



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

FROM CONCEPT TO CONSTRUCTION

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Date: March 11, 2013
To: Interested Person
From: Rachel Whiteside, Land Use Services
503-823-7605 / Rachel.White@portlandoregon.gov

NOTICE OF A TYPE I 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 it to the Oregon Land Use Board of Appeals (LUBA) at 550 Capitol St. NE, Suite 235, Salem, OR 97301. The phone number for LUBA is 1-503-373-1265. Information on how to appeal this decision is listed at the end of this notice.

CASE FILE NUMBER: LU 12-200294 LDP

GENERAL INFORMATION

Applicant: Ed Williams,
Old Time Investments Inc
16479 SE Oak Meadow Ct
Damascus, OR 97089

Engineer: Bruce Goldson,
Theta, LLC
PO Box 1345
Lake Oswego, OR 97035

Owner: Tracy L Benson
2850 SW Cedar Hills Blvd #111
Beaverton, OR 97005

Site Address: 1901 NW NORTHRUP ST

Legal Description: LOT 1, PARTITION PLAT 1998-181
Tax Account No.: R649787210
State ID No.: 1N1E33AB 08803
Quarter Section: 2928
Neighborhood: Northwest District, contact John Bradley at 503-313-7574.
Business District: Nob Hill, contact Mike Conklin at 503-226-6126.
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District: Northwest
Zoning: EXd
Case Type: LDP – Land Division Partition
Procedure: Type I, an administrative decision with appeal to the Oregon Land Use Board of Appeals (LUBA).

Proposal:

The applicant proposes to divide the 3,500-square foot site into three parcels. Proposed parcel sizes are 1,853 square feet for the duplex that is proposed to remain on Parcel 1 and 823 square feet each for proposed Parcels 2 and 3. Attached housing units are currently proposed for Parcels 2 and 3.

Stormwater from individual lots will be treated through lined stormwater planters and disposed of in a proposed extension to the combination sewer in NW 19th Avenue. Water service is available in NW 19th Avenue. Sanitary sewer service will be via a new combination sewer extension.

There are no trees onsite subject to preservation requirements. The applicant has not proposed removal of any of the existing street trees along NW 19th Avenue.

For purposes of State Law, this land division is considered a partition. To partition land is to divide an area or tract of land into two or three parcels within a calendar year (*See ORS 92.010*). *ORS 92.010* defines “parcel” as a single unit of land created by a partition of land. The applicant’s proposal is to create 3 parcels. Therefore this land division is considered a partition.

Relevant Approval Criteria: In order to be approved, this proposal must comply with the approval criteria of *Title 33*. The relevant criteria are found in *Section 33.662.120, Approval Criteria for Land Divisions in Commercial, Employment, and Industrial Zones*.

FACTS

Site and Vicinity: The 3,500-square foot corner lot is currently developed with a duplex oriented towards NW Northrup Street. Adjacent development on NW Northrup is residential. More commercial development exists along NW 19th Avenue. The block pattern east of the site is standard 200-foot by 200-foot blocks, but transitions to larger 200-foot by 460-foot blocks west of NW 19th Avenue. The mix of very small and larger lot sizes in the vicinity has produced an eclectic mix of uses.

Infrastructure:

- **Streets** – The site has approximately 35 feet of frontage on NW Northrup Street and 100 feet of frontage on NW 19th Avenue. At this location, based on City GIS resources, NW Northrup and NW 19th Ave are improved with 36 feet of paving curb to curb, which allows for parking on both sides of the street. The pedestrian corridor for both streets includes a 4-foot wide planter area, curb, 6-foot sidewalk and a 2-foot wide buffer at the back of the sidewalk (4-6-2 configuration). NW 19th contains a striped bike lane and Tri-Met provides transit service on NW Northrup via the street car. There is one driveway entering the site that serves the existing garage on the site.

The City's Transportation System Plan classifies NW Northrup as a Local Service (Traffic street), Transit Access street, Local Service (Bikeway), City Walkway & a Community Main street. NW 19th Ave is classified as a Local Service (Traffic street), Transit Access street, City Bikeway, City Walkway and a Local Service (Street Design) street. The site is also located within the North-west Pedestrian District.

- **Water Service** – There are two services which provide water to the existing duplex and are as follows:
 1. 1901 NW Northrup St – has a 3/4” meter (Serial #21210069, Account #2957923600) from the existing 12” DI water main in NW Northrup Street.
 2. 1215 NW 19th Ave – has a 5/8” meter (Serial #21200931, Account #2956313400) from the existing 10” CI water main in NW 19th Avenue.
- **Sanitary Service** – There is a 10-inch VSP public combined sewer located in NW Northrup (BES project # 20237) and a 12-inch VSP public combined sewer in NW Overton (BES project # 20252). There is no existing sanitary sewer in NW 19th Avenue.

Zoning: The EX zone allows mixed-uses and is intended for areas in the center of the City that have predominantly industrial type development. The intent of the zone is to allow industrial and commercial uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area. The “d” overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development must meet the Community Design Standards (Chapter 33.218) or are subject to design review. The Northwest plan district provides for an urban level of mixed-use development including commercial, office, housing, and employment. The regulations of this chapter promote housing and mixed-use development; discourage auto-oriented developments; enhance the pedestrian experience; and encourage a mixed-use environment and transit supportive levels of development in the area near the streetcar alignment.

Land Use History: City records indicate there is one prior land use review for this site. The subject site was created through the minor partition process (LUR 98-00004 MP). There are no conditions of that approval that impact the present case.

Agency Review: Several Bureaus have responded to this proposal and relevant comments are addressed under the applicable approval criteria. Exhibits “E” contain the complete responses.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **February 4, 2013**. No written responses have been received from the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

APPROVAL CRITERIA FOR LAND DIVISIONS IN A COMMERCIAL, EMPLOYMENT, OR INDUSTRIAL ZONE

33.662.120 The Preliminary Plan for a land division will be approved if the review body finds that the applicant has shown that all of the following approval criteria have been met.

The relevant criteria are found in Section **33.662.120 [A-K], Approval Criteria for Land Divisions in Commercial, Employment and Industrial Zones**. Due to the specific location of this site, and the nature of the proposal, some of the criteria are not applicable. The following table summarizes the applicability of each criterion.

Criterion	Code Chapter/Section and Topic	Findings: Not applicable because:
B	33.630 – Tree Preservation	No significant trees or trees in excess of 6 inches in diameter are located fully on the site.
C	33.631 - Flood Hazard Area	The site is not within the flood hazard area.
D	33.632 - Potential Landslide Hazard Area	The site is not within the potential landslide hazard area.
E	33.633 - Phased Land Division or Staged Final Plat	A phased land division or staged final plat has not been proposed.
G	33.636 - Tracts and Easements	No tracts or easements have been proposed or will be required.
H	33.639 - Solar Access	The proposed development is for something other than single-dwelling detached homes.
I	33.640 - Streams, Springs, and Seeps	No streams, springs, or seeps are evident on the site outside of environmental zones.

J	33.654.110.B.2 - Dead end streets	No dead end streets are proposed.
	33.654.110.B.3 - Pedestrian connections in the I zones	The site is not located within an I zone.
	33.654.110.B.4 - Alleys in all zones	No alleys are proposed or required
	33.654.120.C.3.c - Turnarounds	No turnarounds are proposed or required
	33.654.120.D - Common Greens	No common greens are proposed or required
	33.654.120.E - Pedestrian Connections	There are no pedestrian connections proposed or required
	33.654.120.F - Alleys	No alleys are proposed or required
	33.654.120.G - Shared Courts	No shared courts are proposed or required
	33.654.130.B - Extension of existing public dead-end streets & pedestrian connections	There are no existing public dead-end streets or pedestrian connections abutting the site
	33.654.130.C - Future extension of proposed dead-end streets & pedestrian connections	No dead-end streets or pedestrian connections are proposed or required
	33.654.130.D - Partial rights-of-way	No partial public streets are proposed or required

Applicable Approval Criteria are:

A. Lots. The standards and approval criteria of Chapters 33.613 through 33.615 must be met.

Findings: Chapter 33.614 contains the lot standards applicable in the employment zones.

Each lot must have a front lot line that is at least 10 feet long. Parcels 1-3 meet this standard. There are no other required minimum lot dimensions for lots in the EX zone. Therefore this criterion is met.

F. Clearing, Grading and Land Suitability. The approval criteria of Chapter 33.635, Clearing, Grading and Land Suitability must be met.

Findings:

Clearing and Grading

The regulations of Chapter 33.635 ensure that the proposed clearing and grading is reasonable given the infrastructure needs, site conditions, tree preservation requirements, and limit the impacts of erosion and sedimentation to help protect water quality and aquatic habitat.

In this case the site is primarily flat, and is not located within the Potential Landslide Hazard Area. Therefore, no significant clearing or grading will be required on the site to make the new lots developable. In addition, there are no trees required to be preserved on the site. This criterion is met.

Land Suitability

The site is currently in a residential use, although permit records indicate a commercial office use in the past. As indicated above, the site is relatively flat and contains no known geological hazards. Therefore, there are no anticipated land suitability issues and the new lots can be considered suitable for new development. This criterion is met.

J. Transportation impacts. The approval criteria of Chapter 33.641, Transportation Impacts, must be met; and,

K. Services and utilities. The regulations and criteria of Chapters 33.651 through 33.654, which address services and utilities, must be met.

Findings: The regulations of Chapter 33.641 allow the traffic impacts caused by dividing and then developing land to be identified, evaluated, and mitigated for if necessary. Chapters 33.651 through 33.654 address water service standards, sanitary sewer disposal standards, stormwater management, utilities and rights of way. The criteria and standards are met as shown in the following table:

<p>33.651 Water Service standard – See Exhibit E.3 for detailed bureau comments.</p>
<p>The water standards of 33.651 have been verified. Water is available to serve proposed Parcels 2 and 3 from the water main in NW 19th Avenue. Parcel 1 has existing water services from the main in NW Northrup Street and NW 19th Avenue that are not impacted by the proposal.</p>
<p>33.652 Sanitary Sewer Disposal Service standards – See Exhibit E.1 for detailed comments.</p>
<p>The Bureau of Environmental Services has indicated that service exists for Parcel 1, as noted on page 2 of this report. There is no public sanitary sewer available in NW 19th Avenue to serve Parcels 2 and 3. The nearest available sewer is located in NW Overton Street. The applicant must obtain a public works permit to extend the public sewer to this site. Prior to final plat approval, BES will require that the applicant provide an approvable plan set, a financial guarantee (bond), and pay all required engineering fees.</p>
<p>33.653.020 & .030 Stormwater Management criteria and standards – See Exhibit E.1</p>
<p>No stormwater tract is proposed or required. Therefore, criterion A is not applicable.</p> <p>The applicant has proposed the following stormwater management methods</p> <ul style="list-style-type: none"> • Parcels 2-3: BES has reviewed the stormwater report from Theta LLC dated 10/24/2012. The report includes Presumptive Approach infiltration test results of less than 1 inch per hour. The applicant proposes off-site discharge to the new combination sewer in NW 19th for the new parcels. The 40 square foot flow-through planters along the edges of the proposed structure are adequate for the pollution reduction and flow control prior to offsite discharge. The proposed planters are located adjacent to property lines and structures which necessitates the use of an impermeable liner. Trees and high screen shrubs with root structures that could puncture the liner will not be allowed. • Parcel 1 (the lot with the existing duplex): BES has received a memo from the Theta LLC detailing the stormwater management for the existing house. Stormwater from the west side of the structure is tied into the sanitary lateral and stormwater from the east side of the structure discharges through a weephole to the street gutter. The existing storm system will not affect the new parcels. <p>BES has verified that the stormwater management system can be designed that will provide adequate capacity for the expected amount of stormwater. These criteria are met.</p>
<p>33.654.110.B.1 -Through streets and pedestrian connections</p>
<p>Generally, through streets should be provided no more than 530 feet apart and at least 200 feet apart. The block on which the subject property is located meets the noted spacing requirements. Therefore, a through street or pedestrian connection is not required at this location and this criterion is met.</p>
<p>33.641 – Transportation Impacts – 33.641.020 and 33.641.030 33.654.120.B & C Width and elements of the street right-of-way</p>
<p>The transportation system must be capable of safely supporting the proposed development in addition to the existing uses in the area. The Development Review Section of the Portland Bureau of Transportation has reviewed the application for its potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted policies, street</p>

designations, and for potential impacts upon transportation services.

The applicant also had a letter prepared by a traffic consultant which addressed the transportation-related approval criteria. The following discussion is based on Portland Transportation's assessment of the transportation impacts for this proposal:

The proposed land division will create two additional parcels (from the existing lot) in order to accommodate two new detached homes. Referring to the ITE Trip Generation Manual, 8th Edition, the applicant's traffic consultant identified that there will be two new AM peak hour trips and two additional PM peak hour trips that may result from the development proposal on the site (a total of 20 new daily trips). The new peak hour trips are insignificant and do not warrant any mitigation to nearby intersections. The impacts to the area's intersections most likely to be effected by the additional project-related trip generation will be negligible. The intersections will continue to operate at acceptable levels with the vehicle trips generated by the proposed project factored into the analysis.

Aside from the on-street parking factor, which will be addressed below, no significant negative impacts are expected to occur in relation to any of the other evaluation factors.

PBOT staff had a concern about the proposed land division with regard to impacts to on-street parking. Accordingly, the applicant had an on-street parking analysis prepared and included in his traffic consultant's letter.

Observations of existing conditions were conducted at several times during the week, including the late evening hours (approximately 1:00 AM) when residential parking demands are high, the weekday noon hour, weekend mid-day hours and weekday evening peak hours. The existing parking supplies were documented for each of these analysis periods. Generally, ample available on-street parking was observed in the site vicinity. The most constrained parking conditions occurred on a Friday at approximately 12:30 to 1:00 PM. At this time, there are overlapping parking demands from residential uses in the site vicinity, restaurant and retail uses within the 21st/23rd Ave district to the west, and commercial parking demands associated with the office, light industrial and retail uses in the site vicinity.

Since the subject property is currently vacant, it is expected that upon completion of the proposed development there will be an effective increase in parking demand associated with the two additional dwelling units. Based on data from the ITE Parking Generation Manual, 4th Edition, residential units generate a daily average peak parking demand of 1.83 vehicles per unit. Accordingly, an increase of two dwelling units would be expected to result in the need for 3 to 4 additional parking spaces during the peak night-time hours. The proposed development will provide two new garage spaces and eliminate one existing on-street parking space. Accordingly, it is anticipated that the proposed residential partition will result in a net increase in parking demand of approximately 3 spaces. There is sufficient on-street parking available to accommodate this additional parking demand at all times of the week.

The City Engineer requires a site's frontage to be improved to City Standards for any building permit or land use action that increases occupancy. As City Walkways, the City's Pedestrian Design Guide recommends 12-foot wide sidewalk corridors along both site frontages. The existing 12-foot sidewalk corridors along both site frontages satisfy the recommended width. There will be no property dedication/frontage improvements associated with the anticipated land division request. The applicant is advised however, that if, during the course of constructing the new homes, the existing sidewalks are damaged, they will need to be reconstructed to the satisfaction of the City Engineer.

Given the area in which the site is located, the minimal increase in vehicle trips that will be generated by the proposed partition, and the classification of the streets within the transportation system, PBOT expects that the transportation system will be able to support the existing development in the area as well as the proposed development. These criteria are met.

33.654.130.A - Utilities (defined as telephone, cable, natural gas, electric, etc.)

Any easements that may be needed for private utilities that cannot be accommodated within the adjacent right-of-ways can be provided on the final plat. At this time no specific utility easements adjacent to the right-of-way have been identified as being necessary. Therefore, this criterion is met.

DEVELOPMENT STANDARDS

Development standards that are not relevant to the land division review, have not been addressed in the review, but will have to be met at the time that each of the proposed lots is developed.

Future Development

Among the various development standards that will be applicable to this lot, the applicant should take note of:

- Community Design Standards – New development is subject to the design standards in Chapter 33.218, Community Design Standards.

Existing development that will remain after the land division. The existing development on the site will remain and be located on Parcel 1. The division of the property may not cause the structures to move out of conformance or further out of conformance to any development standard applicable in the EXd zone. Per 33.700.015, if a proposed land division will cause conforming development to move out of conformance with any regulation of the zoning code, and if the regulation may be adjusted, the land division request must include a request for an adjustment (Please see section on Other Technical Standards for Building Code standards.)

In this case, there is one Zoning Code standard that relate to existing development on the site:

- Accessory Structure – Structures are not allowed to remain on a proposed lot line. Therefore, in order for the proposed new lots to be approved, the accessory structure that straddles the line between proposed Parcels 2 and 3 must be removed prior to final plat. Demolition permits are required. The applicant must provide documentation prior to final plat approval that all required demolition permits have received final inspection. To ensure that this standard is met, a condition of approval is necessary.

With the conditions noted above, this land division proposal can meet the requirements of 33.700.015.

OTHER TECHNICAL REQUIREMENTS

Technical decisions have been made as part of this review process. These decisions have been made based on other City Titles, adopted technical manuals, and the technical expertise of appropriate service agencies. These related technical decisions are not considered land use actions. If future technical decisions result in changes that bring the project out of conformance with this land use decision, a new land use review may be required. The following is a summary of technical service standards applicable to this preliminary partition proposal.

Bureau	Code Authority and Topic	Contact Information
Water Bureau	Title 21 - Water availability	503-823-7404 www.portlandonline.com/water
Environmental Services	Title 17; 2008 Stormwater Manual Sewer availability & Stormwater Management	503-823-7740 www.portlandonline.com/bes

Bureau	Code Authority and Topic	Contact Information
Fire Bureau	Title 31 Policy B-1 - Emergency Access	503-823-3700 www.portlandonline.com/fire
Transportation	Title 17, Transportation System Plan Design of public street	503-823-5185 www.portlandonline.com/transportation
Development Services	Titles 24 –27, Admin Rules for Private Rights of Way Building Code, Erosion Control, Flood plain, Site Development & Private Streets	503-823-7300 www.portlandonline.com/bds

As authorized in Section 33.800.070 of the Zoning Code conditions of approval related to these technical standards have been included in the Administrative Decision on this proposal.

- The applicant must meet the requirements of the Fire Bureau in regards to addressing requirements, ensuring adequate hydrant flow from the nearest fire hydrant or obtaining an approved Fire Bureau appeal to this requirement, hydrant spacing, and aerial fire department access. These requirements are based on the technical standards of Title 31 and Fire Bureau Policy B-1.

CONCLUSIONS

The applicant has proposed a 3-parcel partition, as shown on the attached preliminary plan (Exhibit C.1). As discussed in this report, the relevant standards and approval criteria have been met, or can be met with conditions. The primary issues identified with this proposal are: sanitary sewer service, existing development, and fire bureau requirements.

With conditions of approval that address these requirements this proposal can be approved.

ADMINISTRATIVE DECISION

Approval of a Preliminary Plan for a 3-parcel partition, as illustrated with Exhibit C.1, subject to the following conditions:

A. The following must occur prior to Final Plat approval:

Utilities

1. The applicant shall meet the requirements of the Bureau of Environmental Services (BES) for extending a public sewer main in NW 19th Avenue. The public sewer extension requires a Public Works Permit, which must be initiated and at a stage acceptable to BES prior to final plat approval. As part of the Public Works Permit, the applicant must provide engineered designs, and performance guarantees for the sewer extension to BES prior to final plat approval.
2. The applicant shall meet the requirements of the Fire Bureau for hydrant spacing. If a new hydrant is deemed necessary, the applicant must purchase the hydrant and provide verification to the Fire Bureau that the Water Bureau will be installing the required fire hydrant, with the required fire flow and pressure.
3. The applicant shall meet the requirements of the Fire Bureau for ensuring adequate hydrant flow from the nearest hydrant. The applicant must provide verification to the Fire Bureau that Appendix B of the Fire Code is met, the exception is used, or provide an approved Fire Code Appeal prior final plat approval.

Existing Development

4. The applicant must obtain a finalized demolition permit for removing the existing detached garage.

B. The following conditions are applicable to site preparation and the development of individual lots:

1. The applicant must meet the addressing requirements of the Fire Bureau for Parcels 2 and 3. The location of the sign must be shown on the building permit.
2. If required, the applicant will be required to meet any requirements identified through a Fire Code Appeal/install residential sprinklers in the new dwelling units on Parcels 2 and 3. Please refer to the final plat approval report for details on whether or not this requirement applies.
3. The applicant must provide a fire access way that meets the Fire Bureau requirements related to aerial fire department access. Aerial access applies to buildings that exceed 30 feet in height as measure to the bottom of the eave of the structure or the top of the parapet for a flat roof.

Staff Planner: Rachel Whiteside

Decision rendered by:  **on March 7, 2013**
By authority of the Director of the Bureau of Development Services

Decision mailed March 11, 2013

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 October 30, 2012, and was determined to be complete on **January 31, 2013**.

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 30, 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 did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: May 31, 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.

This decision, and any conditions associated with it, is final. It may be appealed to the Oregon Land Use Board of Appeals (LUBA), within **21 days** of the date the decision is mailed, as specified in the Oregon Revised Statute (ORS) 197.830. Among other things, ORS 197.830 requires that a petitioner at LUBA must have submitted written testimony during the comment period for this land use review. You may call LUBA at 1-503-373-1265 for further information on filing an appeal.

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.

Recording the land division. The final land division plat **must** be submitted to the City **within three years** of the date of the City’s final approval of the preliminary plan. This final plat must be recorded with the County Recorder and Assessors Office after it is signed by the Planning Director or delegate, the City Engineer, and the City Land Use Hearings Officer, and approved by the County Surveyor. **The approved preliminary plan will expire unless a final plat is submitted within three years of the date of the City’s approval of the preliminary plan.**

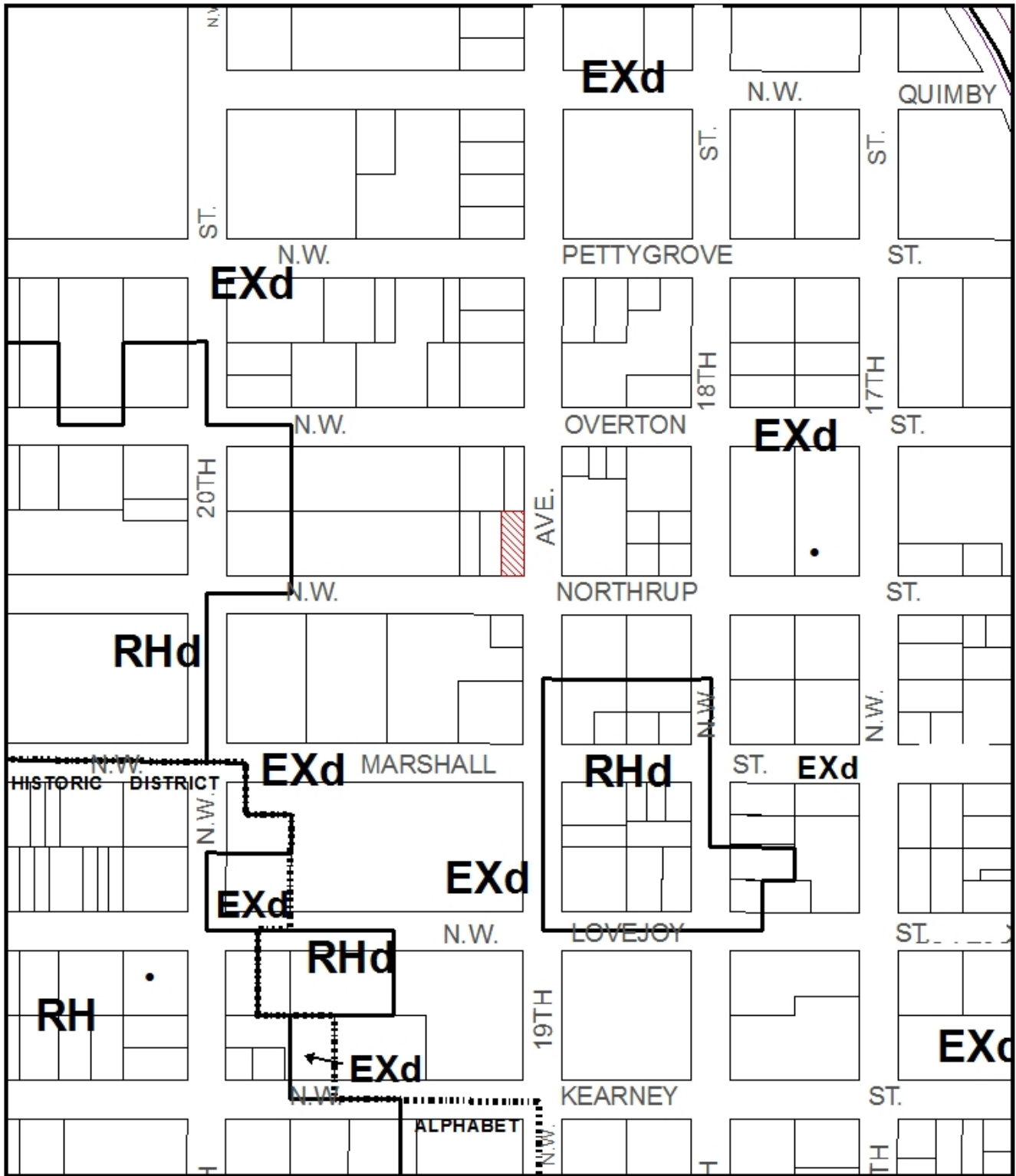
EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant’s Statement:
 - 1. Original Narrative
 - 2. Preliminary Drainage Report
 - 3. Response to Incomplete Letter, received January 30, 2013
 - 4. Traffic Impact Analysis
 - 5. Stormwater Management Narrative
 - 6. Copy of Public Works Permit
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Proposed Development Plan (attached)
 - 2. Proposed Utility Plan
 - 3. Existing conditions Survey
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development Review Section of BDS


- 6. Bureau of Parks, Forestry Division
- F. Correspondence: none received
- G. Other:
 - 1. Original LU Application
 - 2. Incomplete Letter

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

 Historic Landmark



This site lies within the:
NORTHWEST PLAN DISTRICT

File No.	<u>LU 12-200294 LDP</u>
1/4 Section	<u>2928</u>
Scale	<u>1 inch = 200 feet</u>
State_Id	<u>1N1E33AB 8803</u>
Exhibit	<u>B (Oct 31, 2012)</u>

