



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

FROM CONCEPT TO CONSTRUCTION

Dan Saltzman, Commissioner
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Date: January 3, 2017
To: Interested Person
From: Don Kienholz, Land Use Services
503-823-7771 / Don.Kienholz@portlandoregon.gov

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

The Bureau of Development Services has approved a proposal in your neighborhood. The 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 16-248519 AD

GENERAL INFORMATION

Applicant: Kevin Partain
223 NE 56th Ave
Portland, OR 97213-3705

Owner: Hij Properties LLC
16933 SE Foster Rd
Gresham, OR 97080

Site Address: 5404 SE WOODWARD ST

Legal Description: BLOCK 28 LOT 26&27, EAST CRESTON
Tax Account No.: R223803070
State ID No.: 1S2E07AB 07500
Quarter Section: 3336

Neighborhood: South Tabor, contact Shemuel Harding at 503-679-9066.
Business District: None
District Coalition: Southeast Uplift, contact Leah Fisher at 503-232-0010.

Zoning: R5a – Residential 5,000 base zone with an Alternative Design Density (“a”) overlay zone.

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

Proposal:

The subject property is an 8,829 square-foot tax lot made up of Lots 26 and 27, Block 28, East Creston Subdivision – two intact, previously platted subdivision lots located on the corner of SE Woodward Road and SE 54th Ave. An existing triplex sits in the northwest corner of the site, almost entirely on Lot 27, but encroaches over the east-west oriented platted subdivision line

onto Lot 26 by approximately 2-feet. The site has a 32-foot wide driveway that takes access off of SE Woodward Road.

The owners have a pending Lot Confirmation and Property Line Adjustment case that would correct the structural encroachment by relocating the platted lot line south to create a 5-foot setback to the dwelling. Currently, the Front Property Line for Lot 27 is along SE Woodward Road as it has the shortest length of road frontage. After the Lot Confirmation and Property Line Adjustment to correct the encroachment, Lot 27's shortest length of road frontage will be along SE 54th and will be considered the Front Lot Line. The property line along SE Woodward Road will become the side property line.

The minimum required building setback to the Front Property Line in the R5 zone is 10-feet. There is only 4-feet between the existing triplex and SE 54th Avenue on Lot 27. Because the setback to the new Front Lot Line on SE 54th will be less than 10-feet, an Adjustment is required. The applicant is going to convert the triplex to a duplex, but no exterior changes are proposed to the structure.

Lastly, the Parking and Loading code in section 33.266 allows only 20% of a street side yard to be paved and used for vehicles. When the Property Line Adjustment is complete, the 81-foot long property line along SE Woodward will become the side property line and the 32-foot wide driveway off of Woodward will make up 40% of the area. Since the driveway occupies more area than the 20% allowed under 33.266.120(C)(3)(a), an Adjustment is required for the paving and parking size even though no changes to the driveway are proposed.

Relevant Approval Criteria:

Adjustment requests will be approved if the review body finds that the applicant has demonstrated that approval criteria A. through F. of Section 33.805.040, Adjustment Approval Criteria, have been met.

ANALYSIS

Site and Vicinity: The subject site is located at the intersection of SE Woodward Street and SE 54th Ave, across from Franklin High School. The larger neighborhood is generally made up of lots ranging from 5,000 square feet to 6,000 square feet. Houses in the area are mostly midcentury homes with a smattering of early century homes and new infill construction. Corner lots tend to have larger houses with two and three car driveways and garages while interior lots tend to have smaller homes and single car driveways and garages. Many of the corner lots between SE Woodward and Powell Boulevard and SE 50th and SE 59th also have duplexes or triplexes.

Parking is at a premium in the area as most homes have a single car driveway and garage but appear to have multiple vehicles associated with a single home. With Franklin High School just across the street, there is a significant influx of faculty and students who utilize on-street parking during school and events.

Zoning: The Residential 5,000 zone (R5), is a Single-Dwelling zone intended to preserve land for housing and to provide housing opportunities for individual households. The zone implements the comprehensive plan policies and designations for single-dwelling housing. Minimum lot size is 3,000 square feet, with minimum width and depth dimensions of 36 and 50-feet, respectively. Minimum densities are based on lot size and street configuration. Maximum densities are 1 lot per 5,000 square feet of site area.

The Alternative Design Density Overlay Zone is an overlay zone to designed to focus development on vacant sites, preserve existing housing and encourage new development that is compatible with and supportive of the positive qualities of residential neighborhoods. The concept for the zone is to allow increased density for development that meets additional design compatibility requirements.

Land Use History: City records indicate that no prior land use reviews have occurred. However, there is a concurrent Lot Confirmation and Property Line Adjustment currently under review – case PR 16-230028 PLA LC. That case is dependent on the subject case being approved.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **October 7, 2016**. The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services (Exhibit E.1);
- Water Bureau (Exhibit E.3);
- Fire Bureau (Exhibit E.4);
- Site Development Section of BDS (Exhibit E.5); and
- Life Safety Plans Examiner (Exhibit E.6).

The following agency responded with a memorandum:

- Portland Bureau of Transportation Engineering (PBOT) (Exhibit E.2). PBOT requested additional information from the applicant regarding the driveway access and sidewalk improvements that had been completed in the past. Upon reviewing the additional information from the applicant, PBOT noted they have no objection to the current proposed Adjustment. However, PBOT did note that the pavers installed in place of the sidewalk within the driveway area in the public right-of-way will need to be reviewed by the Bureau as part of a building permit to convert the existing triplex onsite to a duplex.

Neighborhood Review: No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

33.805.040 Approval Criteria

A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and

Finding: As discussed in the Proposal section above, the pending Lot Confirmation and Property Line Adjustment will relocate Lot 27’s Front Lot Line from SE Woodward Road to SE 54th Avenue. The existing triplex is 4-feet from the property line along SE 54th Avenue and will move further out of conformance with the minimum front building setback requirement of Zoning Code section 33.110.220 and as such requires an Adjustment to the Front Building Setback requirement. Additionally, Lot 27 currently has a three-car paved driveway measuring 32-feet wide by 24-feet deep. The depth is deep enough to provide three parking spaces measuring 9x18-feet outside of the required 5-foot setback. However, with the property line along SE Woodward becoming a street side yard, the 32-foot wide parking area accounts for 40% of the area between the street side property line and the building. The 40% paved parking area exceeds the 20% restriction found in the Parking Area Location standards and requires the second Adjustment (Zoning Code section 33.266.120.C.3). For this criterion to be met, the applicant must demonstrate that the proposed 4-foot front building setback and 40% paved parking area in the street side yard equally or better meet the purpose of their respective purpose statements. Staff address each of the respective purpose statements below.

1. Front Building Setback: The purpose of the setback requirements in the Single-Dwelling Zones are found in 33.110.220.A Setbacks:

“(A) Purpose. The setback regulations for buildings and garage entrances serve several purposes:

- ***They maintain light, air, separation for fire protection, and access for fire fighting;***

- ***They reflect the general building scale and placement of houses in the city's neighborhoods;***
- ***They promote a reasonable physical relationship between residences;***
- ***They promote options for privacy for neighboring properties;***
- ***They require larger front setbacks than side and rear setbacks to promote open, visually pleasing front yards;***
- ***They provide adequate flexibility to site a building so that it may be compatible with the neighborhood, fit the topography of the site, allow for required outdoor areas, and allow for architectural diversity; and***
- ***They provide room for a car to park in front of a garage door without overhanging the street or sidewalk, and they enhance driver visibility when backing onto the street.***

The existing triplex on the subject property was constructed in 1916 with the current 4-foot setback to the property line along SE 54th Ave. A technical change of the property line along SE 54th from a street side to a front property line has no substantive impact on the relationship of the existing building to the adjacent right-of-way of SE 54th Ave or to neighboring properties. Since the front building setback is from the existing building to a street and no exterior alterations are proposed, there is no change in light, air, separation or access for fire protection.

As noted earlier, the neighborhood is made up of a majority of mid-century homes with a small percentage being early-century homes. In general, homes built mid-century and later have larger front building setbacks than early-century homes. In doing a cursory analysis of homes in the neighborhood, it was common to find structures constructed earlier than 1950 having significantly smaller front building setbacks than homes built after 1950. As an example the first two houses immediately west, 5328 SE Woodward Street built in 1918 and 5320 SE Woodward Street built in 1921, both have front building setbacks of approximately 5-feet. Given the neighborhoods built form, the front building setback of 4-feet reflects the general placement of houses in the area.

With no exterior alterations or additions, the existing structure on the subject lot will have the same distance to all houses on the adjacent lots, maintaining the physical relationship between the residences. The 4-foot front building setback is to a street property line, not to a lot with a house or other residential use and as such, removes any issues associated with privacy.

Front building setbacks are generally larger to promote open and visually pleasing front yards. The current proposal is a technical change of which street frontage is defined as the front property line and what the front building setback distance is between that property line and the building constructed in 1916. The main entrance to the triplex is on the corner of NE Woodward Street and SE 54th Ave at a 45-degree angle. The triplex has the same approximate setback to SE Woodward as it does to SE 54th Ave. As a result, there is no practical distinction between the front and street side property lines. Prior to the pending Lot Confirmation and Property Line Adjustment, there was a front building setback of 5-feet or less and will be after their completion and technical switch. As such, the proposal maintains the same front yard dimensions.

Lastly, the result of the Adjustment, Lot Confirmation and Property Line Adjustment will provide a building envelope on Lot 26 that will satisfy the development standards of the single-dwelling R5 zone.

Based on the above findings, staff finds the proposed 4-foot front building setback to equally meet the purpose of the setback standards.

Criterion met.

2. Parking Area Location: When the pending Lot Consolidation and Property Line Adjustment on the subject site is completed, the property line along SE Woodward Street will technically change from the front property line, where up to 40% of the front building setback may be used as vehicle area, to a street side property line, where parking areas are allowed to make up a maximum of 20% of the street side building setback area. This limitation is found under Parking Area Locations in 33.266.120(C)(3)(a). The purpose of the Parking Area Location is found in 33.266.120(A):

“The size and placement of vehicle parking areas are regulated in order to enhance the appearance of neighborhoods.”

Generally speaking, the standards pertaining to parking area locations have the purpose of ensuring attractive design and neighborhood appearance, ensuring a structure’s appropriate relationship to the street, and safety for pedestrians and vehicles.

Staff analyzed the local area between SE 51st and SE 59th and between SE Woodward Street and SE Franklin Street to determine the appearance and character of the neighborhood. The area is mostly zoned R5 with a small portion zoned R2.5 along SE the east side of SE 52nd Ave. As noted earlier, the area is predominantly made up of single family dwellings. However, corner lots often contain duplexes or larger homes than those on interior lots. While most interior lots have single-car driveways and garages, corner lots commonly have two-car driveways and in six instances, not including the subject property, three-car driveways and garages were observed. With the subject lot being located on a corner, it is consistent with the general built form and character of corner lots having larger and wider driveways than interior lots. Having a 32-foot wide driveway and apron, wide enough to accommodate three vehicles, is consistent with the appearance of the neighborhood it is within and does not adversely impact the neighborhood. Based on the existing pattern of development staff finds the proposal equally meets the purpose of the Parking Area Location standards.

Criterion 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**

Finding: The subject property is located in the R5 zone, a single-dwelling residential zone. Therefore, this criterion requires that the proposal will not significantly detract from the livability or appearance of the residential area.

1. Front Building Setback: As noted previously, the neighborhood is made up of a mixture of house styles and designs ranging from early-century craftsman and cottage homes to mid-century ranches and modern traditional architecture. Early-century homes have a less conventional or uniform placement on lots than mid-century and later homes. The existing structure, built in 1916, is located in the upper northwest corner of the property – with 4-foot setbacks to both the north property line along SE Woodward Street and west property line along SE 54th Ave. The structure has been there for 100-years and technically changing the SE 54th Ave. property line from a street side property line to a front property line and increasing the setback standard from 5-feet to 10-feet for an existing building has no practical effect or impact on the neighborhood’s livability or visual appearance.

The two houses immediately to the west along SE Woodward Street are also early-century homes with front building setbacks of approximately 5-feet. Other early-century homes in the area identified in Criterion A above also have front building setbacks less than the 10-feet currently required in the code. Given the development pattern of the neighborhood, having a 4-foot front building setback for an existing building will not significantly detract from the livability of appearance of the residential area.

2. Parking Area Location: Vehicle areas are not allowed to exceed 20% of the land area between the street side lot line and building line in order to enhance the visual appearance of neighborhoods and minimize the amount of paving in these areas. The applicant currently has a 32-foot wide driveway area along SE Woodward Street, which will technically change from the front property line to the side property line when the Lot Confirmation and Property Line Adjustment are completed. The vehicle area will make up 40% of the land area between the lot line and building line.

As discussed earlier, the general make-up of the residential neighborhood contains a wide variety of housing stock from different eras. Part of the development pattern and physical form associated with of the variety of housing stock includes more auto-centric development. For corner lots, such as the subject lot, there is a pattern of homes having garages, driveways and vehicle areas being significantly larger than those on interior lots. Staff's evaluation and analysis of corner lots found a large percentage having two and three-car driveways, approximately 18 to 35-feet in width, generally located along side lot lines and exceeding the 20% maximum vehicle area allowed in 33.266.120(C)(3). Based on the development pattern and frequency of large vehicle areas between side lot lines and building lines on corner lots, staff finds that the proposal is consistent with the character of the neighborhood and does not detract from the livability of appearance of the residential area.

Criterion 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

Finding: Two Adjustments are requested by the applicant. The property is zoned R5, a single-dwelling zone. The purpose of the single-dwelling zones is:

"...to preserve land for housing and to provide housing opportunities for individual households. The zones implement the comprehensive plan policies and designations for single-dwelling housing.

- A. Use regulations. *The use regulations are intended to create, maintain and promote single-dwelling neighborhoods. They allow for some non-household living uses but not to such an extent as to sacrifice the overall image and character of the single-dwelling neighborhood.*
- B. Development standards. *The development standards preserve the character of neighborhoods by providing six different zones with different densities and development standards. The development standards work together to promote desirable residential areas by addressing aesthetically pleasing environments, safety, privacy, energy conservation, and recreational opportunities. The site development standards allow for flexibility of development while maintaining compatibility within the City's various neighborhoods. In addition, the regulations provide certainty to property owners, developers, and neighbors about the limits of what is allowed. The development standards are generally*

written for houses on flat, regularly shaped lots. Other situations are addressed through special regulations or exceptions.

The two Adjustments are not impacting the residential use of the property, only the development standards, which focus on promoting desirable and attractive neighborhoods and development patterns. The proposal and two Adjustments are of a technical nature due to what will be considered the front and side lot lines of Lot 27 in the subject tax lot, which will become an independent and separately conveyable lot with completion of the Lot Confirmation. The front building setback with the current configuration is 4-feet and will be 4-feet after the change in front lot lines. In the current configuration, the paved vehicle area is along the current front lot line and makes up 40% of the area between the lot line and building line as allowed in 33.266.120(C)(3). Both Adjustments are technical retroactive Adjustments resulting from a Lot Confirmation and not physical development on site. Under Approval Criteria A and B above, staff found that the existing development on the site will remain consistent with the development pattern of the neighborhood and will not cause any adverse impact to the visual appearance of the residential area.

Considering the above facts staff finds there is no cumulative effect resulting from the Adjustments and the project is consistent with the overall purpose of the R5 single-dwelling zone.

Criterion met.

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

Finding: City-designated scenic resources are identified on the Official Zoning Maps with a lower case “s,” while historic resources are identified either with a dot or as being within the boundaries of a Historic or Conservation district. The subject property is not within a City-designated ‘s’ overlay zone and is not within a Historic or Conservation district. The property is over one-half mile from the nearest environmental overlay. Considering the lack of proximity to any historic or scenic resources, identified city-designated resources will be preserved.

Criterion met.

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

Finding: As found in staff responses to criteria A, B, and C, the requested adjustments equally or better meet the purposes of the respective purpose statements. Staff found there are no adverse impacts resulting from the Adjustments and as such no mitigation is required.

Criterion 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;

Finding: The property is more than one-half mile from the nearest environmental zone. This criterion is not applicable.

Criterion 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.

Comments from the Portland Bureau of Transportation note that the sidewalk adjacent to the driveway of the subject lot is currently not consistent with Title 17 and may be subject to replacement as a condition of approval when applying for future building permits.

Conversion of the existing triplex to a duplex will require building permits, which must be obtained prior to initiating the conversion.

CONCLUSIONS


The applicant has demonstrated that the applicable approval criteria have been met for the requested Adjustments. The Adjustments equally meet the purpose of the minimum Front Building Setback and Parking Area Location standards found in the Development Standards for Houses and Duplexes, will not significantly detract from the livability or appearance of the residential area, and have no impact on historic, scenic or environmental resources.

ADMINISTRATIVE DECISION

Approval of reducing the minimum Front Building Setback along SE 54th Avenue from 10-feet to 4-feet for the existing development on Lot 27 and approval of maintaining a paved vehicle area of 40% between a street side property line on SE Woodward Street and the building line, per the approved site plan, Exhibit C-1, signed and dated December 28, 2016, subject to the following conditions:

- A. As part of a building or zoning permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibit C.1. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 16-248519 AD. No field changes allowed."

Staff Planner: Don Kienholz

Decision rendered by:  **on December 29, 2016.**
By authority of the Director of the Bureau of Development Services

Decision mailed: January 3, 2016

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on September 23, 2016, and was determined to be complete on October 4, 2016.

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 September 23, 2016.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case the applicant requested that

the 120-day review period be extended 30-days as stated with Exhibit G.3. Unless further extended by the applicant, **the 120 days will expire on: March 3, 2017.**

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 January 17, 2017** at 1900 SW Fourth Ave. Appeals can be filed at the 5th floor reception desk of 1900 SW 4th Avenue Monday through Friday between 8:00 am and 4:30 pm. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization's boundaries. The vote to appeal must be in accordance with the organization's bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Adjustment Committee is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Adjustment Committee an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- *Unless appealed*, the final decision may be recorded on or after **January 18, 2017**.
- A building or zoning permit will be issued only after the final decision is recorded.

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

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

For further information on recording, please call the County Recorder at 503-988-3034

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

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

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

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

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

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

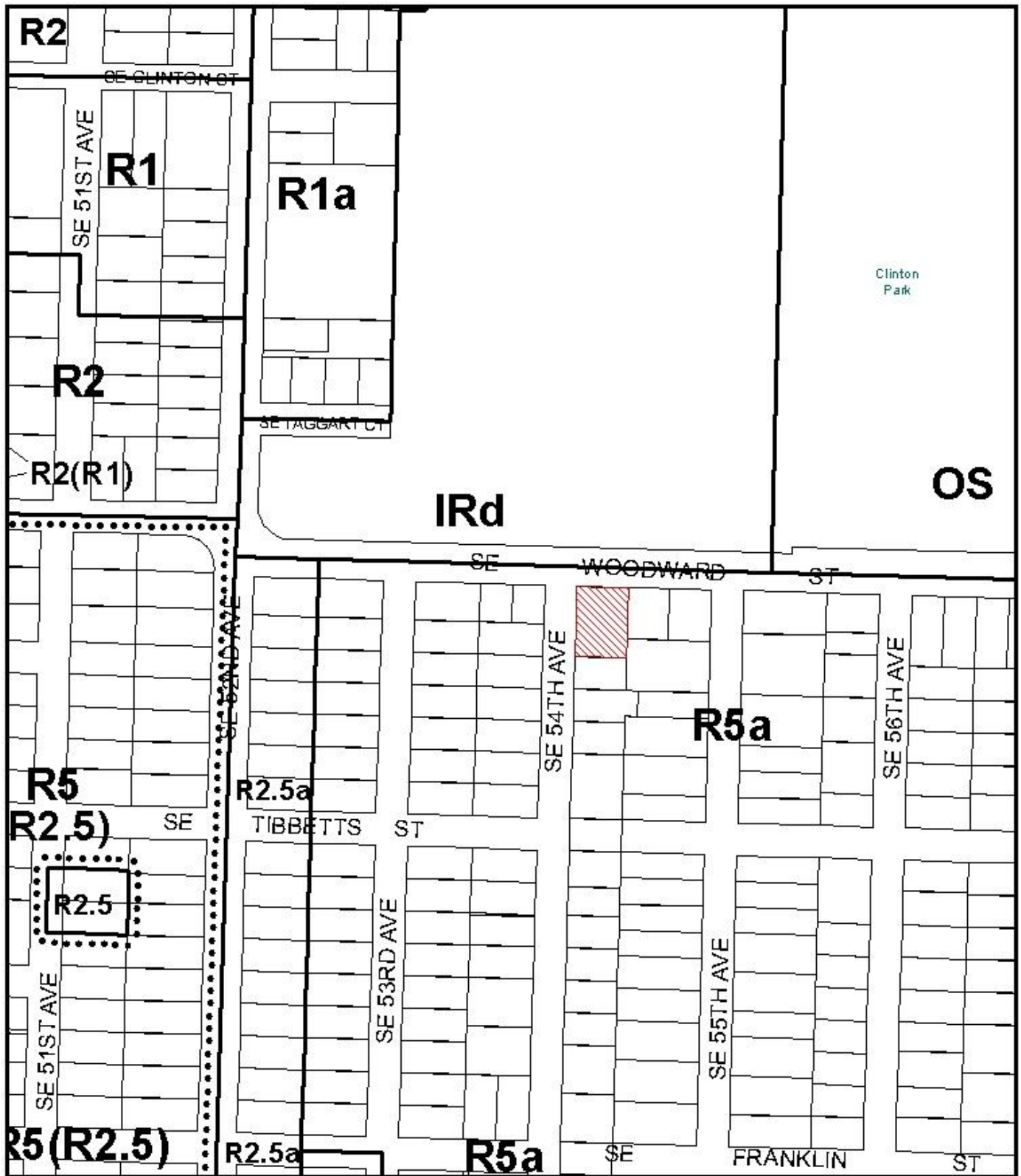
EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 1. September 29, 2016 Narrative
 2. October 7, 2016 Narrative
- B. Zoning Map (attached)
- C. Plans/Drawings:
 1. September 29, 2016 Reduced Size Site Plan (attached)
 2. September 29, 2016 Full Size Site Plan
 3. September 29, 2016 Full Size Elevation Plans
- D. Notification information:
 1. Mailing list and Notice of Proposal
 2. Mailed Notice of Proposal
- 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 Plans Examiner
- F. Correspondence: None
- G. Other:
1. Original LU Application
 2. Receipt of Payment
 3. Applicant Request for 30-Day Extension of the 120-Day Statutory Clock
 4. September 13, 2016 Checking Sheet for Lot Confirmation and Concurrent Property Line Adjustment Application
 5. October 20, 2016 PBOT Request for Additional Information
 6. October 21, 2016 Email from Land Use Staff to Application Regarding PBOT Request for More Information and Options Moving Forward
 7. Neighborhood Development Pattern
 8. Tax Lot Map Showing Underlying Subdivision Lots 26 and 27

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 16-248519 AD
 1/4 Section 3336
 Scale 1 inch = 200 feet
 State_Id 1S2E07AB 7500
 Exhibit B (Sep 28, 2016)

S.E. WOODWARD STREET
60.00' WIDE

TENTATIVE PLAN,
EXISTING CONDITIONS AND TREE SURVEY FOR
A PROPOSED LOT CONFIRMATION AND PROPERTY LINE
ADJUSTMENT, LOTS 26 AND 27, BLOCK 28, EAST CRESTON
SITUATED IN THE N.E. 1/4 OF SECTION 7, T.1S., R.2E., W.M.
MULTNOMAH CO., OREGON

DATE DRAWN: JULY 27, 2016
DRAWING NO. 16007EXC
ACCOUNT NO. 18967
REVISED: AUGUST 8, 2016
REVISED: AUGUST 12, 2016

MARY ASSOCIATES
18615 E. BURNSIDE STREET
PORTLAND, OR 97233
TEL: 503-667-5550
FAX: 503-666-8666
EMAIL: DALE@MARYASSOCIATES.NET

ZONING:
RS
SITE SIZE:
8,832 SQUARE FEET
PARCEL DATA:
LOT 26 AND 27, BLOCK 28, EAST CRESTON

NOTES & LEGEND:
[TM] DEPICTS WATER METER
[M] DEPICTS MANHOLE
[P] DEPICTS POWER POLE
[BPC] DEPICTS BOARD FENCE
[S] DEPICTS SEWER LINE
[W] DEPICTS WATER LINE
[FWS] DEPICTS PROPOSED WATER LINE
[PFS] DEPICTS PROPOSED SEWER LINE
[CPL] DENOTES CONFIRMED PROPERTY LINE
[PAWL] PROPOSED ADJUSTED PROPERTY LINE
[S] DENOTES SQUARE FEET
[DPS] DEPICTS DOWNSPOUT TO SURFACE
[MCR] DENOTES WHEEL CHAIR RAMP

NOTES:
1. UTILITIES ARE LOCATED AS SHOWN PER FIELD PLS. OR CITY OF PORTLAND AS BUILT DATA. ACTUAL LOCATION SHOULD BE FIELD VERIFIED BEFORE CONSTRUCTION.
2. BOUNDARY BEARINGS AND DISTANCES SUBJECT TO MINOR ADJUSTMENTS UPON COMPLETION OF RECORD OF SURVEY.

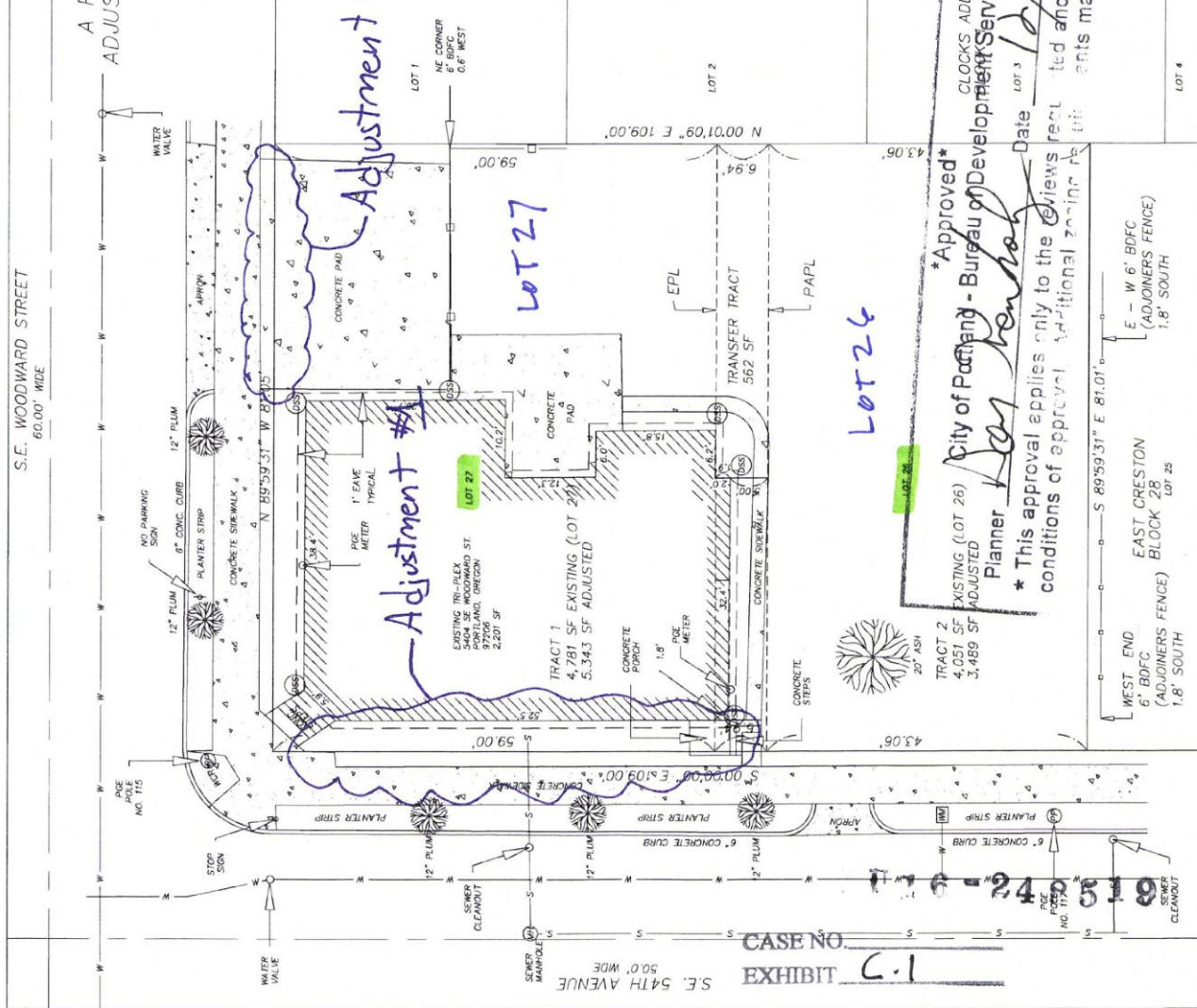
REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
FENCE
LAWRENCE
2013
EXPIRATION DATE 12/31/2017

RECEIVED

SEP 29 REC'D

CLOCKS ADDITION
Planner *Day* Bureau of Development Services
Date *10/28/16*
* Approved (LOT 26) City of Portland - Bureau of Development Services
* This approval applies only to the views reflected and is subject to all conditions of approval. Additional zoning restrictions may apply.



S.E. 54TH AVENUE
50.0' WIDE

EXHIBIT 1.7
CASE NO. 6-248518

NO. 17
STOP SIGN

NO. 17
STOP SIGN

LOT 4

LOT 4