



City of Portland, Oregon
Bureau of Development Services
Land Use Services
 FROM CONCEPT TO CONSTRUCTION

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Date: July 3, 2018
To: Interested Person
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NOTICE OF A TYPE II_x 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 17-230003 LDP AD

GENERAL INFORMATION

Applicant: Matthew Newman | NW Engineers, LLC
 3409 NW John Olsen Avenue | Hillsboro, OR 97124
 503-601-4401 | mattn@nw-eng.com

Owner: Mark Pekarek | Equity Trust Company
 PO Box 2181 | Vancouver WA, 98668
 209-601-4401 | mark@paramountdp.com

Site Address: 838 SE Tacoma St, 824 SE Tacoma St
Legal Description: BLOCK 29 LOT 1, SELLWOOD
Tax Account No.: R752702230
State ID No.: 1S1E23CC 05600
Quarter Section: 3831
Neighborhood: Sellwood-Moreland, contact chair.landuse.smile@gmail.com.
Business District: Sellwood-Westmoreland, contact info@sellwoodwestmoreland.com
District Coalition: Southeast Uplift, contact Leah Fisher at 503-232-0010.
Zoning: Residential 2,000 (R2) with the “a” Alternative Design Density overlay zone and the “d” Design overlay zone.

Case Type: Land Division Partition (**LDP**), Adjustment (**AD**)
Procedure: Type II_x, an administrative decision with appeal to the Hearings Officer.

Proposal: The applicant proposes a two-parcel partition of a 5,000 square-foot site into two parcels for single dwellings. The site is currently developed with two dwellings and the proposal will result in one dwelling on each proposed parcel. Parcel 1 is proposed to be 1,860 square feet, and an Adjustment is requested to reduce the required off-street parking from one to zero spaces. Parcel 2 is proposed to be 2,790 square feet in area and will continue to provide one off-street parking space for the existing house, with driveway access from SE 9th Ave. Water and sanitary sewer services are provided by existing utility mains located within SE Tacoma Street. The site contains trees subject to the tree preservation standards of Chapter 33.630.

This partition proposal is reviewed through a Type IIX procedure because: (1) the site is in a residential zone; (2) 10 or fewer lots are proposed; and (3) a concurrent Adjustment (AD) review is 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 two units of land. 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 33.660.120, **Approval Criteria for Land Divisions in Open Space and Residential Zones** and Section 33.805, **Approval Criteria for Adjustments**.

FACTS

Site and Vicinity: The corner lot site is developed with two single family dwellings and exhibits level topography. The surrounding neighborhood is developed with a mix of single and multi-family dwellings. Dimensions of the neighborhood blocks reflect the 200-foot by 200-foot and the 450-foot by 200-foot block patterns from the original Town of Sellwood plat (2nd Supplemental Plat) of 1893. The Springwater Corridor and Oaks Pioneer Church and Park are located approximately 1,000 feet west of the site.

Infrastructure:

- **Streets** – The corner lot site has approximately 100 feet of frontage on SE Tacoma Street and 50 feet of frontage on SE 9th Avenue. There is one driveway entering the site from SE 9th Avenue serving the existing houses on the site. At this location, the City’s Transportation System Plan (TSP) classifies SE Tacoma as a District Collector for traffic, Transit Access Street, City Walkway, Community Main Street (design mode), and Local Service Street for bicycles. The TSP classifies SE 9th as a Local Service Street for all modes. Tri-Met provides transit service along SE Tacoma Street adjacent to the site via Bus 99. At this location SE Tacoma is improved with a 42-ft paved roadway and 8.5-ft curb-tight sidewalk, within a 60-ft ROW. SE 9th is improved with a 28-ft paved roadway and 16-ft sidewalk corridor (8-6-2 configuration), within a 60-ft ROW.
- **Water Service** – There is an existing 8-inch water main located within SE Tacoma Street and a 6-inch water main located within SE 9th Avenue. The existing houses are served from the water main located in SE Tacoma Street.
- **Sanitary Service** - There is an existing 12-inch public combination sewer line located in SE Tacoma Street.
- **Stormwater Disposal** – There is no public storm-only sewer currently available to this property.

Zoning: Residential 2,000 (**R2**) with the “a” Alternative Design Density overlay zone and the “d” Design overlay zone. The **R2** designation is one of the City’s multi-dwelling zones which is intended to create and maintain higher density residential neighborhoods. The zone implements the comprehensive plan policies and designations for multi-dwelling housing. The “a” **overlay** is intended to allow increased density that meets design compatibility requirements. It fosters owner-occupancy, focuses development on vacant sites, preserves existing housing stock, and encourages new development that is compatible with the surrounding residential neighborhood. This land division is not using any provisions of the “a” overlay. 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.

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 **February 5, 2018**. No written response was received from the Sellwood-Moreland Neighborhood Association in response to the proposal. One written response was received from a notified property owner in response to the proposal.

Neighbor Response: A response was submitted from the neighbors at 8115 SE 9th Avenue (Exhibit F.1) regarding an existing party sewer line. Sanitary sewer service to 8115 SE 9th Avenue is provided by an existing party line sewer lateral also serving both houses located on the land division site, connecting to the sewer main located in SE Tacoma Street. The applicant will provide a sanitary sewer easement to the benefit of 8115 SE 9th Avenue as a condition of approval of the proposed land division. If public sanitary sewer service becomes available in SE 9th Avenue, the easement may be terminated at the time 8115 SE 9th Avenue makes a new sanitary sewer connection to SE 9th Avenue. Please refer to criterions H *Tracts and Easements*, and L *Services and Utilities* below for additional details.

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:
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.
I	33.639 - Solar Access	Maintaining existing development on the site limits new parcel configuration (33.610.200 supersedes 33.639).
J	33.640 - Streams, Springs, Seeps and Wetlands	No streams, springs, seeps or wetlands are evident on the site.
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	There are no pedestrian connections proposed or

	Connections	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 streets and pedestrian connections	No dead-end street 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 33.605 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 two single family parcels. Because single-dwelling development is proposed for the site, the applicant must demonstrate how the proposed lots meet the minimum density and not exceed the maximum density stated in Table 120-3 at the time of the preliminary plan review.

Minimum density in the R2 zone is calculated at one unit per 2,500 square feet and the maximum density is calculated at one unit per 2,000 square feet. Site area devoted to streets is subtracted from the total site area to calculate the minimum and maximum density. A dedication of 3.5-feet along the frontage of SE Tacoma Street is required as part of the proposed land division. The lot sizes in the table below reflect the required right of way dedication. The total site area shown on the applicant's survey after right of way dedication is 4,650 square feet. Therefore, the site has a minimum required density and of 2 units and a maximum allowed density of 2 units. The applicant's proposal for two single-dwelling lots complies with the density standards. The required and proposed lot dimensions 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	1,860	40	46.5	40
Parcel 2	2,790	46.5	60	46.5

* 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.

B. Trees. The standards and approval criteria of Chapter 33.630, Tree Preservation, must be met.

Findings: The regulations of Chapter 33.630 require that trees be considered early in the design process with the goal of preserving high value trees and, when necessary, mitigating for the loss of trees. To satisfy these requirements, the applicant must provide a tree plan that demonstrates, to the greatest extent practicable, the trees to be preserved provide the greatest environmental and aesthetic benefits for the site and the surrounding area. The tree plan must also show that trees are suitable for preservation, considering the health and condition of the tree and development impacts anticipated. Tree preservation must be maximized, to the extent practicable, while allowing for reasonable development considering the intensity of development

allowed in the zone and site constraints, including existing utility easements and requirements for services and streets.

Trees that are healthy, native and non-nuisance species, 20 or more inches in diameter and in tree groves are the highest priority for preservation. Additional considerations include trees that are slower growing native species, buffering natural resources, preventing erosion and slope destabilization and limiting impacts on adjacent sites. Some trees are exempt from the requirements of this chapter, if they are unhealthy, a nuisance species, within 10 feet of a building to remain on the site, within an existing right-of-way, or within an environmental zone.

To identify which trees are subject to these requirements, the applicant provided a tree survey (Exhibit C.1) that shows the location and size of trees on the site and an arborist report (Exhibit A.7) that identifies each tree, its condition and suitability for preservation or its exempt status, and specifies a root protection zone and tree protection measures for each tree to be preserved.

The site contains two trees subject to the tree preservation standards; a 12-inch purple leaf plum tree and a 15-inch flowering cherry tree. Two 6-inch crabapple tree located on the site are exempt because the arborist has determined they are dying.

Based on this information, two trees which provide a total of 27 inches of tree diameter are subject to the preservation requirements of this chapter. The applicant's original proposal to preserve Tree #1 has been revised by the applicant to preserve Tree #3 instead, since the required right of way dedication for SE Tacoma Street would result in the root protection zone of Tree #1 being located within the right of way, which would create a conflict with tree preservation at the time street frontage improvements are constructed. Tree #3, a flowering cherry tree, measures 15-inches diameter at breast height and is in fair condition.

The tree proposed for preservation is in fair condition, is not a nuisance species, and all trees at the site measure less than 20 inches in diameter. The proposed root protection zone for the tree to be preserved allows for the type of development anticipated in the R2 zone and does not conflict with any existing utility easements, proposed services or site grading.

Specifically, the applicant proposes to retain 55% of the total non-exempt tree diameter, so the proposal complies with Option 4, which requires preservation of 35% of the total non-exempt tree diameter on the site when all trees measure less than 20-inches diameter at breast height.

In order to ensure that future owners of the parcels are aware of the tree preservation requirements, the applicant must record an Acknowledgement of Tree Preservation Land Use Conditions, at the time of final plat. The acknowledgement must identify that development on Parcel 2 must be carried out in conformance with the Tree Preservation Plan (Exhibit C.3) and the Arborist Report (Exhibit A.7).

The findings above show that the applicable tree preservation standards and approval criteria are 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. The site is developed with two single family residences which will remain at the site after

the land division is complete. Therefore, no clearing or grading will be required on the site to make the new lots developable. This criterion is met.

Land Suitability

The site is currently in residential use. City records indicate the site was previously used as a service shop. Research on the State of Oregon Department of Environmental Quality Land Quality website does not indicate any leaking underground storage tanks and the Site Development section of BDS has responded (Exhibit E.5) that there are no concerns. 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.

H. Tracts and easements. The standards of Chapter 33.636, Tracts and Easements must be met;

Findings: Two utility easements are required as part of the proposed land division as described below:

Sanitary Party Sewer: The southern adjacent property at 8115 SE 9th Avenue is served by a sanitary sewer lateral party sewer which is located within the land division site (Exhibits C.1, C.2). Therefore, BES requires a temporary, private easement to expire once public sanitary sewer services are available in SE 9th Avenue. BES requires new sanitary sewer connections for the existing houses at the land division site prior to final plat approval, so the existing party sewer line would only serve the house located at 8115 SE 9th Avenue. To ensure the availability of sewer service to the benefit of 8115 SE 9th Avenue, a temporary private sanitary sewer easement shall be shown and labeled over the relevant portions of Parcels 1 and 2.

Stormwater Management: The applicant proposes to install a shared drywell on Parcel 2 to serve both Parcels 1 and 2 (Exhibit C.4).

Maintenance Agreements: As stated in Section 33.636.100 of the Zoning Code, maintenance agreements will be required describing maintenance responsibilities for the easements described above and facilities within those areas.

This criterion can be met with conditions of approval requiring the following; a temporary, private sanitary sewer easement shown on the plat for the existing sanitary sewer lateral serving 8115 SE 9th Avenue which may expire at the time public sanitary sewer service is available in SE 9th Avenue; an easement to be shown on the plat for any shared drywells constructed at the site serving the existing dwellings, and; maintenance agreements for these easements are prepared and recorded with the final plat. In addition, the plat must reference the recorded maintenance agreement(s) with a recording block for each agreement, substantially similar to the following examples:

“A Declaration of Maintenance agreement for a private sanitary sewer easement has been recorded as document no. _____, Multnomah County Deed Records.”

“A Declaration of Maintenance agreement for private stormwater facilities has been recorded as document no. _____, Multnomah County Deed Records.”

With the conditions of approval discussed above, this criterion is 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. Evaluation factors include: street capacity and level-of-service; vehicle access and loading; on-street parking impacts; the availability of transit service and facilities and connections to transit; impacts on the immediate and adjacent neighborhoods; and safety for all modes. Mitigation may be necessary to reduce

impacts. The Development Review Section of the Portland Bureau of Transportation (PBOT) has reviewed the application against the evaluation factors and has provided the following findings (see Exhibit E.2):

The applicant provided a written narrative to sufficiently address the transportation approval criteria. Based on that narrative and review of GIS maps, it appears that two dwellings are currently located on the subject property. The proposed development will divide one parcel into two parcels on which a total of two single-family homes can be constructed. The existing frontages are improved with sidewalk corridors that provide access to nearby destinations, and (at the time of building permit) the applicant is required to construct improvements on SE Tacoma to comply with current City standards. The site plans submitted show one driveway with a 13-ft curb cut. One driveway will minimize impacts to on-street parking and loading. One on-site parking space on Parcel 2 will reduce demand for on-street parking. The proposed development is 0.3 miles from a bus stop for the #70 bus, within 400-ft of a bus stop for #99, and and 300 feet from the #10 bus stop. The existing sidewalk corridor and street provide sufficient transportation facilities to reduce impacts to the neighborhood and provide safety for all modes. The transportation system is capable of safely supporting the proposed development in addition to existing uses in the area. The proposed development will not negatively impact transit service or safety for any mode.

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. However, as a result of the proposed land division, the water line that provides service to the existing home on Parcel 1 will no longer be located entirely on the same lot as the home. Title 21 requires that the water service connection be located along the frontage of the lot to be served. Water service connections are not allowed by means of an easement. Therefore, prior to final plat, the water service for the existing home must be relocated, so that the service connection will be located along the frontage of the Parcel 1. With this condition, 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 sanitary sewer service is available to the site, as noted on page 2 of this report. The southerly adjacent property, 8115 SE 9th Avenue, shares a party sewer connection with 824 and 838 SE Tacoma Street. The applicant has proposed that the existing sanitary connection for 8115 SE Tacoma Street remain within a temporary easement crossing land division site. New sanitary connections to the public main in SE Tacoma will be installed to serve Parcels 1 and 2 prior to final plat approval. The temporary easement may be extinguished when sanitary sewer service is made available within SE 9th Avenue and 8115 SE 9th Avenue has connected to this sanitary sewer main. The location of the proposed private easement provides an approvable route of temporary sanitary service for 8115 SE 9th Avenue. The easement must be shown on the final plat, and a maintenance agreement is required to be recorded with the Final Plat and referenced on the plat. With conditions, the sanitary sewer service standards of 33.652 have been verified.</p>
<p>33.653.020 & .030 Stormwater Management criteria and standards – See Exhibits E.1</p>
<p>No stormwater tract is proposed or required. Therefore, criterion A is not applicable. The applicant has proposed the following stormwater management methods:</p>

BES has noted that there are no City records indicating where stormwater for the existing houses is directed. The applicant proposes to install a shared drywell on Parcel 2 to serve existing development on both lots. The applicant had previously submitted infiltration testing showing infiltration rates of 5 inches per hour on this site, therefore a drywell appears feasible. Therefore, prior to final plat approval, the applicant must either show that stormwater from existing development on each parcel discharges meeting setback requirements to the proposed new property line, or install the proposed drywell with all necessary permits finalized to the satisfaction of BES. An easement must be shown on the final plat, and a maintenance agreement must be recorded if shared drywells are utilized. With conditions of approval, the stormwater management criteria and standards of 33.653 have been verified.

33.654.110.B.1 Through streets and pedestrian connections

Generally, through streets should be provided no more than 530 feet apart and pedestrian connections should be provided no more than 330 feet apart. Through streets and pedestrian connections should generally be at least 200 feet apart.

The block on which the site is located has dimensions of 200 feet by 200 feet. Therefore, the block meets the above noted spacing requirements. Additionally, PBOT commented:

The subject parcels are no more than approximately 50 feet from the corner at SE Tacoma and SE 9th. Therefore, the parcels do not comply with minimum spacing standards to require a pedestrian or street connection. A pedestrian connection is not required.

This criterion is met.

33.654.120.B & C Width & elements of the right-of-way – See Exhibit E.2 for bureau comment

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. The site is developed with two, detached single family residences and no additional units are proposed to be constructed as part of the land division. Portland Transportation has not identified or been made aware of any factors related to this proposal that lead to a conclusion other than that the existing dwellings can be safely served by this existing street without having any significant impact on the level of service provided. If the site is developed in the future, street improvements and sidewalk repairs will be required on SE Tacoma Street and SE 9th Avenue as required by PBOT (Exhibit E.2). With a condition of approval requiring improvements at the time of development, this criterion 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. The applicant proposed an 8-foot Public Utility Easement (PUE) along SE Tacoma Street, however the proposed easement conflicts with the location of the existing house to remain on Parcel 1 and with the proposed tree preservation plan. The PUE is no longer proposed along SE Tacoma Street, but is shown along SE 9th Avenue. Therefore, this criterion is met.

ADJUSTMENT

The applicant has requested an Adjustment to the off-street parking standards of Chapter 33.266 *Parking and Loading* to the off-street parking requirements for the existing house to be located on proposed Parcel 1. The proposed Adjustment would result in no off-street parking for Parcel 1. PBOT restricts new driveway connections to SE Tacoma Avenue due to safety concerns, and no on-street parking is allowed on SE Tacoma Street. Existing development on the land division site prevents construction of new off-street parking for Parcel 1. The applicant proposes to remove one of the two existing driveway approaches located on SE 9th Avenue, which will provide additional on-street parking opportunities.

33.805.010 Adjustments; Purpose

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

33.805.040 Approval Criteria

The approval criteria for signs are stated in Title 32. All other adjustment requests will be approved if the review body finds that the applicant has shown that either approval criteria A. through F. or approval criteria G. through I., below, have been met. Adjustments to the ground floor window requirements of this Title must also meet the additional requirements stated in the ground floor window sections in the base zones.

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

Findings: The standards requiring minimum on-site vehicle parking spaces are located Section 33.266.110 and Table 266-2 of the Portland Zoning Code. The purpose of the minimum parking standards is:

The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. Parking requirements should be balanced with an active pedestrian network to minimize pedestrian, bicycle and vehicle conflicts as much as possible. Transit-supportive plazas and bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking, and locating it close to the building entrance, will encourage carpool use.

The Portland Bureau of Transportation has commented (Exhibit E.2) that approximately 30-ft of on-street parking exists that will be retained on SE 9th Ave. The applicant minimized the driveway width on SE 9th by providing a 13-ft driveway. The area in which the development site is located has good connectivity. Therefore, on-street parking is adequate to accommodate the majority of traffic generated by the residential uses at the site. PBOT has no objection to the requested adjustment.

Both houses on the land division site currently share a parking area which will be located on Parcel 2 after the land division. Existing development prevents construction of an off-street parking area for Parcel 1. The proposed land division would not cause an increase in vehicle trips since the site is currently developed to its maximum residential density. The site contains two driveway approaches connecting to SE 9th Avenue and there is an unused driveway approach located on SE Tacoma Street. The applicant proposes to remove one of the two driveway approaches on SE 9th Ave, which will increase opportunities for on-street parking in the neighborhood. Additionally, the neighborhood has a well-developed street grid, with primarily short blocks of 200 feet by 200 feet. Sidewalks provide connectivity along all adjacent streets. Tri-Met provides bus service along SE Tacoma Street via bus route 99. Based upon the availability of on-street parking and infrastructure supporting the use of alternative transportation modes, granting the adjustment equally meets the purpose of the off-street parking

standard. With a condition of approval requiring removal of the northerly curb cut on SE 9th Avenue, this criteria is met.

- B.** If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; and

Findings: The site is located within a residential zone and is not located within an OS, C, E or I zone. The proposal would result in removal of one of the two existing driveway approaches adjacent to the site and part of the off-street parking area on Parcel 2. The proposal to reduce off street parking for Parcel 1 will not significantly detract from the livability or appearance of the residential area, because it is consistent with the existing development on the block. The block contains a mix of single dwelling and multi dwelling development, with 7 separate tax lots. Of these lots, just fewer than half have no driveway approach and no off-street parking. Once the proposed parcels are created, half of the parcels on the block will have no driveway approach and no off-street parking. Removal of the driveway approach to SE 9th Avenue will increase opportunities for on-street parking in the neighborhood. Therefore, with a condition that the applicant's proposal to remove a curb cut and pave the remaining off-street parking area, the proposal will not significantly detract from the livability or appearance of the residential area. Paving the remaining parking space will prevent dirt and gravel from spilling into the public right of way, which will improve the appearance of the residential area. This criteria is met.

- C.** If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and

Findings: One adjustment is being requested, therefore this criterion is not applicable.

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

Findings: The site contains no scenic or historic resources; therefore, this criterion is not applicable.

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

Findings: The applicant proposes to remove the northerly of the two existing driveway approaches on SE 9th Avenue, which increases opportunities for on-street parking in the neighborhood. Because the off-street parking requirement is for one parking space, this adequately mitigates any impact resulting from the Adjustment. This criteria is met.

- F.** If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable; or

Findings: The site is not located within an environmental zone, therefore this criterion is not applicable.

DEVELOPMENT STANDARDS

Development standards that are not relevant to the land division review, have not been addressed in the review. Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 11 and 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.

Existing development that will remain after the land division. The existing development on the site will remain and be located on Parcels 1 and 2. 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 R2 zone. Per Section 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.) Note that the applicant has requested an Adjustment to the off-street parking standards, which is discussed above.

In this case, there are four Zoning Code standards that relate to existing development on the site:

- Maximum Transit Street Setback (33.120.220.C). The site is located adjacent to a Transit Street (SE Tacoma Street) and is therefore subject to the Maximum Transit Street Setback standards of 33.120.220.C.1.b(1). The Standard requires the following: At least 50 percent of the length of the ground level street facing facade of the building must be within the maximum setback.

The existing buildings on the site currently do not meet the standard, as 37 percent of the existing buildings street facing facades are located within 20-feet of the transit street. The partition will create two parcels, Parcel 1 will exceed the standard because 100% of the street facing façade will be located within the maximum transit street setback and is moving closer to conformance. Parcel 2 will not meet the standard. The site is not moving further out of conformance with the standard, because the site currently does not meet the standard.

- Off Street Parking Within Front Setback: Subparagraph 33.266.120.C.1.a, states required parking spaces are not allowed within the first 10-feet from a lot line or in a required setback, whichever is greater. The site contains an existing, graveled off street parking area served by two driveway approaches to SE 9th Avenue. The northerly curb cut will be removed and replaced by a vertical curb and sidewalk, leaving the southerly driveway approach to serve the existing parking area located on Parcel 2. The applicant proposes to pave this existing off-street parking area, which is located within 10 feet of the front lot line. Although the setbacks described above are not met, this parking area is existing and may continue to serve as the off-street parking area for the development to remain on Parcel 2. In order to delineate the off-street parking space, a condition of approval requires a zoning permit to pave the off street parking area, prior to approval of the final plat.
- Minimum Setbacks – The existing houses identified to remain on the site must meet required Zoning Code setbacks from the proposed new lot line. Alternatively, existing buildings must be set back from the new lot lines in conformance with an approved Adjustment or other Land Use Review decision that specifically approves alternative setbacks. The existing house on Parcel 1 will be located 8.5 feet from the new property line. The existing house on Parcel 2 will be located 5 feet from the new property line. Therefore, the required setbacks are being met. **To ensure this standard continues to be met at the final plat stage, the final plat must be accompanied by a supplemental survey showing the location of the existing building relative to the adjacent new lot lines.**
- Title 11 Tree Density Standard –Due to the land division, Parcel 1 will no longer meet this standard. Parcel 1 is 1,860 square feet in area, therefore 740 square feet of tree area is required. **Prior to final plat approval, the applicant must meet this requirement by either planting trees on Parcel 1 or making the equivalent payment into the City Tree Preservation and Planting Fund. Tree planting must be documented with a finalized Zoning Permit.**

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 www.portlandonline.com/water	Title 21 – Water availability

The Urban Forestry section of Portland Parks has commented (Exhibit E.6) that the partition results in a loss of available street tree planting space. Prior to lot division there is room for 5 street trees. After the proposed lot division there will only be room for 4 trees. A fee of \$487.50 is required for the permanent loss of available planting space. A approval is required to meet these requirements.

CONCLUSIONS

The applicant has proposed a two-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 connections and easements, stormwater management and maintaining required setbacks for the existing houses to remain at the site. With conditions of approval that address these requirements, this land division partition can be approved.

The applicant has requested an Adjustment to the off-street parking standards of Chapter 33.266 Parking and Loading to remove the off-street parking requirements for the existing house located on proposed Parcel 1. The site is located in an area with a well-connected street grid with sidewalks and TriMet provides bus service in SE Tacoma Street. The proposed land division does not increase the number of vehicle trips, since it is developed to the maximum residential density of two units. The applicant proposes to close one of the two driveway approaches on SE 9th Avenue which will serve to mitigate the reduction of one on-site parking space. The findings show that all applicable approval criteria are met, therefore the Adjustment may be approved.

ADMINISTRATIVE DECISION

Approval of: A Preliminary Plan for a two-parcel partition that will result in two single dwelling lots as illustrated with Exhibit C.1 and;

An Adjustment to reduce the required off-street vehicle parking space for Parcel 1 from one to none, subject to the following conditions:

A. Supplemental Plan. Three copies of an additional supplemental plan shall be submitted with the final plat survey for review and approval by the Land Use Services section of BDS and the Bureau of Environmental Services. The 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 location of stormwater facilities for each of the parcels.
- Any other information specifically noted in the conditions listed below.

B. The final plat must show the following:

1. The applicant shall meet the street dedication requirements of the City Engineer for SE Tacoma Street. The required right-of-way dedication must be shown on the final plat.
2. A private, temporary sanitary sewer easement, for the benefit of 8115 SE 9th Avenue, shall be shown and labeled over the relevant portions of Parcels 1 and 2.
3. If a shared drywell is constructed to meet the stormwater management standards of BES, a private stormwater management easement, for the benefit of Parcel 1 and burdening Parcel 2, shall be shown and labeled over the relevant portions of Parcel 2.
4. A recording block for each of the legal documents such as maintenance agreement(s), acknowledgement of special land use conditions, or Declarations of Covenants, Conditions, and Restrictions (CC&Rs) as required by Conditions C.7 and C.9 below. The recording block(s) shall, at a minimum, include language substantially similar to the following examples:

“A Declaration of Maintenance Agreement for a private sanitary sewer easement has been recorded as document no. _____, Multnomah County Deed Records.”

“A Declaration of Maintenance Agreement for a private stormwater management easement has been recorded as document no. _____, Multnomah County Deed Records.”

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

Streets

1. The applicant shall meet the requirements of the City Engineer to close the northerly driveway approach at SE 9th Avenue adjacent to Parcel 2. The applicant must obtain an approved permit from the Portland Bureau of Transportation and meet Urban Forestry requirements for street trees, if any.

Utilities

2. The applicant shall meet the requirements of the Water Bureau concerning relocation of the water service connection to the existing home on Parcel 1.
3. The applicant must meet BES requirements to cap the existing sanitary connections for 824 and 838 SE Tacoma Street and establish new service connections from the existing structures directly to the public sewer. The applicant must obtain finalized permits for this work prior to final plat approval.

Existing Development

4. The applicant shall obtain a finalized zoning permit to pave the off-street parking area for Parcel 2 as shown in Exhibit C.3.

5. The applicant must complete one of the following options related to stormwater disposal from the existing structures to remain on Parcels 1 and 2:
 - a. The applicant must meet the requirements of BES for the stormwater systems on the existing houses to remain on Parcel 1 and Parcel 2. Specifically, the gutters and downspouts must direct water to an approved disposal point that meets setback requirements from the new lot lines. If modifications to the system are required by BES, the applicant must obtain finalized plumbing permits for this work prior to final plat approval.
 - b. The applicant must obtain finalized permits for the proposed shared drywell to serve existing development on Parcels 1 and 2.
6. The applicant must meet the tree density standard of 11.50.050 on Parcel 1 by either planting trees on the lot or making the equivalent payment into the City Tree Preservation and Planting Fund. A finalized Zoning Permit must be obtained to document tree planting prior to final plat approval.

Required Legal Documents

7. If the applicant completes C.5b above, a Maintenance Agreement shall be executed for the shared drywell. The agreement shall include provisions assigning maintenance responsibilities for the easement area and any shared facilities within that area, consistent with the purpose of the easement, and all applicable City Code standards. The agreement must be reviewed by the City Attorney and the Bureau of Development Services, and approved as to form, prior to final plat approval.
8. A Maintenance Agreement shall be executed for the Temporary Private Sewer Easement described in Condition B.2 above. The agreement shall include provisions assigning maintenance responsibilities for the easement area and any shared facilities within that area and termination of the easement, consistent with the purpose of the easement, and all applicable City Code standards. The agreement must be reviewed by the City Attorney and the Bureau of Development Services, and approved as to form, prior to final plat approval.
9. The applicant shall execute an Acknowledgement of Tree Preservation Land Use Conditions that notes tree preservation requirements that apply to Parcels 1 and 2. A copy of the approved Tree Preservation Plan (Exhibit C.3) must be included as an Exhibit to the Acknowledgement. The acknowledgment shall be recorded with Multnomah County and referenced on the final plat.

Other requirements

10. The applicant must meet the requirements of Urban Forestry to pay into the City Tree Preservation and Planting Fund Street Trees – Fee in Lieu of Planting and Establishment (per inch) the amount equivalent to a fee in lieu for one tree. Payment must be made to the Bureau of Development Services, who administers the fund for the Parks Bureau.

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

1. Development on Parcels 1 and 2 shall be in conformance with the Tree Preservation Plan (Exhibit C.3) and the applicant's arborist report (Exhibit A.7). Specifically, tree number 3, a 15-inch flowering cherry tree, is required to be preserved, with the root protection zones indicated on Exhibit C.3. Tree protection fencing is required along the root protection zone of each tree to be preserved. The fence must be 6-foot high chain link and be secured to the ground with 8-foot metal posts driven into the ground. Encroachment into the specified root protection zones may only occur if it meets the Prescriptive Path allowances of 11.60.030 or is under the supervision of a certified arborist. Planning and Zoning approval of development in the root protection zones beyond the allowances of 11.60.030 is subject to

receipt of a report from an arborist, explaining that the arborist has approved of the specified methods of construction, and that the activities will be performed under their supervision.

2. At the time of development, the applicant shall meet the requirements of the City Engineer for right of way improvements along the frontage of Parcel 1 and Parcel 2.

Staff Planner: Brandon Rogers



Decision rendered by: _____ **on June 29, 2018**

By authority of the Director of the Bureau of Development Services

Decision mailed July 3, 2018

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 August 25, 2017, and was determined to be complete on January 31, 2018.

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 August 25, 2017.

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 by 245-days. Therefore, **the 120 days will expire on: January 31, 2019.**

Note: 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 Hearings Officer, which will hold a public hearing. Appeals must be filed **by 4:30 PM on July 17, 2018** 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 contact the receptionist at 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.ci.portland.or.us

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 Hearings Officer 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 Hearings Officer an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

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.**

Recording concurrent approvals.

The preliminary land division approval also contains approval of an Adjustment, **which will be recorded with the Multnomah County Recorder.**

- *Unless appealed*, the final decision will be recorded on or after **July 18, 2018** by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder. For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of concurrent approvals. The preliminary land division approval includes concurrent approval of an Adjustment. For purposes of determining the expiration date, there are two kinds of concurrent approvals: 1) concurrent approvals that were necessary in order for the land division to be approved; and 2) other approvals that were voluntarily included with the land division application. The following approvals were necessary for the land division to be approved: Adjustment to the off-street parking standards for Parcel 1. This approval expires if:

- The final plat is not approved and recorded within the time specified above, or
- Three years after the final plat is recorded, none of the approved development or other improvements (buildings, streets, utilities, grading, and mitigation enhancements) have been made to the site.

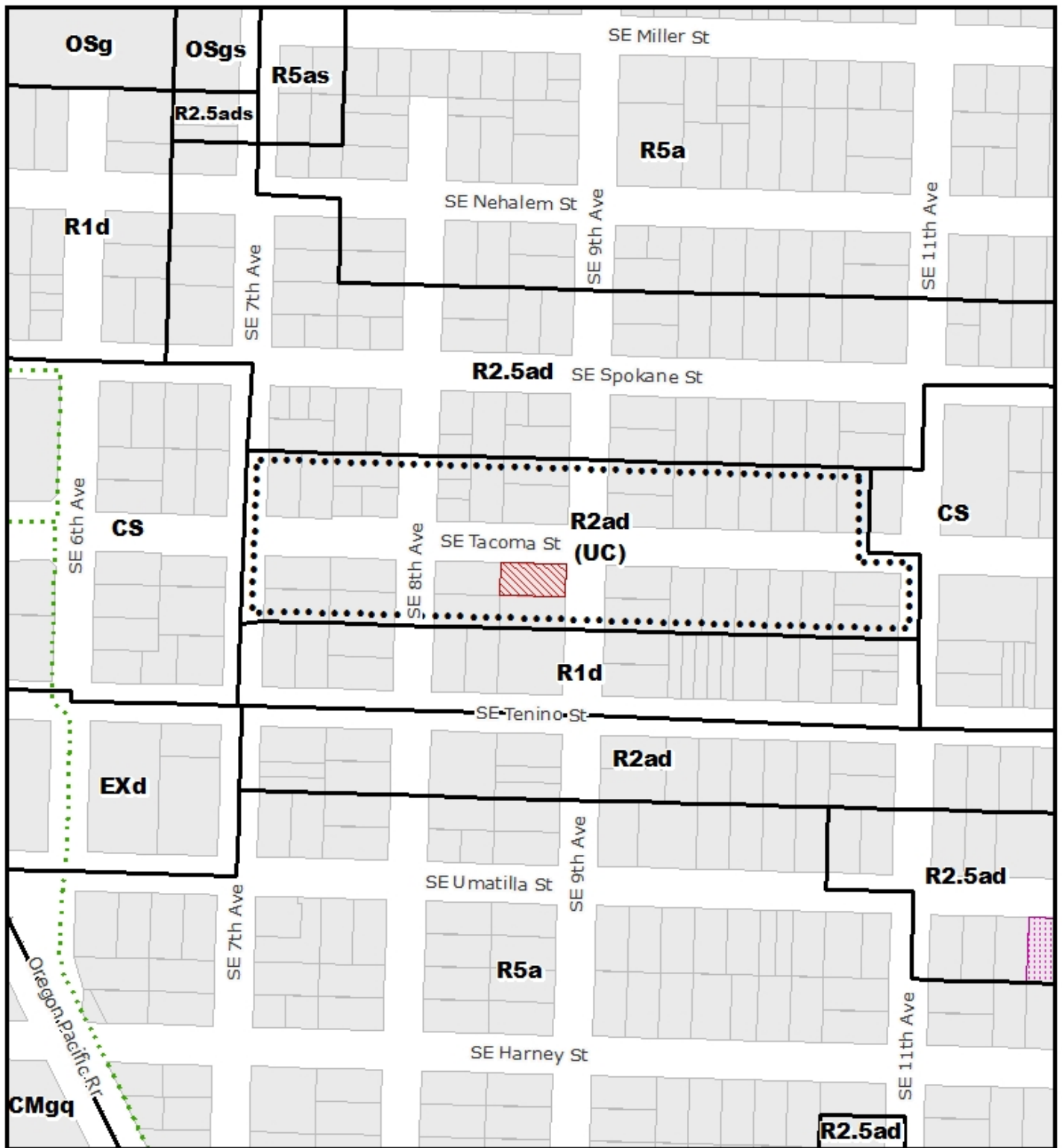
All other concurrent approvals expire three years from the date rendered, unless a building permit has been issued, or the approved activity has begun. Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

EXHIBITS




NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Applicant's Original Submittal
 - 2. Simplified Stormwater Report (09/11/2017) (Superseded by 01/05/18 Report)
 - 3. Applicant's Revised Plans 01/05/18 (Superseded by 05/18/18 plans)
 - 4. Simplified Approach Stormwater Report and Infiltration Testing (01/05/18)
 - 5. Applicant's Response to Completeness Letter (01/05/18)
 - 6. Applicant's Revised Narrative (01/05/18)
 - 7. Arborist Report (Revised 01/05/18)
 - 8. Sewer Inspection Report
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Existing Conditions Plan, Tree Survey (05/18/18)
 - 2. Preliminary Land Division Plan and Temporary Sanitary Sewer Easement (05/18/18) (attached)
 - 3. Preliminary Improvements Plan, Tree Preservation Plan (05/18/18) (attached)
 - 4. Utility Plan (05/18/18)
 - 5. Clearing and Grading Plan
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Portland Bureau of Transportation
 - 3. Water Bureau
 - 4. Fire Bureau (No Concerns)
 - 5. Site Development Review Section of BDS (No Concerns)
 - 6. Bureau of Parks, Forestry Division
 - 7. Life Safety section of BDS
- F. Correspondence:
 - 1. Kelly Burke, 05/06/2018, Sanitary Sewer Easement
- G. Other:
 - 1. Original LU Application and Expedited Land Division Acknowledgement
 - 2. 120-Day Extension Requests
 - 3. Completeness Letter
 - 4. Neighborhood Contact

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 
NORTH

-  Site
-  Also Owned Parcels
-  Recreational Trails

File No.	LU 17-230003 LDP, AD
1/4 Section	3831
Scale	1 inch = 200 feet
State ID	1S1E23CC 5600
Exhibit	B Jan 11, 2018



FOR: EQUITY TRUST COMPANY, LLC
 P.O. BOX 2181
 VANCOUVER, WASHINGTON 98668
 SITE: TAX MAP: 1S12230C
 TAX LOT: 5600
 CITY OF PORTLAND, OR.

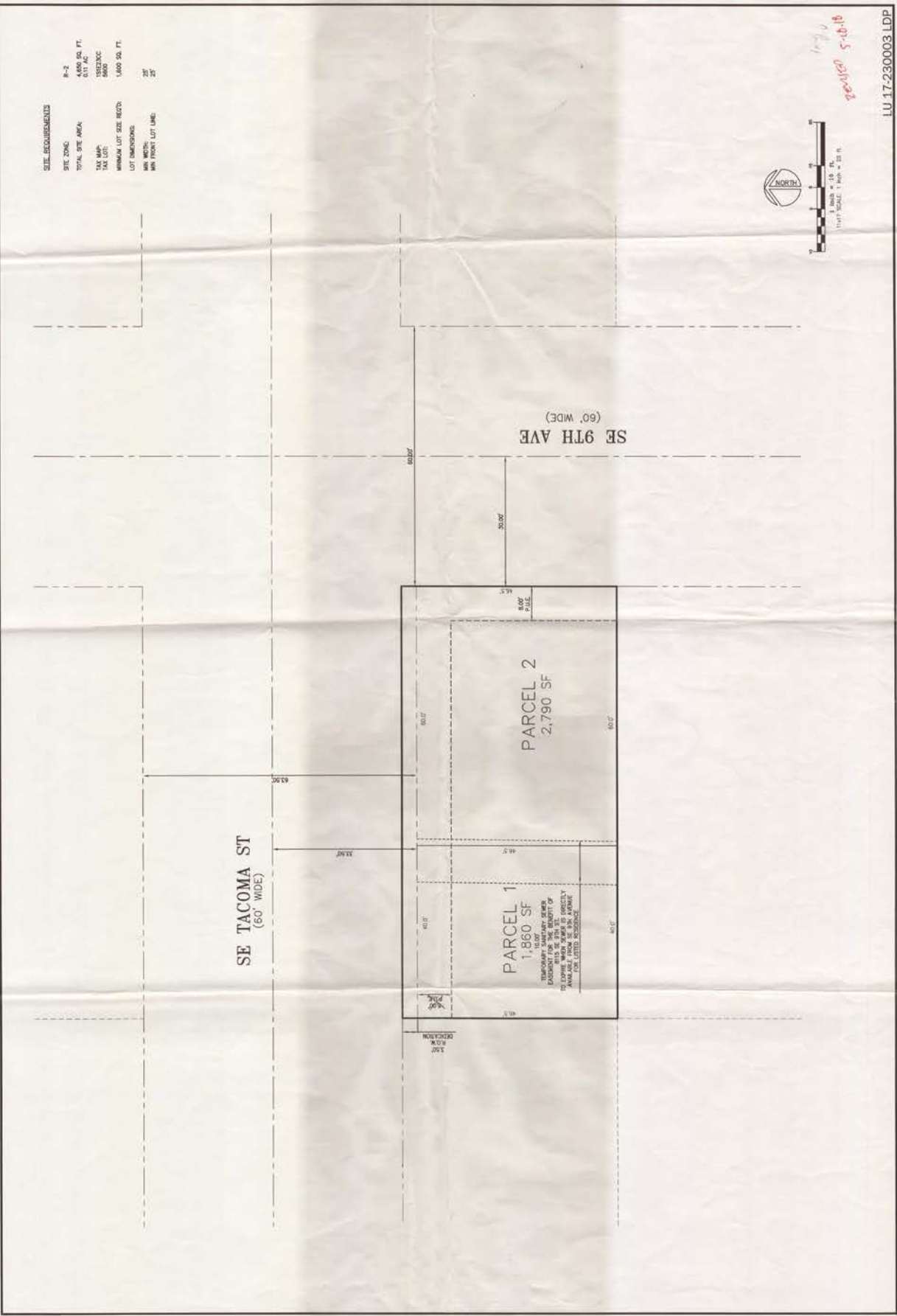
PRELIMINARY LAND DIVISION
 824-838 SE TACOMA ST
 N0501
 PRELIMINARY PLAT

NO.	DATE	BY	REVISION
1			
2			
3			
4			
5			
6			
7			

DESIGNED: []
 DRAWN: []
 REVIEWED: []
 SUBMITTED: []
 PPLT 4
 POF 10
 100% COMPLETE

SITE REQUIREMENTS

R-2
 SPEC ZONE: 4,400 SQ. FT.
 TOTAL SITE AREA: 611 AC
 TAX MAP: 1S12230C
 TAX LOT: 5600
 MINIMUM LOT SIZE REQD: 4,400 SQ. FT.
 LOT DIMENSIONS: 25'
 MIN FRONT LOT LINE: 25'



LU 17-230003 LDP
 5-10-16

M ENGINEERS
Engineering & Planning
1410 SE 17th Avenue
Portland, OR 97214
503.452.4411

FIRM: EQUITY TRUST COMPANY, LLC
P.O. BOX 2181
VANCOUVER, WASHINGTON 98686
SITE: TAX MAP: 151223C
TAX LOT: 5600
CITY OF PORTLAND, OR

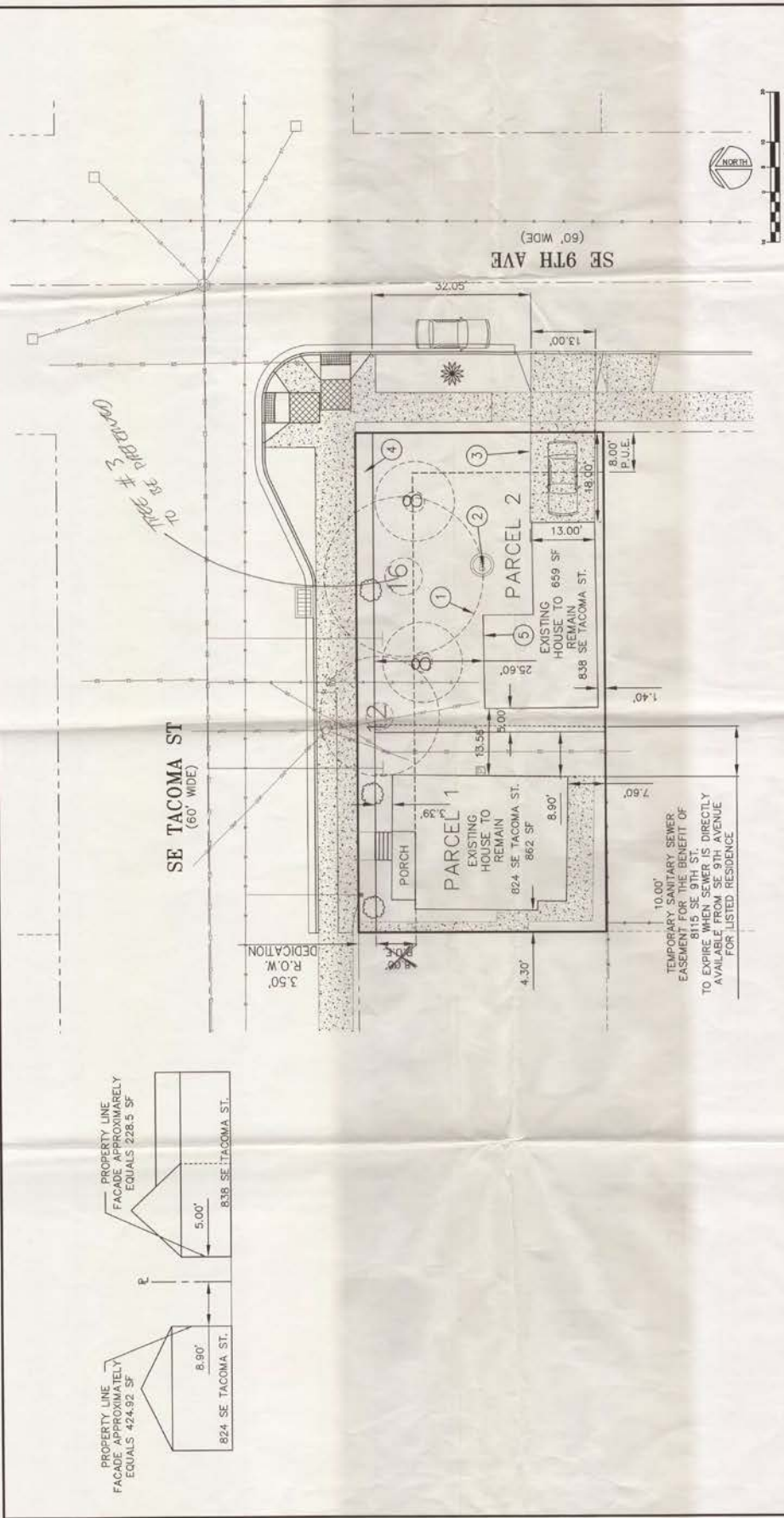
PRELIMINARY LAND DIVISION
824-838 SE TACOMA ST
NO501 THE PROVISION
PRELIMINARY SITE AND
IMPROVEMENT PLAN

NO.	DATE	BY	REVISION
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED: _____
DRAWN: _____
PREPARED: _____
SUBMITTED: _____

DATE: _____

PSIT
5
OF 10
CITY OF PORTLAND
PLANNING & COMMUNITY DEVELOPMENT
PROJECT: May 11, 2018 - 1:02pm
P:\2018\Proj\824-838 SE Tacoma\2018-05-01-824.dwg
C:\Users\j...
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- SITE AND IMPROVEMENT KEY NOTES:**
- OUTLINE OF EXISTING TREES TO REMAIN AND ROOT ZONE TO BE PROTECTED DURING CONSTRUCTION.
 - DRYWELL TO BE INSTALLED PER BES STD. DWG. BES SW-180 ON SHEET 10.
 - NEW 18" WIDE CONCRETE DRIVEWAY FOR PARKING FOR 838 SE TACOMA ST. PER PBOT STD. DWG. P-528 ON SHEET 8.
 - 3.5' RIGHT-OF-WAY DEDICATION.
 - EXISTING STRUCTURES TO REMAIN (TYP.).
- GENERAL NOTES:**
- ADJUSTMENT TO ELIMINATE PARCEL 1 PARKING AND REPLACE WITH ON STREET PARKING ON SE 9TH AVE.
 - NO BACKING OR ACCESS IS ALLOWED ONTO SE TACOMA ST.
 - BACKING ONTO SE 9TH AVE. IS ALLOWED.
 - NO NEW VEHICLE TRIPS PROPOSED.
 - MAXIMUM BUILDING COVERAGE FOR PARCEL 1 = 1,000 SF. ACTUAL IS 862 SF WITH NO COVERED PORCH.
 - MAXIMUM BUILDING COVERAGE FOR PARCEL 2 = 1,500 SF. ACTUAL IS 659 SF WITH NO COVERED PORCH.
 - NO TREES NEED TO BE REMOVED.
- LU 17-230003 LDP