



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

FROM CONCEPT TO CONSTRUCTION

Dan Saltzman, Commissioner  
Paul L. Scarlett, Director  
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[www.portlandoregon.gov/bds](http://www.portlandoregon.gov/bds)

**Date:** November 16, 2012  
**To:** Interested Person  
**From:** Chris Caruso, Land Use Services  
503-823-5747 / [Chris.Caruso@portlandoregon.gov](mailto:Chris.Caruso@portlandoregon.gov)

**RE-NOTICE OF AN AMENDED TYPE II DECISION ON A  
PROPOSAL IN YOUR NEIGHBORHOOD**

The Bureau of Development Services has **approved** a proposal in your neighborhood. The reasons for the decision are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

**CASE FILE NUMBER: LU 11-200767 DZ**  
**SELLWOOD BRIDGE REPLACEMENT PROJECT**  
**GENERAL INFORMATION**

**Applicant:** Ian Cannon/Multnomah County /C/O Sellwood Project Office  
2100 SW River Parkway/Portland OR 97201

**Representatives:** John Ferguson/TY Lin International  
8625 SW Cascade Ave #604/Beaverton OR 97008

Jerry Swain/TY Lin International  
8625 SW Cascade Ave #604/Beaverton OR 97008

Mary Dorman/Angelo Planning Group  
921 SW Washington St, Ste 468/Portland OR 97205

**Nearby Owners:** Sellwood Harbor Condominium  
232 SE Spokane St/Portland, OR 97202-6443

Riverpark Condominium & Association  
5125 SW Macadam Ave #145/Portland, OR 97201-3817

D J Richardson Properties  
1707 Englewood Dr/Lake Oswego, OR 97034

Grand Place Condominium  
8409 E Juan Tabo Rd/Scottsdale, AZ 85255-2877

**Site Address:** Numerous address including 380 SE SPOKANE ST

**Legal Description:** BLOCK 3 LOT 1-3 LOT 4 EXC PT IN ST, SELLWOOD; BLOCK 3 LOT 5-8, SELLWOOD; BLOCK 4 LOT 1 EXC PT IN ST LOT 2, SELLWOOD; BLOCK 4 LOT 3-8, SELLWOOD; BLOCK C&D TL 300, SELLWOOD; GENERAL COMMON ELEMENTS, SELLWOOD HARBOR CONDOMINIUM; GENERAL COMMON ELEMENTS, RIVERPARK

CONDOMINIUM; GENERAL COMMON ELEMENTS, GRAND PLACE CONDOMINIUM

**Tax Account No.:** R752700170, R752700200, R752700250, R752700270, R752721520, R752900010, R708990010, R337250010, R337250010

**State ID No.:** 1S1E23CC 03000, 1S1E23CC 03100, 1S1E23CC 03300, 1S1E23CC 03200, 1S1E22DD 00300, 1S1E22DD 90000, 1S1E22DD 80000, 1S1E22DD 70000, 1S1E22DD 70000

**Quarter Section:** 3830

**Neighborhood:** Sellwood-Moreland, contact Ellen Burr at 503-234-2233.

**Business District:** Sellwood-Westmoreland, contact Tom Brown at 503-381-6543.

**District Coalition:** Southeast Uplift, contact Leah Hyman at 503-232-0010.

**Other Designations:** Sellwood-Moreland Design District

**Zoning:** CM, CS, RH, d g q – Mixed Commercial/Residential, Storefront Commercial, and High-Density Residential with Design, River General, and River Water Quality overlay zones.

**Case Type:** DZ, Design Review

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

### **Proposal:**

The applicant seeks design review approval for a portion of the new Sellwood Bridge over the Willamette River. The portion of the bridge that requires design review is the southeastern quadrant, on all lots having the “d” overlay. The western portion of the bridge that falls into the Macadam Plan District does not require design review. The proposal had a Greenway Review (LU 11-173927 GW EN) for the river-related and scenic resources-zoned areas, so those items are not included in this design review.

The proposal includes a new arched-style bridge constructed of concrete, steel, and weathering steel elements. ***Amendments to the original approved design include the following:***

- Unstained and untapered abutment bases in place of stained, textured surrounds.
- Unstained concrete center girders at the bridge ends, with stained girders at the outsides.
- Concrete and railing-topped barriers along the bridge sides as an option to the integrated, custom railing.
- Pre-fabricated concrete bridge supports in place of custom concrete and steel supports.
- Reduction of the amount of architectural bridge lighting by removing lights illuminating the angle wings.
- Option to lengthen the bridge spans on the east side approaches to eliminate one span.

The arch and over-water beams design and materials, the projecting belvederes with seating areas, the electrical utility wall between abutment piers along the Springwater Trail, and the anti-climb fencing around specific areas of on-ground abutments will remain as part of the project. An area at the eastern end of the bridge, where it connects to SE Tacoma Street is reserved for Regional Arts and Culture Council (RACC) approved art and is not part of this review.

New construction above the valuation trigger and within design overlay zones requires design review if it is not otherwise exempt.

### **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:

- 33.825 Design Review
- Community Design Guidelines

## **ANALYSIS**

**Site and Vicinity:** The project site is made up of multiple properties and in-water lease areas within proximity of the southeastern quadrant of the existing Sellwood Bridge. The existing Sellwood Bridge is located about 16.6 river miles upstream of the Willamette River's confluence with the Columbia River. Designed by Gustav Lindenthal, the bridge opened on December 15, 1925 at a final cost of \$541,000. The girders from the old Burnside Bridge (built in 1894) were reused at each end. The existing Sellwood Bridge is a truss bridge that was Portland's first fixed-span bridge and is the busiest two-lane bridge in Oregon. It links the Sellwood and Westmoreland neighborhoods on the east side with Oregon Route 43/Macadam Avenue on the west side.

The southeast quadrant of the project area is developed with the east bridgehead and newer residential condominiums to the south. The Springwater Trail and private rail lines run underneath the bridge, between the bridgehead abutments and the Willamette River shoreline. The eastern end of the bridge terminates at SE Tacoma Street which leads into the commercial heart of the Sellwood-Moreland neighborhoods.

**Zoning:** The High Density Residential (RH) is a high density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally the density will range from 80 to 125 units per acre. Allowed housing is characterized by medium to high height and a relatively high percentage of building coverage. The major types of new housing development will be low, medium, and high-rise apartments and condominiums. Generally, RH zones will be well served by transit facilities or be near areas with supportive commercial services. Newly created lots in the RH zone must be at least 10,000 square feet in area for multi-dwelling development. There is no minimum lot area for development with detached or attached houses or for development with duplexes. Minimum lot width and depth standards may apply.

The Mixed Commercial/Residential (CM) zone promotes development that combines commercial and housing uses on a single site. This zone allows increased development on busier streets without fostering a strip commercial appearance. This development type will support transit use, provide a buffer between busy streets and residential neighborhoods, and provide new housing opportunities in the City. The emphasis of the nonresidential uses is primarily on locally oriented retail, service, and office uses. Other uses are allowed to provide a variety of uses that may locate in existing buildings. Development is intended to consist primarily of businesses on the ground floor with housing on upper stories. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk, especially at corners.

The Storefront Commercial (CS) zone is intended to preserve and enhance older commercial areas that have a storefront character. The zone intends that new development in these areas will be compatible with this desired character. The zone allows a full range of retail, service and business uses with a local and regional market area. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. The desired character includes areas which are predominately built-up, with buildings close to and oriented towards the sidewalk especially at corners. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged.

The "d" overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to design review. 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.

The Greenway Overlay Zones, designated as “g”, “i”, “n”, “q” or “r” are 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; increase public access to and along the Willamette River for the purpose of increasing recreational opportunities, providing emergency vehicle access, assisting in flood protection and control, providing connections to other transportation systems, and helping to create a pleasant, aesthetically pleasing urban environment; implement the City's Willamette Greenway responsibilities as required by ORS 390.310 to 390.368; and implement the water quality performance standards of Metro's Title 3.

- The River General “g” allows for uses and development which are consistent with the base zoning, which allow for public use and enjoyment of the waterfront, and which enhance the river's natural and scenic qualities.
- The River Water Quality “q” overlay is designed to protect the functional values of water quality resources by limiting or mitigating the impact of development in the setback.

**Land Use History:** City records indicate that prior land use reviews include the following:  
Eastside Properties

- CU 067-77: Zone Change and Conditional Use Review for new residential development. Approved with conditions.
- CU 004-81: Conditional Use Review for office building. Void, no decision rendered.
- LUR 93-00573 GW: Greenway Review for fill along the bank of the Sellwood Harbor Condominiums to stabilize the bank and trail (south of the Sellwood Bridge). Approved with conditions.
- LUR 01-00011 GW: Greenway Review for regional trail through Oaks Bottom, between the Ross Island and Sellwood Bridges. Approved with conditions.
- LUR 01-00519 GW: Greenway Review for Sellwood Interceptor Upgrade. Approved with conditions.

Sellwood Bridge Replacement Project

- LU 09-160242 GE CP: Goal Exception and Comprehensive Plan Amendment to place fill within the greenway setback for non-river dependent/related development associated with the Sellwood Bridge Replacement Project. Approved with conditions.
- LU 11-152470 GW: Greenway Review for in-water structures for a detour bridge related to the future replacement Sellwood Bridge. Approved with conditions.
- LU 11-173927 GW EN: Greenway Review for construction of the new bridge. Approved with conditions.

**Agency Review:** A “Notice of Proposal in Your Neighborhood” was mailed **June 15, 2012**. The following Bureaus responded as part of the original decision with no issues or concerns:

- Parks Bureau – Urban Forestry
- Site Development Section of BDS
- Portland Bureau of Transportation
- Bureau of Environmental Services
- Water Bureau (Exhibit E-1)
- Life Safety Review Section of BDS (Exhibit E-2)
- Fire Bureau (Exhibit E-3)

The agencies are not required to review this amended decision as the design changes have no impact on their previous reviews.

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on June 15, 2012. Fifteen (15) written responses were received from either the Neighborhood Association or notified property owners in response to the proposal during the first decision comment period. This amended decision is not required to have a new Notice of Proposal comment period beyond the final decision two week appeal period.

## 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 Community Design Guidelines.

#### Community Design Guidelines

The Community Design Guidelines consist of a set of guidelines for design and historic design cases in community planning areas outside of the Central City. These guidelines address the unique and special characteristics of the community plan area and the historic and conservation districts. The Community Design Guidelines focus on three general categories: **(P) Portland Personality**, which establishes Portland's urban design framework; **(E) Pedestrian Emphasis**, which states that Portland is a city for people as well as cars and other movement systems; and **(D) Project Design**, which assures that each development is sensitive to both Portland's urban design framework and the users of the city.

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

**P1. Plan Area Character.** Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions.

**D7. Blending into the Neighborhood.** Reduce the impact of new development on established neighborhoods by incorporating elements of nearby, quality buildings such as building details, massing, proportions, and materials.

**D8. Interest, Quality, and Composition.** All parts of a building should be interesting to view, of long lasting quality, and designed to form a cohesive composition.

**Findings for P1, D7 & D8:** The existing Sellwood Bridge is a visual icon in this area and acts as a geographic marker for the southern portion of the City of Portland. The replacement bridge will be located very close to the existing bridge alignment and will maintain the connection to SE Tacoma Street, thereby retaining the sense of place and identity of the Sellwood-Moreland neighborhoods. While the replacement bridge does require the demolition of several nearby condominiums, the vast majority of units will remain on either side of the bridge abutments, allowing this area to remain densely developed with river-facing housing units which is an identifiable characteristic of the neighborhood. While the replacement bridge will not use traditional residential or commercial finish materials, nor will its finishes be at the smaller scale of other buildings, the bridge has been designed with the minimum number of required structural elements in order to reduce its bulk and visual impact on the established neighborhoods. Modern building materials used on the replacement bridge that are seen on newer buildings in the area include poured-in-place concrete, pre-cast concrete, metal railings, and steel structural members. The proposed replacement bridge materials that are subject to review, including stained concrete, railings and fencing, weathering steel, light fixtures,

roadway paints, and permanent furnishings are all durable, quality materials designed for outside exposure to the elements. *These guidelines are therefore met.*

**P3. Gateways.** Develop or strengthen the transitional role of gateways identified in adopted community and neighborhood plans

**Findings:** The two ends of the Sellwood Bridge act as gateways to neighborhoods on either side of the Willamette River so the bridge end design is an important feature of the project. The eastern end of the replacement bridge features a wider public walkway area that will contain two Regional Arts and Culture Council (RACC) approved public art pieces. The art itself is not subject to design review but it will function as a strong visual marker for this end of the bridge and as a gateway element to the Sellwood-Moreland neighborhoods. *This guideline is therefore met.*

**E1. The Pedestrian Network.** Create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians that link destination points and nearby residential areas while visually and physically buffering pedestrians from vehicle areas.

**E2. Stopping Places.** New large-scale projects should provide comfortable places along pedestrian circulation routes where people may stop, visit, meet, and rest.

**Findings for E1 & E2:** The replacement bridge contains continuous pedestrian walkways on both sides of the roadway, including the quadrant under review. These walkways are separated from vehicle traffic by being on an elevated surface and having bicycle lanes as a buffer between pedestrians and cars. The walkways are connected to public sidewalks at SE Tacoma Street that then lead pedestrians into the Sellwood-Moreland neighborhoods and other points of interest on the eastern shore of the Willamette River. The bridge also provides curved belvedere extensions of the walkways with seating and places for people to stop, visit, meet, and rest. *These guidelines are therefore met.*

**D5. Crime Prevention.** Use site design and building orientation to reduce the likelihood of crime through the design and placement of windows, entries, active ground level uses, and outdoor areas.

**Findings:** The replacement bridge will have street lighting and walkway lighting along both sides, including the area under review. This lighting will illuminate the roadways, bike lanes, and walkways to discourage crime. There will be unobstructed views along the length of the bridge deck, allowing users to see any potential criminal activity. Anti-climb security fencing around specific abutments and one utility wall will deter criminal activity below the bridge. *This guideline is 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 replacement bridge is a well-composed structural element that will highlight this area of the Willamette River and will be a long-lasting, quality addition to the Sellwood-Moreland area. The proposal meets the applicable design guidelines and therefore warrants approval.

## ADMINISTRATIVE DECISION


Approval of design review for the southeastern quadrant of the replacement Sellwood Bridge in the Sellwood-Moreland design district that includes the following elements:

- An arched-style bridge constructed of smooth and stained concrete and weathering steel.
- Unstained and untapered abutment bases.
- Pre-fabricated concrete and/or steel bridge supports.
- Unstained central girders at bridge ends, with stained girders at the outsides.
- Integrated deck and architectural feature lighting.
- Option A - concrete and railing-topped barriers along the bridge sides, or
- Option B - custom, integrated railings along the bridge sides.
- Curved projecting belvederes with benches.
- An electrical utility wall between abutment piers along the Springwater Trail,
- Expandable mesh tall fencing; and
- Anti-climb fencing around abutments and the utility wall.

Approved, per the approved site plans, Exhibits C-1 through C-38 signed and dated July 10, 2012 and September 13, 2012, 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.38. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 11-200767 DZ. No field changes allowed."

**Staff Planner: Chris Caruso**

**Amended Decision rendered by:**  **on November 13, 2012.**

By authority of the Director of the Bureau of Development Services

**Amended Decision mailed: November 16, 2012**

**About this Decision.** This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

**Procedural Information.** The application for this land use review was submitted on December 13, 2011, and was determined to be complete on **June 11, 2012.**

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on December 13, 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. Unless further extended by the applicant, **the 120 days will expire on: October 9, 2012.**

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

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

**Attending the hearing.** If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the 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 **December 3, 2012.**
- A building or zoning permit will be issued only after the final decision is recorded.

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

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to:



Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.

- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034  
For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

**Expiration of this approval.** An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

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

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

## EXHIBITS

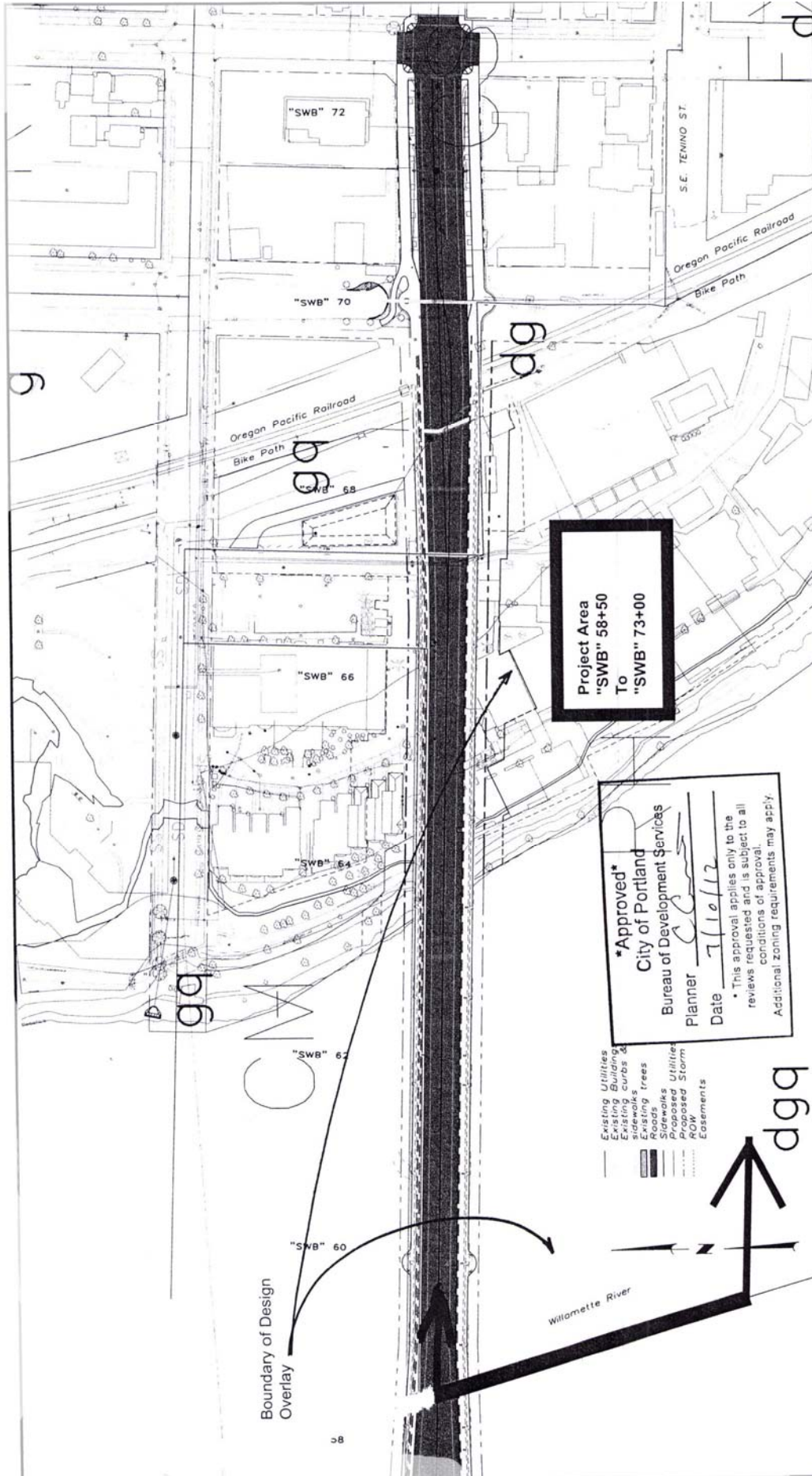
NOT ATTACHED UNLESS INDICATED

- A. Applicant's Information
  - 1. Narratives
  - 2. PowerPoint from 03 November 2011 Design Commission briefing
  - 3. 120-Day Waiver
- B. Zoning Map (attached)
- C. Plans/Drawings:
  - 1. Site Plan (attached)
  - 2. Elevation (attached)
  - 3. Design Vocabulary
  - 4. Local Material Vernacular
  - 5. Material Selection Concept
  - ~~6. Materials Key~~
  - ~~7. Structural Element Surface Treatment~~
  - ~~8. Structural Element Surface Treatment~~
  - ~~9. Structural Element Surface Treatment~~
  - ~~10. Structural Element Surface Treatment~~
  - ~~11. Architectural Lighting Renderings (3 sheets)~~
  - ~~12. Arch Rib LED Lighting Details~~
  - ~~13. Lighting Details at Angel Wings~~
  - 14. Lighting Details at Columns on Bents 1 thru 4
  - 15. Typical Luminaire Support at Deck Edge
  - 16. Typical Luminaire Layout at Deck Edge
  - 17. Typical Luminaire Layout at Deck Edge
  - 18. Typical Luminaire Layout at Deck Edge

19. Typical Luminaire Layout at High Fencing Location
20. Typical Luminaire Layout at Deck Edge
21. Typical Luminaire Layout at Deck Edge
22. Light Fixture Specifications
- ~~23. Section – Structural Elements at Bent 2~~
24. Multi-Use Path Surface (4 sheets)
- 25a. Option A Guardrail Details (attached)
- 25b. Option B Guardrail Details (6 sheets)
26. Belvederes (4 sheets)
27. Benches
28. Tall Bridge Fencing (5 sheets)
29. Columns Side by Side Comparison with Steel Columns
30. East Bank at Arch Thrust Block (attached)
31. Fencing Location Plan
32. Anti-Climb Fencing Specifications and Bent 4 fencing (3 sheets)
33. Utility Wall at Bent 8 (5 sheets)
34. East Approach View Bents 7-9
35. East Approach Long Span Option
36. Entry Feature (3 sheets)
37. Landscape Plans (4 sheets)
38. Structural Sections (17 sheets)
- D. Notification information:
  1. Mailing list
  2. Mailed notice
- E. Agency Responses:
  1. Water Bureau
  2. Life Safety Review Section of BDS
  3. Fire Bureau
- F. Correspondence:
  1. Paddy Tillett, June 27, 2012 – not in support of chain link fencing.
  2. Carey and Katrina Caldwell, June 27, 2012 – not in support of chain link fencing.
  3. Cassie Skall, June 27, 2012 – not in support of chain link fencing.
  4. Tom Wakeling, June 27, 2012 – not in support of chain link fencing.
  5. Sue and Don Elsom, June 27, 2012 – does not want any fencing.
  6. Miriam Nolte, June 27, 2012 - not in support of chain link fencing.
  7. Dan O’Flaherty, June 27, 2012 - not in support of chain link fencing.
  8. Genie Westfall, June 28, 2012 - not in support of chain link fencing.
  9. Kari Stanley, June 28, 2012 - not in support of chain link fencing.
  10. Meredith Fischer, June 28, 2012 - not in support of chain link fencing.
  11. Judy and Bill Jacks, June 29, 2012 – not in support of chain link fencing.
  12. Mike & Rhoda Moeller, June 29, 2012 – not in support of chain link fencing.
  13. Steve Mileham, LRS Architects, July 2, 2012 – would like alternate SE Tacoma Street design at DJ Richardson Properties.
  14. Sarah Bice, July 5, 2012 – not in support of chain link fencing.
  15. Heather Nelson Kock, July 5, 2012 – not in support of chain link fencing.
- 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).**



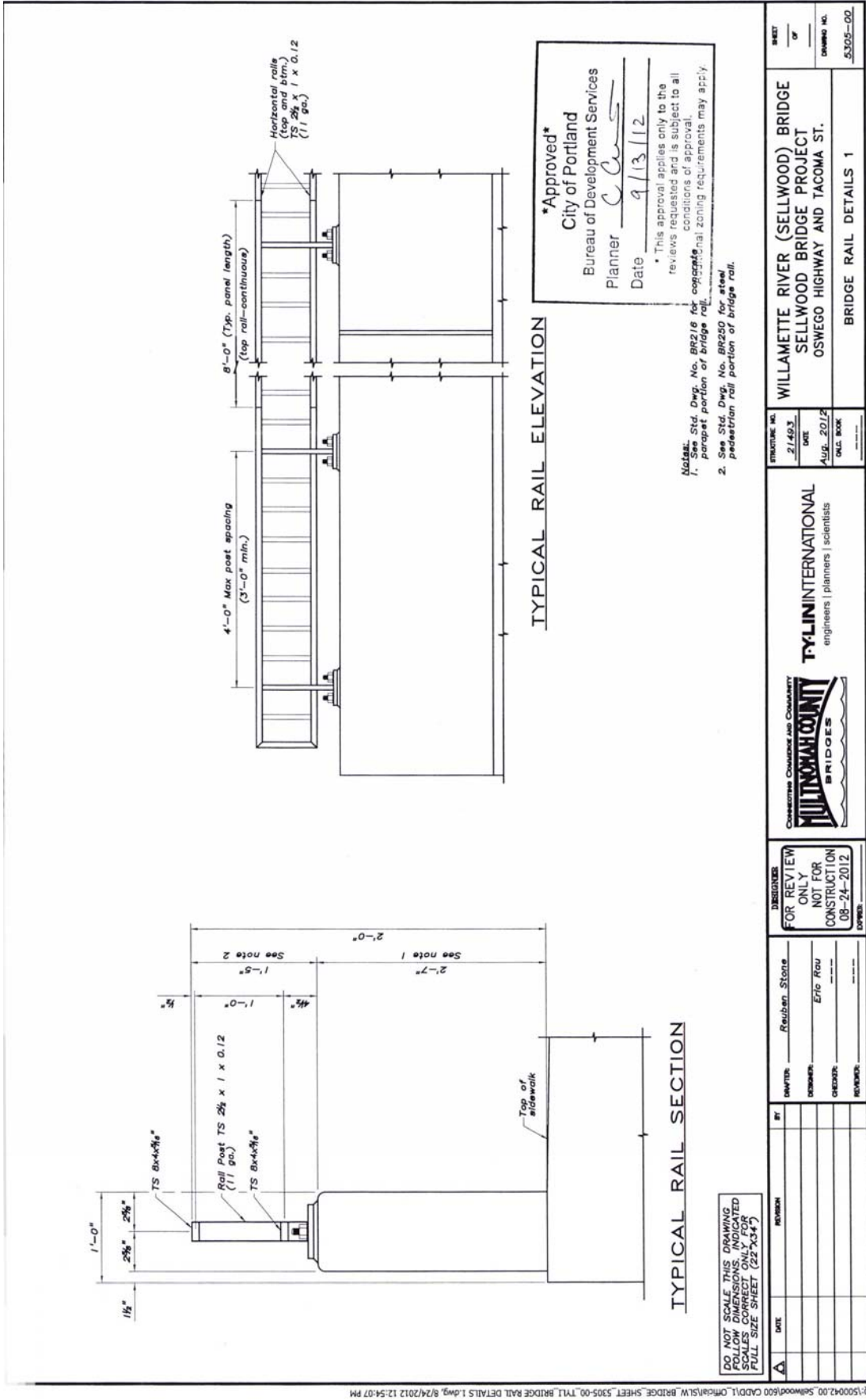


SHEET 1 OF 1		DRAWING NO. 0000-00		DESIGN PKG 0000-00	
STRUCTURE NO.		DATE		CALC BOOK	
WILLAMETTE RIVER (SELLWOOD) BRIDGE SELLWOOD BRIDGE PROJECT OSWEGO HIGHWAY AND TACOMA ST.					
SITE PLAN 1" = 100'					

LU 11-200767 DZ  
EXH. C-1

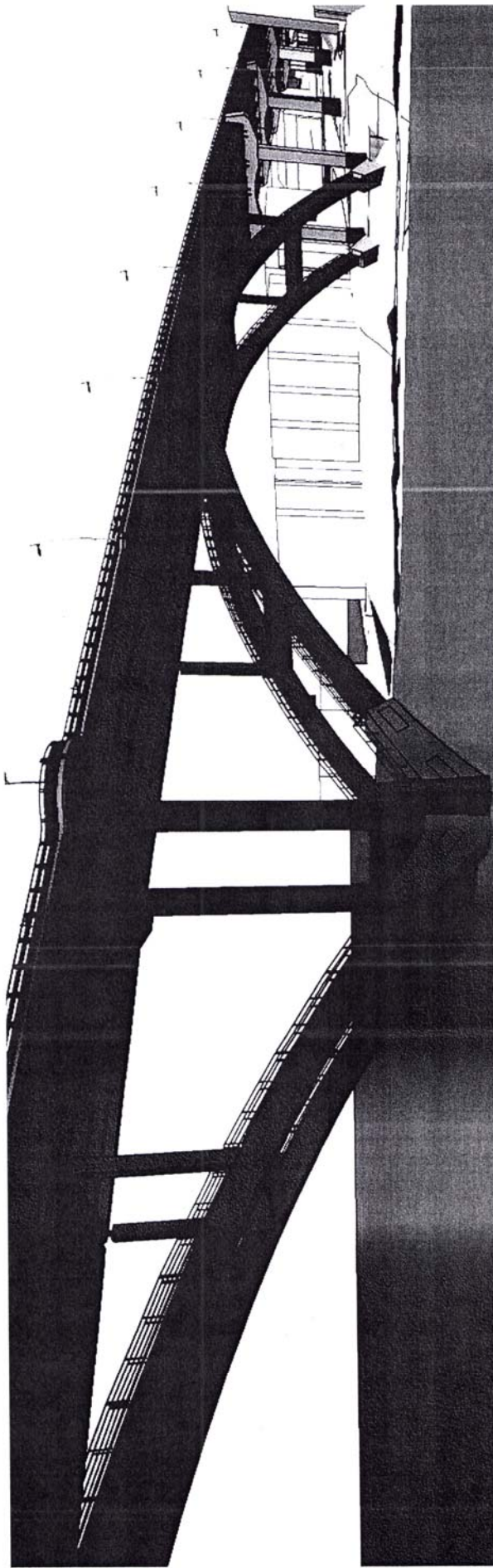






OPTION A  
 EXH. C-25a





\*Approved\*  
City of Portland  
Bureau of Development Services  
Planner: C. [Signature]  
Date: 9/30/12  
This approval is only to the  
extent that the project is subject to all  
conditions of approval.  
Additional conditions may apply.