



City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

Dan Saltzman, Commissioner
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Date: July 15, 2011
To: Interested Person
From: Nan Stark, Land Use Services
503-823-7828 / Nan.Stark@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 11-143429 AD

GENERAL INFORMATION

Applicant: Andrew A Paul
1140 SW Skyline Blvd
Portland, OR 97221-2660

Site Address: 3234-3236 NE ALBERTA ST

Legal Description: BLOCK 7 N 5' OF LOT 21 LOT 22, ELBERTA
Tax Account No.: R242301460
State ID No.: 1N1E24BD 02300
Quarter Section: 2533

Neighborhood: Concordia, contact George Bruender at 503-287-4787.
Business District: North-Northeast Business Assoc, contact Joice Taylor at 503-445-1321.
District Coalition: NE Coalition of Neighborhoods, Shoshana Cohen at 503-823-4575.

Zoning: R1ah: Medium-density multi-dwelling with 'a' Alternative Design Density overlay and 'h' Aircraft Landing overlay zone

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

Proposal:
The applicant proposes to construct a structure with two additional dwelling units on this site. The site currently contains a duplex. In this zone (R1), up to 5 units are allowed on this 5,000 square-foot site. Parking is required for the two new units. The applicant is requesting this Adjustment to waive the required 2 parking spaces.

Note that parking is not required for sites that are less than 500 feet from a bus line that operates with service of 20 minutes or less during peak hours; currently there is no on-site parking for the existing duplex. Although the site is less than 500 feet from bus line #73, that line runs at intervals of more than 20 minutes during peak hours, and consequently parking is required.

Relevant Approval Criteria:

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

ANALYSIS

Site and Vicinity: The site is 5,000 square-feet in area, located at the southwest corner of NE Alberta St and 32nd Pl. It is developed with an early 20th century side-by-side duplex, which is oriented to Alberta St. An alley abuts the west side of the lot.

This vicinity of Alberta St is residential, with commercial development beginning about two blocks west, and continuing west, interspersed with residential, for close to a mile. The residential development in the immediate area is primarily single-dwelling except along Alberta St and 33rd Ave to the east. Alberta St is classified as a Neighborhood Collector street, and 33rd Ave, one block east, is a District Collector street. NE 33rd Avenue is a transit street, as is Alberta St from the west to 30th Ave, at which point 30th Ave becomes a transit street heading north from Alberta. Three transit lines service the site: line #73, a cross-town bus serving NE 33rd Avenue; line #72, a cross-town bus originating from Swan Island/Clackamas Town Center, serving Alberta from ML King Blvd to 30th Ave; and line #9, Broadway, which serves this area going north along 27th Avenue, six blocks from the site.

Staff visited the site on the evening of Friday, July 8, 2011 to observe the demand for on-street parking in the immediate area (within one block of the site in all directions) during peak hour for restaurants (7:00-7:30 pm). The duplex on the site is currently unoccupied. There were two vehicles parked on 32nd Pl adjacent to the site, and two vehicles on the other side of 32nd Pl. No vehicles were parked on Alberta St in front of the site, where there is 100' of frontage, and there were no vehicles parked on the opposite side of Alberta St. North of Alberta on 32nd Pl, the street was fairly parked up, but with several open spaces. There are no houses with off-street parking on this block of 32nd Pl until the very southern end of the block, near Wygant St. There are a few garages serving houses from the alleys, but it appears that very few properties (three or four on each side of the block) utilize these for parking. Consequently, it appears that the typical on-street parking demand is by the existing residential neighborhood, and not from the closest retail (restaurant) uses.

Zoning: The site is zoned R1ah. The R1 zone corresponds to the Medium-density Multi-dwelling Residential zone, allowing up to one residential unit per 1,000 square-feet of site area. The allowed density on this lot is five units. The 'a' signifies the Alternative Design Density overlay zone, which offers up to fifty percent more units if the design is approved through a Type III Design Review. The applicant is not utilizing the provisions of the 'a' overlay. The 'h' is for the Aircraft Landing Zone height overlay, which overlays much of Northeast Portland, but the base zone height limit in the R1 zone (45 feet) regulates height.

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

Summary of Applicant's Statement: The applicant states that the site is in close proximity to three bus lines, which provide transportation options, and that prior to the most recent bus changes in the fall of last year, Line #73 nearest the site operated at intervals of 20 minutes or less during peak hour; consequently, parking was not required at this site. Since service cuts, the bus runs every 30 minutes. The two other bus lines near the site are more than 500 feet away, but run less than 20 minutes throughout the day.

In response to a request for more information from the Bureau of Transportation, the applicant submitted photos and written narrative documenting on-street parking use on Saturday, June 11 at noon, and Tuesday, June 14 at 7:00 pm. The results of those surveys will be discussed in the findings of fact, below in the Approval Criteria section of this report.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **June 14, 2011**. The following Bureaus have responded with no issues or concerns:

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

Staff notes that the Bureau of Transportation (PBOT) staff requested that the applicant do a survey of on-street parking on a week night and a weekend day. Based in part on the applicant’s on-street parking survey, PBOT had no concerns with the Adjustment.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on June 14, 2011. Staff received three letters in response to the proposal: one from the land use co-chair of the Concordia Neighborhood Association and two from neighboring property owners. One of the letters was signed by four people: the two owners and the two tenants of a neighboring property. The two respondents who are neighboring property owners both oppose the proposal to waive the parking requirement because of the increasing demand for on-street parking in the area by residents and users of the nearby commercial area. The land use co-chair of the Concordia Neighborhood Association responded as follows: he is aware that one neighbor expressed opposition and was acquiring signatures from neighbors; one member of the CNA board noted the increasing density of area parking and discourages additional on-street parking; from his personal perspective, the proposed adjustment is reasonable for several reasons, and will allow the additional units to be built that blend in with this residential area.

ZONING CODE APPROVAL CRITERIA

33.805.010 Purpose (Adjustments)

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

33.805.040 Approval Criteria

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

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

Findings: The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking.

The site is located at the corner of NE Alberta St and 32nd Pl, one block west of 33rd Ave, which is designated by the City’s *Transportation Systems Plan* as a District Collector traffic street. Alberta St is designated a Neighborhood Collector traffic street. Higher density is typically found on streets with these classifications, and often parking is not required due to either zoning or proximity to transit lines with frequent peak-hour service.

The applicant requests to waive the two parking spaces that are required in order to build two additional units on this site. The site has 100 feet of frontage on Alberta St and 50 feet of frontage on 32nd Pl. An alley abuts the site to the west, which provides access to parking for a few of the houses on this block. Like most blocks that are developed with alleys, this block has very few driveways from 32nd Pl, and consequently the street is uninterrupted by curb cuts for most of its length. This results in a situation in which there are significantly more on-street parking spaces than on blocks without alleys, where typically many or most residences include driveways. Portland Bureau of Transportation (PBOT) estimates ten on-street parking spaces per 200-foot long block, minus one space for driveways and alleys, and two spaces near fire hydrants.

Based on the survey of parking use on the two dates surveyed by the applicant (Saturday June 11 at noon, and Tuesday June 14 at 7:00 pm), as well as staff's site visit (Friday July 8 at 7:00 pm), the demand for on-street parking in the vicinity of the subject site is not high enough to raise concern about the reduction of two additional spaces. The applicant's survey and staff's site visit showed that the on-street parking in front of and across the street from the site on Alberta St is not in demand; over the three different surveys, no cars were parked in front of the site, and one was parked across the street. There are seven possible spaces on each side of the block frontages on Alberta St between 32nd Pl and 32nd Ave. On 32nd Pl between Alberta St and Wygant St (to the south), about half of the on-street spaces were occupied at all three surveyed times. Staff observed two cars parked adjacent to the site and two across the street at that time. The two across the street on 32nd Pl were parked facing south, which is illegal on a two-way street, but indicative of parking by the nearest residents who are comfortable with such parking and desire to be as close to their residence as possible without crossing the street or maneuvering to face the vehicle in the legal direction.

The parking surveys also included counts between 32nd Pl and 33rd Ave on Alberta St, and on the block north of Alberta on 32nd Ave, to Sumner St. Surveying all of these adjacent blocks gives a fairly good indication of whether or not on-street parking demand is being generated by the nearby commercial area in addition to the residential uses. The results of the applicant's surveys and staff site visit were indicative that the streets in this vicinity are almost entirely used by residents of the blocks on which they park.

Staff acknowledges that there are times when demand for on-street parking is greater, for special events such as the Alberta Street Fair and the monthly Last Thursday on Alberta St. Such events occur throughout the city, although the latter is known for being a significant event several times a year that undoubtedly impacts all of the local streets. The Last Thursday event does occur only once a month, however, and a decision about parking impacts cannot be based on a monthly event, but rather needs to reflect the typical demand.

While this area has seen an increase in desirability for both residential and commercial uses over the past several years, the parking surveys reflect the typical demand for on-street parking, and in this east end of the Alberta district, it is a residential area. Most of the residential development in the area, except on Alberta St, is single-dwelling, and the on-street availability of parking spaces more than accommodates the existing demand. The addition of two units adjacent to Alberta St will not create a noticeable change to the current on-street availability. It should also be noted that in its location one block from good transit on 33rd Ave, and three to five blocks to two other bus lines, makes it desirable to tenants who are seeking a residence where there are good options to driving. The site is also near a major bicycle boulevard on Skidmore St, and 29th Ave is a north-south bike path.

For all of these reasons, the proposal supports the purpose of the regulation, thus satisfying this criterion.

- B.** If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be

consistent with the classifications of the adjacent streets and the desired character of the area; and

Findings: The site is in the R1, multi-dwelling zone. The applicant has requested to waive the required parking for two additional units that he wishes to construct.

The above analysis in criterion A shows that the on-street parking demand in the vicinity of this site will be minimally affected by the addition of two residential units in this R1 zone. There are many ways to measure livability. When residents feel that they cannot park exactly where they wish every time they come home, this may affect their livability. However, the public streets are for public parking. People expect to be able to park directly in front of their residences, but this is not always the case.

Two neighbors wrote to express opposition to this proposal, stating that parking is limited and there are times that one must walk a ways down the street from where the car is parked. Staff believes this to be the case occasionally, but the site visit and surveys indicated that generally there is not a situation in which any of the surrounding streets are entirely full of cars. Special events and the monthly Last Thursday are exceptions, not daily or typical scenarios on which to base this decision.

Staff concludes that it is not an impact to livability if a resident of a street must walk beyond the on-street spaces in front of their property to park. There are many components to livability, which include the ability to walk within a few blocks of a bus line, shopping, parks and other amenities.

The applicant proposes a two-story structure containing two 920 square-foot units at the rear of the property. The elevation drawings provided show a neo-traditional design that will fit in with the predominantly early 20th century character of this residential area, including the existing duplex on this site. By building it without parking, it will evoke the cottage-style development typical of that era. Many such developments have been or are being built around the city in areas such as this, where the design without parking creates a more neighborhood-oriented development and does not making the parking area the predominant element. Eliminating the two parking spaces results in the enhanced design that fits in to the neighborhood, and preserves the on-street parking spaces. One on-street space would be lost in exchange for a two-space parking area, thus bringing the overall gain of only one parking space to the area.

Consequently, as proposed the Adjustment to waive the two on-site parking spaces will not detract from either the livability or the appearance of this residential area. Therefore, this criterion is met.

- C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and
- D. City-designated scenic resources and historic resources are preserved; and

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

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

Findings: There are no discernible impacts that would result from granting the requested adjustment. The parking surveys and staff site visit show that there is not a demand for on-street parking in this vicinity that would significantly change as a result of eliminating the two on-site spaces. While the residents of the proposed units may own vehicles, there is also a

likelihood that they will have fewer vehicles than the residents of the single-dwellings in the area. They may be attracted to living at this location in part because of its good access to alternative transportation. The above analysis shows that there is typically more than adequate on-street parking availability in the area to accommodate the additional units without their own off-street parking, and further if such parking were developed, it would eliminate one (and part of another) on-street space, with a much greater visual impact to the development than will exist without the parking. This criterion is met.

- F. If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable;

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

DEVELOPMENT STANDARDS

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

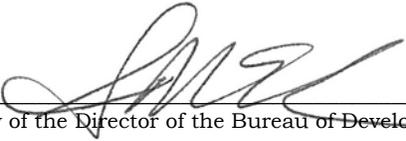
CONCLUSIONS

The analysis shows that all of the relevant Adjustment approval criteria are met. At the request of the Bureau of Transportation, the applicant provided surveys of on-street parking usage on an evening during the week, and a weekend day. Staff also visited the site on a Friday evening. The surveys and site visit showed that there is adequate on-street parking availability during these times, and consequently the addition of two units without their own off-street parking will not significantly change the existing situation. As such, there is not an impact to livability of this residential neighborhood, and the elimination of two on-site spaces will result in a site design that is more characteristic of this residential area. Further, there are good options for alternative transportation, with three bus lines within five blocks, and good bicycle and pedestrian infrastructure. The impacts of the Adjustment would be minimal and do not warrant mitigation. Neighbors expressed opposition to the proposal due to increasing demand for parking on the streets. While this neighborhood has been changing over the past few years with the revitalization of the Alberta St commercial district, the surveys are indicative that there is still adequate on-street parking that is primarily and typically only used by the residents of the area. Thus, an affirmative decision can be made.

ADMINISTRATIVE DECISION

Approval of an Adjustment to Section 33.266.110.B and Table 266-2 in order to waive two required parking spaces to allow for the construction of two additional residential units, per the approved site plan, Exhibit C-1, signed and dated July 14, 2011.

Staff Planner: Nan Stark

Decision rendered by:  **on July 14, 2011**
By authority of the Director of the Bureau of Development Services

Decision mailed: July 15, 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 May 27, 2011, and was determined to be complete on **June 10, 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 May 27, 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 8, 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 Adjustment Committee, which will hold a public hearing. Appeals must be filed **by 4:30 PM on July 29, 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 Adjustment Committee is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, or phone 1-503-373-1265 for further information.

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

Recording the final decision.

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

- *Unless appealed*, The final decision may be recorded on or after **August 1, 2011**.
- 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.

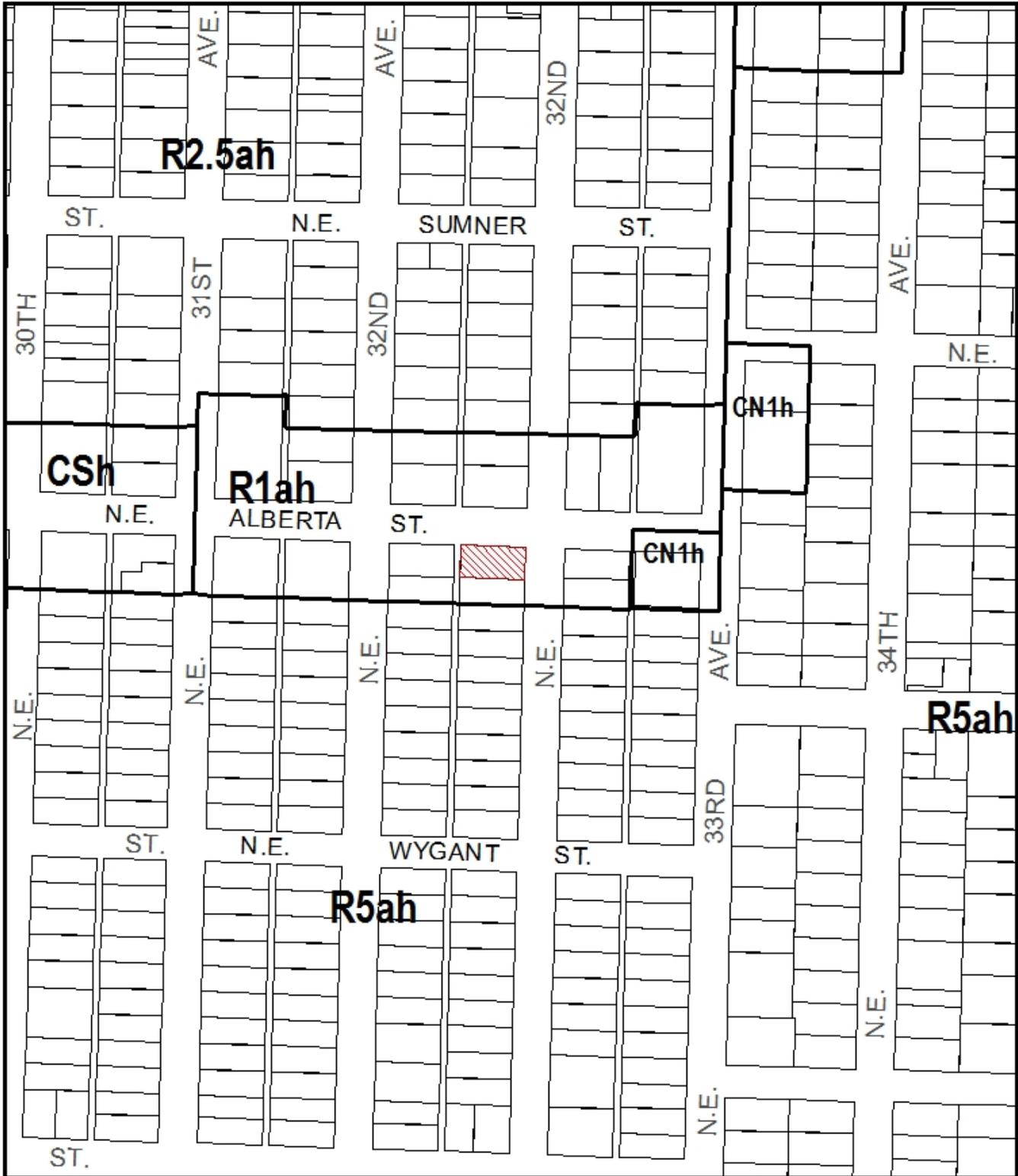
Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

- 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. 1. Applicant's Statement
- 2. Applicant's survey of on-street parking demand
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
 - 2. North elevation drawing
 - 3. West elevation drawing
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development Review Section of BDS
 - 6. Bureau of Parks, Forestry Division
- F. Correspondence:
 - 1. J and C Griffin, T and K Lowther, July 5, 2011, opposed
 - 2. C. Davidshofer, July 6, 2011, opposed
 - 3. G. Bruender, CNA Land Use co-chair, neutral
- G. Other:
 - 1. Original LU Application
 - 2. Email correspondence, Stark/A. Paul (staff/applicant), June 10, 2011

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



ZONING



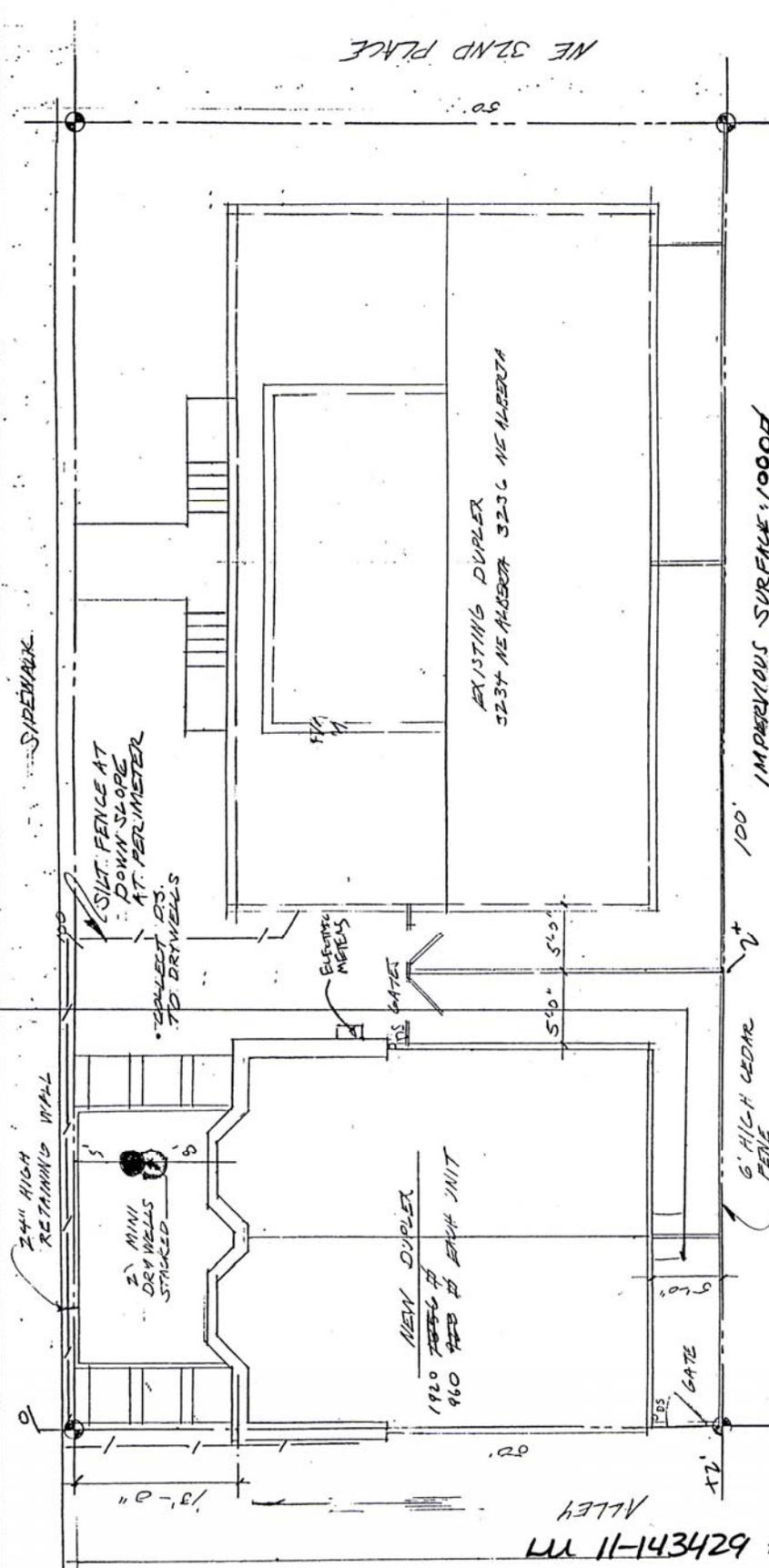
File No.	<u>LU 11-143429 AD</u>
1/4 Section	<u>2533</u>
Scale	<u>1 inch = 200 feet</u>
State_Id	<u>1N1E24BD 2300</u>
Exhibit	<u>B (Jun 01,2011)</u>

Approved
 City of Portland
 Bureau of Development Services
 Planner NS/Tank
 Date July 14, 2011
 * This approval applies only to the reviews requested and is subject to all conditions of approval.

W-11-143429 AD
 Exhibit C-1



MACKENZIE ARCHITECTURE, INC.		ALBERTA STREET DUPLEX	
2027 N.E. MARTIN LUTHER KING, JR. BLVD. PORTLAND, OREGON 97212 (503) 282-7874 FAX: (503) 282-1859 WWW.MACKENZIEARCHITECTURE.COM		NE ALBERTA ST. & NE 32ND PL. PORTLAND, OREGON 97217	
Date	Revisions	Drawn By: HAK	Scale: 1/8" = 1'-0"
		Date: 4/27/11	SHEET NUMBER



NE 32ND PLACE

EXISTING DUPLEX
 3236 NE ALBERTA 3236 NE ALBERTA

IMPERVIOUS SURFACE: 1000 SF
 EVERY PMH LEED SILVER

PROJECT INFORMATION:
 OWNER: ALBERTA 32, LLC
 ANDREW PAUL
 1140 SW SKYLINE BLVD
 PORTLAND, OR 97221

ENGINEERS: AC ROLIN CONSULTING
 11500 SE LANNY LANE
 BOKING, OR 97009
 TEL: 503-663-9160

PROPERTY INFORMATION:
 LEGAL: ALBERTA, BLK 7, 11 S'
 OF LOT 21, LOT 22
 SE 1/4 NW 1/4 JEL 24
 T1N R1E WA MULT. CO.

ZONING: R1H OUTDOOR AREA: 48 SF
 LOT SIZE: 5000 SF 1000 SF MIN LANDSCAPE AREA
 LOT COVERAGE - EXISTING: 1664 / 5000 = 33%
 MAX LANDSCAPE - 33% MIN. 2500 / 5000 = 50%

ALLEY

W-11-143429 AD

