



City of Portland  
**Bureau of Development Services**  
Land Use Services Division

1900 SW Fourth Ave. Suite 5000  
Portland, Oregon 97201  
Telephone: 503-823-7300  
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FAX: 503-823-5630  
[www.portlandonline.com/bds](http://www.portlandonline.com/bds)

**Date:** August 4, 2008  
**To:** Interested Person  
**From:** Crystal Hitchings, Land Use Services  
503-823-7583 / [Crystal.Hitchings@ci.portland.or.us](mailto:Crystal.Hitchings@ci.portland.or.us)

## **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 08-133510 AD**

#### **GENERAL INFORMATION**

**Applicant:** Patty Perkins  
P I Perkins Woodworking, INC.  
2425 NE 43rd Ave  
Portland OR 97213

**Property Owner:** Dru Martin and Amy Mori  
2734 NW Savier St  
Portland, OR 97210-2416

**Site Address:** 2734 NW SAVIER ST

**Legal Description:** W 40' OF LOT 8 BLOCK 31, GOLDSMITHS ADD  
**Tax Account No.:** R331305710  
**State ID No.:** 1N1E29DD 18800  
**Quarter Section:** 2826  
**Neighborhood:** Northwest District, contact John Bradley at 503-227-7484.  
**Business District:** None  
**District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.  
**Plan District:** None  
**Other Designations:** None  
**Zoning:** R2, Multi-dwelling Residential 2,000.

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

#### **Proposal:**

The applicant proposes to construct an addition onto their existing basement which would include a day-lighted "tuck-under" single-car garage, living space, and storage space below grade, and a flat eco-roof, patio and arbor at grade above the garage. The front façade of the existing home would remain unchanged. The existing front lawn would be converted into a concrete patio which would be located on the roof of the proposed garage. The existing retaining wall would be removed, and the garage entrance would be located 4 feet from the front lot line along NW Savier Street, and would extend 25 feet in front of the existing main

entrance of the home. A planting bed with low shrubs and a trellis will be located along the front façade of the garage.

The Portland Zoning Code requires that garage entrances be set back a minimum of 18 feet from the street-facing lot line, that the front building setback be a minimum of 10 feet, and that the garage entrance is not closer to the street lot line than the longest street-facing wall of the dwelling unit. The applicant is requesting four Adjustments. Two of these Adjustment requests are to Section 33.120.220 and Table 120-3 to allow the garage entrance setback and front building setback to be reduced to 4 feet. The other two Adjustments are to Section 33.120.283, to allow the length of the garage wall to be equal to the length of the street-facing building façade, and to allow the garage entrance to be located 25 feet closer to the street lot line than the longest street-facing façade of the structure.

**Relevant Approval Criteria:**

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, have been met.

## ANALYSIS

**Site and Vicinity:** The 4,000 square foot lot is located on the south side of NW Savier Street, between NW 27<sup>th</sup> and NW 28<sup>th</sup> Avenues. The site is developed with a single family home originally built in 1926. The floor level of the existing structure is located approximately 10 feet above the grade of the street. A retaining wall is located along the front property line, with a shrub border atop the wall and a landscaped, open front yard. The site is accessed from NW Savier Street. A detached one-car garage is located at the southwest corner of the site, and accessed by a driveway with two concrete wheel strips. The existing garage and driveway do not provide an on-site turnaround, and so vehicles currently must back out onto the street. Stairs between the concrete wheel strips leads from the street to the front entrance of the home. Beyond the front entrance, the stairway becomes a grass strip between the wheel strips. Other homes in the immediate vicinity are also located at varying elevations above the street level. Some sites are held with a cement retaining wall, some utilize a grassed slope. Front setbacks are generally consistent. A home immediately across the street was recently converted to a “tuck-under” living space with a patio above (LU 06-150698 AD). Other sites within the immediate vicinity are developed with single-dwelling residential structures which were also constructed in the early 1900’s, a few of which have “tuck-under” garages. A historic residential structure is located across the street. An old garage located on the northeast corner of NE Savier Street and NE 28<sup>th</sup> Avenue was renovated into residential condominiums.

In this location, NW Savier, NW 27<sup>th</sup> and NW 28<sup>th</sup> are all classified as Pedestrian Districts and local service streets. NW Savier is generally improved with a 4-foot planting strip, 6-foot sidewalk, and an additional 2-foot right-of-way behind the sidewalk. A few lots, which appear to be those with retaining walls, including the subject site, have a 4-foot planting strip and an 8-foot sidewalk.

**Zoning:** R2, Residential 2,000, a low density multi-dwelling zone. Allowed housing is characterized by 1 to 3 story buildings, and are intended to be compatible with adjacent houses. Multi-dwelling zones are intended to preserve land for urban housing, and to provide opportunities for multi-dwelling housing. The R2 Zone requires a minimum front building setback of 10 feet, a minimum garage entrance setback of 18 feet, requires that the length of a garage wall facing the street not be more than 50% of the street-facing building wall, and requires that the street-facing garage wall not be closer to the street than the street-facing wall of the dwelling unit. This site is located within a Pedestrian District, which requires a maximum setback of 20 feet.

Sites directly around the subject site are zoned R2. One-half block to the north, on NW Thurman Street, lots are zoned CSd, Storefront Commercial with a Design Overlay Zone.

**Land Use History:** City records indicate that prior land use reviews include the following: 90- 024731 ZC, a zone change initiated by the Planning Commission. There is no documentation to show an accepted or recorded date for the change, but an ordinance number is found in the log book.

**Agency Review:** A “Request for Response” was mailed on **June 17, 2008**. The following Bureaus have responded with no issues or concerns (Exhibit E.1-E.3):

- Fire Bureau
- Water Bureau
- Bureau of Parks-Forestry Division

The following Bureaus submitted additional comments:

- The **Site Development Section of BDS** (Exhibit E.4): gave no objection to the requested Adjustment but noted that insufficient information had been provided to demonstrate that stormwater facilities would conform to the requirements of the Stormwater Management Manual (SWMM). Site Development does not recommend infiltration at this location, and suggested a green roof or flow-through planters with overflow drains to the public storm system, if allowed by the Bureau of Environmental Services (BES). Site Development recommended that the applicant submit a preliminary site utility plan to demonstrate that the SWMM requirements can be met with the proposed site design.

*Staff Note: The applicant placed the application on hold until a preliminary stormwater plan could be drafted. This was done with direct assistance from Site Development staff, and a plan meeting preliminary approval was submitted on July 30, 2008.*

- The **Life Safety Bureau** (Exhibit E.5): submitted informational comments to assist the applicant with the building permit process.
- The **Bureau of Environmental Services** (Exhibit E.6): noted that according to the submitted site plan the addition will include new impervious area greater than 500 square feet, which may require the addition of an on-site stormwater treatment/detention facility on-site to filter and slow the runoff generated from the addition prior to disposal. At the time of permit, the applicant must submit additional information regarding the size/configuration of the addition on order to determine if SWMM requirements are triggered. Further development of the property will be subject to BES standards and requirements during the building plan review process.
- The **Bureau of Transportation Engineering** (Exhibit E.7): commented that this street supports a higher level of on street parking and does not provide the recommended full width pedestrian corridor. PDOT gave no objection to the proposal provided that the garage door opening is reduced to 10- feet (from the proposed 12-feet) wide to assure that the garage usage remains a one car garage and provided that the garage door does not open into or obstruct the public right-of-way (meeting IBC requirements for encroachments). PDOT also supported some flexibility in the 10-foot width, with the main intent being to restrict the opening to allow for only one vehicle.

**Neighborhood Review:** A “Notice of Proposal in Your Neighborhood” was mailed on **June 17, 2008**. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

## ZONING CODE APPROVAL CRITERIA

### 33.805.010 Purpose

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 providing 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 applicant is requesting four Adjustments. Two of these Adjustment requests, to allow the garage entrance setback and front building setback to be reduced to 4 feet, are regulated by Section 33.120.220 Setbacks, which states:

*Purpose: The building setback regulations serve several purposes:*

- *They maintain light, air, separation for fire protection, and access for fire fighting;*
- *They reflect the general building scale and placement of multi-dwelling development in the City's neighborhoods;*
- *They promote a reasonable physical relationship between residences;*
- *They promote options for privacy for neighboring properties;*
- *They require larger front setbacks than side and rear setbacks to promote open, visually pleasing front yards;*
- *They provide adequate flexibility to site a building so that it may be compatible with the neighborhood, fit the topography of the site, allow for required outdoor areas, and allow for architectural diversity; and*
- *Setback requirements along transit streets create an environment that is inviting to pedestrians and transit users.*

Because the Adjustment is to a front setback, light and air for adjacent properties and fire separation and access will not be negatively affected, and the existing physical relationships between residences and degree of privacy for neighbors is not changed. The street is generally characterized by yards sloping steeply up from the sidewalk with houses sitting on top of them. Constructing a garage wall 4 feet from the property line that is set into the slope will not create a wall that is out of context, as the existing concrete retaining wall and shrub border already create a wall. While this style of development is not common in the area, it isn't unusual either. There are several other "tuck-under" developments in the area (2715 NW Savier, 2806 NW Savier, 2735 NW Savier) that are located within the setback, and this style of development is not unusual for homes on sloping lots in other areas of the city. Taking advantage of topography and constructing a garage into the slope allows for full utilization of the site while retaining existing open areas around the side and rear of the lot. The open front yard is not reduced at all, because the roof of the garage will become an open patio located in front of the main entrance to the home.

Although NW Savier, in this location, is classified only as a local service street, it is within a Pedestrian District, and furthermore, as noted by the Bureau of Transportation (Exhibit E.7), the pedestrian corridor provided is not the recommended full width. The appearance of the garage facade from the sidewalk is critical to creating an inviting pedestrian environment. The existing concrete retaining wall extends along the entire front property line of this lot, with a dense row of hedges on top of the wall. From the pedestrian environment, this retaining wall and hedge are as tall as the proposed garage wall. The proposal removes the retaining wall from the street environment and replaces it with a garage wall that is set 4 feet further back from the sidewalk than the existing wall, thereby expanding the openness of the pedestrian corridor. An 8 square-foot window is located on the eastern portion of the garage wall, and matches the style of the windows of the existing home. The proposed door is a pull-up door designed to appear like carriage doors. A planting bed with low shrubs and a trellis will be located along

the front garage façade, thereby softening and screening the garage wall and creating a more inviting pedestrian environment. This combination of architectural elements and planting beds, and the proposed wall being set 4 feet further back from the front property line than the existing concrete and hedge wall, will provide a more pleasant pedestrian environment than is existing.

The third and fourth Adjustments, to allow the length of the garage wall to be equal to the length of the street-facing building wall, and to allow the garage wall to be located closer to the street than the longest street-facing façade of the residence, are regulated by Section 33.120.283, Garages, which states:

Purpose. *These Standards:*

- *Together with the window and main entrance standards, ensure that there is a physical and visual connection between the living area of the residence and the street;*
- *Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;*
- *Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;*
- *Provide for a more pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk; and*
- *Enhance public safety by preventing garages from blocking views of the street from inside the residence.*

The proposed garage is located below the level of the living area and front yard, and does not alter the existing physical and visual connection between the living area and the street.

The proposed street-facing garage wall is the same length as the existing street-facing building wall and will be located 25-feet closer to the street than the longest street-facing façade of the residence. The living area of the residence is currently visually prominent from the street, both to pedestrians and from a vehicle, due to the open front yard, the covered porch, and the large amount of street-facing windows. The amount of living area seen from the street will not change with this proposal; in fact, visibility of the façade of the existing home, the main entrance, and the outdoor living area will be increased by the proposed flat eco-roof, patio and arbor, and planting beds and seating area. The garage wall contains an 8 square-foot window that matches the style of the windows in the existing home, therefore creating an architectural connection between the garage and living area. The proposed planting bed and trellis in front of the garage wall will soften the wall and help integrate it into the outdoor living area of the home. The eco-roof and patio and arbor on top of the garage will further provide a physical and visual connection between the garage and both the indoor and outdoor living areas of the home.

The pedestrian entrance into the site is a set of steps leading up the center of the driveway and to the front porch; this entrance is easily visible from the pedestrian environment and will not be changed or obscured in any way by the proposal. The eco-roof, patio and arbor will help to emphasize the front porch, thereby emphasizing the main entrance of the home.

Both purpose statements are equally met by the proposal. For these reasons, 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

Although this style of development is not typical of the neighborhood, it is also not unusual, as several other similar “tuck-under” developments occur in the immediate area. The upward-sloping lots and raised yards along NW Savier are conducive to this type of development, and the wall will not appear out of character with the street or neighborhood, and will not detract from the residential appearance of the site. Although most development in the area does provide the required front building setback, there are several examples of reduced front building setbacks on lots in this block and in nearby blocks, including the condominium on the corner lot at NW Savier and NW 28<sup>th</sup>, which appears to be at a 0-foot setback for the entire frontage of both streets. The landscaped areas and trellis at street level adjacent to the sidewalk greatly enhance the pedestrian environment from its existing condition, as well as improving the aesthetics of the garage wall. The proposed eco-roof, patio, and arbor on the roof of the garage create opportunities for increased community interactions between the site and the street, and provide planting areas for increased landscaping, thereby enhancing both livability and appearance.

The Transportation Bureau has reviewed the proposal and suggested that the reconstructed garage should be no wider than 10 feet to discourage access by more than one car and help reduce pedestrian/vehicle conflicts within the Pedestrian District. The applicant asked for some flexibility to properly fit the door, which the Transportation Bureau verbally supported. An additional 6 inches will allow the needed flexibility to properly install the door. Along with meeting the Transportation Bureau’s safety concerns, reducing the garage door to 10.5 feet in width will further speak to the purpose statements for garages, which requires that the living area rather than the garage be the more prominent feature of the development. For these reasons, a condition of approval is warranted that limits the width of the garage door to 10.5 feet in width.

For the above described reasons, and with the condition of approval to limit the width of the garage door, 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:** The purpose of the multi-dwelling zones is to preserve land for urban housing and to provide opportunities for multi-dwelling housing. The four requested Adjustments are for an addition to the existing home that enhances it for the owner’s needs and preserves it as housing. This criterion is met.

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

**Findings:** There are no such resources on the site. This criterion is not applicable.

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

**Findings:** Potential impacts to the pedestrian environment are mitigated by the greater setback of the proposed garage entrance from the existing concrete wall, and the proposed planting beds and trellis.

- 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:** There are no environmental zones present on the site. 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 proposed basement addition, with a garage wall and garage entrance that is equal to the length of the building wall, located 25-feet closer to the street than the longest street facing wall and 4 feet from the front property line, with an eco-roof, patio, and trellis located on the roof of the garage, does not negatively affect light and air, fire separation and access, the physical relationship between residences, or privacy for adjacent properties, and retains a visual and physical connection between the living area and the street, does not obscure the front entrance or views into the site from the street, and enhances the pedestrian experience. A condition of approval recommended by the Bureau of Transportation for safety purposes, and also upheld by the purpose statement for garages, will require that the proposed 12-foot wide garage door be replaced with a 10.5-foot wide door, to insure that the garage be used as a single-car garage and to insure that the garage wall is not more prominent than the street-facing façade of the home. With these conditions, both applicable purpose statements are met and all applicable approval criteria are met. Therefore, this Adjustment request should be approved.

## ADMINISTRATIVE DECISION

In order to construct a "tuck-under" basement addition to an existing home, approval of an Adjustment to Section 33.120.220 and Table 120-3 to allow the garage entrance setback and front building setback to be reduced to 4 feet, and of an Adjustment to Section 33.120.283.F to allow the garage entrance to be located 25 feet closer to the street lot line than the longest street-facing façade of the structure, in significant conformance with the approved plans, Exhibits C-1 through C-3, signed and dated July 31, 2008, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions must be noted on each of the 4 required plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 08-133510 AD." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. The garage door shall be limited to 10.5 feet in width.

Decision rendered by:  on July 31, 2008.  
By authority of the Director of the Bureau of Development Services

**Decision mailed: August 4, 2008**

**Staff Planner: Crystal Hitchings**

**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 June 2, 2008, and was determined to be complete on June 12, 2008.

*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 June 2, 2008.

*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. In this case, the applicant requested that the 120-day review period be extended in order to allow the Site Development section of BDS time to review and comment on stormwater management plans. The plan review and staff comments were completed on July 30, 2008. The applicant requested that the 120-day clock be stopped on July 15, 2008, and requested that the 120-day clock be re-started on July 30, 2008. The 120-day review period will now end on October 25, 2008.

**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** August 18, 2008 at 1900 SW Fourth Ave. Appeals can be filed on the first floor in the Development Services Center until 3 p.m. After 3 p.m., 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. Low-income individuals appealing a decision for their personal residence that they own in whole or in part may qualify for an appeal fee waiver. In addition, an appeal fee may be waived for a low income individual if the individual resides within the required notification area for the review, and the individual has resided at that address for at least 60 days. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Fee waivers for low-income individuals must be approved prior to filing the appeal; please allow 3 working days for fee waiver approval. 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 contact the receptionist at 503-823-7967 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 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 19, 2008 – **(the day following the last day to appeal)**.
- A building or zoning permit will be issued only after the final decision is recorded.

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

- **By Mail:** Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- **In Person:** Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

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

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

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

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

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

- All conditions imposed herein;

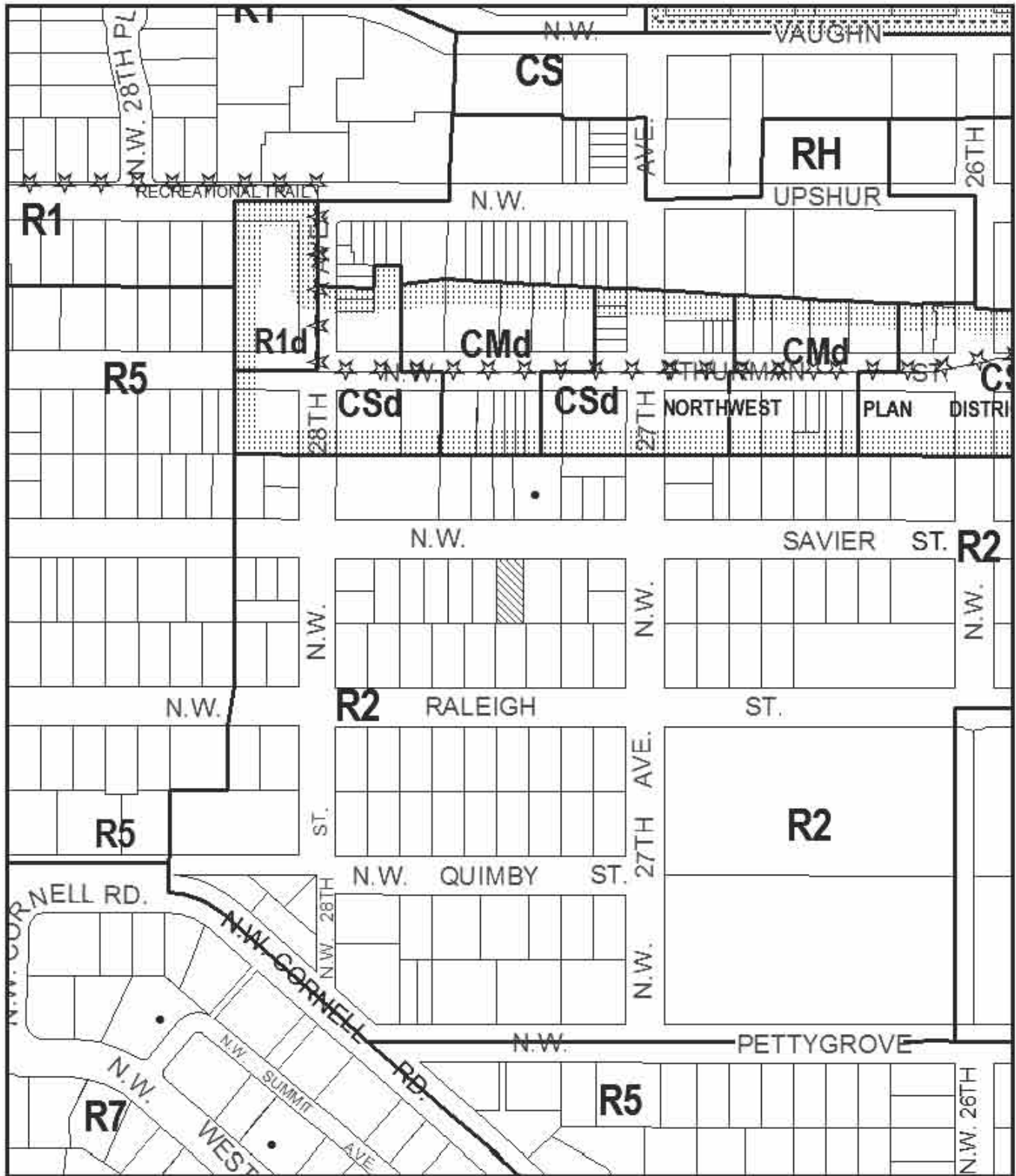
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

**EXHIBITS**

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
- B. Zoning Map (attached)
- C. Plans/Drawings:
  - 1. Site Plan (attached)
  - 2. South Elevation (attached)
  - 3. West Elevation (attached)
  - 4. Site & Vicinity Photos
  - 5. Site plan showing eco-roof and construction details
- D. Notification information:
  - 1. Mailing list
  - 2. Mailed notice
- E. Agency Responses:
  - 1. Fire Bureau
  - 2. Water Bureau
  - 3. Bureau of Parks, Forestry Division
  - 4. Site Development Review Section of BDS
  - 5. Life Safety Bureau
  - 6. Bureau of Environmental Services
  - 7. Bureau of Transportation Engineering and Development Review
- F. Correspondence:
  - None Received
- G. Other:
  - 1. Original LU Application
  - 2. Site History Research
  - 3. Tax Map
  - 4. Notice requesting hold on 120-day clock, dated July 15, 2008.
  - 5. Notice requesting resumption of 120-day clock, dated July 30, 2008

**The Bureau of Development Services is committed to providing equal access to information and hearings. If you need special accommodations, please call 503-823-0625 (TTY 503-823-6868).**



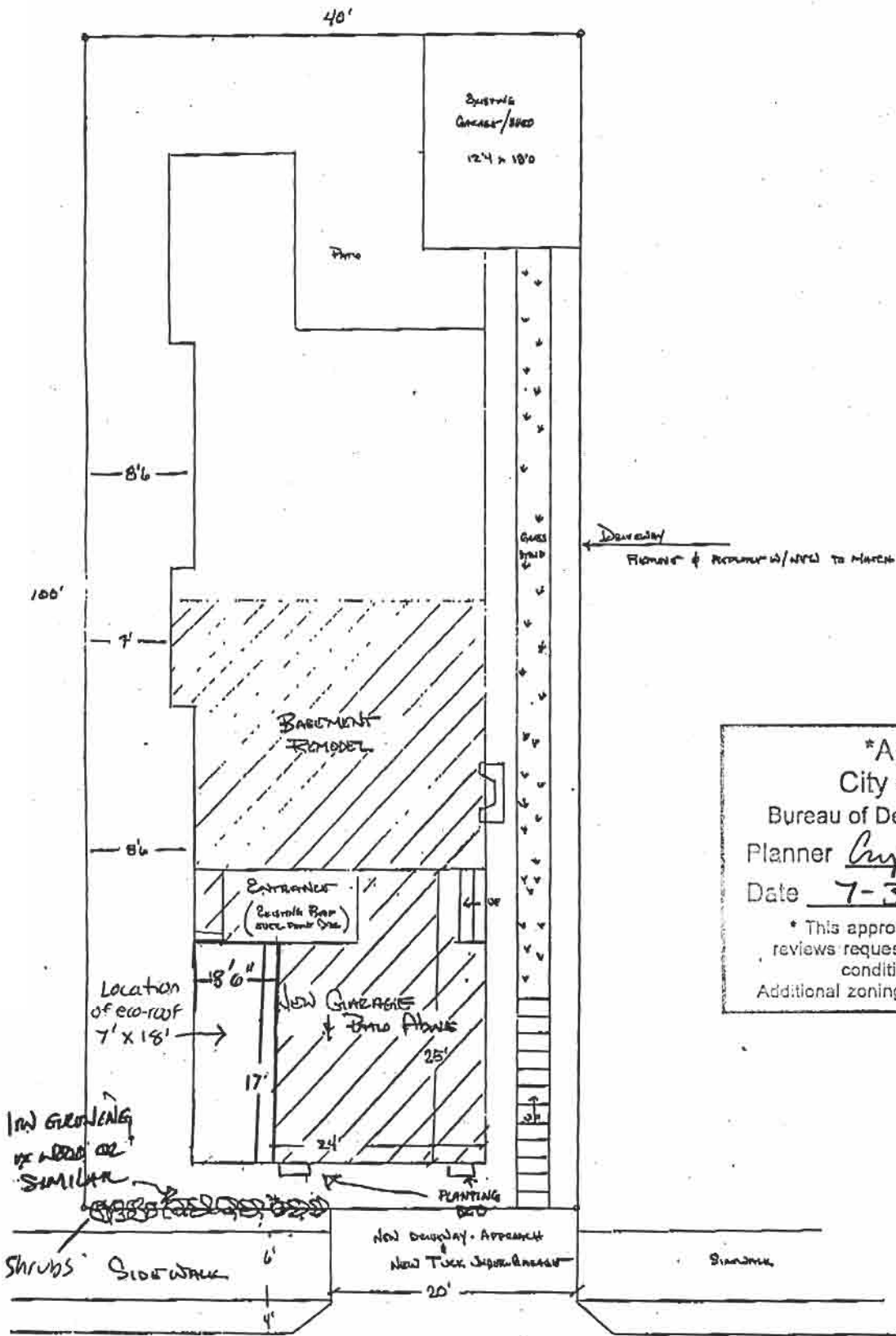
# ZONING

-  Site
-  Historic Landmark



File No.	LU 08-133510 AD
1/4 Section	2826
Scale	1 inch = 200 feet
State_Id	1N1E29DD 18800
Exhibit	B (Jun 04,2008)

1/ Mori Residence - SITE PLAN - 2734 NW SAVIER ST. PORTLAND, 97210  
 1/8" = 1'0"



\*Approved\*  
 City of Portland  
 Bureau of Development Services  
 Planner Captel Hitchings  
 Date 7-31-08

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

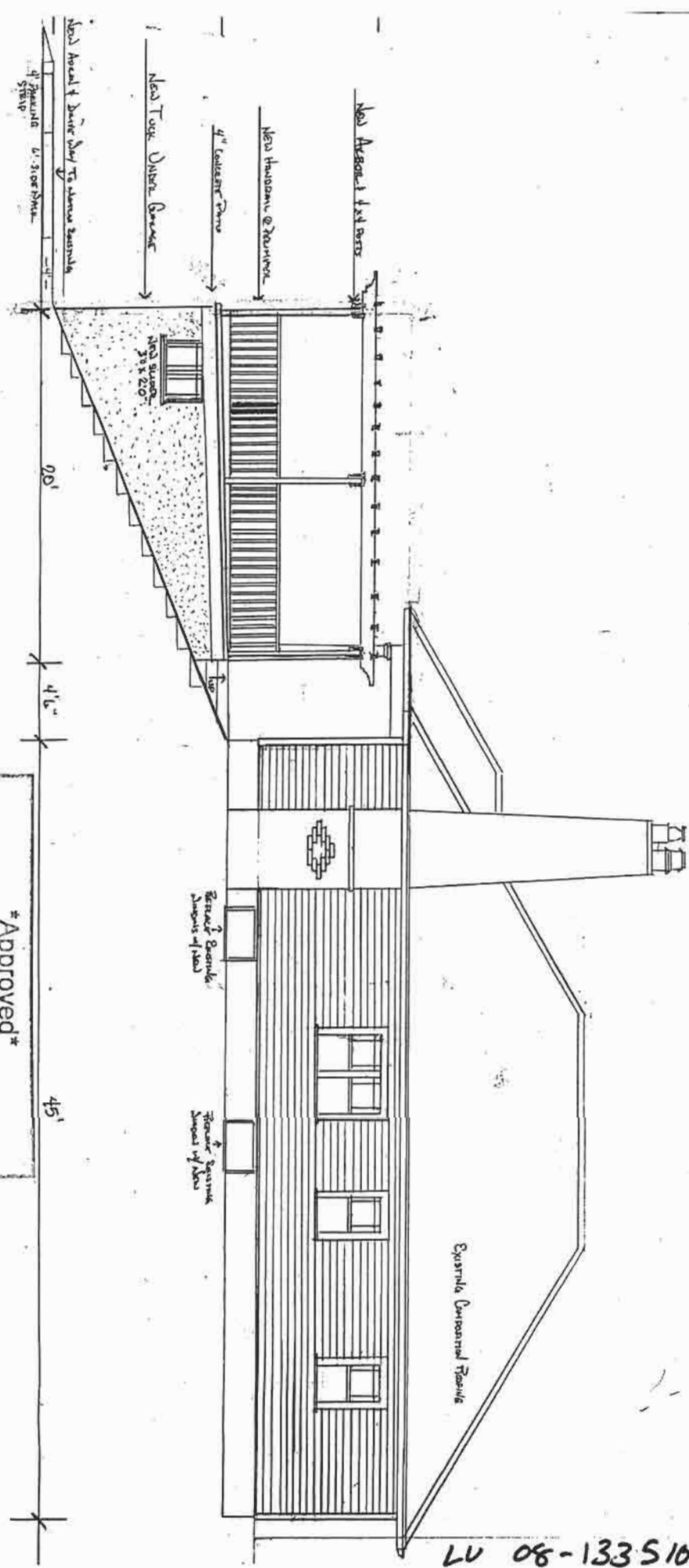
LU 08-133510 AD

Exhibit C.1



Front/Left Elevation - 2734 NW Sawyer St. Portland, 97210  
 Scale: 3/16" = 1'0"

*POSTER ELEVATION*  
 Scale: 3/16" = 1'0"



\* Approved \*  
 City of Portland  
 Bureau of Development Services  
 Planner *Lucretia Hillclips*  
 Date *7-31-08*

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

Exhibit C-3

LU 08-133510 AD