



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

FROM CONCEPT TO CONSTRUCTION

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www.portlandoregon.gov/bds

Date: December 17, 2012
To: Interested Person
From: Shawn Burgett, Land Use Services
503-823-7618 / shawn.burgett@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 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 12-190461 AD

GENERAL INFORMATION

Applicant: Nick Daniken / Portland Development Group
4224 NE Halsey Street Suite 300 / Portland, OR 97213

Owner: Mike Hubbell / Portland Development Group Llc
4424 NE Halsey St., Ste 300 / Portland, OR 97213

Site Address: 2619 SE 63RD AVE

Legal Description: BLOCK 3 LOT 5&6, MANDY LANE
Tax Account No.: R530200350
State ID No.: 1S2E08BB 04700
Quarter Section: 3337
Neighborhood: South Tabor, contact Jamison Cavallaro at 503-232-5265.
District Coalition: Southeast Uplift, contact Bob Kellett at 503-232-0010.

Zoning: R2.5a (Single Family Residential 2,500 sq. ft. with "a" alternative design density Overlay)

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

Proposal:

The 6,400 sq. ft. subject site has two historic lots (5 and 6) located on it. The existing home (2619 SE 63rd Ave) is located on historic lot 5 and faces SE 63rd Ave. The applicant has applied for a Lot Confirmation (12-181021 PR) to re-establish historic lot 6 on the site. If approved, it would result in a developable lot with frontage along SE 62nd Ave.

Based on the proposed Lot Confirmation, the existing house would lose its required off street parking which is currently located on historic lot 6. The applicant has applied for an adjustment from Zoning Code section 33.266.110 (Table 266-2) which requires one off street parking space per dwelling unit in order to allow the existing house on the site to not meet the minimum required off street parking requirement.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33. Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F. of Section 33.805.040, Adjustment Approval Criteria.

ANALYSIS

Site and Vicinity: The subject site is a flat through lot with frontage along SE 62nd Ave and SE 63rd Ave. The existing home on the site which was built in 1914 faces SE 63rd Ave. The four other homes located along SE 63rd Ave adjacent to the site are all corner lots with frontage along SE Ivon St. and SE Clinton St. The home located directly south of the house on the site was built in 1926; the home directly to the north was built in 1911. The two homes located east of the site across SE 63rd Ave were built in 1917 (6310 SE Ivon) and 1926 (6303 SE Clinton).

Zoning: The R2.5 designation is one of the City's single-dwelling zones which is intended to preserve land for housing and to promote housing opportunities for individual households. The zone implements the comprehensive plan policies and designations for single-dwelling housing.

The "a" overlay is intended to allow increased density that meets design compatibility requirements. It focuses development on vacant sites, preserves existing housing stock, and encourages new development that is compatible with the surrounding residential neighborhood. This proposal is not using any of the provisions of the "a" overlay.

Land Use History: The applicant has applied for a Lot Confirmation (12-181021 PR) to re-establish historic lot 6 on the site. City records indicate no other prior land use reviews for this site.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **November 8, 2012**. The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services
- Water Bureau
- Fire Bureau
- Site Development Section of BDS
- Bureau of Parks-Forestry Division
- Life Safety

Bureau of Transportation Engineering (PBOT) has responded with the following comments (exhibit E-2):

At this location, both SE 62nd and SE 63rd are classified as Local Service Streets for all modes. SE 63rd is a 50-ft wide ROW improved with an approximately 12-ft roadway with wide gravel shoulders that function as on-street parking spaces. Construction of a standard 10-ft wide driveway with 3-ft wings would result in the loss of one on-street parking space along the site frontage. Approving the adjustment to waive the requirement for an on-site parking space and would leave the amount of public on-street parking the same with no net change in overall public/private parking supply. PBOT has no objection to granting this request.

As a side note, development of the new lot with frontage on SE 62nd will trigger the requirement to widen the existing sidewalk to current City standards. The existing sidewalk has a 4-ft curb tight configuration. In order to provide adequate ROW width for this new sidewalk, a 6.5-ft dedication will be a condition of building permit approval. The new reconstructed 11-ft sidewalk corridor will consist of the existing 0.5-ft curb, 4-ft planting strip with street trees, 6-ft sidewalk, and a 0.5-ft frontage zone between the back of the new sidewalk and the property line.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on November 8, 2012. One written response has been received from either the Neighborhood Association in response to the proposal.

Summary Neighborhood response: The neighborhood letter (exhibit F-1) pointed out that the site plan was not precise, the porch bump out was not shown correctly. The letter stated that there appears to be room for one on site parking space in front of the home. The letter also pointed out that the adjacent property to the north has a paved off street driveway, providing room for two cars. As such, the Neighborhood Association feels the existing home should accommodate one off street parking pad to keep with the visual appearance of the area. The Neighborhood Association requested that the applicant submit a more precise site plan to illustrate the building footprint and right of way more clearly. The letter also requested that if BDS approves the adjustment, the decision require the applicant to pave the entire portion of SE 63rd Ave which abuts the site. In closing, the letter expressed optimism that a better solution exists. Stating that the home didn't have to be built so close to SE 63rd Ave at a minimum setback and is poor planning by the land owner, which is not a legitimate reason to waive the private off street parking.

BDS response: The original site plan sent out with the public notice reflected the shape of the home prior to some recent renovations. The home used to have a sun porch (exhibit G-5) located along the southeastern part of the front façade which was reflected in the original site plan (exhibit C-2). The applicant recently renovated the home, removing the sun porch, and building a new covered porch along the northeastern side of the front façade. At the request of planning staff, the applicant submitted an updated site plan (exhibit C-1) that reflects the homes current configuration. This site plan was forwarded onto the Land Use Chair for the South Tabor Neighborhood Association. In response to the revised site plan, the Land Use Chair requested a 30 day delay in the land use case. The change in the site plan was minor, and does not appear be drastic enough to change any of the comments received from the Neighborhood Association, a 30 day extension is not warranted. However, planning staff let the Land Use Chair know that any new comments he may have as a result of the slightly modified site plan could be submitted and considered. No new comments were received.

It should also be noted that the parking on the lot located directly north of the subject site along SE 63rd Ave is located between a garage and the street, not a house, which is a typical development pattern along this block. In addition, the garage on this lot is located approximately 20 ft. behind the lot line along SE 63rd Ave.

In regard to the request to pave the right of way, transportation (PBOT) does not have the authority to require street frontage improvements through this request unless the improvements associated with the home are valued at 35% or more of the homes assessed value, which does not appear to be the case. PBOT has indicated that they will require frontage improvements along SE 62nd Ave in association with any future building permit submittal for development on lot 6.

Please see the staff findings below in this report for a more detailed response to the neighborhood concerns and more information on how the adjustment criterion has been met. In addition, it should be noted that planning staff spoke over the phone with two adjacent property owners (who did not write letters of response) who received the public notice in the mail; both neighbors expressed no concerns regarding the parking adjustment, but were curious about the type of development that may be proposed on lot 6 in the future.

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 as stated in Zoning Code Section 33.266.110 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 required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis.

The applicants requested an Adjustment to waive the one required on-site parking space. The Zoning Code requires no on-site parking spaces for sites within 500 feet of a frequent service transit line (33.266.110 B.3). The 500 feet equates to approximately two blocks. The intent for this allowance, as stated above, is that those sites that are well-served by transit may need little or no on-site parking. While the applicant's site is located 600 feet south of the #4 bus route which runs on SE Division St, the bus service (exhibit G-9) offers very frequent service (every 10 minutes or less in the morning peak times between 7 and 8:30am and evening peak times between 4 and 6pm), exceeding the 20 minutes or less service during morning and evening rush hours the code requires to waive on site parking on sites within 500 feet of frequent transit service. The proximity of this bus line lessens the need for on-site parking.

A visit to the site showed that there is ample space alongside the roadway for parking in front of the house, there are no on street parking restrictions. The public right-of-way is 50 feet wide, with a 12 ft. roadway and a large gravel wing in front of the existing house on the site, which is within the public right of way and easily provides room for two vehicles to park. During the site visit, a large dumpster was located in front of the home, which was associated with the renovation process which was taking place on the existing home on the site (exhibit G-3). In addition to the dumpster, three vehicles associated with the contractors working on the house were parked along SE 63rd Ave adjacent to the site and in front of the house to the south, demonstrating the availability of on street parking to accommodate future residents of the home on the site and any visitors they may have.

In addition, all the houses on this block with frontage along SE 63rd Ave have driveways and associated garages. The two homes across SE 63rd Ave from the site on the adjacent block also have driveways and associated garages. All four of these homes are also corner lots with multiple street frontages providing additional off street parking (exhibit G-4). It appears that there is more than adequate space to accommodate parking demand by the residents, and there are no other uses nearby that would add to that demand.

PBOT has reviewed the Adjustment request for its potential impact on the public right-of-way, traffic impacts, and for conformance with adopted transportation policies and street designations. PBOT did not indicate any concern with the requested Adjustment to waive the required parking space. Their response to such requests is generally based on the parking demand in an area. The parking environment along SE 63rd Ave is such that all of the

properties are developed with off-street parking. There appears to be a minimal demand for on-street parking, which leaves available ample on-street parking. Waiving the one required on-site parking space will have negligible impact on the parking environment.

The Neighborhood Association recommended putting the parking in the front yard. PBOT mentioned that if the applicant were able to place a parking space in front of the existing house, it would eliminate one off street parking space, essentially resulting in no gain in parking. The southeastern façade of the existing home is located 17.44 ft. from the front property line. Any required parking pads must have minimum size dimension of 18 ft. in length, by 9 ft. in width and must be completely located outside of the 10 ft. front setback per Zoning Code section 33.266.120.C.1a). Based on these requirements, the applicant would need the home to be set back 28 ft. (from the street) in order to provide enough room for a parking pad that meets the Zoning Code standards. Alternatively, the applicant could request an adjustment to allow an undersized parking pad within the front setback. As indicated by PBOT, the addition of an on site parking pad would eliminate one off street parking pad and would result in no net gain between the house and the street. Also, such a short driveway cannot accommodate a full size vehicle, resulting in the parked vehicle extending into the right of way. Allowing parking between the front of the house and the street (as opposed to between a garage and the street) is not a development pattern that is seen on this block front. The adjustment request to remove parking is still the main issue, and even with the new orientation of the porch, there is not enough space between the home and the right of way to construct a parking pad which meets the minimum size requirements.

It is also presumed that the occupants of the home on the site have utilized the gravel area in the front of the house for day to day parking needs all along due to its proximity to the main entrance of the home and for the sake of convenience. The site is a through lot with frontage along SE 63rd Ave and SE 62nd Ave. The recently demolished garage and existing parking pad for the house were located approximately 135 ft. behind the house and faced SE 62nd Ave. The applicant has proposed a lot confirmation to re-establish Lot 6 on the site for future single family development, which eliminates the off street parking for the existing house. Based on the discussion above, the loss of this existing off street parking pad will likely not result any change or impact to the parking conditions along SE 63rd Ave.

In addition, the applicant pointed out (exhibit A-1) that the existing house on the site is a one bedroom home, therefore, the number of future occupants and associated vehicles will likely be limited.

Therefore, this criterion is met.

- 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: As indicated in criterion A above, there does not appear to be a high demand for on-street parking along this street that would be generated by something other than the residences on it. It is assumed that the residents who live in the existing home on the site have historically utilized the gravel area along the front of the property for parking due to its proximity to the front entrance of the home, and therefore the neighborhood is accustomed to vehicles parking in this area. The requested adjustment does not change that appearance, or the function of on-street parking for vehicles associated with the dwelling. The home on the site which was built in 1914 has a new covered front porch which provides a nice connection between the home and the street. Paving over the front yard area adjacent to this porch between the house and the street would not fit in with the architectural character of this historic home.

In regard to the comments regarding poor planning by the land owner, the home was constructed in 1914, an era when vehicle parking was not a central issue. However, the site did have on site parking in the rear of the site, where the existing garage and parking pad were located (off of SE 62nd Ave), which are being separated from the house through the proposed lot confirmation. In regard to the writers request to have a parking pad placed next to the porch in the front yard, it would be more problematic to approve an adjustment to allow a substandard parking pad and associated paving in the front yard area adjacent to the porch (between the house and the street). In addition, the abundance of on street parking available at this location make that scenario unnecessary.

Planning staff disagrees with the letters premise that since the adjacent neighbor has a driveway with room for multiple vehicles, the home on the subject site should provide off street parking to be consistent with the visual appearance of the frontage. The fact that the adjacent neighbors all have off street parking further enhances the applicants argument that on street parking is readily available along this block and that this adjustment to eliminate off street parking for this site would not have a detrimental impact on parking conditions along this street. In addition, any new homes built in the future on lot 6 as a result of the proposed lot confirmation will be required to provide on site parking.

Consequently, the proposal does not detract from either the livability or 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

Findings: Only one adjustment is requested. This criterion is not applicable.

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

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

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

Findings: There are no discernible impacts that would result from granting the requested adjustment. There is no physical change to the parking situation to which the neighborhood is accustomed. 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 proposal to waive the off-street parking would allow the current owner to complete a lot confirmation and re-establish historic lot 6 on the site. The physical appearance of the parking is not changing as a result of the adjustment; rather, the existing situation is maintained. The site is on a low volume street where parking demand is primarily from the residents of this street, and is not generated by any other nearby use. There is adequate on-street parking to meet the demand for the residents of this house without creating impacts to the neighborhood. The proposal satisfies all of the relevant adjustment approval criteria.

ADMINISTRATIVE DECISION

Approval to waive on required the off-street parking space for the existing house (2619 SE 63rd Ave) located on historic Lot 5 per the approved site plan, Exhibit C-1, signed and dated December 13, 2012

Staff Planner: Shawn Burgett

Decision rendered by:  **on December 13, 2012**

By authority of the Director of the Bureau of Development Services

Decision mailed: December 17, 2013

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 October 4, 2012, and was determined to be complete on **October 31, 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 October 4, 2012.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant requested that the 120-day review period be extended 7 days (exhibit A-5). Unless further extended by the applicant, **the 120 days will expire on: March 7, 2013**.

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 December 31, 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.

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 **January 2, 2013**.
- 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.

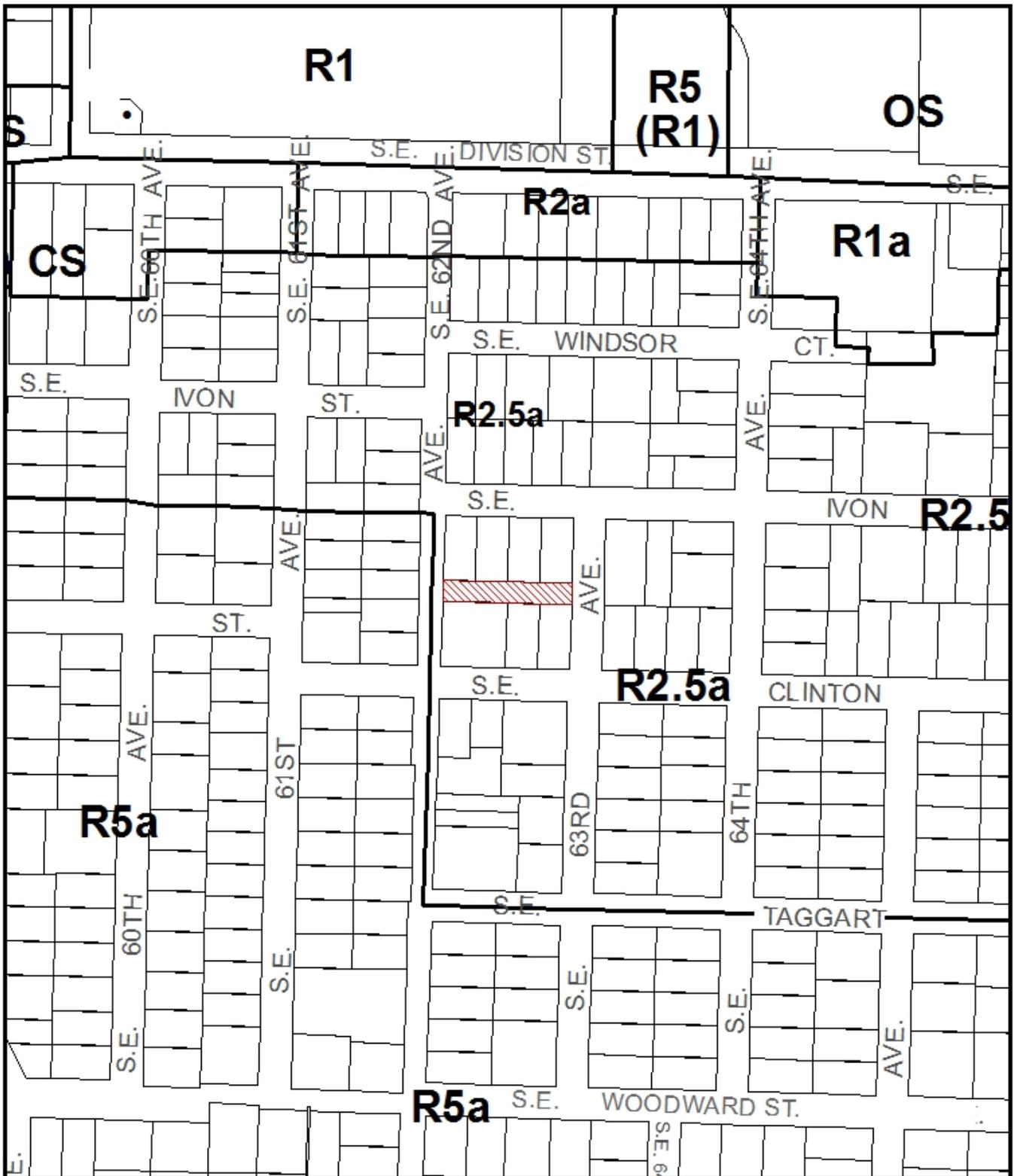
EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Narrative
 - 2. Photos of site during the day
 - 3. Photos of site in evening on weekday
 - 4. Photos of site in evening on weekend
 - 5. 7 day extension to 120 day clock
 - 6. Applicants documentation of off street parking
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
 - 2. Original site plan (with sun porch, prior to new porch addition)
- 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
 - 7. Life Safety
- F. Correspondence:
 - 1. Jamison Cavallaro, South Tabor Neighborhood Association, received via e-mail on November 29, 2012
- G. Other:
 - 1. Original LU Application
 - 2. Site History Research
 - 3. Planner Photos of site
 - 4. GIS aerial of site showing adjacent corner lots along SE 63rd Ave and documenting -on street and on site parking
 - 5. Google street view image of home on the site, showing demolished sun porch
 - 6. Google street view of image of parking area off of SE 62nd Ave
 - 7. Incomplete Letter dated 10/18/12
 - 8. E-mail Correspondence with South Tabor Land Use Chair

9. Tri-Met schedule for bus #4 on SE Division

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



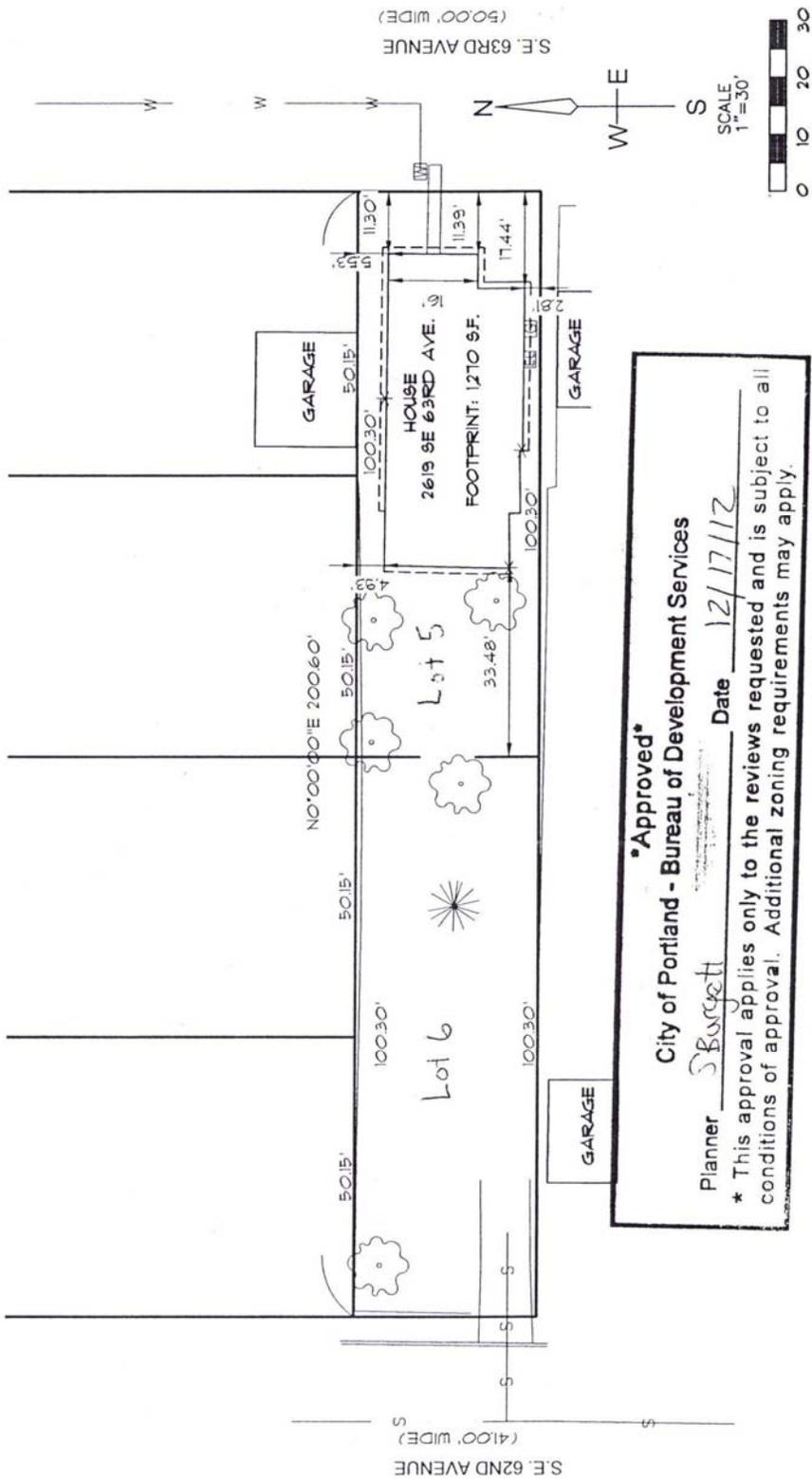
Site



File No.	LU 12-190461 AD
1/4 Section	3337
Scale	1 inch = 200 feet
State_Id	1S2E08BB 4700
Exhibit	B (Oct 05, 2012)

SYMBOLS

- ⊕ = POWER POLE
- ⊙ = GUY ANCHOR
- ⊞ = WATER METER
- ⊞ = GAS METER
- ⊞ = ELECTRIC METER
- ⊞ = WATER VALVE
- ⊞ = GAS VALVE
- ⊞ = MANHOLE
- ⊞ = CLEAN OUT
- ⊞ = CATCH BASIN
- ⊞ = FIRE HYDRANT
- ⊞ = DOWN SPOUTS
- W--- = WATER LINE
- G--- = GAS LINE
- E--- = ELECTRIC LINE
- S--- = SAN. SEWER
- ⊞ = DECIDUOUS
- ⊞ = CONIFER
- ⊞ = ROOT PROTECTION ZONE



Approved
City of Portland - Bureau of Development Services
 Planner S. Barget Date 12/17/12
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

Ferguson Land Surveying, Inc.
 646 SE 106TH AVE. PORTLAND, OR 97216
 Phone (503) 408-0601 Fax (503) 408-0602
 www.FergusonLandSurveying.com

SITE PLAN
 LOTS 516, BLOCK 3, "HANDY LANE"
 IN THE NW 1/4 SECTION 8, T15, R2E, W1M
 CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

PORTLAND DEVELOPMENT GROUP
 MAJID HABIBI
 11124 NE HALSEY ST PMB 643
 PORTLAND OR, 97220

JOB NO. 12-130
 DRAFTED 9/20/12

SHEET 1 OF 1