



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

1900 SW 4th Avenue, Suite 5000
Portland, Oregon 97201
503-823-7300
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TTY 503-823-6868
www.portlandonline.com/bds

Date: April 20, 2009
To: Interested Person
From: Nan Stark, Land Use Services
503-823-7828 / nstark@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 09-113773 AD

GENERAL INFORMATION

Applicants/Owners: Marc Goodman and Kate Levine
4814 SE Rural St
Portland, OR 97206

Representative: Geno Salimena, Emerick Architects PC
208 SW 1st Ave, Ste 320
Portland, OR 97204

Site Address: 2584 NW SAVIER ST

Legal Description: LOT 17 BLOCK 21, GOLDSMITHS ADD
Tax Account No.: R331303920
State ID No.: 1N1E29DD 17600
Quarter Section: 2826

Neighborhood: Northwest District, contact John Bradley at 503-313-7574.
Business District: Nob Hill, contact Kay Wolfe at 503-227-0898.
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

Zoning: R2, Medium density multi-dwelling 2,000

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

Proposal:

The owners wish to construct a 12' x 22' single-car garage on the existing parking pad in their side yard. The location of the proposed structure does not meet zoning code setback standards. The garage entrance is proposed 1 foot from the west side property line on the NW 26th Avenue frontage, and the south side wall at 18 inches from the rear (south) property line. The eaves would extend to the respective property lines. The required setback for the garage entrance is 18 feet, and for the side is 5 feet. Consequently, the owners request this Adjustment to zoning code

standard 33.120.220, Setbacks, to reduce the garage entrance setback from the required 18 feet to 1 foot for the garage entrance, the street side building setback from 5 feet to 1 foot, and the rear (south) setback from 5 feet to 18 inches, with the eave extending one foot beyond both walls.

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 a 5,000 square-foot lot located on the corner of NW 26th Avenue and Savier Street, with an existing older two-story house oriented to Savier Street. A 17-foot wide by 22-foot deep parking pad is in the rear yard adjacent to the side property line on 26th Avenue, accessed by an existing curb cut. The proposed garage would be in the same location as the pad.

The neighboring south property is a four-plex with a detached four-bay garage on the common property line shared with the subject site. That garage is about 15 feet from the 26th Avenue property line, with bays facing south towards the four-plex, accessed from 26th Avenue. Across the street on 26th Avenue is an apartment building extending the length of the block. There are no curb cuts on that side of the street. North of Savier Street on 26th Avenue are apartment buildings and single-dwellings, and Friendly House, a neighborhood community center. Wallace Park and Chapman School is one block to the south, bordered by Raleigh Street on its north side. The immediate vicinity is characterized by a mix of single detached dwellings and multi-dwelling development.

This area is in the Northwest Pedestrian District, as designated by the Transportation System Plan, which covers much of Northwest Portland up to about NW 27th/Upshur in this vicinity. NW 26th Avenue is a City Walkway.

Zoning: The site is zoned R2. This zone is a medium-density Multi-dwelling zone which allows various housing types, including detached and attached houses as well as duplexes and multi-dwelling development on lot sizes that vary depending on development type. Allowed density in the R2 zone is one unit per 2,000 square-feet of site area.

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

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **March 23, 2009**. 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

The Bureau of Transportation Engineering also commented with no objection to the proposal, noting that garages at the property line do reduce sight lines for drivers backing out, but this occurs at a very low speed and pedestrians have an increased awareness when walking by such situations.

The BDS Life Safety section noted that walls and eaves less than three and two feet from the property line respectively are subject to fire-rated construction standards.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on March 23, 2009. Staff received three written responses, including one from the Planning Committee of the

Northwest District Association, and one from the Transportation co-chair of the Northwest District Association, and one from an abutting neighbor. The Planning Committee chair commented that the Committee was divided and consequently did not forward an opinion on the proposal. It was noted that the primary issue raised was about safety.

The latter respondents expressed concern about pedestrian safety and limited driver visibility backing out of the garage onto 26th Avenue, which is a strongly pedestrian street that provides access to the school, park, Friendly House and a market. The abutting neighbor also responded that the proposed placement of the garage is not typical of the neighborhood; most garages are preceded by long driveways. The neighbor also opposes the rear setback adjustment, which would affect the abutting property with regards to light, separation for fire protection, and maintenance of their garage. They also commented that the reduced setbacks fail to provide a more pleasant pedestrian environment by preventing garages from dominating views of the neighborhood from the sidewalk.

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: There are several purposes for the building setback standards:

- Maintain light, air, separation for fire protection and access for fire fighting;
- Reflect the general building scale and placement of multi-dwelling development;
- Promote a reasonable physical relationship between residences, and options for privacy for neighboring properties;
- Require larger front setbacks than side and rear setbacks to promote open, visually pleasing front yards;
- 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 for architectural diversity;
- Create an environment that is inviting to pedestrians and transit users along transit streets;
- Provide room for a car to park in front of a garage door without overhanging the street or sidewalk, and enhance driver visibility when backing onto the street.

The entrance and front wall to the single-car garage is proposed at one foot from the property line adjacent to NW 26th Avenue, where the entrance would face, and at the rear property line, where the south side wall of the structure would be located eighteen inches from it, with the eave extending to six inches from the property line. As a detached structure below the grade of the abutting lot, which is a few feet higher than the subject lot, there is no effect on light or air. Access for firefighting is unimpeded. Garages are allowed to be located on side and rear property lines when the entrance is set back, in this case 25 feet from the street property line, which

would allow the proposed garage on the south property line, adjacent to the existing one on the abutting property. When located at less than three feet from property lines, the building code requires fireproofing measures.

As it is developed now, the property has a parking pad with yard area behind and to the side. The proposed garage would replace the pad with a structure. Such placement would allow continued use of the back yard as an open area, rather than situating the garage there, which would be the option that would meet the zoning code standard.

In surveying the physical layout of the neighborhood, staff found that there are a number of garages that are built up to or in very close proximity to the property line adjacent to the public sidewalk. In most cases, those garages are attached to the house or built into the basement level. There are few detached garages that are up to or less than five feet from the street property lines, and most though not all are built into an upward slope, with the house above the slope and the garage below or into it. With the mix of single detached homes, typically with either no garage or a rear detached garage, and multi-unit structures characterizing the neighborhood, the pattern is one of a higher-density, built up area with a strong street orientation. Multi-dwelling buildings define street walls in close proximity to the public sidewalk, and on-street parking defines the outer street edge. As a result, the proposed garage at one foot from the street property line, with the eave extending to it, would not be an anomalous situation. The strong pedestrian orientation of the area would not be changed by the addition of a twelve-foot wide, single-story garage along the streetscape, particularly where there is an existing curb cut and parking pad adjacent to the sidewalk. Rather, it would fit in with the built-up character of the area.

With the garage entrance and building line only one foot back from the street property line, drivers would clearly see that there would not be room to park in front of it without overhanging into the street, unlike situations in which the garage entrance is a few feet back. This would consequently preclude instances of vehicles blocking the pedestrian path along 26th Avenue. The Bureau of Transportation noted that there is a twelve-foot sidewalk corridor composed of curb, planting strip, six-foot sidewalk and two-foot buffer between the sidewalk edge and property line. With only twelve feet to the property line, vehicles would extend into the roadway, and drivers would be cognizant of that and avoid doing so with the garage entrance as proposed.

The reduction of the rear setback from five feet to eighteen inches would fit into the typical pattern of detached garages on side and rear property lines. The garage on the abutting lot appears to be on the common property line. As proposed, the two structures would be alongside each other for a few feet, separated by eighteen inches between them and a few feet of grade difference. The applicants stated that the existing fence separating the two properties would be replaced by the proposed garage, which would create a similar effect between them, again due to the grade difference and the proposed wall height of eight feet.

For these reasons, the proposal supports the purpose of the setback standard for the garage entrance and building wall to one foot, and rear building wall to eighteen inches, respectively, with eaves extending one foot beyond. 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: The site is in the R2, multi-dwelling residential zone. The residential area is characterized by a mix of older single-dwellings and multi-unit buildings of various sizes and styles reflecting eras throughout the 20th century. The proposed 12-foot by 22-foot single-story garage is of a scale that mimics older garages in the area and throughout the city, and is designed to reflect the character of the house. The gable matches that of the gable facing 26th Avenue on the house, and finish materials and edges are carried through from the main structure to the proposed one. Glazing in the garage doors, as shown on the street-facing

elevation drawing, composes over one-third of the door area, adding interest to the façade and again continuing the style of the house. All of these elements are important to the approvability of the reduced street setback by ensuring that the building wall, at one foot from the street property line (three feet from the sidewalk, due to the two foot right-of-way area between the sidewalk and property line) adds to rather than detracts from the appearance of this built-up, close-in urban neighborhood. Consequently, if approved, a condition should require that the garage is built according to the elevation drawings proposed, with all of the details shown.

The reduced rear setback would in effect result in the wall of the garage replacing the existing fence, and thus providing separation between the two properties from the new wall, which would at the rear run alongside the front wall of the abutting garage. Consequently, the reduction in setback proposed would maintain the existing situation, but with a building instead of a fence. The grade change between the properties would minimize the eight-foot height of the wall as seen from the south, and as seen from the street the reduced setback would have no effect.

The abutting neighbor and some members of the Neighborhood Association wrote in to express strong concern about safety due to the reduced garage entrance setback. As a factor of neighborhood livability, safety in this case should be recognized as significant. Staff relies in such circumstances on the expertise of the Bureau of Transportation staff, who responded to this adjustment request that garages at the property line do reduce sight lines for drivers backing out. However, they back out at a very low speed, and coupled with higher awareness on the part of pedestrians when passing a garage with a vehicle backing out, Transportation does not see this as a significant safety risk.

The neighbors rightly noted in their letters that this is a strongly pedestrian area, with uses both north and south of the site that draw pedestrians: the park, school, and Friendly House community center, and a nearby market. However, by replacing the existing parking pad with a garage, there is little difference between the existing situation and that proposed. Presumably, vehicles have backed out of the existing driveway for a long time. A new curb cut is not being created to add to the two that exist on this block of 26th Avenue; rather, the existing one will continue to be utilized. Whether there would be a difference in safety to pedestrians if the garage entrance was 18 feet from the street property line, which would meet the code standard, or one foot from it as proposed, is the question. In either case, a car would be backing out onto the public sidewalk and into the street, as is done throughout the neighborhood. In the latter case with the garage entrance one foot from the street property line, drivers are likely to be even more cautious, and pedestrians more aware of a running vehicle simply because it would be so close to the sidewalk. There are rationales for both, but staff concludes that the reduced garage entrance setback utilizing the existing curb cut does not pose additional safety concerns over the existing situation.

The site plan shows that a power pole is located adjacent to the existing curb cut, leaving an offset of about two feet between the garage door and the curb cut. Due to the power pole, the curb cut cannot be changed, so it would be helpful for the garage to be moved over one to two feet north to line up more suitably with the curb cut, so that drivers do not have to be concerned about the additional factor of backing out at the angle necessary to meet the curb cut.

Consequently, the proposal can support this criterion with the condition that the garage is built according to the elevation drawings submitted, and that the rear setback is increased to at least 2½ feet from the property line in order to more closely align the garage entrance to the existing curb cut. With these conditions, 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 applicants have requested adjustments to the garage entrance and side and rear building setback. The purpose of the multi-dwelling zones is to preserve land for urban housing

and to provide opportunities for multi-dwelling housing. With the proposed adjustments, the applicants wish to add a garage to their property in a way that enhances it for their purposes. The existing house was built as a single dwelling over one hundred years ago. With the proposed adjustments, the development potential for additional units on the property remains, thus supporting this criterion.

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: The abutting neighbor and a neighborhood representative expressed strong concern about the reduced garage entrance setback, and the neighborhood association, while not taking a position, noted that some members were opposed to it and others were not. The primary concern was potential safety impacts from a vehicle backing out of a garage in close proximity to the public sidewalk. The abutting neighbor also wrote in opposition to the rear setback adjustment, stating that it would affect light, and separation for fire protection and maintenance.

The existing parking pad is 18 feet wide, which is wide enough to accommodate two vehicles. The applicants stated in their submittal that the additional six feet of existing paving along the north side of the twelve-foot wide garage will be removed. This will ensure that only one vehicle will be parked on site, unlike the existing situation in which there likely have been two vehicles parked and backing out from the pad. This reduction in potential vehicles being able to park and back out to one provides some mitigation.

With regard to the safety concerns, staff has considered requirements such as lighting or sound to alert pedestrians of a backing-out vehicle. However, such mechanisms could create new and undesirable impacts to the neighborhood that are not found in residential areas around the city. Typically such alerts are found in downtown parking garages where there is steady vehicle activity across pedestrian zones. They are not found in other areas around the city with high levels of pedestrian activity such as schools and parks, where residential vehicles back out onto pedestrian paths, but with low frequency.

The preceding analysis in criteria A and B lead staff to conclude that a safety concern is present whether a vehicle backs out from a garage that is in a location allowed by right, or from the proposed garage location, or from the existing parking pad. Driver visibility is reduced from within the garage, but likely to an extent that is not markedly different from the existing situation, in which the fence and shrubs alongside the driveway act as a wall that limits visibility as well. The reduction in the number of parking spaces from two to one on the site reduces the number of potential vehicles backing out. For these reasons, 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 owners wish to construct a detached garage in close proximity to the side property line. This is a fairly dense and built-up neighborhood, with buildings, including garages, often built close to the street property lines. The design of the proposed structure reflects that of the older house on the property, carrying over architectural elements that uphold its character and that of the surrounding neighborhood. Those elements will be required as conditions of this approval.

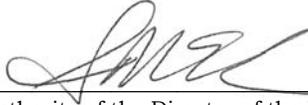
Neighbors expressed concern about safety, as an element of livability, with regards to the garage entrance at one foot from the property line. The analysis concludes that there is a safety factor related to backing out from a garage, but results in little or no difference from the existing situation. The Bureau of Transportation responded similarly, and did not oppose the setback adjustments. Further, by situating the entrance at one foot from the property line, the possibility of a vehicle parked in front of the garage is eliminated. A requirement of this approval is that the rear building setback is reduced to 2½ feet from the property line, increased from the proposed 1½ feet, in order to align more appropriately the garage entrance with the existing curb cut. The change from a parking pad that can accommodate two vehicles, to a single-car garage reduces the number of vehicles backing out from the site. While the neighbor and neighborhood representative expressed compelling sentiments about the setback reductions, the analysis shows that all of the relevant approval criteria are met, and thus an affirmative decision can be made.

ADMINISTRATIVE DECISION

Approval of Adjustments to zoning code standard 33.120.220, Setbacks, to reduce the garage entrance setback from the required 18 feet to 1 foot for the garage entrance, the side building setback from 5 feet to 1 foot and 0 feet for the eave, and the rear (south) setback from 5 feet to 2½ feet, with eaves extending to 1½ feet from the south property line, subject to the approved site plan and elevation drawings, Exhibits C-1 through C-3, signed and dated April 15, 2009, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related condition must be noted on each of the 4 required site 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 09-113773 AD." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. The garage must be built according to the proposed west (street-facing) elevation, with these elements: gable roof at same pitch as west-facing gable on the house; siding and trim to match the house, and garage doors to be similar in design, with two lower panels and two upper sets of divided light windows comprising at least one-third the height of the door.

Staff Planner: Nan Stark

Decision rendered by:  **on April 15, 2009**
By authority of the Director of the Bureau of Development Services

Decision mailed: April 20, 2009

About this Decision. This land use decision is **not a permit** for development. A Final Plat must be completed and recorded before the proposed lots can be sold or developed. 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 March 11, 2009, and was determined to be complete on March 18, 2009.

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 March 11, 2009.

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: July 16, 2009.**

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 May 4, 2009** 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.

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 **May 5, 2009 – (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 503-823-7967.

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.

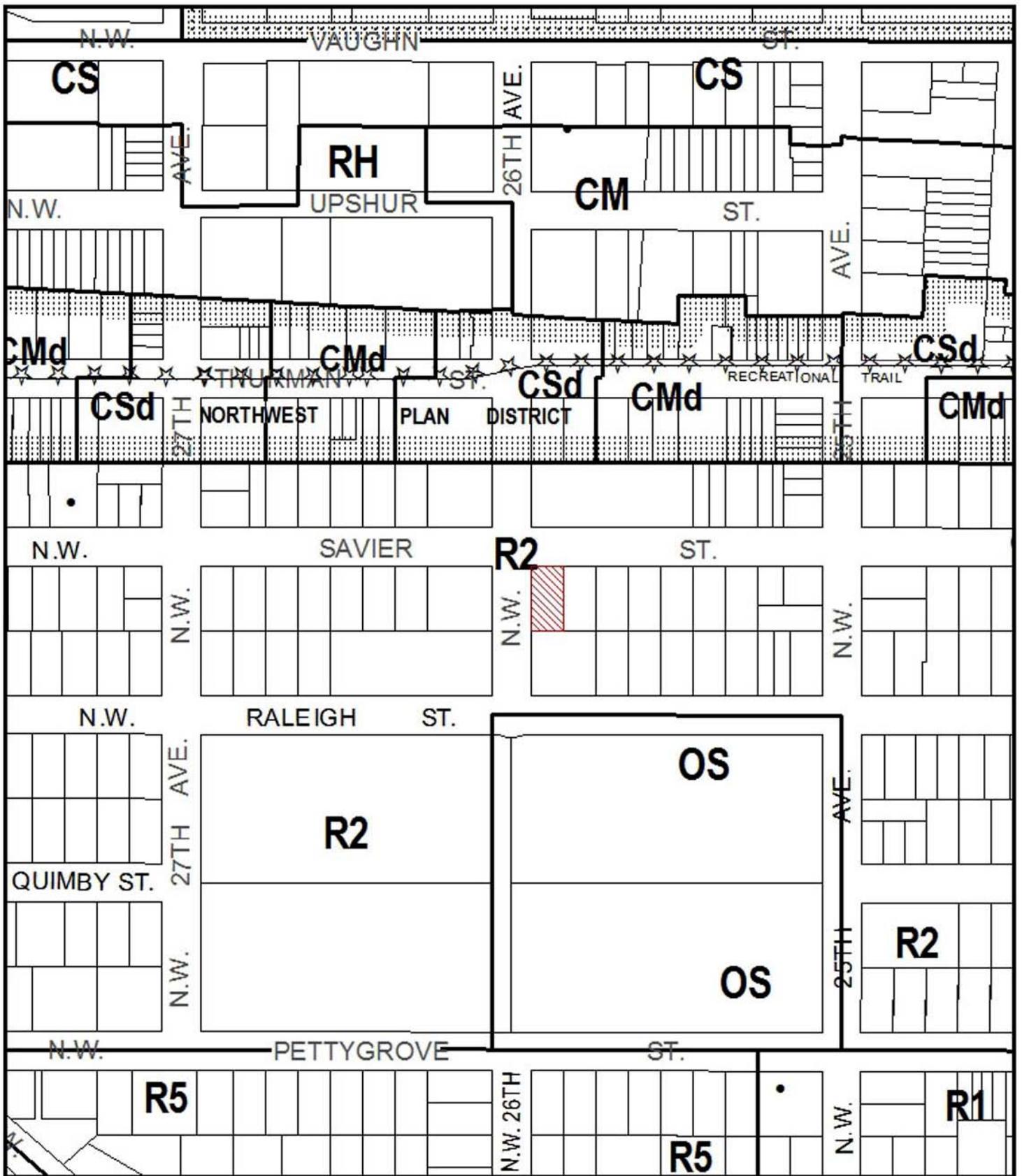
Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

- 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. Includes photos of garages in vicinity
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
 - 2. Elevation drawings, house and garage (west elevation attached)
 - 3. Elevation drawings, garage
- 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. BDS Life Safety Section
- F. Correspondence:
 - 1. John Bradley, Chair of Planning, NWDA
 - 2. J. Reznik, opposed
 - 3. K. Carlson, NWDA Transportation Co-chair, opposed
- G. Other:
 - 1. Original LU Application
 - 2. Site History Research
 - 3. Email correspondence, N Stark and G. Salimena (applicant's representative)

The Bureau of Development Services is committed to providing equal access to information and hearings. If you need special accommodations, please call 503-823-7300 (TTY 503-823-6868).

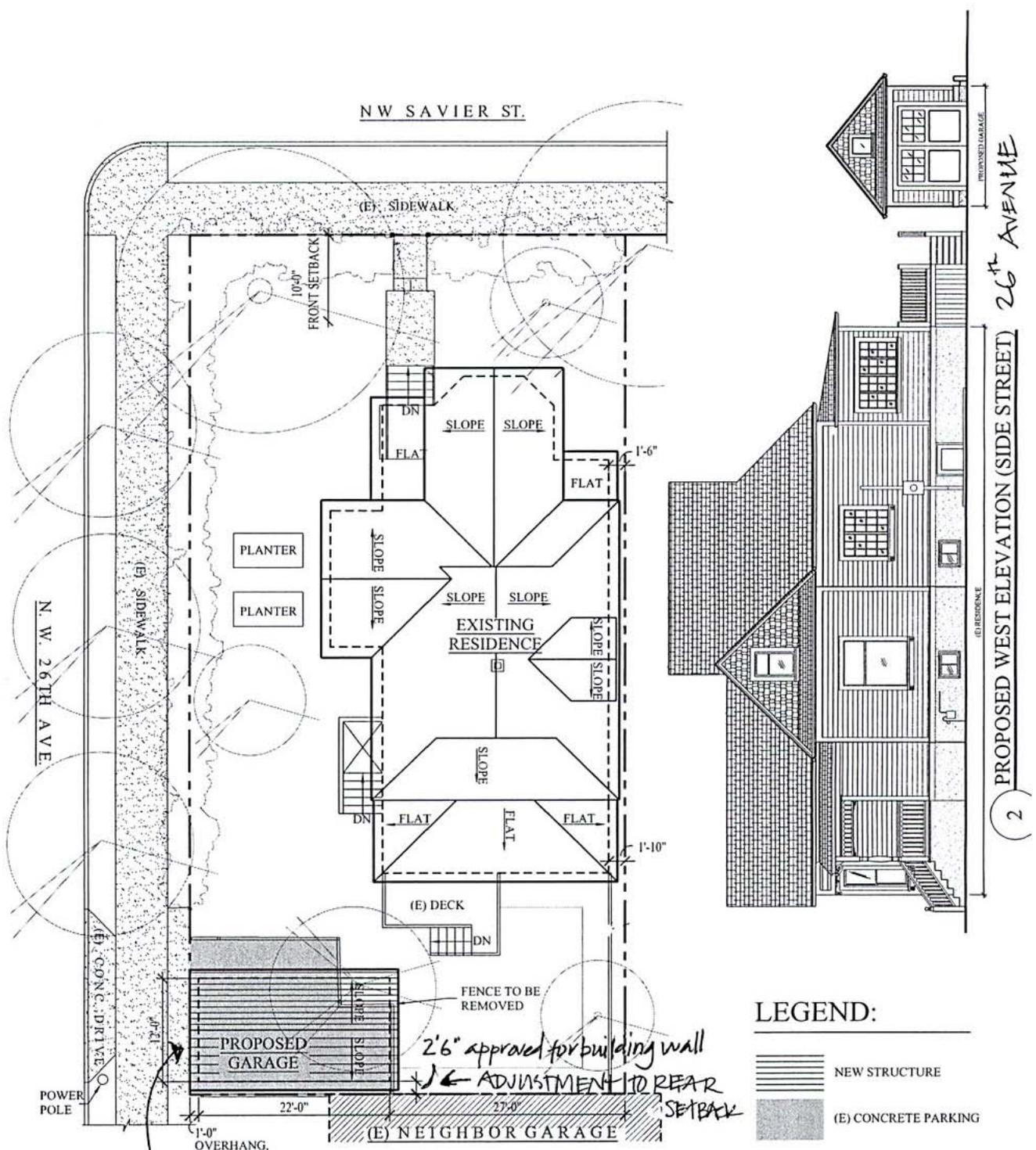


ZONING



File No. LU 09-113773 AD
 1/4 Section 2826
 Scale 1 inch = 200 feet
 State_Id 1N1E29DD 17600
 Exhibit B (Mar 13, 2009)

City of Portland - Bureau of Development Services
 Date April 15, 2009
 Approved*
 Planner NGP/ML
 *Approval applies only to the reviews requested and is subject to the terms of approval. Additional zoning requirements may apply.



LEGEND:
 [Hatched Box] NEW STRUCTURE
 [Dotted Box] (E) CONCRETE PARKING

1 PROPOSED SITE PLAN
 SCALE: 1/16" = 1'-0"

ADJUSTMENT REVIEW
 2584 NW SAVIER STREET
 NOT FOR CONSTRUCTION



LEVINE-GOODMAN
 JOB #: 0861

A0.0

DATE: 03-11-09

Exhibits C-1 and C-2
 LU 09 - 113773 AD