



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

FROM CONCEPT TO CONSTRUCTION

Dan Saltzman, Commissioner
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www.portlandoregon.gov/bds

Date: February 19, 2016
To: Interested Person
From: Diane Hale, Land Use Services
503-823-7705 / Diane.Hale@portlandoregon.gov

NOTICE OF A TYPE Ix DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has approved a proposal in your neighborhood. The mailed copy of this document is only a summary of the decision. The reasons for the decision are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 15-104133 LDP

GENERAL INFORMATION

Applicant: Tony Marnella, Marnella Homes
P.O. Box 982 / Gladstone, OR 97027 / (503) 709-3900

Owner: Boni S Halton
15171 SW Bangy Road / Lake Oswego, OR 97035 / (503) 789-0990

Site Address: 5638 SW CORBETT AVE
Legal Description: BLOCK 2 LOT 5, GREENS ADD
Tax Account No.: R173294
State ID No.: 1S1E15CA 1800
Quarter Section: 3629
Neighborhood: South Portland NA., contact Jim Gardner at 503-227-2096.
Business District: South Portland Business Association, contact Kevin Countryman at 503-750-2984.
District Coalition: Southwest Neighborhoods Inc., contact Leonard Gard at 503-823-4592.
Zoning: R2 (Multi Family Residential 2,000 square feet)
Case Type: LDP (Land Division Partition)
Procedure: Type Ix, an administrative decision with appeal to the Oregon Land Use Board of Appeals (LUBA).

Proposal:

The applicant is proposing a 2-parcel partition for detached housing for this ~5,784 square foot corner lot. The existing house on the site will be removed. Parcels 1 and 2 will be ~2,891 square feet each with vehicle access proposed from SW Flower Street. Off-street parking is proposed for each house. There are no trees on the site.

This partition is reviewed through a Type 1x land use review because: (1) the site is in a residential zone; (2) fewer than four lots are proposed; (3) none of the lots, utilities, or services are proposed within a Potential Landslide Hazard or Flood Hazard Area, and; (4) no other concurrent land use reviews (such as an Adjustment, Design Review, or Environmental Review) are requested or required (see 33.660.110).

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 2 units of land (2 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 approval criteria found in Section 33.660.120, Approval Criteria for Land Divisions in Open Space and Residential Zones.

FACTS

Site and Vicinity: This 5,784 square foot site is a corner lot that is currently developed with a house built in 1952. The site is generally surrounded by a mix of single-family and multi-family development. There is multi-dwelling residential zoning to the east of SW Corbett Avenue, single-family zoning to the west of SW Corbett and mixed-use commercial/residential zoning and development along SW Macadam Blvd approximately 2 blocks to the east. The Willamette River is located ~1/4 mile to the east.

Infrastructure:

- **Streets** – The site has approximately 100 feet of frontage on SW Flower Street and approximately 57 feet of frontage on SW Corbett Avenue. There is one driveway entering the site from SW Corbett that serves the existing house. At this location, the City’s Transportation System Plan (TSP) classifies SW Flower as a Local Service street for all transportation modes. According to City GIS, SW Flower is improved with a 36-ft wide paved roadway and a 4-6-2 pedestrian corridor within a 60-ft wide ROW. The TSP classifies SW Corbett as a Transit Access street, a City Bikeway, and a Local Service street for all modes. According to City GIS, SW Corbett is improved with a 32-ft wide paved roadway and a 5-6-1 pedestrian corridor within a 60-ft ROW. Tri-Met provides transit service approximately 60 feet from the site at the southwest corner of SW Corbett and SW Flower via Bus 43.
- **Water Service** – There is an existing 8-inch CI water main in SW Corbett Avenue and an existing 6-inch DI water main in SW Flower Street. The existing house is served by a 5/8-inch metered service from the main in SW Corbett Avenue.
- **Sanitary Service** – There is an existing 22-inch vitrified clay public combination sewer line in SW Flower Street and an existing 8-inch vitrified clay public combination sewer line in SW Corbett Avenue.
- **Stormwater Disposal** – There is no public storm-only sewer currently available to this property.

Zoning: The R2 zone allows multi-dwelling residential development up to a maximum density of one unit per 2,000 square feet of site area, and requires a minimum density of one unit per 2,500 square feet of site area. Newly created lots in the R2 zone must be at least 4,000 square feet in area for multi-dwelling development, 1,600 square feet for development with attached or detached houses, and 2,000 square feet for development with duplexes.

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

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 **September 10, 2015**. Four written responses have been received from notified property

owners in response to the proposal. The responses expressed concern about losing on-street parking and views as you look east [due to new tall houses], and requested that each house face a different street to maintain the existing neighborhood character pattern.

Staff response: Please see Section K, Transportation Impacts, below for a detailed response regarding on-street parking capacity. The design and orientation of the new development is not part of this review, and if new development meets the development standards in the zoning code (PCC chapter 33.120) then it is allowed by right. Staff forwarded these concerns to the applicant to consider while designing future development.

ZONING CODE APPROVAL CRITERIA

APPROVAL CRITERIA FOR LAND DIVISIONS IN OPEN SPACE AND RESIDENTIAL ZONES

33.660.120 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.

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 criteria that are not applicable. Applicable criteria are addressed below the table.

Criterion	Code Chapter/Section and Topic	Findings: Not applicable because:
B	33.630 – Tree Preservation	No trees in excess of 6 inches in diameter are located fully or partially 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	Not applicable. These standards only apply to land divisions in the RF through R2.5 zones.
F	33.634 - Recreation Area	Not applicable. The minimum required density is less than 40 units.
H	33.636 - Tracts and Easements	No tracts or easements have been proposed or will be required.
J	33.640 - Streams, Springs, and Seeps	No streams, springs, or seeps are evident on the site outside of environmental zones.
L	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 - Existing public dead-end streets and pedestrian connections	No public dead-end streets or pedestrian connections exist that must be extended onto the site.
	33.654.130.C - Future extension of dead-end	No dead-end street or pedestrian connections are proposed or required.

	streets and pedestrian connections	
	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 33.605 through 33.612 must be met.

Findings: Chapter 33.612 contains the density and lot dimension requirements applicable in the R3 through IR zones. The applicant is proposing 2 single family parcels.

Single-dwelling or duplex development is proposed for the entire site, therefore the proposed lots must meet minimum density and not exceed the maximum density stated in Table 120-3. Minimum density in the R2 zone is one unit per 2,500 square feet and the maximum density is one unit per 2,000 square feet. The total site area shown on the applicant's survey is 5,784 square feet. The site has a minimum required density of 2 units and a maximum density of 2 units.

The lot dimensions required and proposed are shown in the following table:

R2	Minimum lot area (square feet)	Minimum lot width (feet)	Minimum lot depth (feet)	Minimum front lot line (feet)
Detached Houses	1,600	25	none	25
Parcel 1	2,831	49	57.82	49
Parcel 2	2,944	51	57.82	51

* Width is measured from the midpoints of opposite lot lines.

The findings above show that the applicable density and lot dimension standards are met. Therefore this criterion is met.

G. 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 in the areas where new development on the site is anticipated. This criterion is met.

Land Suitability

The site is currently in residential use, and there is no record of any other use in the past. The applicant has proposed to remove the existing house and garage and redevelop the site. In order to ensure that the new lots are suitable for development, a permit must be obtained and finalized for demolition of all structures on the site and sewer capping prior to final plat approval. With this condition, the new lots can be considered suitable for development, and this criterion is met.

I. Solar access. If single-dwelling detached development is proposed for the site, the approval criteria of Chapter 33.639, Solar Access, must be met.

Findings: The solar access regulations encourage variation in the width of lots to maximize solar access for single-dwelling detached development and minimize shade on adjacent properties. All of the proposed lots are on the north side of an east-west oriented street. The corner lot is the narrower lot. This criterion is therefore met.

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

Findings: 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 designations, and for potential impacts upon transportation services. PBOT has provided the following findings (see Exhibit E.2):

The applicant is proposing this partition in order to develop the subject site with two detached single-family homes. The existing single-family home on the property will be removed. Therefore, the project will result in a net addition of one new single-family home. Based upon trip generation estimates, ITE Trip Generation Manual, 9th Edition, the new home is projected to generate one additional trip during both the morning and evening peak hours (10 additional trips in total each day). The small number of trips that will be added into the transportation system as a result of the proposed development will not adversely impact the operations of area intersections.

Each new house will have a garage as well as sufficient space in front of each garage to accommodate an additional parked vehicle, for a minimum of two on-site parking spaces provided per lot. Consistent with the ITE Parking Generation Manual, 4th Edition, the average parking demand for a single-family detached dwelling unit is 2 spaces per unit. Accordingly, the lots are proposed to be developed in a manner that is expected to accommodate the estimated parking demand generated by the proposed development.

Additionally, each lot will have a minimum lot width of 50-ft and the proposed driveway locations will result in sufficient curb length in front of each home to accommodate one on-street parking space. The existing curb cut/driveway on SW Corbett will be closed and the curb line re-established. This will make additional space available to accommodate on-street parking. The surrounding area has an established residential development pattern that includes single-family homes on lots that accommodate one or, in many cases, multiple on-site parking spaces thereby reducing the demand for on-street parking in this area. Given the on-site parking opportunities that will be provided with the new development, on-street parking in the area will not be adversely impacted by one new dwelling unit.

There are existing transit facilities in the vicinity and the nearest bus stop is located at the southeast corner of SW Corbett & SW Flower (TriMet Route # 43) approximately 60-ft from the site. The proposed partition will not have any effect on transit service or any other mode of travel. The transportation system is capable of safely supporting the proposed development in addition to existing uses in the area.

PBOT has reviewed and concurs with the information supplied and available evidence. No mitigation is necessary for the transportation system to be capable of safely supporting the proposed development in addition to the existing uses in the area. These criteria are met.

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

Findings: 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 Bureau has indicated that service is available to the site, as noted on page 2 of this report. The water service standards of 33.651 have been verified.</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 is available to the site, as noted on page 2 of this report. The sanitary sewer service standards of 33.652 have been verified.</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 1 and 2: Stormwater from these lots will be directed into flow-through planters that remove pollutants and suspended solids. The water will drain from the planters to the existing storm sewer in SW Flower Street. Each lot has sufficient size for individual planter boxes, and the Bureau of Environmental Services has indicated that the treated water can be directed to the existing combination sewer in SW Flower Street at the frontage of the site. <p>The standards and criteria are met.</p>
<p>33.654.110.B.1 Through streets and pedestrian connections See Exhibit E.2 for bureau comment</p>
<p>Generally, through streets should be provided no more than 530 feet apart and at least 200 feet apart. Pedestrian connections should be provided no more than 330 feet apart.</p> <p>The site is located on a block that generally meets the City’s spacing goals. Additionally, there are no further opportunities to improve connectivity with this partition given that the subject property is a corner lot. PBOT has no concerns regarding connectivity in association with the proposed partition. This criterion is met.</p>
<p>33.654.120.B & C Width & elements of the right-of-way – See Exhibit E.2 for bureau comment</p>
<p>In reviewing this land division, Portland Transportation relies on accepted civil and traffic engineering standards and specifications to determine if existing street improvements for motor vehicles, pedestrians and bicyclists can safely and efficiently serve the proposed new development.</p> <p>At this location, the City’s Transportation System Plan (TSP) classifies SW Flower as a Local Service street for all transportation modes. According to City GIS, SW Flower is improved with a 36-ft wide paved roadway and a 4-6-2 pedestrian corridor within a 60-ft wide ROW. The TSP classifies SW Corbett as a Transit Access street, a City Bikeway, and a Local Service street for all modes. According to City GIS, SW Corbett is improved with a 32-ft wide paved roadway and a 5-6-1 pedestrian corridor within a 60-ft ROW.</p> <p>No ROW improvements or property dedication will be required in relation to the proposed development. The site’s frontages meet the characteristics of Administrative Rule 1.22 “Infill Development on Streets with an Existing Sidewalk Corridor”. Accordingly, the existing sidewalk corridor configurations will be accepted as the standard sidewalk configuration for the block lengths. Minor Improvement Permits through the Bureau of Transportation will be required in association with the Building Permits for each new house for the new curb cuts/driveways for each parcel. The applicant will be required to install street trees as required by the City Urban Forester.</p> <p>Portland Transportation has not identified or been made aware of any factors related to this proposal that lead to a conclusion other than that one additional dwelling can be safely</p>

served by the existing streets without having any significant impact on the level of service provided. These criteria is 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:

- Detached Houses- Section 33.120.270.D of the Zoning Code allows reduced side setbacks (3-feet from property lines) for detached houses in the multi-dwelling zones on lots that are at least 25 feet wide. This allowance only applies to the setbacks that are interior to the site. The setbacks around the perimeter of the land division site are that of the base zone. This proposal is eligible to use these provisions. **To take advantage of this allowance the reduced side setbacks must be shown on a supplemental survey for the land division at the time of final plat approval.**

Existing development that will remain after the land division. The applicant is proposing to remove all of the existing structures on the site, so the division of the property will not cause the structures to move out of conformance or further out of conformance with any development standard applicable in the R2 zone. Therefore, this land division proposal can meet the requirements of 33.700.015.

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
Development Services/503-823-7300 www.portlandonline.com/bds	Title 24 – Building Code, Flood plain Title 10 – Erosion Control, Site Development Administrative Rules for Private Rights-of-Way
Environmental Services/503-823-7740 www.portlandonline.com/bes	Title 17 – Sewer Improvements 2008 Stormwater Management Manual
Fire Bureau/503-823-3700 www.portlandonline.com/fire	Title 31 Policy B-1 – Emergency Access
Transportation/503-823-5185 www.portlandonline.com/transportation	Title 17 – Public Right-of-Way Improvements Transportation System Plan
Urban Forestry (Parks)/503-823-4489 www.portlandonline.com/parks	Title 11 – Trees
Water Bureau/503-823-7404	Title 21 – Water availability

www.portlandonline.com/water	
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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; and fire apparatus access, including aerial access. These requirements are based on the technical standards of Title 31 and Fire Bureau Policy B-1.
- Street tree planting will be required at the time of development.

CONCLUSIONS

The applicant has proposed a 2-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. With conditions of approval that address these requirements this proposal can be approved.

ADMINISTRATIVE DECISION

Approval of a Preliminary Plan for a 2-parcel partition, that will result in 2 single dwelling lots as illustrated with Exhibit C.1, subject to the following conditions:

A. Supplemental Plan. Two copies of an additional supplemental plan shall be submitted with the final plat survey for Land Use Review review and approval. That plan must portray how the conditions of approval listed below are met. In addition, the supplemental plan must show the surveyed location of the following:

- Any buildings or accessory structures on the site at the time of the final plat application;
- Any driveways and off-street vehicle parking areas on the site at the time of the final plat application;
- **The reduced side setbacks allowed under 33.120.270.D;**
- Any other information specifically noted in the conditions listed below.

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

Existing Development

1. A finalized permit must be obtained for demolition of the existing residence on the site and capping the existing sanitary sewer connection. Note that Title 24 requires a 35-day demolition delay period for most residential structures.

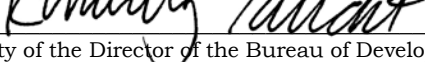
Utilities

2. 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.

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

1. The applicant must meet the Fire Bureau requirements for addressing and aerial fire department access for Parcels 1 and 2. Aerial access applies to buildings that exceed 30 feet in height from the fire access as measured to the bottom of the eave of the structure or the top of the parapet for a flat roof.

Staff Planner: Diane Hale

Decision rendered by:  **on February 17, 2016**
By authority of the Director of the Bureau of Development Services

Decision mailed February 19, 2016

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 January 13, 2015, and was determined to be complete on **July 13, 2015**.

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 January 13, 2015.

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 extended the 120-day review period by 245 days, as stated with Exhibit G.3. Unless further extended by the applicant, **the 120 days will expire on: July 12, 2016**.

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. Contact LUBA at 775 Summer St NE Suite 330, Salem, OR 97301-1283 or phone 1-503-373-1265 for further information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone.

Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

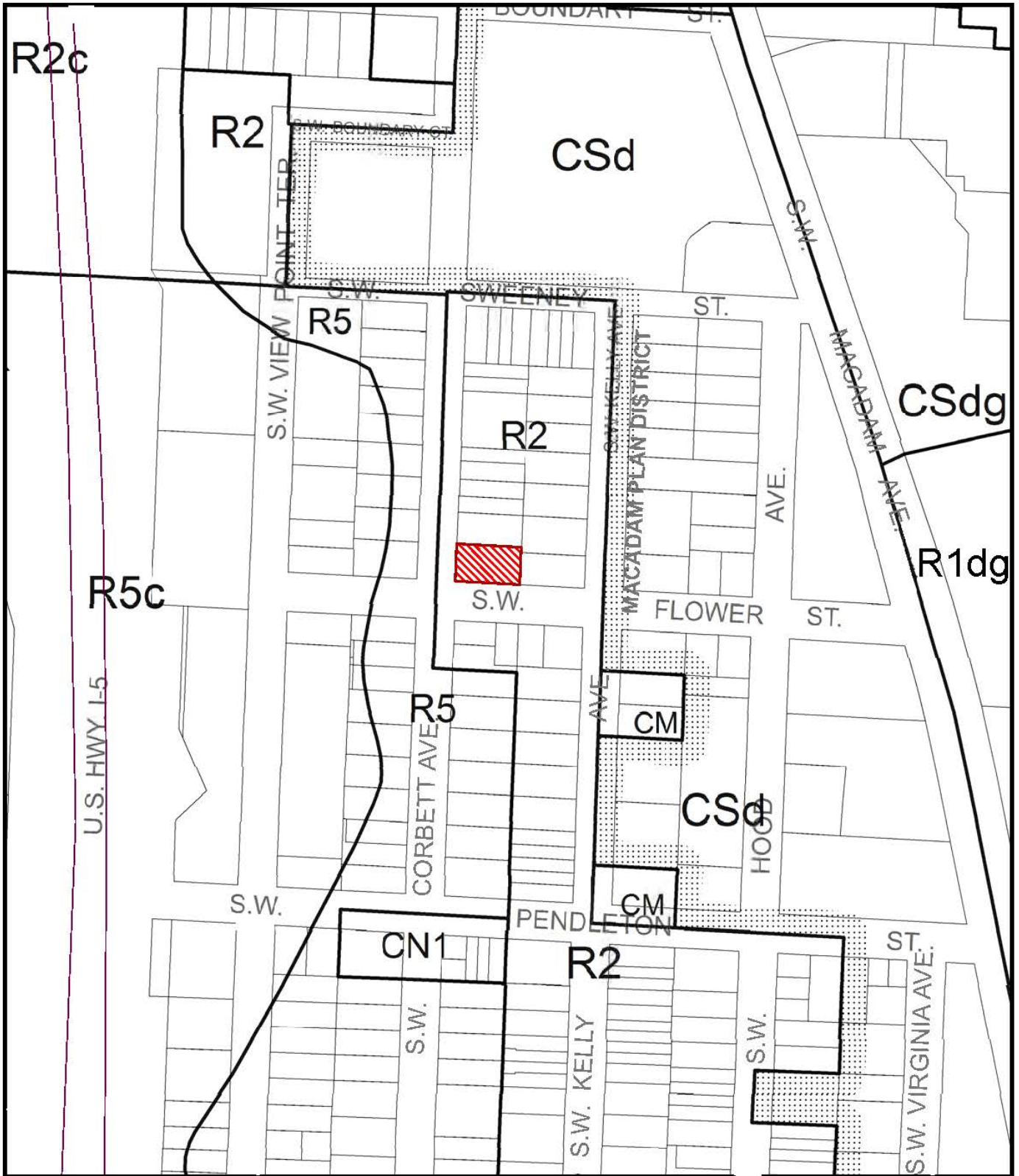
Recording the land division. The final land division plat **must** be submitted to the City **within three years** of the date of the City's final approval of the preliminary plan. This final plat must be recorded with the County Recorder and Assessors Office after it is signed by the Planning Director 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. Applicant's original submittal and plans
 - 2. Applicant's response, July 13, 2015
 - 3. Applicant's response, July 22, 2015
 - 4. Applicant's response, September 1, 2015
 - 5. Applicant's response, November 9, 2015
 - 6. Applicant's response, Draft site plans, 9/18/15, 12/11/15 and 12/30/15
 - 7. Stormwater Management Manual Simplified Approach Form (9/1/15) and Infiltration test results (7/21/15)
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Preliminary Site and Utility Plan (attached)
 - 2. 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. Life Safety Section of BDS
 - 7. Parks Urban Forestry
- F. Correspondence
 - 1. Colleen Thompsen, 9/15/15, 6500 SW Macadam Ave Ste 300, 97239
 - 2. David Muller, 10/9/15, 5631 SW Corbett Ave
 - 3. JoAnn Koester and Larry Cavender, 10/12/15, 5621 SW Corbett, 97239
 - 4. Jim Gardner, 10/12/15, 2930 SW 2nd Ave, 97201
- G. Other:
 - 1. Original LU Application
 - 2. Incomplete Letter
 - 3. Extension Request

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



ZONING



Site



File No. LU 15-104133 LDP
 1/4 Section 3629
 Scale 1 inch = 200 feet
 State_Id 1S1E15CA 1800
 Exhibit B (Jan 13, 2015)



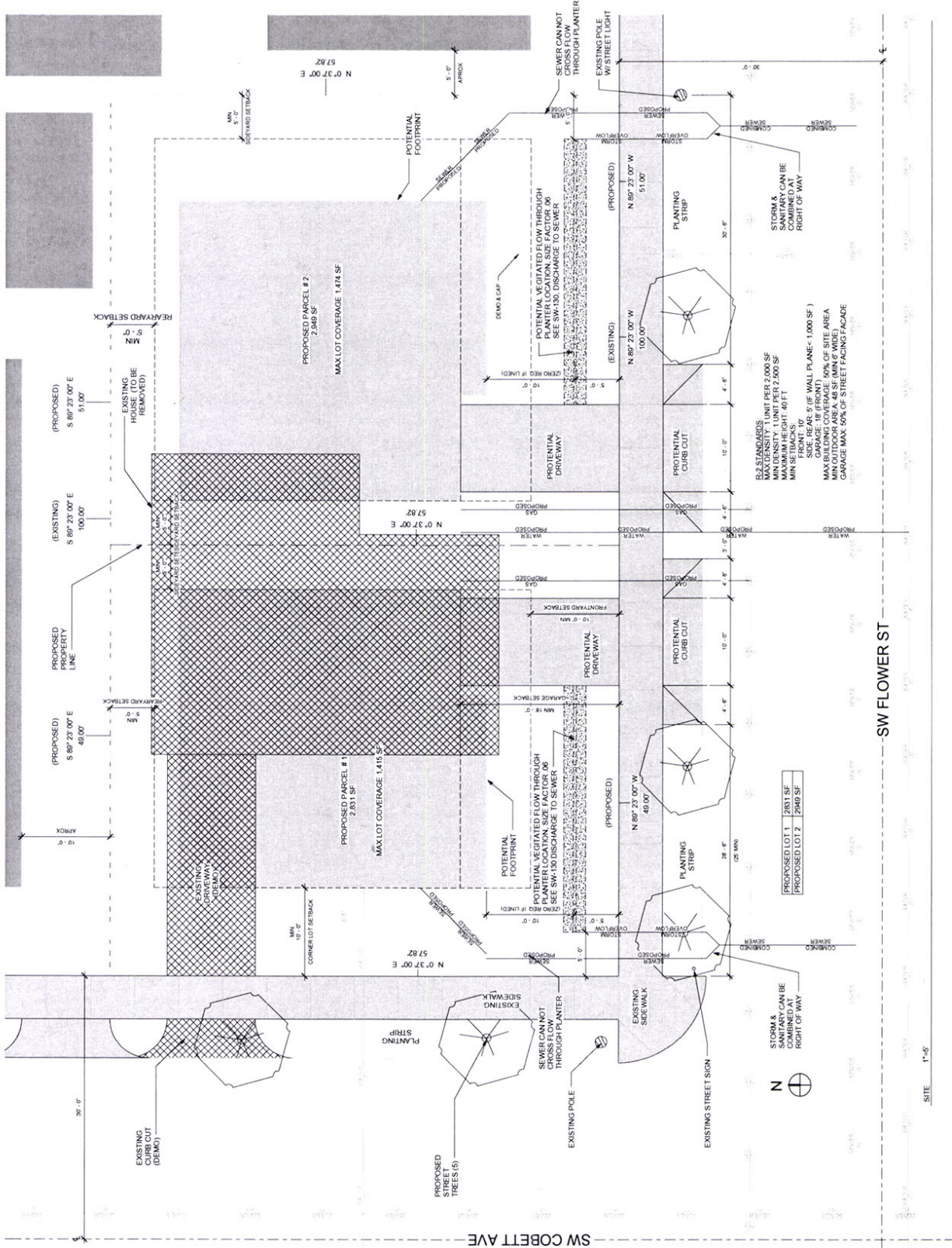
5638 SW
CORBETT AVE
PORTLAND, OREGON

REVISIONS:

No.	Description	Date
1	Submittal	10/22/2015
2	Revision 1	10/22/2015
3	Revision 2	12/29/2015

Scale: 1" = 60'
 Date: 10/22/2015
 Checked By: DGF

SITE PLAN
A0.1
 10/29/2015 11:48:43 AM



REVISIONS:

No.	Description	Date
1	Submittal	10/22/2015
2	Revision 1	10/22/2015
3	Revision 2	12/29/2015

Scale: 1" = 60'
 Date: 10/22/2015
 Checked By: DGF

SW FLOWER ST

SW CORBETT AVE

CASE NO. 15-104133 LDP
 EXHIBIT C.1