



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

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Date: March 17, 2011
To: Interested Person
From: Tim Heron, Land Use Services
503-823-7726 / Tim.Heron@portlandoregon.gov

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 11-104844 DZM NEW SURFACE PARKING LOT

GENERAL INFORMATION

Applicant: Portland Development Commission
222 NW 5th Ave
Portland, OR 97209-3812

Karl Dinkelspiel, Portland Housing Bureau
421 SW 6th Ave
Portland OR 97204

Representative: Susan Rudloff, Carleton Hart Architects, 503-206-3175
322 NW 8th Avenue
Portland, OR 97209

Site Address: 10225 N/E Burnside and NE Davis

Legal Description: TL 9700 1.06 ACRES, SECTION 34 1N 2E
Tax Account No.: R942343380
State ID No.: 1N2E34CB 09700
Quarter Section: 3041

Neighborhood: Hazelwood, contact Arlene Kimura at 503-252-9429.
Business District: Gateway Area Business Association, contact Fred Sanchez at 503-256-3910.
District Coalition: East Portland Neighborhood Office, contact Richard Bixby at 503-823-4550.

Plan District: Gateway
Zoning: CXd, Central Commercial with design overlay

Case Type: DZM, Design Review with Modification Requests

Procedure: Type II, an administrative decision with appeal to the Design Commission.

Proposal:

Design review for new development/exterior alterations for a new parking lot. This lot will be located on the northern portion of the vacant parcel adjacent to the Multnomah County Children's Services Center Campus at the corner of NE 102nd St. and E. Burnside. The vacant parcel is along the east side of the Services Center and is owned by the Portland Development Commission.

The new surface parking lot is approximately 10,000 sf with 22 stalls; 21 regular and 1 handicap/van accessible stall. A 6-foot wide concrete sidewalk will also be provided. The applicant has stated that the parking lot is "temporary" in that it will be in place for a minimum three to five years, after which it may be redeveloped. The lot is intended primarily for the use of victims accessing services of the Gateway Center for Domestic Violence Services. All stormwater will be managed onsite with a stormwater basin. Access to the site will be through the existing campus parking lot.

Because the proposal is for a parking lot that requires modifications to the Zoning Code to allow its placement, design review is required.

Modifications requested through Design Review

1. **33.266.130.C.1- and 33.526.340.C.1 Location of Vehicle Areas** as stated in Table 266-3 – in CX zone, not allowed between a building and any street. This standard is reiterated in the Gateway Plan District (33.526.340.C.1) – Vehicle areas are not allowed between a primary structure and any street.

The applicant proposes a 22-stall surface parking lot between the Gateway Center for Domestic Violence and NE 102nd Avenue.

2. **33.266.130.C.3.b – Frontage Limitation.** The standard of this paragraph applies outside the Central City Plan district in CX zone (as well as others). Where vehicle areas are adjacent to a transit street or a street in a Pedestrian District, no more than 50% of the frontage on the transit street may be used for vehicle areas.

The applicant proposed approximately 75% total frontage as vehicle area along NE 102nd Avenue.

Relevant Approval Criteria:

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

- Gateway Regional Center Design Guidelines

ANALYSIS

Site and Vicinity: The site is located at the northeastern corner of NE 102nd Avenue and E Burnside Street in the Hazelwood neighborhood. The existing development is a Multnomah County social services facility consisting of four residential-styled structures that are all internally connected to each other, a separate covered parking structure and surface parking lot. The main vehicular entry is off of NE 102nd Avenue and the main client entry is off of NE Davis Street. There is a vacant lot to the west and a single-family residence to the east. The Russellville senior living development is directly across E. Burnside to the south.

The surrounding area contains a mixture of commercial zoning and high-density residential zoning. The Metropolitan Area Express (MAX) light-rail train operates along E Burnside Street, south of the site. There is a westbound stop located at E Burnside Street and 102nd Avenue. The #15 busline provides north- and southbound service on 102nd Avenue. The #20 bus line provides southbound service on 102nd Avenue. Interstate 205 is located about 1,500 feet west of the site. According to Portland's Transportation System Plan, E Burnside Street is a

designated Neighborhood Collector Street, Regional Transitway/Major Transit Priority Street, City Bikeway, and Community Main Street. NE/SE 102nd Avenue is classified as a District Collector Street, Major Transit Priority Street, City Bikeway, and Community Main Street. The site is located in the Gateway Pedestrian District.

Zoning: The Central Commercial (CX) zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Community Services and Group Living is allowed by-right in the CX zone.

The Design (d) overlay zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design overlay zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, Design Review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

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

- LUR 00-00544 DZM – approval of the Multnomah County Children's Receiving Center;
- LU 10-104538 DZ – approval for exterior alterations to an existing building including new concrete paving at play yard, new doors, and fully glazed overhead garage door.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **February 4, 2011**. The following Bureaus have responded with no issues or concerns:

The Bureau of Environmental Services responded with no objections. *Exhibit E.1.*

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on February 4, 2011. One written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Arlene Kimura, Chair of the Hazelwood Neighborhood Association, wrote in objection to the Modification requests and location of additional surface parking in this high-density zone and transit oriented neighborhood without associated building development. *Exhibit F.1.*

Staff response: While the City agrees that the parking lot is being developed ahead of the desired structure for this parcel, as well as being in front of the existing building to the east on the site, there are a list of mitigating factors which are worth noting:

- The parking lot will be set back over 100 feet from NE 102nd Avenue, preserving a buildable footprint for a mid-rise building appropriate to the zoning designation and the area's desired character;
- The parking lot will be set back as well from the pedestrian path on NE Davis Street;
- With the exception of the parking lot, all green space currently on the lot will be retained;
- With the exception of the parking lot, all landscaping will be retained; and
- Landscaping will be added which meets or exceeds city code.

Additionally, the applicant has withdrawn their request for a Modification to reduce the sidewalk width, and will be providing the full 6-foot wide pedestrian connection as required by code. Additional information is noted below the Approval Criteria and Findings section of this document.

ZONING CODE APPROVAL CRITERIA

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055 Design Review Approval Criteria

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

Findings: The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Gateway Regional Center Design Guidelines.

Gateway Regional Center Design Guidelines

The Gateway Regional Center is the City of Portland's only designated regional center. The area is envisioned to redevelop into a highly urbanized, pedestrian-oriented center, with an overall built size and scale second only to Portland's Central City.

The purpose of design review is to carry out the urban design vision for the District by emphasizing unique district assets in a manner that is respectful, creative, supportive, and compatible with all its areas. Although the District is a complex urban environment, it can become a cohesive whole with the use of these design principles.

Gateway Regional Center Design Goals

Ten goals for design review in the Gateway Regional Center have been established to enhance the area's design quality, support its livability, and guide its transition to a pedestrian-oriented, active, urban regional center. They are:

1. Encourage urban design excellence.
2. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Gateway Regional Center as a whole.
3. Provide for a pleasant, rich, and diverse experience for pedestrians.
4. Assist in creating a regional center that emphasizes a mix of active uses and experiences and is safe, lively, and prosperous.
5. Provide for the humanization of the Gateway Regional Center through the promotion of parks, plazas, open spaces, public art, and trees.
6. Integrate and honor the diversity and history of Gateway.
7. Integrate sustainable principles into the development process.
8. Encourage the development of a distinctive character for subdistricts within the regional center, and link them.
9. Encourage and incorporate transit orientation and usage.
10. Enhance the physical and visual linkages between the Gateway Regional Center and adjacent neighborhoods.

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.

A Pedestrian Emphasis

C Context Enhancement

A1. Strengthen Relationships Between Buildings and the Street. Integrate building setback areas with adjacent streets.

A2. Enhance Visual and Physical Connections. Enhance visual and physical connections between buildings and adjacent sidewalks. Orient semi-public building spaces to the sidewalk and street.

C4. Develop Complementary Parking Areas. Develop, orient and screen parking areas to complement adjacent buildings and the pedestrian environment.

Findings for A1, A2 & C4: The proposed parking lot has been stated by the applicant to be a limited lease lot for the use of the adjacent Gateway Center for Domestic Violence Services. The new parking lot development is approximately 114' east of NE 102nd Avenue, keeping the parking lot furthest away from the sidewalk along NE 102nd Avenue.

No changes will be made to the existing landscaping along the NE 102nd Avenue right of way, nor to the existing grass, 10-inch to 12-inch maples, or the 30-inch conifer on private property. The existing 4-foot chain link fence will also remain. A landscape screen designed to meet City of Portland's L2 screening requirements will be installed along the west side of the parking lot – this landscape screen includes trees shrubs and ground cover plantings – which will provide additional screening and vegetation to the site.

The ownership of the lot expects the site to be redeveloped with a mixed-use development that would incorporate structured parking for the site users and also allow for additional spaces for the Gateway Center for DV Services. While the timetable for this development is not yet fixed, the applicant has provided a feasibility study that indicates multiple options that shows at least mid-rise development density is achievable on this parcel, with or without the parking area as proposed [Exhibit A.1].

In consideration of the existing mature landscaping, the 114-foot setback, as well as providing the code-required minimum landscaping screening for parking areas, *these guidelines are therefore met.*

B Development Design

B1. Convey Design Quality and Building Permanence. Use design principles and building materials that convey quality and permanence.

B2. Integrate Ground-Level Building Elements. Integrate the different ground-level building elements with the building's architecture.

Findings for B1, B2 & C4: While the only proposed exterior alteration to the site is a new temporary parking lot, the parking lot will be built to meet all of the City of Portland's code standards. These standards include requirements for stormwater remediation, landscaping, paving, lighting, and accessibility.

The new parking lot is to be located in the eastern half of an empty field approximately 170' east/west by 160' north/south. The lot will abut an existing pedestrian path to the north, the Gateway Center for Domestic Violence Services to the east, the existing parking lot to the south and the remainder of the empty field to the west. The pedestrian path separates the lot from two residences to the north. New landscaping will be installed to the City of Portland's interior and perimeter landscape requirements. Two new light poles will be installed along the east side of the parking lot for pedestrian safety at night and match the existing light pole. The northern most pole will be located approximately 14' south of the pedestrian path. This distance will provide parking lot lighting without affecting the adjacent residences. The two new poles will match the existing pole in height and style. There is currently an existing 4.5' high chain link fence located along the north and west sides of the vacant property. The fence along the north side is currently about 20' from the pedestrian sidewalk. Due to the parking lot construction, the existing north fence will be relocated and reinstalled 6" south of the site ROW, or about 3' from the existing sidewalk. New fence will be installed to match existing where required.

These guidelines are therefore met.

B6. Integrate Ecological / Sustainable Concepts. Integrate ecological/sustainable features or concepts with site and development designs.

Findings for B6: All storm water for the new parking lot will be remediated and absorbed onsite. The parking lot will slope to drain to a storm water basin at the southwest corner of the lot. The stormwater basin will be planted to the requirements of BES standards for such facilities. An existing Japanese Maple, impacted by the new construction, will be preserved and relocated to the entry point of the parking lot. Also, 11 existing rhododendron shrubs affected by the construction will be preserved and relocated. Perimeter planting area is extended on two sides of the parking lot. To the north, the parking lot is approximately 10' from the ROW, all of that area will be planted. To the east, additional planting between 4' to 6' deep will be provided beyond the 5' required perimeter planting. An existing 30" diameter conifer is located approximately 25' west of the improved parking lot area. Parking lot improvements are located so as not to disturb the roots of the tree, and adjacent required parking lot trees are located so as to enhance the tree.

The project is currently being designed to achieve LEED Silver certification. LEED (Leadership in Energy and Environmental Design) is a voluntary certification process that promotes sustainable building and site development practices. Sustainable features of the project include managing a portion of the site's storm water runoff in a rain garden provided as part of the northern parking lot landscape buffer. *This guideline is therefore met.*

C Context Enhancement

C5. Transition to Adjacent Neighborhoods. Orient the building mass of new development toward the higher-density areas and/or active streets of the regional center.

Findings for C5: The parking lot has no vehicular access along its northern residential side. All vehicular access is from the existing parking lot to the south. An existing pedestrian gate in the existing 4.5' high fence will be relocated to be in line with the new pedestrian sidewalk internal to the parking lot. That sidewalk will extend beyond the gate to meet up with the existing pedestrian sidewalk that extends between NE Davis St. and NE 102nd St. The parking lot is held back 10' from the northern residential ROW with that 10' fully planted to the L2 screening standards of the Portland Zoning Code requirements. *This guideline is therefore met.*

MODIFICATION REQUESTS

Section 33.825.040, Modifications That Will Better Meet Design Review Requirements:

The review body may consider adjustments for site-related development standards as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. In order to approve modifications, the review body must find the applicant to have shown that the resulting development will better meet the applicable design guidelines and will, on balance, be consistent with the purpose of the standard for which a modification is requested.

Modifications requested through Design Review

- 1. 33.266.130.C.1- and 33.526.340.C.1 Location of Vehicle Areas** as stated in Table 266-3 – in CX zone, not allowed between a building and any street. This standard is reiterated in the Gateway Plan District (33.526.340.C.1) – Vehicle areas are not allowed between a primary structure and any street.

The applicant proposes a 22-stall surface parking lot between the Gateway Center for Domestic Violence and NE 102nd Avenue.

and

- 2. 33.266.130.C.3.b – Frontage Limitation.** The standard of this paragraph applies outside the Central City Plan district in CX zone (as well as others). Where vehicle areas are adjacent to a transit street or a street in a Pedestrian District, no more than 50% of the frontage on the transit street may be used for vehicle areas.

The applicant proposed approximately 75% total frontage as vehicle area along NE 102nd Avenue.

Findings for Modification 1 and 2: Proposed location is on the adjacent vacant lot between the Gateway Center for Domestic Violence Services building to the east and NE 102nd Street to the west. The Purpose Statement for the development standard restricts vehicle area locations in some zones to promote the desired character of those zones. In the Gateway Regional Plan, NE 102nd Street is planned to become a “place making” boulevard for the regional center. The street has a zero setback requirement for buildings in order to strengthen the character of the street.

This layout proposes placing the parking lot between the Domestic Violence Services Center and over 100-feet from NE 102nd Street to the west. The parking lot is intended as a temporary lot with a five year lease, with guaranteed parking for three years. The temporary lot is intended to provide parking for victims of domestic violence in a safe location adjacent to the Domestic Violence Services Center. The site of the parking lot is owned by PDC and the intention is to redevelop the lot with a mixed use building and structured parking, and has been demonstrated in multiple variables in a Feasibility Study for this site [Exhibit A.1].

The intent of Onsite Location of Vehicles – Frontage Limitation is to minimize the visual impact of parking lots from sidewalks and streets. The proposed lot is located adjacent and parallel to the Domestic Violence Services Center buildings. This location keeps the lot about 114 feet to the east of NE 102nd St., yet does have 100% frontage along NE 102nd Street. It is anticipated that the parking lot may also be incorporated into future development, or that the future development’s parking will be located at the same location as this proposed lot.

Combined with the deep setback from NE 102nd Avenue, the existing and proposed landscaping screening of the parking area from NE 102nd, as well as NE Davis Street, the parking lot will be well screened from the adjacent streets. Additionally, given the setback is deep enough to accommodate future building mass comparable to the allowed zoning on the site, these Modifications may ultimately become moot in the future with new development on or between the parking lot and NE 102nd Avenue.

These Modifications are therefore met.

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 design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposed parking lot, while in front of an existing building, maintains a deep 114-foot setback from NE 102nd Avenue, preserving a viable and buildable footprint for new construction. The applicant has stated this lot is a temporary measure that would be either replaced or screened by a new

building in the future when the economy improves. The proposal meets the applicable design guidelines and therefore warrants approval.

ADMINISTRATIVE DECISION

Approval of a new 22 stall parking lot; 21 regular and 1 handicap/van accessible stall, and includes a 6-foot wide concrete sidewalk connection;


Approval for two Modification requests:

1. **33.266.130.C.1- and 33.526.340.C.1 Location of Vehicle Areas** to allow a 22-stall surface parking lot between the Gateway Center for Domestic Violence and NE 102nd Avenue and NE 102nd Avenue; and
2. **33.266.130.C.3.b – Frontage Limitation** to allow approximately 75% total frontage as vehicle area along NE 102nd Avenue

Approval per the approved Exhibits C-1 through C-5, signed and dated March 15, 2011, subject to the following conditions:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.5. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 11-104844 DZM. No field changes allowed."

Staff Planner: Tim Heron

Decision rendered by:  **on March 15, 2011.**

By authority of the Director of the Bureau of Development Services

Decision mailed: March 7, 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 January 20, 2011, and was determined to be complete on **February 1, 2011**.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on January 20, 2011.

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

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 Design Commission, which will hold a public hearing. Appeals must be filed **by 4:30 PM on March 31, 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. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

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

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 Design Commission 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 Design Commission 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 **April 1, 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.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

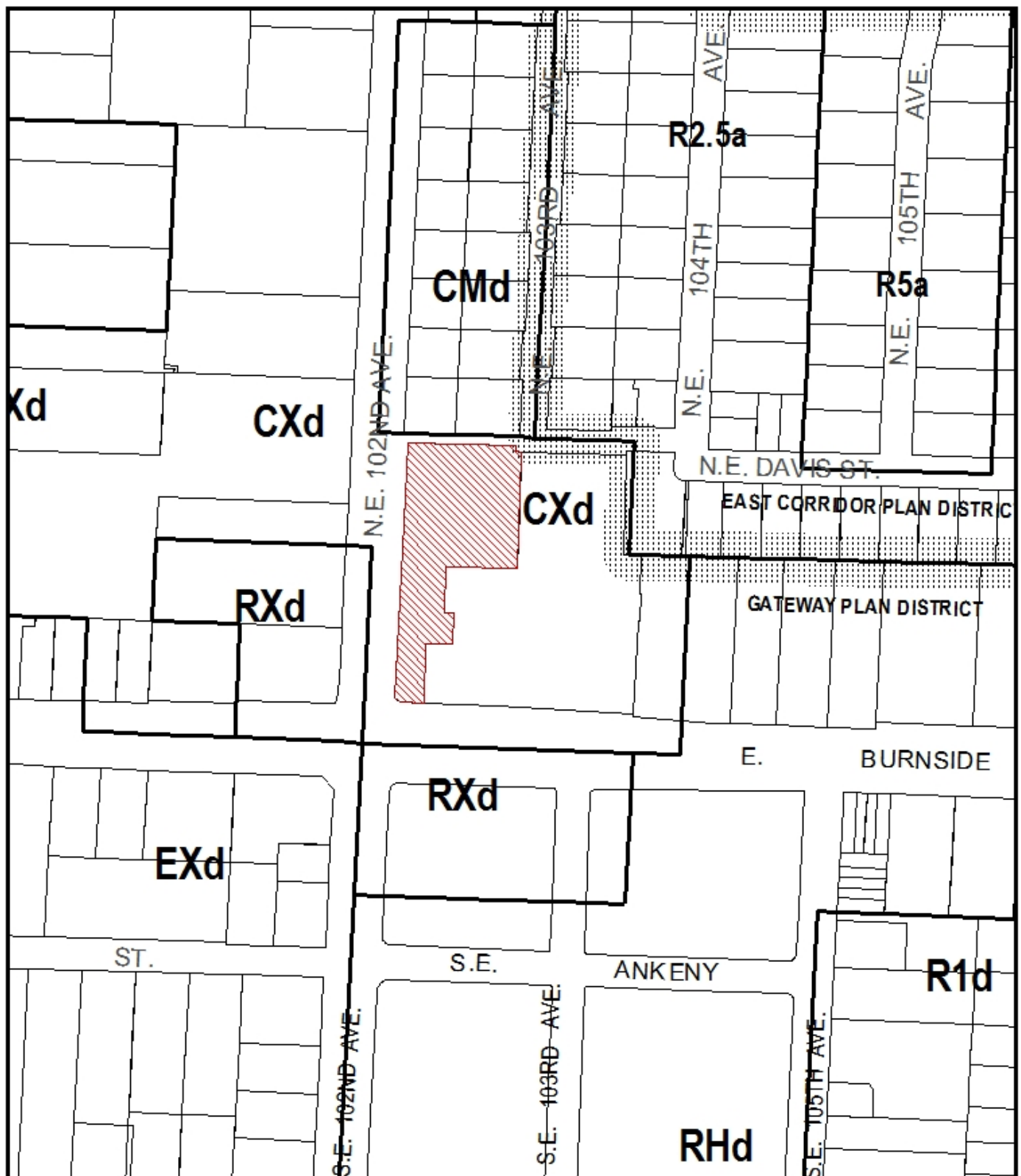
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. February 22, 2011 response, feasibility study, geo-technical report
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
 - 2. Layout and paving Plan
 - 3. Landscape Plan [attached]
 - 4. Landscape Details
 - 5. Light Pole details
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
- F. Correspondence:
 - 1. Arlene Kimura, Chair Hazelwood Neighborhood Association, objection to proposal
- G. Other:
 - 1. Original LU Application
 - 2. Site History Research

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



ZONING

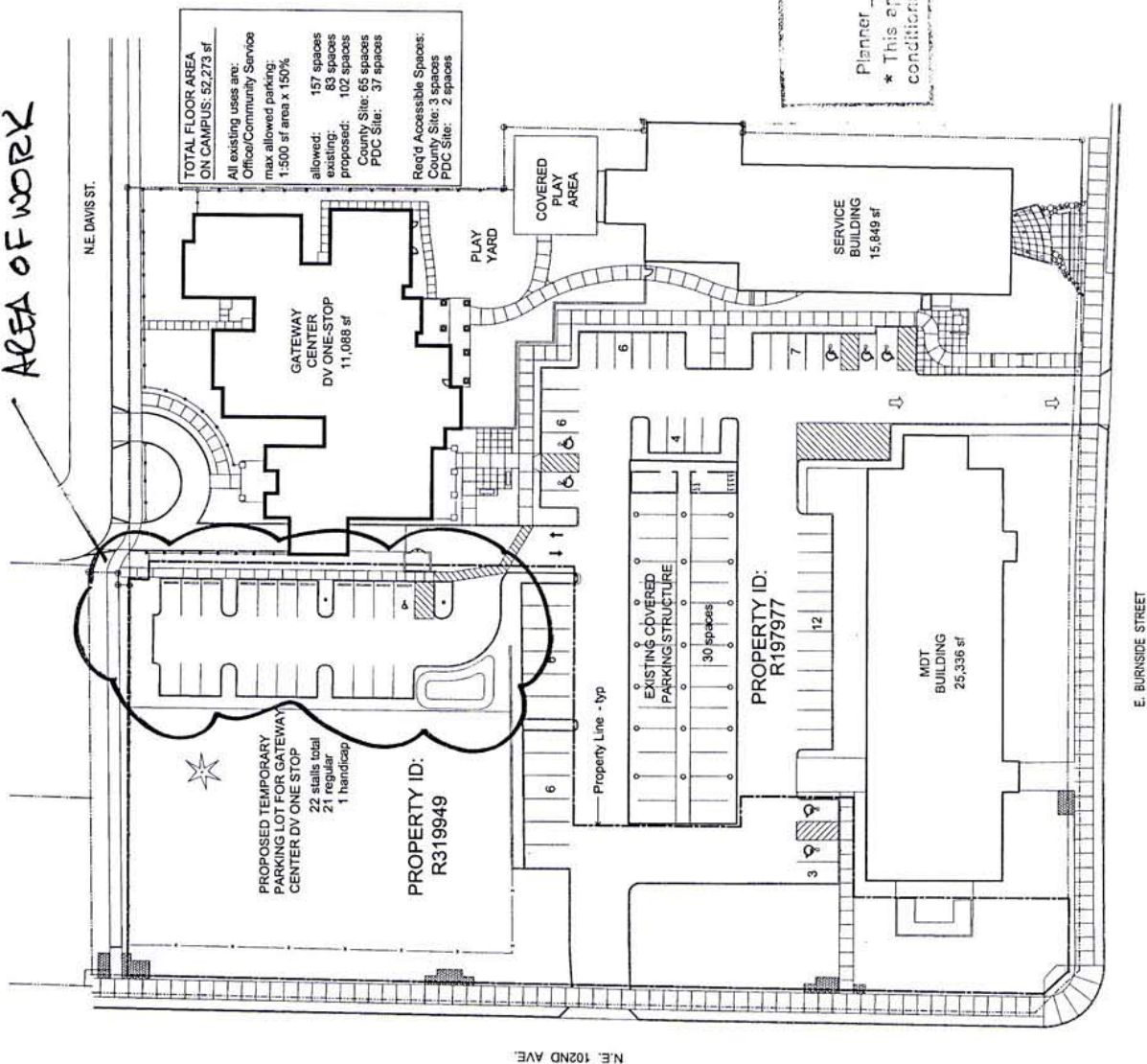
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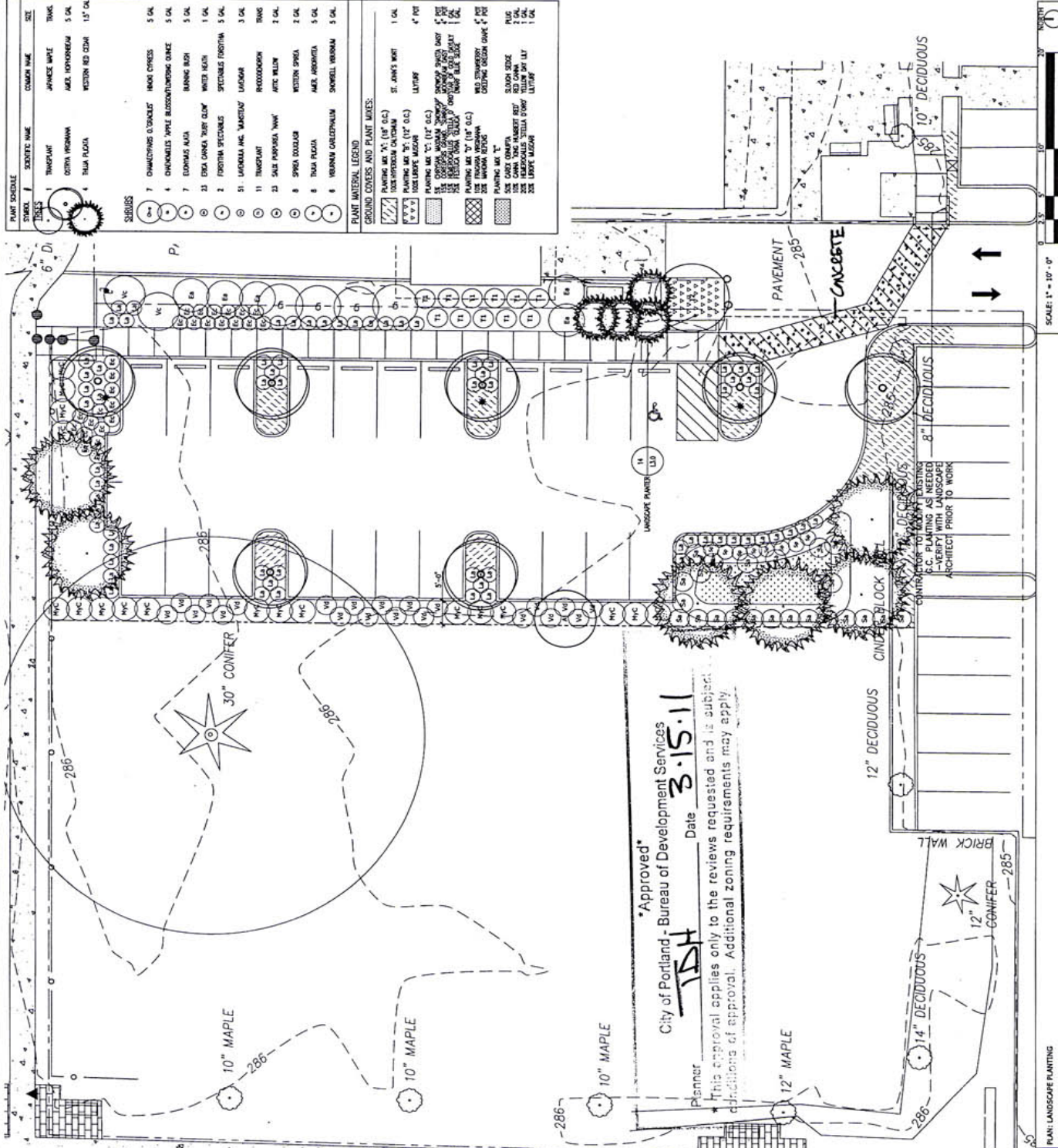
This site lies within the:
GATEWAY PLAN DISTRICT

File No.	LU 11-104844 DZM
1/4 Section	3041
Scale	1 inch = 200 feet
State_Id	1N2E34CB 9700
Exhibit	B (Jan 26, 2011)

AREA OF WORK



EX-1.C1
LW1-104844 DZM



PLANT SCHEDULE	SYMBOL	PLANT NAME	COMMON NAME	SIZE
1	●	TEMPERATE	JAPANESE WHITE	5 GAL
2	●	TEMPERATE	MADE HYDRANGEA	5 GAL
3	●	TEMPERATE	WESTERN RED CEDAR	1.5\" GAL
4	●	TEMPERATE	PALEA PLATANUS	5 GAL
5	●	TEMPERATE	PALEA PLATANUS	5 GAL
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32	●	TEMPERATE	PALEA PLATANUS	5 GAL
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98	●	TEMPERATE	PALEA PLATANUS	5 GAL
99	●	TEMPERATE	PALEA PLATANUS	5 GAL
100	●	TEMPERATE	PALEA PLATANUS	5 GAL

Investing in Portland's Future

PORTLAND DEVELOPMENT COMMISSION

REGISTERED LANDSCAPE ARCHITECT

1906

GATEWAY CENTER TEMP. PARKING LOT

10305 E BURNSIDE STREET

PORTLAND, OR 97216

PLANTING PLAN

DATE: 03-04-2011

DESIGNER: J. L. M. MCKENNA

PROJECT NO.: CHA025

SHEET NO.: L1.0

NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE TO SUBMIT PRODUCT SPECIFICATIONS TO THE CITY OF PORTLAND AND ASSOCIATES LANDSCAPE ARCHITECTS, INC. AND IS NOT TO BE WHOLE OR PART FOR ANY OTHER PROJECTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PORTLAND AND ASSOCIATES LANDSCAPE ARCHITECTS, INC. AND IS NOT TO BE WHOLE OR PART FOR ANY OTHER PROJECTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PORTLAND AND ASSOCIATES LANDSCAPE ARCHITECTS, INC. AND IS NOT TO BE WHOLE OR PART FOR ANY OTHER PROJECTS.

PLANTING NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE TO SUBMIT PRODUCT SPECIFICATIONS TO THE CITY OF PORTLAND AND ASSOCIATES LANDSCAPE ARCHITECTS, INC. AND IS NOT TO BE WHOLE OR PART FOR ANY OTHER PROJECTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PORTLAND AND ASSOCIATES LANDSCAPE ARCHITECTS, INC. AND IS NOT TO BE WHOLE OR PART FOR ANY OTHER PROJECTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PORTLAND AND ASSOCIATES LANDSCAPE ARCHITECTS, INC. AND IS NOT TO BE WHOLE OR PART FOR ANY OTHER PROJECTS.

PLANTING SCHEDULE:

1. CONTRACTOR SHALL BE RESPONSIBLE TO SUBMIT PRODUCT SPECIFICATIONS TO THE CITY OF PORTLAND AND ASSOCIATES LANDSCAPE ARCHITECTS, INC. AND IS NOT TO BE WHOLE OR PART FOR ANY OTHER PROJECTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PORTLAND AND ASSOCIATES LANDSCAPE ARCHITECTS, INC. AND IS NOT TO BE WHOLE OR PART FOR ANY OTHER PROJECTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PORTLAND AND ASSOCIATES LANDSCAPE ARCHITECTS, INC. AND IS NOT TO BE WHOLE OR PART FOR ANY OTHER PROJECTS.

City of Portland - Bureau of Development Services

Planner: ISH Date: 3.15.11

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

Approved: ISH

City of Portland - Bureau of Development Services

PLANTING PLAN

DATE: 03-04-2011

DESIGNER: J. L. M. MCKENNA

PROJECT NO.: CHA025

SHEET NO.: L1.0