The realignment of the trail will not affect any existing natural habitat areas.

Therefore, this guideline is met.

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 Greenway trail tucks into the riverbank and passes under the bridge then rises in elevation to connect to the access point at SE Caruthers.

Therefore, this guideline is met for the bridge project.

The derelict pile removal project is limited to removing pilings in areas below the Ordinary Low Water line, and these guidelines do not apply to the pile-removal project.

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: No viewpoint is identified in the project areas.

Therefore, this issue is not applicable.

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.

Findings: No existing public right of way is affected by this Project. Public viewing of the river will be greatly enhanced by the addition of the WRTB, and its approaches which will provide another access over the river, as well as providing places to view and enjoy the natural and active aspects of the river.

Therefore, this guideline is met.

2. View Protection. Buildings, structures, or other features must be located to avoid blocking view corridors.

Findings: View Corridor VB24-49 passes across the north westernmost edge of the site. This view corridor is identified as the view of the Marquam Bridge from the OMSI site. The development of the bridge will not impede this view.

Therefore, this guideline is met.

3. Landscape Enhancement. Landscape treatments within view corridors should frame and enhance the view of the river.

Findings: Only the very outer edge of View Corridor VB24-49 passes over the corner of the site where no development is occurring.

Therefore, this guideline is not applicable.

The derelict pile removal project is limited to removing pilings in areas below the Ordinary Low Water line, and these guidelines do not apply to the pile-removal project.

B. River frontage lots in the River Industrial zone.
C. Development within the River Natural zone.
D. Development on land within 50 feet of the River Natural zone.

Findings: The site does not have a River Industrial, or River Natural designation, and is not within 50 feet of a River Natural designation. These criteria do not apply.

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: There is no Rank I or Rank II wildlife habitat on or near the bridge site, or derelict pile removal site. The bridge site is identified as Rank IV in the *Lower Willamette River Wildlife Habitat Inventory*. The site of the derelict pile removal is identified as Rank III.

Nonetheless, nearby, and higher-ranked, reaches of the Willamette River may be adversely impacted by increased flood elevations of the river that will result permanently from the bridge project, and temporarily from construction techniques.

According to BDS Site Development Services staff, the proposed bridge piers, scour protection and possibly other work represents a Floodway encroachment. A hydraulic analysis commissioned by TriMet indicates that the encroachment will cause a rise in base flood elevations of up to 0.06 feet from the proposed bridge upstream to Willamette Falls, with a temporary rise of up to 0.13 feet during construction.

The approval of a rise in base flood elevations requires a Conditional Letter of Map Revision (CLOMR) from FEMA. The CLOMR must be approved by FEMA before the City can issue a permit for any development in the Floodway. A letter of Map Revision (LOMR) from FEMA is required after construction is complete.

Temporary encroachments into the Floodway are also shown for cofferdams, work bridges and possibly other elements and may cause a temporary rise in flood elevations. The City will require that affected structures be identified and property owners notified in accordance with FEMA Guidance Memorandum: *Temporary Encroachments into the Floodway*.

The proposed temporary access road from the east end of SE Caruthers, to enable further geotechnical explorations, will cause a temporary net fill within the flood plain. This fill must be removed within 30 days of the completion of drilling and the site restored to original grade.

The east side greenway pedestrian path/retaining wall appears to propose fill in the floodplain below elevation 34.0 NAVD at approximate stations 12+00 to 12+40, therefore a compensating excavation must be shown elsewhere within the floodplain

On February 10, 2011, the applicant submitted Exhibit C.42 that indicates an area of excavation riverward of the Greenway Trail, to offset the fill noted above.

With conditions for a final grading plan demonstrating how fill in the floodplain is offset by excavation; for removal of fill for the temporary soil test pit access road within 30 days of drilling; for notification of affected property owners of the temporary rise in flood elevations according to FEMA's *Temporary Encroachments into the Floodway;* and for a Conditional Letter of Map Revision (CLOMR) approved by FEMA, prior to any City building permit issuance; this guideline can be shown to 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:

1. The proposal will not result in the significant loss of biological productivity in the river;

Findings: The project footprint will impact 55,700 square feet, which comprises less than 0.03 percent of the main stem lower Willamette River. Permanent in-water impacts will comprise 700 square feet of river bottom (0.0004 percent of the river); the effect would therefore not be considered biologically significant.

Sands and gravels are limited in the downtown portion of the lower Willamette River. The use of sands, gravels, and smaller rock will allow for colonization by benthic invertebrates as a food source for other aquatic species, and provide a natural substrate for short- and long-term habitat conditions. Addition of this habitat element will result in an increase in overall biological productivity in the long term

To enhance biological productivity in the river, the applicant also proposes to remove approximately 180 derelict piles from the lower Willamette River to offset impacts related to placement of scour protection, temporary piles, and permanent drilled shafts. The applicant proposes to complete this pile-removal project by December 2012. It would enhance approximately 300 linear feet of shoreline and over 24,000 square feet of shallow water. Potential benefits would positively impact listed and non-listed native species that use this portion of the river.

Removal of each pile will be done individually. All work will be done from a barge with a crane mounted on it. With the exception of pneumatic chainsaws, all equipment (e.g. vibratory hammer, bucket, steel cable) will be kept above the waterline, and the barge will not be grounded. Spuds or anchors will be used to stabilize the work barge. The impact from the removal of the pile structures will be confined to the minimum area necessary to complete the project. All equipment and personnel will remain as close to these areas as possible to effectively complete the work. The proposed project activities will occur in-water and will not result in ground disturbance of critical/sensitive riparian vegetation, wetlands, or other sensitive sites. The City's Bureau of Environmental Services provided extensive comments pertaining to potential impacts to salmon habitat, and expressed support for the applicant's pile-removal project to offset these impacts. BES did not recommend any conditions of approval.

For construction of the bridge east tower, a cofferdam will be installed during the 2011 in-water work window of July 1 through October 31. The cofferdam will be constructed with sheet pile, and "bubble noise suppression will be used to limit the effect of cofferdam installation on fish. Once the cofferdam is in place, the water level will be lowered by pumping. Pumped water will be disposed of in accordance with applicable permits and regulations. Fish screens meeting National Marine Fisheries Service (NMFS) and Oregon Department of Fish and Wildlife (ODFW) criteria will be installed on all pumps. Fish removal and salvage will be performed using approved methods. Removal of the cofferdam will occur only within the prescribed in-water work window of July 1 through October 31. The work bridge construction and removal will also take place only in the specified in-water work windows.

No permanent alterations are being made to the existing riverbank below ordinary high water, and the existing bank protection will remain. Changes to the bank above ordinary high water, if any, will be armored with revetment rock to match the existing. In addition, 3320 square feet of

Type B Matrix will be installed for scour protection and wake damage prevention during the use of the temporary bridge.

Through extensive consultation with the US Coast Guard (USCG) and commercial river users, the bridge has been designed to have only two piers in the water and these are placed to minimize impact to navigation. The proposed cable-stayed bridge provides a 684-foot clear opening, a horizontal clearance window wider than those currently on the river. The minimum vertical clearance over the middle 150 feet of the navigation channel will be 77.5 feet, measured from the Columbia River Datum (elevation 0.00 ft CRD is NAVD 88 elevation 5.39 ft). The Project is seeking a US Coast Guard Bridge Permit related to these navigational clearances.

During construction, horizontal and vertical clearances that will be maintained during bridge erection will be developed by the bridge contractor and submitted for USCG approval in early 2011. Due to requirements for USCG approval, all work will be conducted to minimize impacts to navigation of the waterway.

With regards to the temporary work bridge, its deconstruction will be required to follow best management construction practices and will be required to occur during in-water work windows, within one year of completion of the main bridge, and to disturb only areas within the designated construction area shown on attached site plans.

Geotechnical investigation must be done at the landside pier of the bridge. To access this location with the required equipment, a temporary access road must be graded into the bank. The 14-foot wide by 100-foot long access road ends in a 20-foot by 45-foot drill pad. The road and pad will be approximately 1/3 cut and 2/3 imported aggregate/rock fill. A 30-foot length of temporary Ultrablock wall (two blocks high) will be constructed to limit the downhill extent of the fill envelope as shown on the attached plans.

Access will be from the SE Caruthers Street cul-de-sac, and require that the last 25 feet of the trail be closed off for a 7 to 10 day period to bike and pedestrian traffic.
All temporary work is either within or landward of the greenway setback.
The existing concrete square and trail will be protected with steel plating. Following construction of the temporary access road, five or six of the plates will be moved, and the remainder of the steel plates will be enveloped with caution tape held in place by reflective candlestick traffic delineators.

The contractor will strip existing vegetation along the cut side of the alignment and temporarily stockpile any native vegetation on site for replacement during the de-construction process. The access road will be constructed by excavating the uphill portion and off hauling that soil following the stripping. In order to keep impacts to a minimum, the fill section of the access road will be constructed directly over a well trimmed existing sod and brush root base (will not be stripped). Following drilling, the aggregate will be moved up into the cut envelope, exposing the pre-existing original grade beneath the fill side, and excess hauled off. The stockpiled native vegetation base (strippings) will then be replaced, covering the repositioned aggregate. Appropriate native grass seed will be spread over the disturbed portion of the section, and straw mulch will be spread over the seed to prevent erosion until the permanent vegetation is planted. The erosion control fence will remain until vegetation is reestablished.

At the entrance to the concrete square from SE Caruthers Street, the existing tree canopy will be raised to provide truck clearance, and this pruning will be performed by a certified arborist.

The applicant proposes to re-plant the small tree and shrub root-balls excavated in the limited stripping/cut footprint as well. Two small shrubs will be salvaged at the edge of the trail and replaced during the road removal process. No new plantings will be installed until the bridge and relocated trail construction is complete and all disturbed areas are replanted. This access road is located within the overall development's proposed disturbance zone and is temporary in nature. The applicant proposes no permanent or temporary impact riverward of the greenway setback. To demonstrate this, the applicant will be required to provide detailed site restoration, regrading, and replanting plans for all temporary construction areas associated with the bridge, temporary bridge, and soil test pit access.

Temporary site restoration will consist of seeding with native grass. Permanent restoration of the site is proposed by the applicant to meet the requirements of the prior land use approval LUR 95-00273 DZ GW ADM DEC. The applicant proposes to provide final landscaping plans with the building permit. To ensure plantings provide adequate riparian cover, the final landscaping plan will be required to meet Greenway landscaping standards in 33.440.230.

In the review of the applicant's proposal and its effect on flood-storage area along the river, BDS Site Development Services staff noted that the east side greenway pedestrian path/retaining wall proposes fill in the floodplain below elevation 34.0 NAVD at approximate stations 12+00 to 12+40, therefore a compensating must occur own elsewhere within the floodplain. To this end, the applicant submitted revised plans that conceptually indicate an area of excavation under the Greenway trail and north of the new bridge. The applicant proposes to provide a final grading plan at permit review.

With conditions for a final grading plan, construction fencing, a construction management plan for timely removal of the temporary construction bridge, removal of the derelict piles as described above by the applicant, and specific plans for restoration of the temporary construction access areas, this criterion can be met.

2. The riverbank will be protected from wave and wake damage;

Findings: The bride project will not include permanent alterations to the existing riverbank below ordinary high water, and the existing bank protection will remain. Changes to the bank above ordinary high water, if any, will be armored with revetment rock to match the existing. In addition, 3320 sq feet of Type B Matrix will be installed for scour protection and wake damage prevention during the use of the temporary bridge.

Therefore, this criterion is met.

3. The proposal will not:
- **a. Restrict boat access to adjacent properties;**
- **b. Interfere with the commercial navigational use of the river, including transiting, turning, passing, and berthing movements;**
- **c. Interfere with fishing use of the river;**
- **d. Significantly add to recreational boating congestion; and**

Findings: The bride project has been designed to have only two piers in the water and these are placed to minimize impact to navigation. The proposed cable-stayed bridge provides a 684-foot clear opening, a horizontal clearance window wider than those currently on the river. The minimum vertical clearance over the middle 150 feet of the navigation channel will be 77.5 feet, measured from the Columbia River Datum, The Project is seeking a US Coast Guard Bridge Permit related to these navigational clearances (see Exhibit A.1, in the application case file).

During construction, horizontal and vertical clearances that will be maintained during bridge erection will be developed by the bridge contractor and submitted for U.S. Coast Guard approval in early 2011. Due to requirements for USCG approval, all work will be conducted to minimize impacts to navigation of the waterway.

Therefore, this criterion is met.

4. The request will not significantly interfere with beaches that are open to the public.

Findings: There are no beaches on the site or near enough to the site to be affected by the project.

Therefore, this criterion is met.

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.

Findings: The bride project area does not include the River Water Quality overlay zone, although the derelict pile removal project does. Removal of derelict pilings from the river is considered river-dependent, and is exempt from the approval criteria of this subsection. These criteria do not apply.

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 approval criteria do not require a mitigation or remediation plan, per se, therefore, this criterion does not apply.

Nonetheless, the Project will remove non-native plants and re-vegetate with native plants in all disturbed areas within the greenway setback, and riverward of the greenway setback. These areas will be replanted with the landscaping approved in LU 95-00273. The Project will also provide a permanent 30-foot tall osprey nesting platform to the north of the bridge. Additionally, this project includes removal of 180 derelict piles near the St. John's Bridge, resulting in the enhancement of approximately 300 linear feet of shoreline and over 24,000 square feet of shallow water.

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 proposes to construct the Willamette River Transit Bridge, as part of the Portland to Milwaukie Light Rail Project. The WRTB will be the first bridge built across the Willamette in 35 years, an alternative transit only bridge design, and a significant addition to the city and the riverscape. The bridge design has been well-vetted with many stakeholders, architects and community leaders. The bridge is designed to be a fitting addition to Portland's world-renowned ensemble of bridges and is a fitting expression of this time; it will be enjoyed and appreciated for generations to come.

This segment of the Portland to Milwaukie Light Rail will be constructed within the City's Greenway overlay zone, and requires Greenway Review. The project includes the east half of the Willamette River Transit Bridge, associated pilings, piers, and abutments, temporary work bridge, construction areas, in addition to the temporary access road to the geotechnical soil test pits, and the derelict pile removal site, six miles downstream.

The Project will remove non-native plants and replant with native plants all disturbed areas within the Greenway setback, and replant as needed to meet the conditions of LUR 95-00273 DZ GW. The applicant has provided findings for the approval criteria listed above and, with conditions, the applicable approval criteria will be able to be met.

ADMINISTRATIVE DECISION

Approval of Greenway Review for construction of the following:

- The east half of the Willamette River Transit Bridge including the east half of the main span ("Span 3"), one in-water pier ("Tower 4"), Spans 4 and 5 , one landside pier ("Bent 5") and one abutment ("Abutment 6");
- Scour protection around Tower 4 (47,000 square feet);
- Temporary access road and retaining wall to access geotechnical soil test pits;
- Temporary work bridge;
- Scour protection around pilings and bents of temporary work bridge;
- Temporary staging areas north of WRTB between trail and new SE Water Avenue;
- Construction access south of the bridge;

- Reconstruction of the Greenway trail;
- Water quality treatment facilities east and west of SE Water Avenue;
- Construction of a connector to the Greenway trail from the project, including lights on temporary wood poles and landscaping;
- In-water revetment at the in-water pier and utility locations;
- Trackway, bus lanes, streetlights, sidewalks, and bike lanes, light rail/bus platforms;
- The new SE Water Avenue alignment;
- Reconstructed areas of the existing SE Water Ave right of way to connect to the project;
- Native planting along the Greenway trail;
- Osprey pole and platform;
- Derelict pile removal located on the east side of the Willamette River;

all within the Greenway overlay zones, and in substantial conformance with Exhibits C.8 through C.42, as modified, signed, and dated by the City of Portland Bureau of Development Services on **February 9, 2011, and February 28, 2011**. Approval is subject to the following conditions:

A. All permits: Copies of the stamped Exhibits C.5, C.16 – C.19, C.25, C.26, C.28, C.30, C.34, C.36 – C.38, and C.42 from LU 10-169588 GW and Conditions of Approval listed below, shall be included within all plan sets submitted for permits (building, 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 Exhibits C.8 through C.42 (see LU 10-169588 GW case file for approved 11x17 full plan set)."***

B. Plans submitted for any City permit shall illustrate the conditions of approval listed below.

C. As part of any permit review, the applicant shall provide a final grading plan demonstrating how fill in the floodplain is offset by excavation; the final grading plan shall also depict removal of fill and retaining walls for the temporary soil test pit access road, and restoration of that area to its original grade.

D. The temporary soil test pit access road shall be restored to its original grade within 30 days of drilling.

E. Prior to issuance of City building permits, the applicant shall notify all affected property owners of the temporary rise in flood elevations according to FEMA's *Temporary Encroachments into the Floodway;*

F. Prior to issuance of any City building permit, the applicant shall obtain a Conditional Letter of Map Revision (CLOMR) approved by FEMA, that addresses the rise in flood elevation.

G. Temporary construction fencing shall be installed according to Zoning Code Section 33.248.068 (Tree Protection Requirements), except as noted below. Construction fencing shall be placed along the perimeter of the "Project Area Submitted For Review" depicted on Exhibit C.5 Site 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 "Project Area Submitted For Review" depicted on Exhibit C.5 Site Plan, and delineated by the temporary construction fence. All site restoration and planting work, invasive vegetation removal, and other work to be done outside the temporary construction fence, shall be conducted using hand held equipment.

H. Removal of the temporary work bridge, and complete restoration and planting of the areas covered by the temporary work bridge, temporary soil-test-pit access road, retaining wall, and soil test pits, shall occur from entirely within the designated construction disturbance area (Project Area, shown on Exhibit C.5), and shall occur within **one year of completion** of construction of the Willamette River Transit Bridge.

I. The applicant shall complete removal of approximately 180 derelict piles from approximately 20,000 square feet of river substrate, at approximate River Mile 6.1, by **December 31, 2012**. Derelict pile removal shall occur from a work barge within the river and shall not disturb the riverbank.

J. At the time of permit review for construction work proposed in this report, the applicant shall provide to BDS with final restoration/planting plans for all temporary construction areas for the bridge, temporary bridge, and soil test pits. These site restoration plans shall include a construction management plan showing removal of the temporary work bridge, a final grading plan, and a final planting plan showing the location of all proposed and required plantings, and

showing riparian plantings below top of bank. The planting plan shall illustrate a naturalistic arrangement of plants and shall be drawn using standard symbols for trees, shrubs, and groundcovers, and shall include the location, species, quantity and size of plants to be planted. The final planting plan shall illustrate the following:

1. All plantings required for LUR 95-00273 DZ GW and for LU 05-174846 GW AD and in substantial conformance with Exhibits C.25 Landscape Plan.
2. Within and riverward of the Greenway setback: One tree for every 20 feet of river frontage; one shrub for every 2 feet of river frontage; areas not planted with shrubs or trees or Greenway trail shall be covered with living ground cover.
3. Plantings shall be installed between October 1 and March 31 (the planting season).
4. Prior to installing required plantings, non-native invasive plants shall be removed from all areas within 10 feet of mitigation plantings, using handheld equipment.
5. All required 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.
6. After installing the required 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 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 and according to Conditions of Approval listed above.

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

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

--OR--

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

L. The landscape professional or designer of record shall monitor the required plantings for two years to ensure survival and replacement as described below. The land owner is responsible for ongoing survival of required plantings beyond the designated two-year monitoring period. The landscape professional shall:

1. Provide a minimum of two letters (to serve as monitoring and maintenance reports) to the Hosford-Abernethy Neighborhood Association and to the Land Use Services Division of the Bureau of Development Services (Attention: Greenway Review planner for LU 10-169588 GW) containing the monitoring information described below. Submit the first letter within 12 months following approval of the Permanent Erosion Control Inspection of the required plantings. Submit subsequent letters every 12 months following the date of the first monitoring letter. All letters shall contain the following information:
    a. A count of the number of planted trees that have died. One replacement tree must be planted for each dead tree (replacement must occur within one planting season).
    b. The percent coverage of native shrubs and ground covers. If less than 80 percent of the mitigation planting area is covered with native shrubs or groundcovers at the time of the annual count, additional shrubs and groundcovers shall be planted to reach 80 percent cover (replacement must occur within one planting season).
    c. A list of replacement plants that were installed.
    d. Photographs of the mitigation area and a site plan, in conformance with the approved Final Planting Plan described above in Condition J, showing the location and direction of photos.

e. A description of the method used and the frequency for watering mitigation trees, shrubs, and groundcovers for the first two summers after planting. All irrigation systems shall be temporary and above-ground.

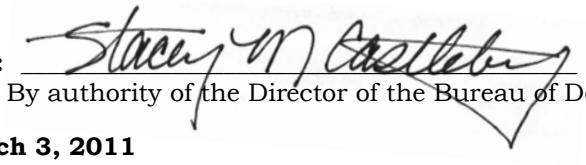
f. An estimate of percent cover of invasive species (English ivy, Himalayan blackberry, reed canarygrass, teasel, clematis) within 10 feet of all plantings. Invasive species must not exceed 20 percent cover during the monitoring period.

M. 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 M Castleberry

Decision rendered by:  **on February 28, 2011**
By authority of the Director of the Bureau of Development Services

Decision mailed: March 3, 2011

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 August 24, 2010, and was determined to be complete on December 28, 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 August 24, 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 extended the120-day review period. Unless further extended by the applicant, **the 120 days will expire on: May 11, 2011.** The applicant submitted revised site plans on February 22, 2011.

Some of the information contained in this report was provided by the applicant.
As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of the Bureau of Development Services with input from other City and public agencies.

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

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term "applicant" includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or

development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appealing this decision. This decision may be appealed to the Hearings Officer, which will hold a public hearing. Appeals must be filed **by 4:30 PM on March 17, 2011** 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. 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 Hearings Officer is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, or phone 1-503-373-1265 for further information.

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

Recording the final decision.
If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- *Unless appealed,* The final decision may be recorded on or after **March 18, 2011 – (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 503-823-0625.

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:

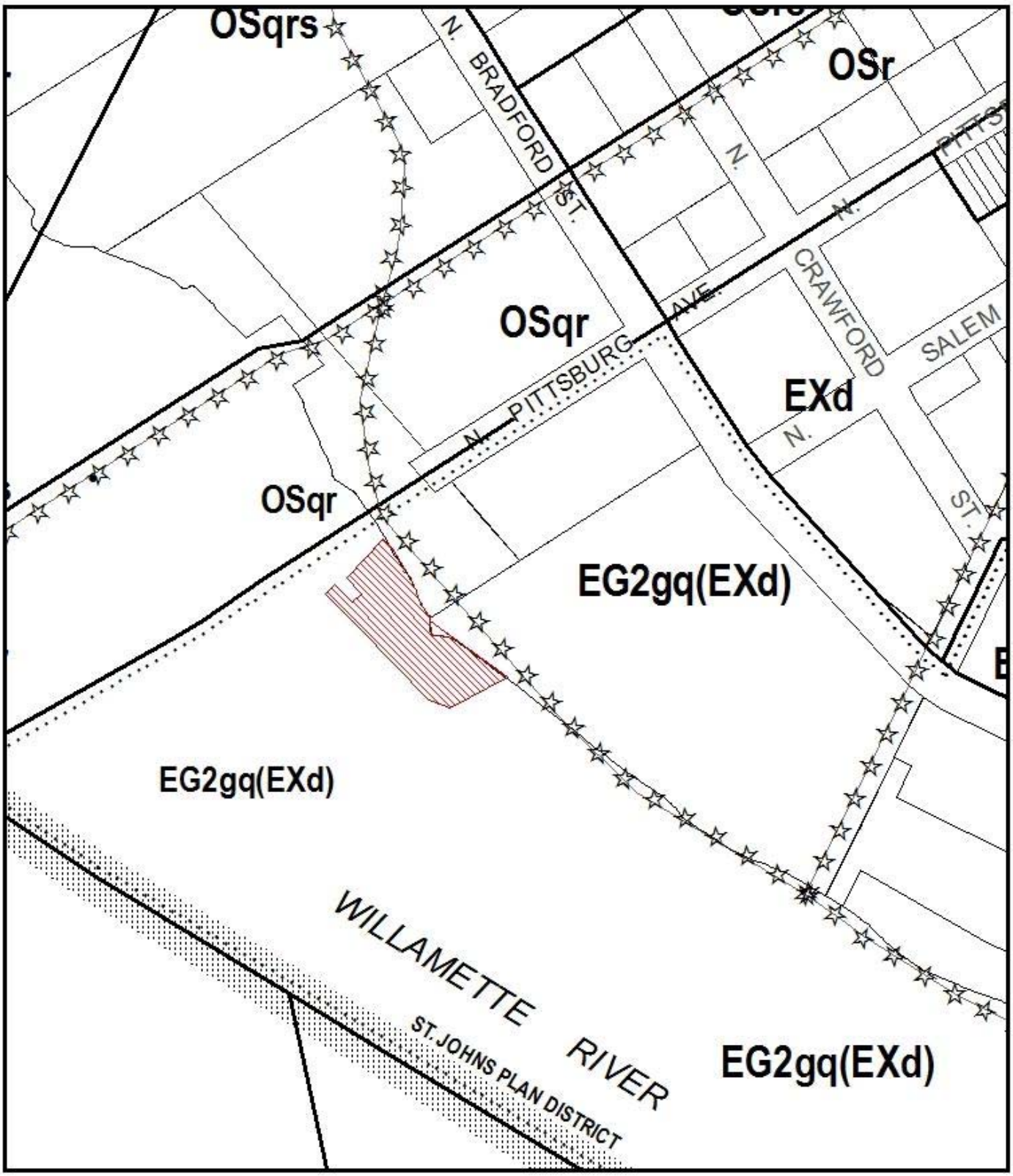
- All conditions imposed herein;

- 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

A. Applicant's Statements
B. Zoning Map (attached)
C. Plans/Drawings
D. Notification information:
   1. Mailing list
   2. Mailed notice
E. Agency Responses:
   1. Site Development Review Section of BDS
   2. Water Bureau
   3. Bureau of Environmental Services
   4. Fire Bureau
F. Correspondence: (none received)
G. Other:
   1. Original LU Application
   2. Site History Research
   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).



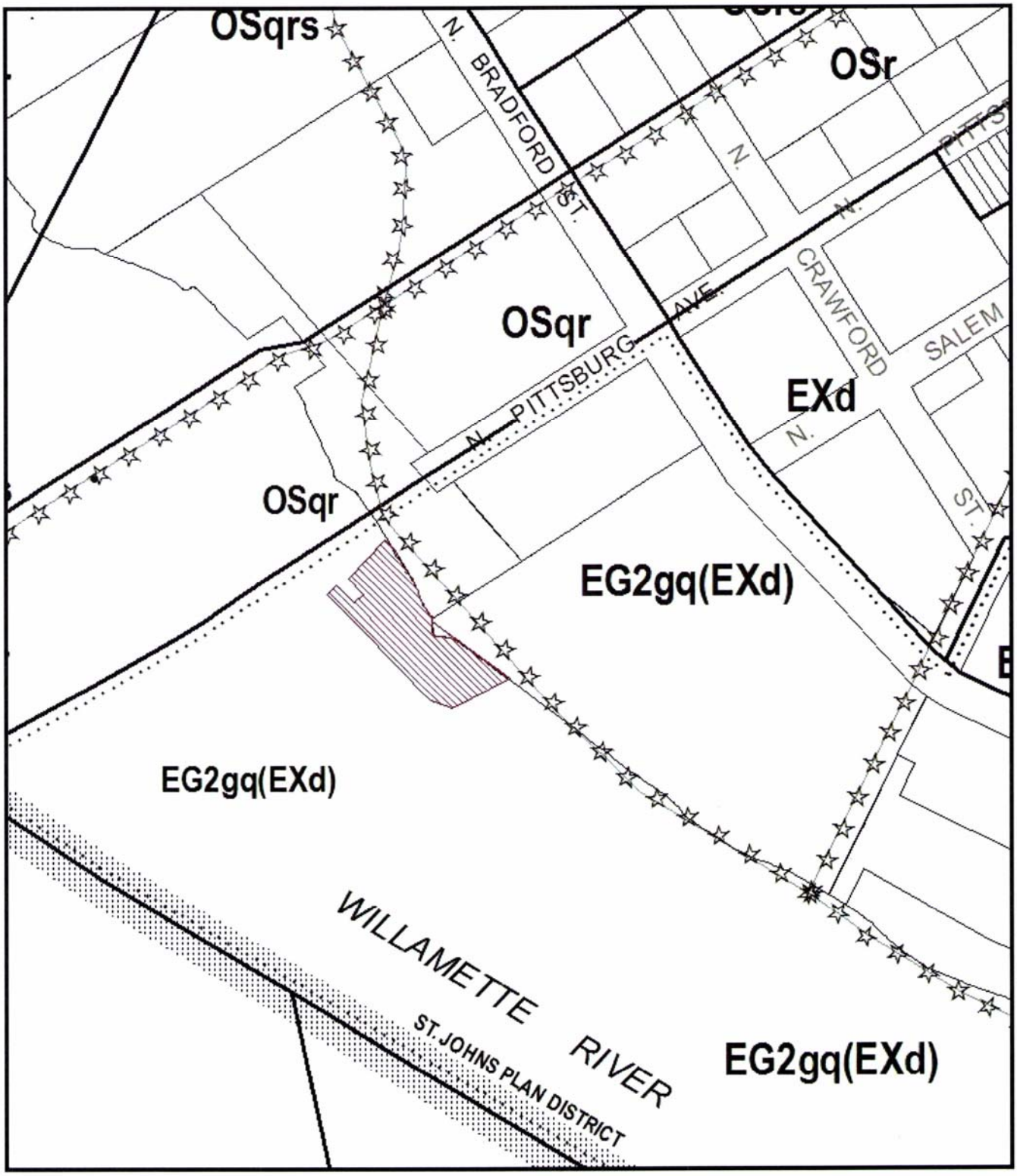
ZONING

MITIGATION AREA

NORTH

This site lies within the:
ST. JOHNS PLAN DISTRICT

File No.	LU 10-169588mit GW
1/4 Section	2121
Scale	1 inch = 200 feet
State_Id	NONE
Exhibit	B .2 (Jan 04,2011)



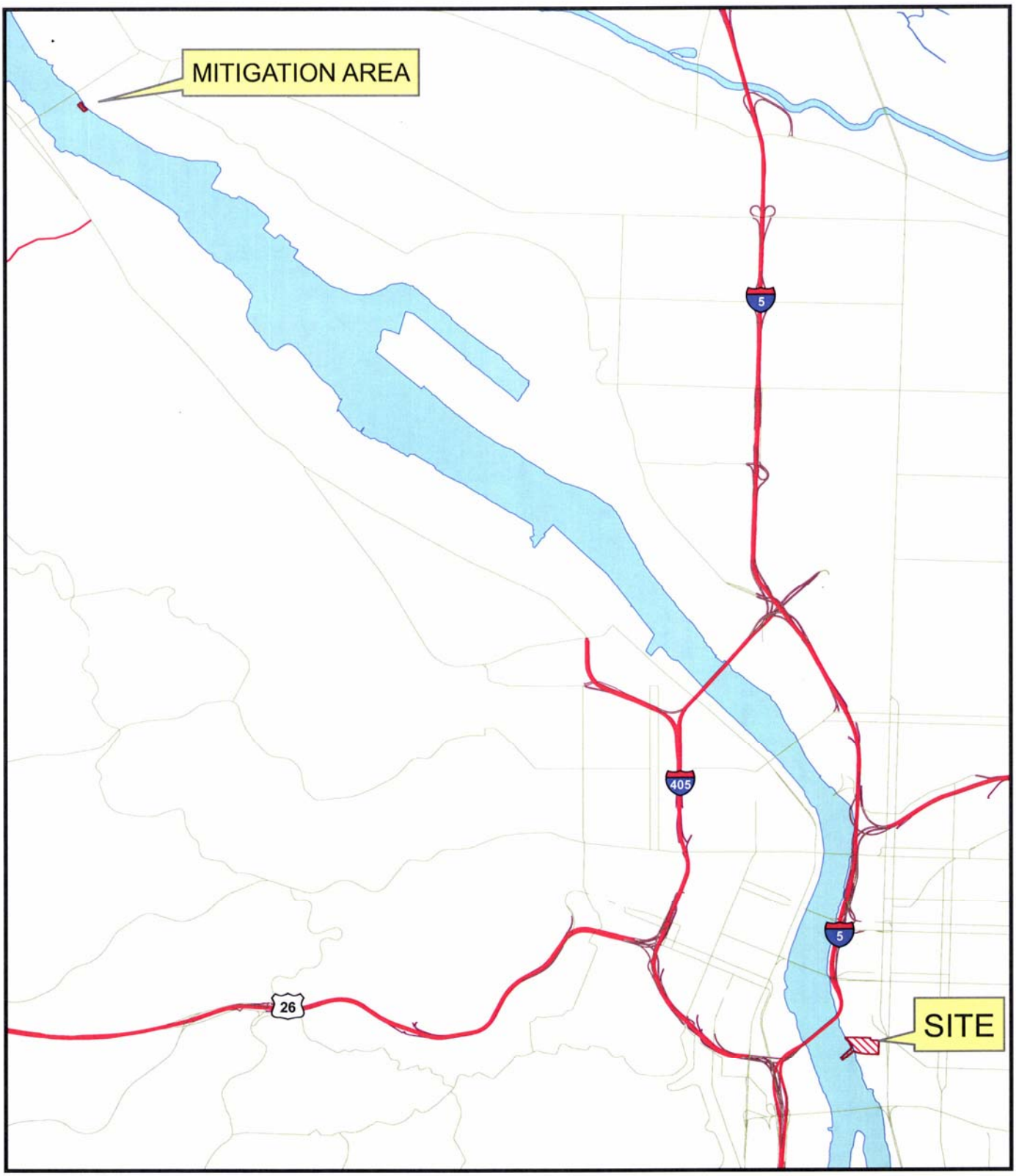
ZONING

MITIGATION AREA

↑ NORTH

This site lies within the:
ST. JOHNS PLAN DISTRICT

File No. LU 10-169588mit GW
1/4 Section 2121
Scale 1 inch = 200 feet
State_Id NONE
Exhibit B.2 (Jan 04,2011)



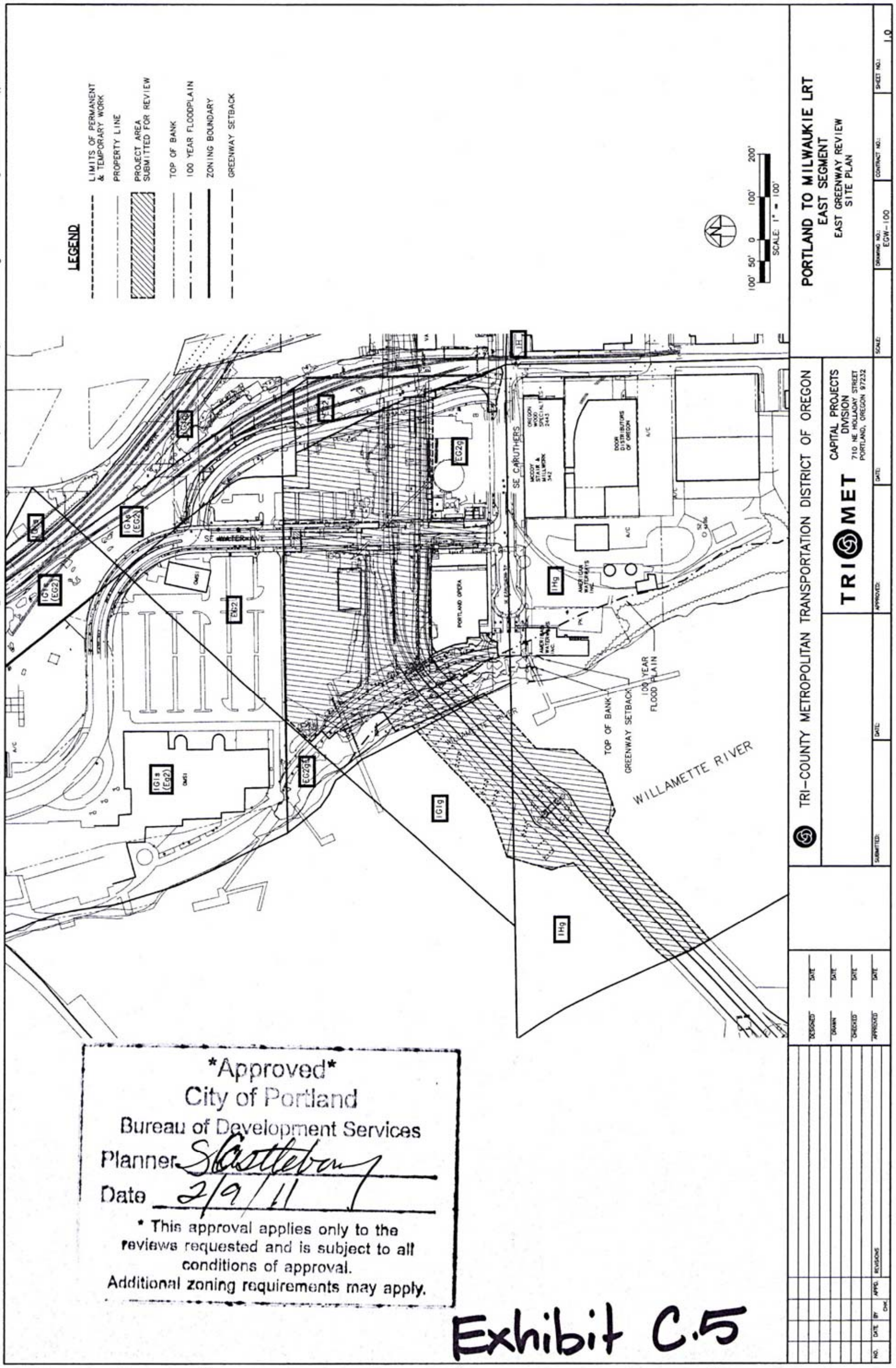
OVERVIEW

SITE & MITIGATION IN RELATION

NORTH

This site lies within the:
ST. JOHNS PLAN DISTRICT

File No. LU 10-169588 GW
1/4 Section 3230, 3330, & 2121
Scale 1 inch = 4000 feet
State_Id
Exhibit B.3 (Jan 04,2011)



Approved
City of Portland
Bureau of Development Services
Planner S. Castleberry
Date 2/9/11
* This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.

Exhibit C.5

Approved
City of Portland
Bureau of Development Services
Planner S Capth
Date 2/9/11
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

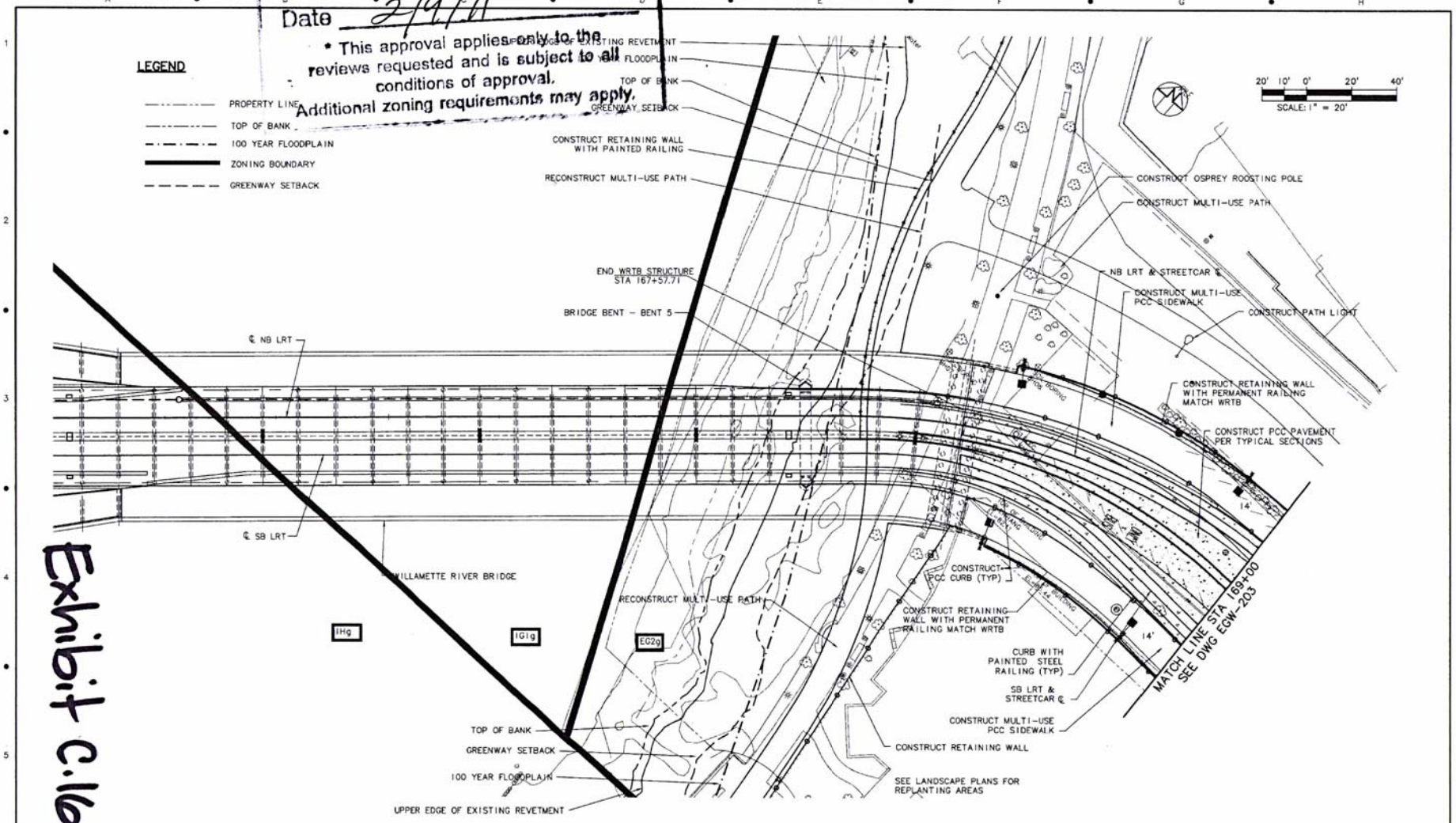


Exhibit C.16

NO.	DATE	BY CHK	APPD.	REVISIONS

DESIGNED DATE
DRAWN DATE
CHECKED DATE
APPROVED DATE

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

TRIMET CAPITAL PROJECTS DIVISION
710 NE HOLLADAY STREET
PORTLAND, OREGON 97232

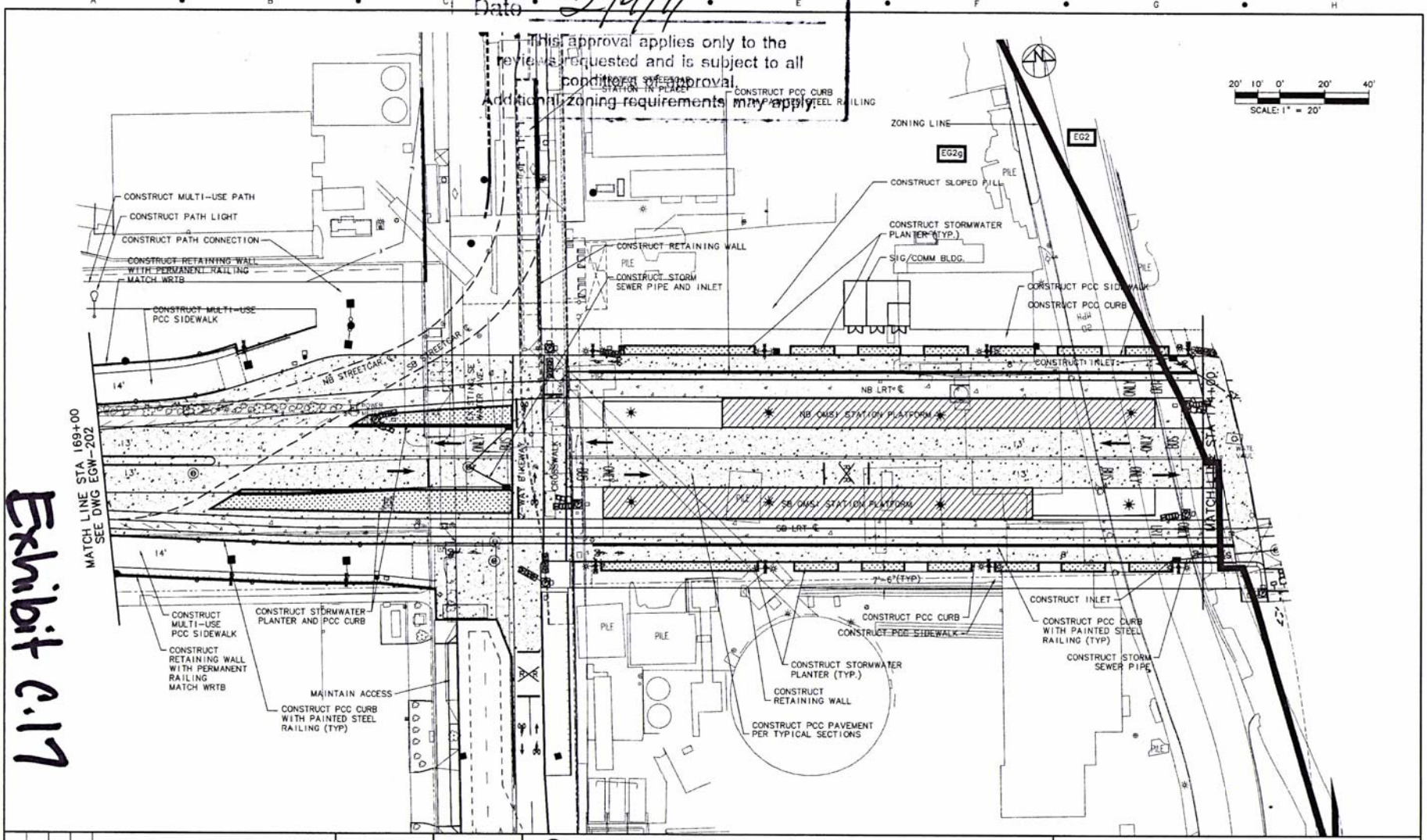
SUBMITTED: DATE:
APPROVED: DATE:

PORTLAND TO MILWAUKIE LRT
EAST SEGMENT
EAST GREENWAY REVIEW
ROADWAY PLAN AND PROFILE
163+50 TO 169+00 NB

SCALE: DRAWING NO.: EGW-202 CONTRACT NO.: SHEET NO.: 3.2

Approved
City of Portland
Bureau of Development Services
Planner Staath
Date 2/9/14
This approval applies only to the review requested and is subject to all conditions of approval.
Additional zoning requirements may apply.

Exhibit C.17



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

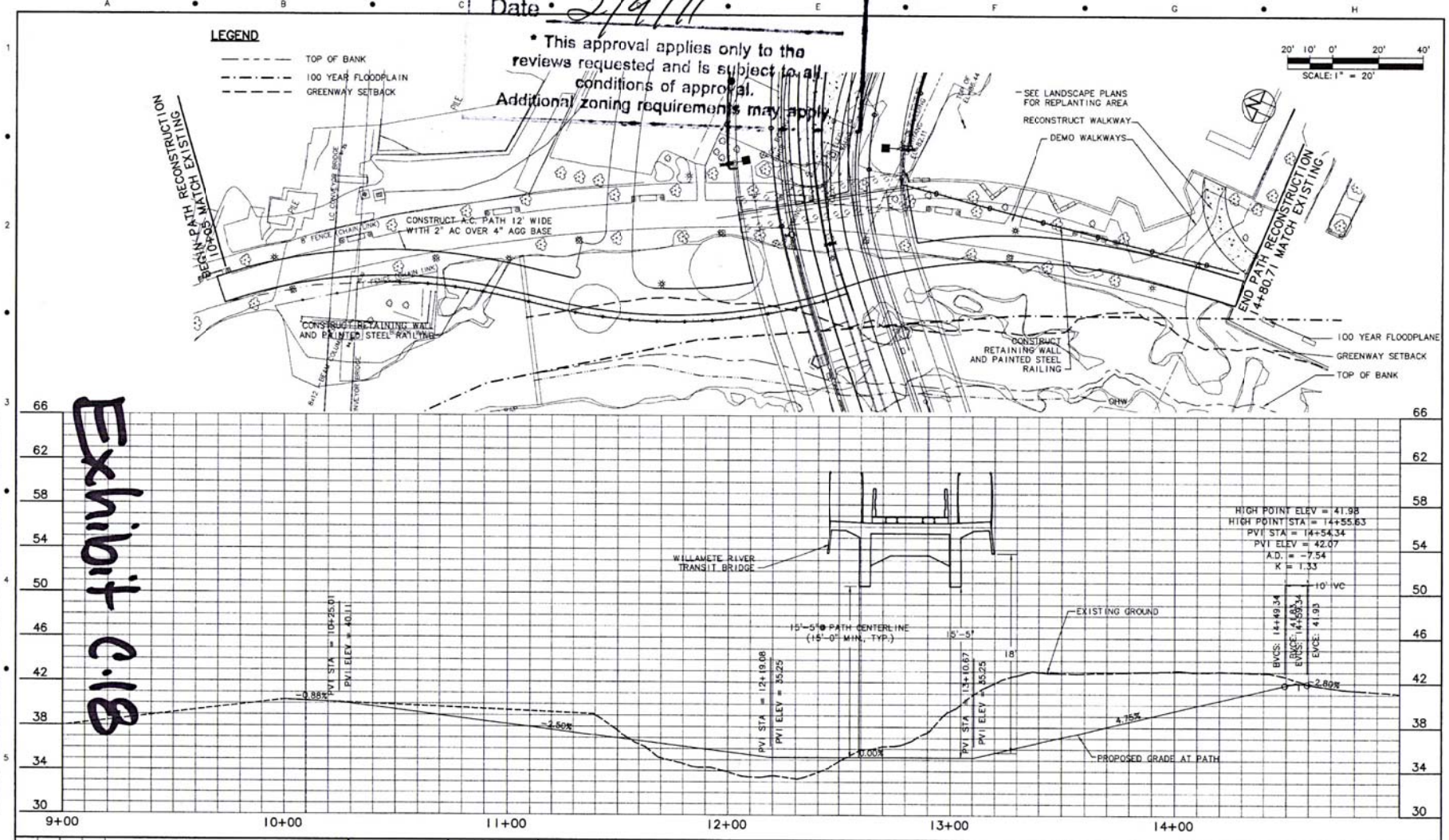
TRIMET CAPITAL PROJECTS DIVISION
710 NE HOLLADAY STREET
PORTLAND, OREGON 97232

PORTLAND TO MILWAUKIE LRT
EAST SEGMENT
EAST GREENWAY REVIEW
ROADWAY PLAN AND PROFILE
169+00 TO 174+00 NB

DRAWING NO.: EGW-203
SHEET NO.: 3.3

Approved
City of Portland
Bureau of Development Services
Planner Scott
Date • 2/9/11 •
• This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

Exhibit C.18



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

TRIMET CAPITAL PROJECTS DIVISION
710 NE HOLLADAY STREET
PORTLAND, OREGON 97232

PORTLAND TO MILWAUKIE LRT
EAST SEGMENT
EAST GREENWAY REVIEW
GREENWAY PATH – PLAN & PROFILE

NO.	DATE	BY	CHK.	APPD.	REVISIONS

DESIGNED DATE
DRAWN DATE
CHECKED DATE
APPROVED DATE

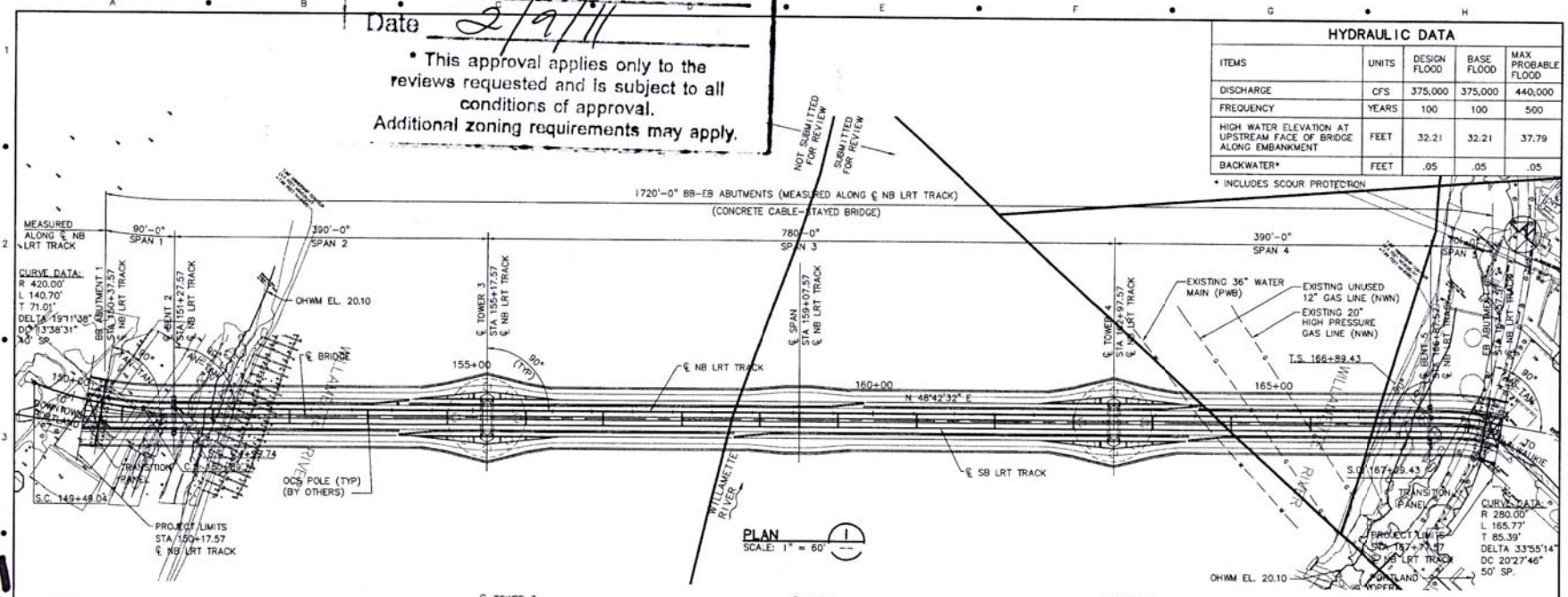
SUBMITTED: DATE: APPROVED: DATE: SCALE: DRAWING NO.: EGW-204 CONTRACT NO.: SHEET NO.: 3.4

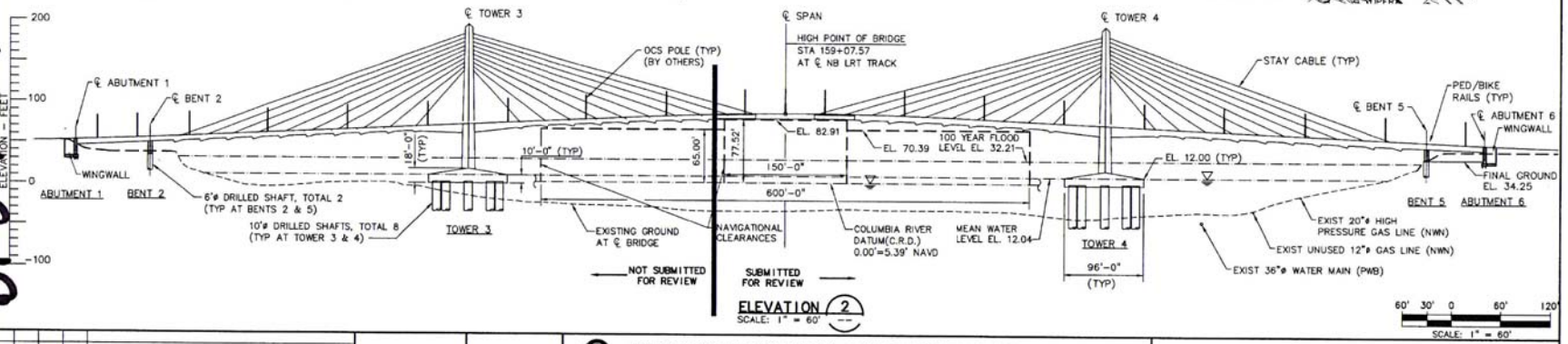
Approved
City of Portland
Bureau of Development Services
Planner SScott
Date 2/9/11
* This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.

Exhibit C.19

HYDRAULIC DATA				
ITEMS	UNITS	DESIGN FLOOD	BASE FLOOD	MAX PROBABLE FLOOD
DISCHARGE	CFS	375,000	375,000	440,000
FREQUENCY	YEARS	100	100	500
HIGH WATER ELEVATION AT UPSTREAM FACE OF BRIDGE ALONG EMBANKMENT	FEET	32.21	32.21	37.79
BACKWATER*	FEET	.05	.05	.05

* INCLUDES SCOUR PROTECTION





NO.	DATE	BY CHK	APPD.	REVISIONS

DESIGNED DATE
DRAWN DATE
CHECKED DATE
APPROVED DATE

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

TRIMET CAPITAL PROJECTS DIVISION
710 NE HOLLADAY STREET
PORTLAND, OREGON 97232

SUBMITTED: DATE:
APPROVED: DATE:

PORTLAND TO MILWAUKIE LRT
EAST SEGMENT
EAST GREENWAY REVIEW
WILLAMETTE RIVER BRIDGE
GENERAL PLAN & ELEVATION

SCALE: | DRAWING NO.: EGW-300 | CONTRACT NO.: | SHEET NO.: 3.5

Approved
City of Portland
Bureau of Development Services
Planner Staatt
Date 2/9/11
* This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.

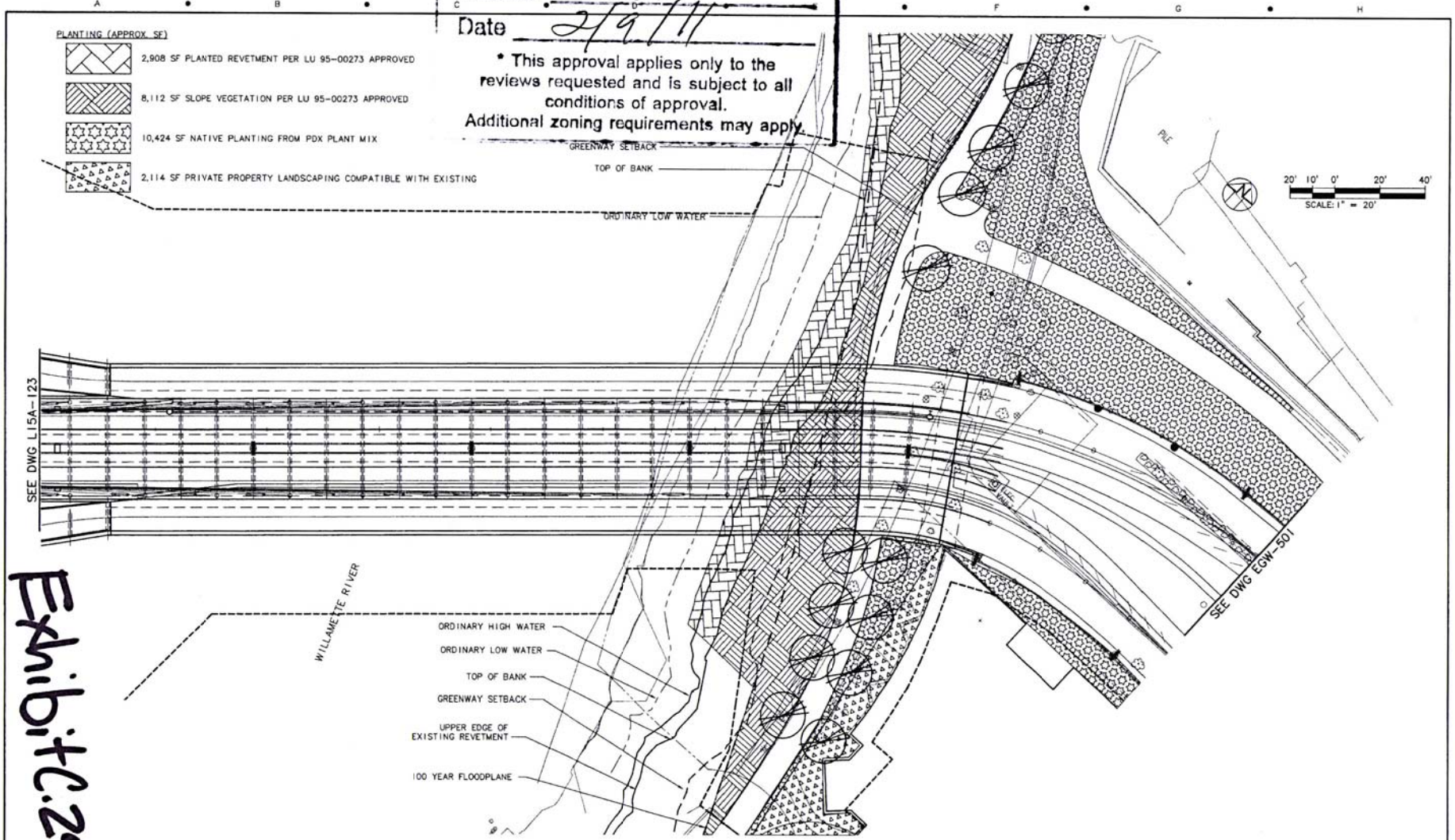


Exhibit C.25

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

TRIMET CAPITAL PROJECTS DIVISION
710 NE HOLLADAY STREET
PORTLAND, OREGON 97232

PORTLAND TO MILWAUKIE LRT
EAST SEGMENT
EAST GREENWAY REVIEW
LANDSCAPE PLAN
163+50 TO 169+00

SCALE:	DRAWING NO.:	CONTRACT NO.:	SHEET NO.:
1"=20'	EGW-500		5.0

Approved
City of Portland
Bureau of Development Services
Planner SCastle
Date 2/9/11
* This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.

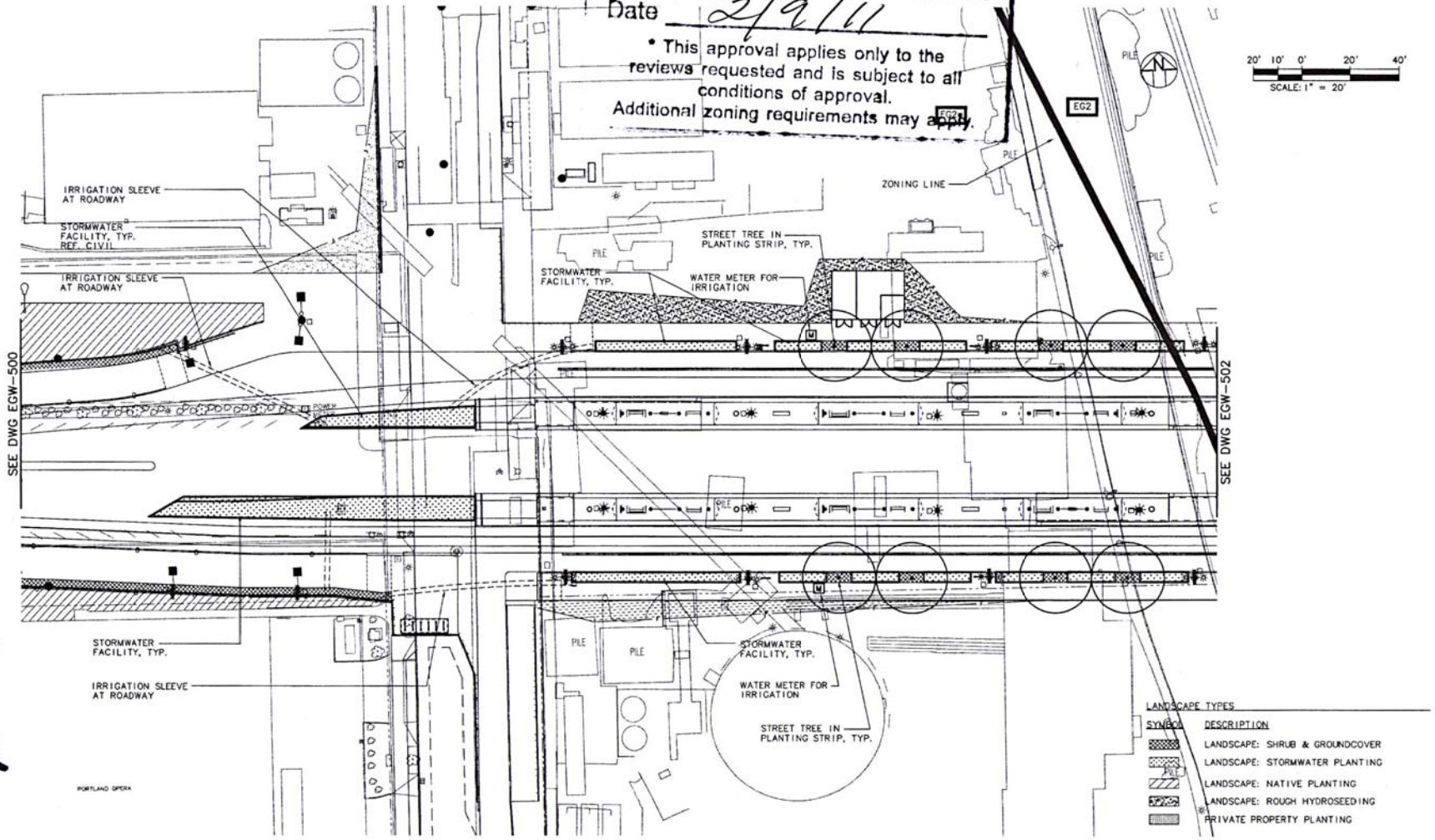


Exhibit C.26

NO.	DATE	BY	CHK	APPD.	REVISIONS

DESIGNED DATE
DRAWN DATE
CHECKED DATE
APPROVED DATE

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

TRIMET CAPITAL PROJECTS DIVISION
710 NE HOLLADAY STREET
PORTLAND, OREGON 97232

SUBMITTED: DATE: APPROVED: DATE:

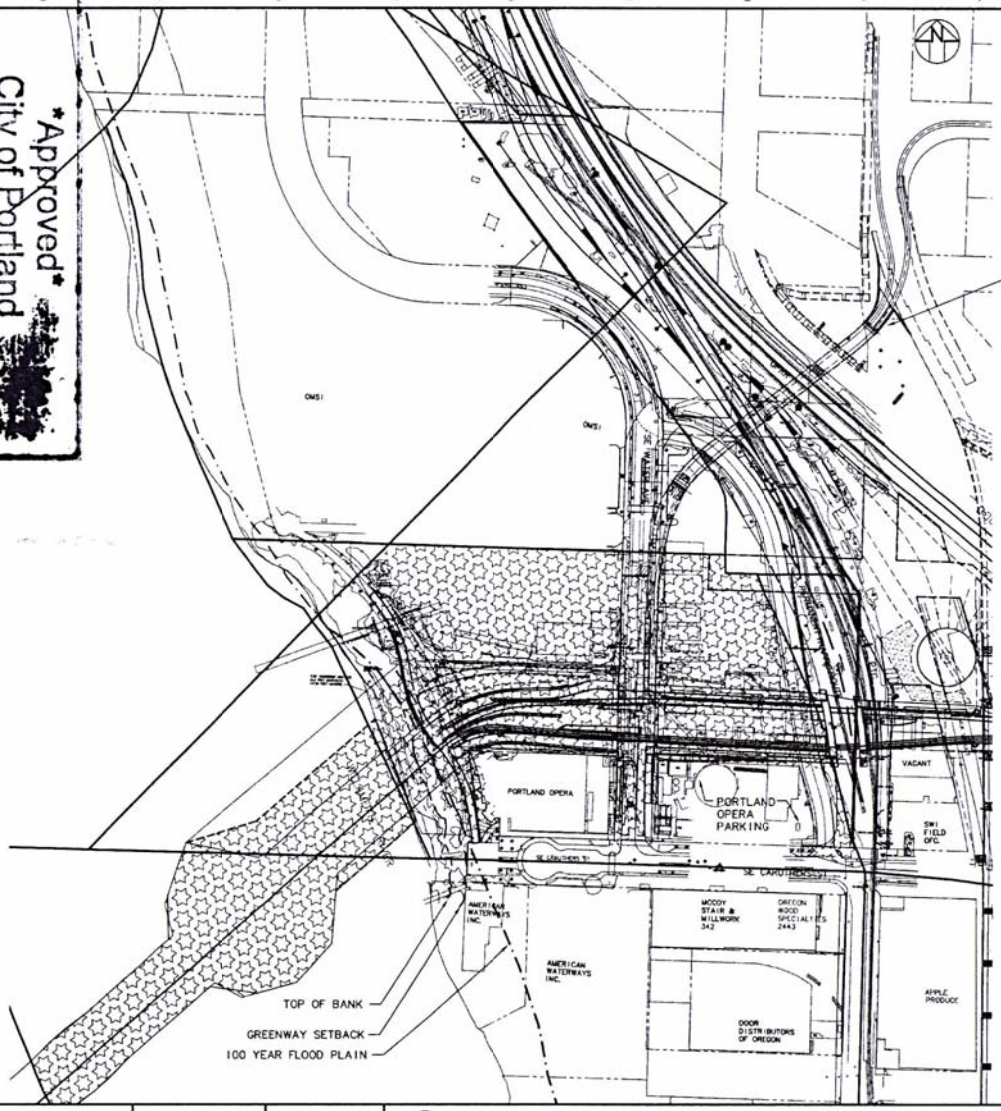
PORTLAND TO MILWAUKIE LRT
EAST SEGMENT
EAST GREENWAY REVIEW
LANDSCAPE PLAN
169+00 TO 174+00

SCALE: 1"=20' DRAWING NO.: EGW-501 CONTRACT NO.: SHEET NO.: 5.1

Approved
City of Portland
Bureau of Development Services
Planner
Date

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

Exhibit C.28



LEGEND
- TEMP. TRAFFIC ROUTE
- BIKE ROUTE
- CONSTRUCTION ACCESS
- CONSTRUCTION STAGING AND ACCESS (AREAS IN "g" OVERLAY ONLY ARE SHOWN)
- ZONING BOUNDARY
- PROPERTY LINE
- TOP OF BANK
- 100 YEAR FLOOD PLAIN
- GREENWAY SETBACK

50' 25' 0 50' 100'
SCALE: 1" = 50'

NO.	DATE	BY	CHK	APPD.	REVISIONS

DESIGNED DATE
DRAWN DATE
CHECKED DATE
APPROVED DATE

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

TRIMET
CAPITAL PROJECTS DIVISION
710 NE HOLLADAY STREET
PORTLAND, OREGON 97232

SUBMITTED: DATE: APPROVED: DATE:

PORTLAND TO MILWAUKIE LRT
EAST SEGMENT
EAST GREENWAY REVIEW
CONSTRUCTION STAGING AND ACCESS

SCALE: | DRAWING NO.: EGW-802 | CONTRACT NO.: | SHEET NO.: 8.1

Approved
City of Portland
Bureau of Development Services
Planner SCott
Date 2/9/11
• This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

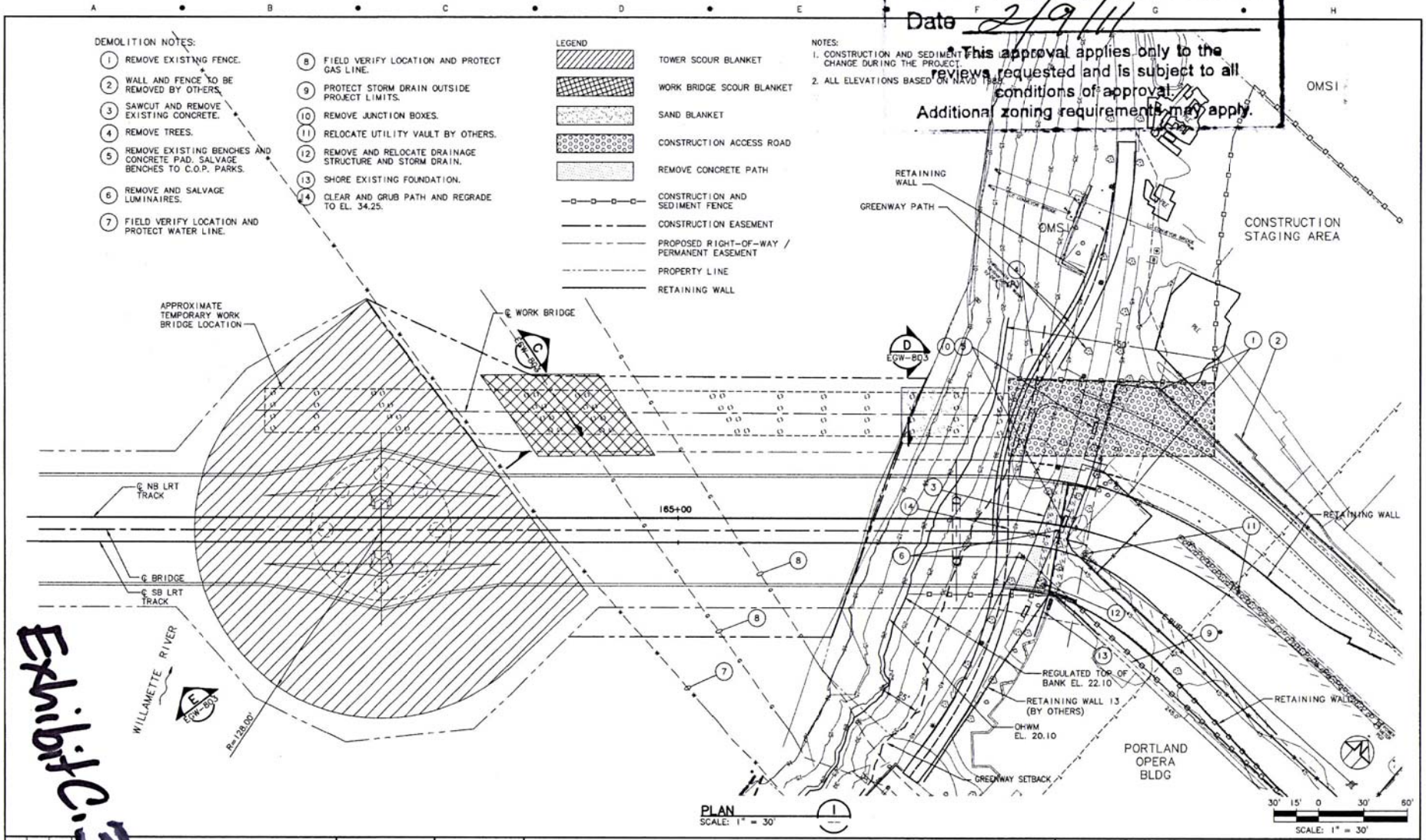


Exhibit C.30

NO.	DATE	BY CHK.	APPD.	REVISIONS

DESIGNED DATE
DRAWN DATE
CHECKED DATE
APPROVED DATE

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

TRIMET
CAPITAL PROJECTS DIVISION
710 NE HOLLADAY STREET
PORTLAND, OREGON 97232

SUBMITTED: DATE:
APPROVED: DATE:

PORTLAND TO MILWAUKIE LRT
EAST SEGMENT
EAST GREENWAY REVIEW
WILLAMETTE RIVER TRANSIT BRIDGE
GENERAL CONSTRUCTION – EAST BANK

SCALE:	DRAWING NO.:	CONTRACT NO.:	SHEET NO.:
1"=30'	EGW-805		8.3

Approved
City of Portland
Bureau of Development Services
Planner SCott
Date 2/9/11
* This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

TRIMET

CAPITAL PROJECTS DIVISION
710 NE HOLLADAY STREET
PORTLAND, OREGON 97232

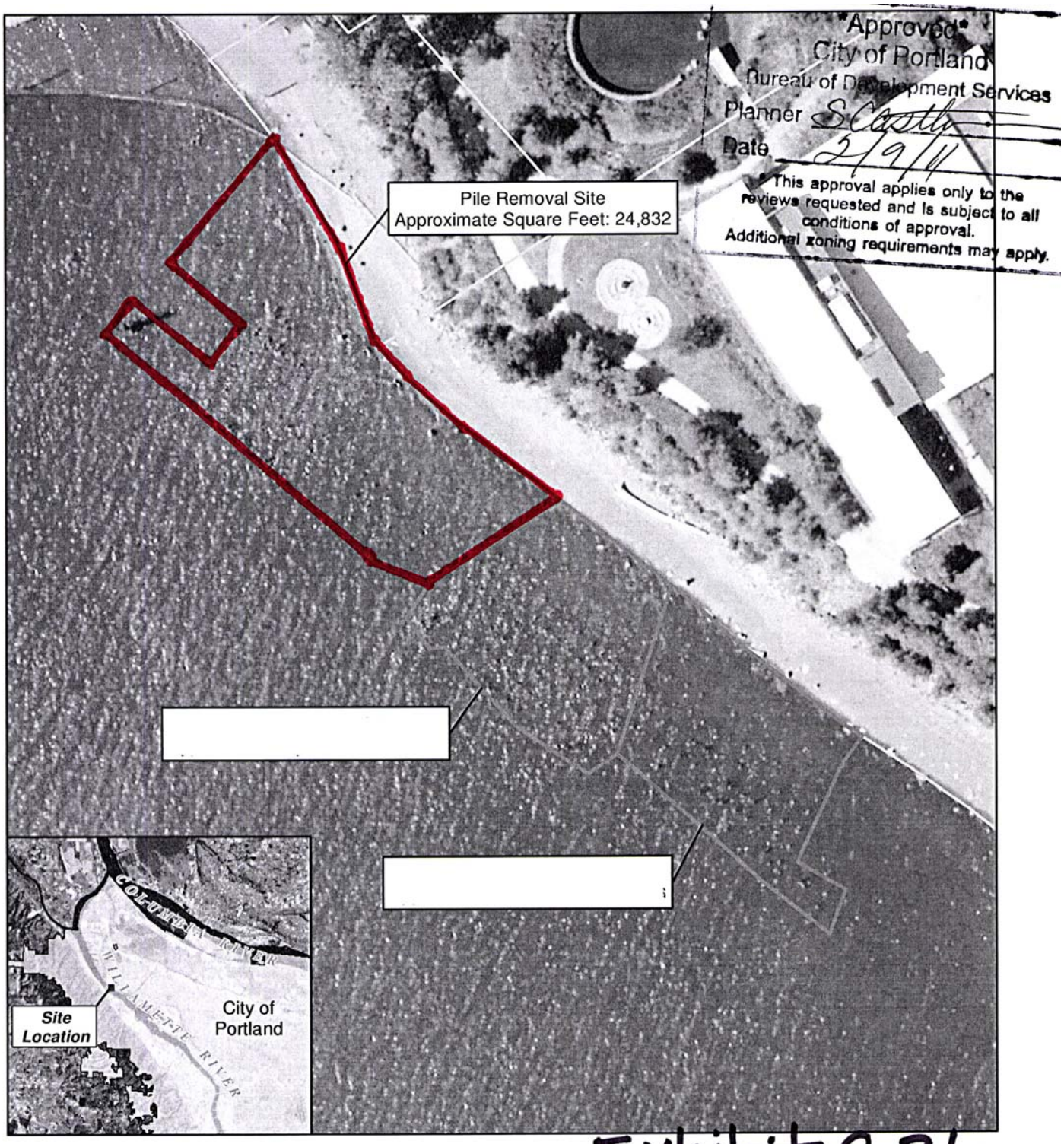
SUBMITTED: DATE:
APPROVED: DATE:
SCALE:

PORTLAND TO MILWAUKIE LRT
EAST SEGMENT
EAST GREENWAY REVIEW
DERELICT PILE VICINITY MAP

DRAWING NO.: EGW-900
CONTRACT NO.:
SHEET NO.:

DESIGNED DATE
DRAWN DATE
CHECKED DATE
APPROVED DATE

Exhibit C.34



"Approved"
City of Portland
Bureau of Development Services
Planner S Castle
Date 2/9/11
"This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.

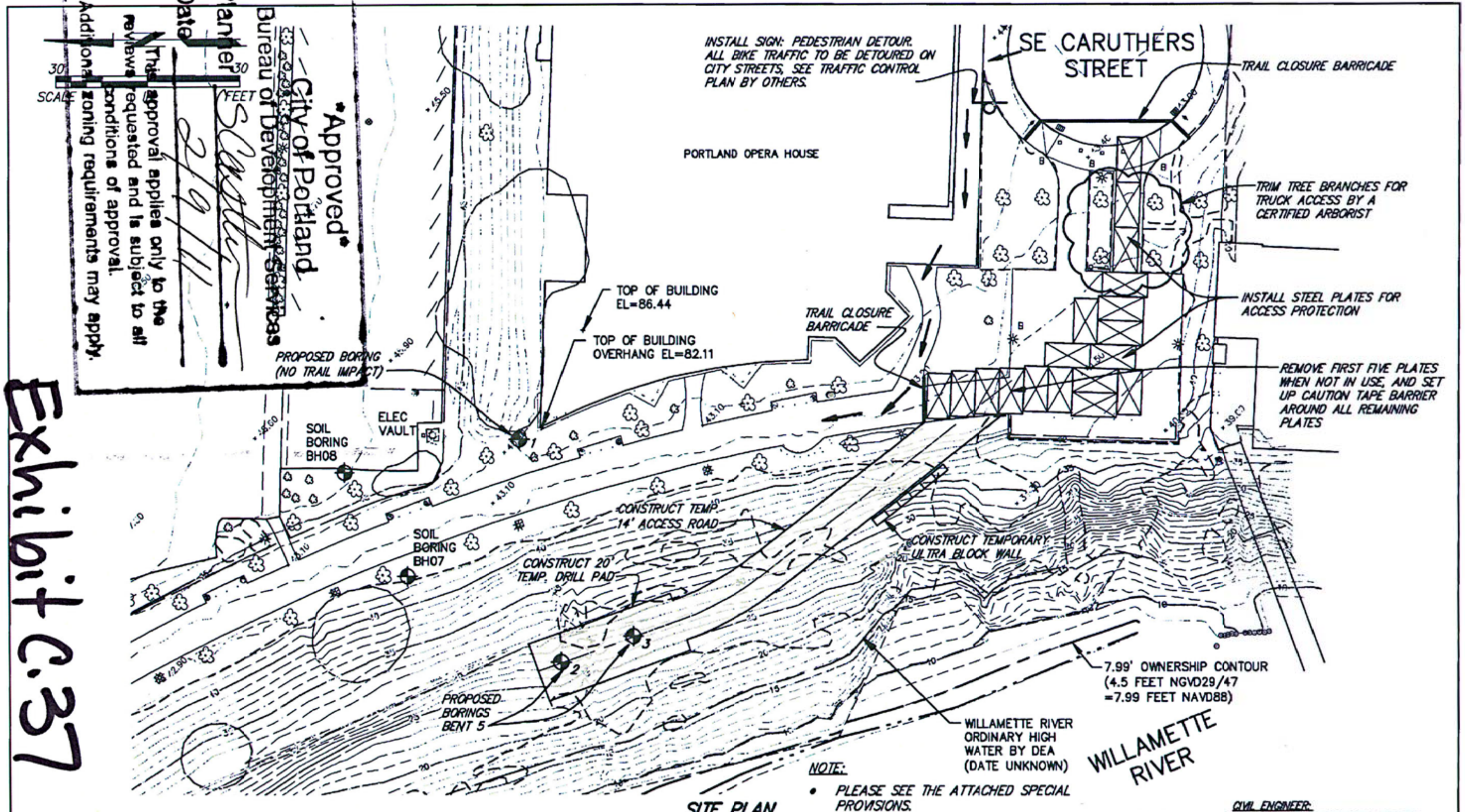
Exhibit C.36

Figure 1
Pile Removal Location
River Mile 6.1

Portland-Milwaulkie Light Rail Project
Willamette River
Portland, OR

Exhibit C.37

Approved
City of Portland
Bureau of Development Services
Planner
Date 2/9/11
This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.



NOTE:

- PLEASE SEE THE ATTACHED SPECIAL PROVISIONS.

SITE PLAN
SCALE: 1"=30'

BASE MAP PROVIDED BY TRI-MET

CIVIL ENGINEER:
ROADWAY ENGINEERING, INC.
STEVE FARNSWORTH, P.E. (503) 267-8433

SLF DESIGNED	12/15/10 DATE
RFD DRAWN	12/15/10 DATE
SLF CHECKED	12/15/10 DATE
APPROVED	DATE

NO. | DATE | BY | APVD. | REVISIONS

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

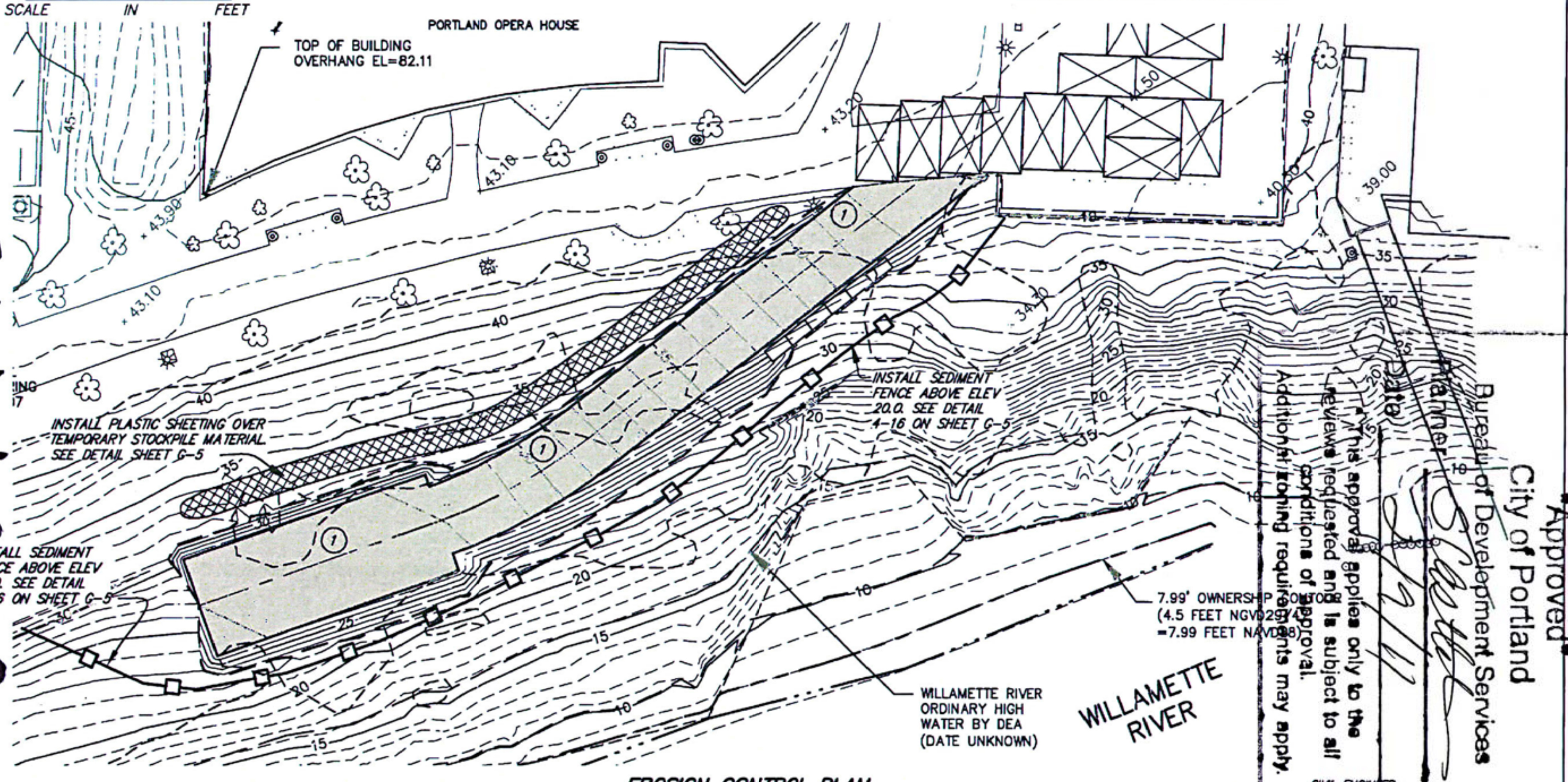
Kiewit | ROADWAY ENGINEERING INC. | Northwest Geotech, Inc.

TRI MET
CAPITAL PROJECTS AND FACILITIES DIVISION
710 N.E. HOLLADAY STREET
PORTLAND, OREGON 97232

PORTLAND TO MILWAUKIE LRT
SEGMENT B
WILLAMETTE RIVER TRANSIT BRIDGE TEMPORARY ACCESS ROAD
SITE PLAN

SCALE: 1" = 30'-0" | SHEET NO.: G-1

(1) SEED AND STRAW COVER EXPOSED TOPSOIL FOLLOWING REMOVAL OF FILL MATERIAL. GRASS SEED TO BE PRO-TIME #700 LOW PROFILE EROSION CONTROL MIX AVAILABLE FROM HOBBS & HOPKINS (503-239-7518). APPLY AT 100 LBS/ACRE. RESEEDING MAY BECOME NECESSARY IN THE SPRING.



EROSION CONTROL PLAN

SCALE: 1"=20'

CIVIL ENGINEER:
ROADWAY ENGINEERING, INC.
STEVE FARNSWORTH, P.E. (503) 267-8433

SLF DESIGNED	12/15/10	
RFD DRAWN	12/15/10	
SLF CHECKED	12/15/10	

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

Kiewit | ROADWAY ENGINEERING INC. | Northwest Geotech, Inc.

TRIMET CAPITAL PROJECTS AND FACILITIES DIVISION 710 N.E. HOLLADAY STREET PORTLAND, OREGON 97232

PORTLAND TO MILWAUKIE LRT
SEGMENT B
WILLAMETTE RIVER TRANSIT BRIDGE TEMPORARY ACCESS ROAD
EROSION CONTROL PLAN

SCALE: 1" = 20'-0" SHEET NO.: G-4

Exhibit C, 38

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

TRIMET

CAPITAL PROJECTS DIVISION
710 NE HOLLADAY STREET
PORTLAND, OREGON 97232

PORTLAND TO MILWAUKIE LRT
EAST SEGMENT

EAST GREENWAY FILL IN THE FLOOD PLAIN
C2.2.1.11

Approved
City of Portland - Bureau of Development Services
LU # 10-169588 GW
Planner Stacey McCasslett Date 2/28/2011
* Approval for Environmental Review only. Not a building permit.
Additional zoning requirements may apply.

Exhibit C.42
2/22/2011