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

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Date: February 1, 2019

To: Interested Person

From: Leah Dawkins, Land Use Services
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NOTICE OF A TYPE IIx 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 18-212979 LDS

GENERAL INFORMATION

Applicant: Anne Marie Skinner, PBS Engineering
4412 SW Corbett Ave / Portland OR 97239
(503)417-7684

Owner: Greg Ford
12830 SE Ridgecrest Rd / Happy Valley, OR 97086

Site Address: 826 SE 155th Ave, 840 SE 155th Ave,

Legal Description: BLOCK C N 70' OF S 280' OF LOT 1, RITLOW AC; BLOCK C N 70' OF S 210' OF LOT 1, RITLOW AC; LOT A STREET PLUG STRIP-NO VALUE, SIR GATTO
Tax Account No.: R707304200, R707304340, R771300010
State ID No.: 1S2E01AB 09300, 1S2E01AB 09200, 1S2E01AB 09005
Quarter Section: 3146
Neighborhood: Centennial, contact Tom Lewis at 503-347-5715.
Business District: Gateway Area Business Association, contact at info@gabanet.com
District Coalition: East Portland Neighborhood Office, contact Victor Salinas at 503-823-6694.
Zoning: R7a- Single Dwelling Zone with "a" Alternative Design Density Overlay
Case Type: LDS- Land Division Subdivision
Procedure: Type IIx, an administrative decision with appeal to the Hearings Officer.

Proposal:
The applicant is proposing to divide a 43,377 square-foot site into five lots for the purpose of building new single dwelling homes. A public pedestrian connection and frontage improvements are also proposed. Lots will range in size from 5,580 square feet to 9,100 square feet. The public pedestrian connection will connect the cul-de-sac end of SE Yamhill Street to SE 155th Avenue. Frontage improvements will include sidewalk improvements along SE 155th Avenue and completion of the existing partial cul-de-sac on SE Yamhill Street. There are two existing homes on the site that are proposed to remain. All other accessory structures are proposed to

be removed. There are several large trees on the site, eight of which are proposed to be retained.

This subdivision proposal is reviewed through a Type IIx procedure because: (1) the site is in a residential zone; (2) four to ten dwelling units are proposed, not including accessory dwelling units (see 33.660.110).

For purposes of State Law, this land division is considered a subdivision. To subdivide land is to divide an area or tract of land into four or more lots within a calendar year, according to ORS 92.010. ORS 92.010 defines "lot" as a single unit of land created by a subdivision of land. The applicant's proposal is to create 5 units of land (5 lots). Therefore, this land division is considered a subdivision.

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.**

FACTS

Site and Vicinity: The site consists of two existing narrow and deep lots. There are two existing residential structures on the site. The site is flat with several large trees and several small fruit trees. The site fronts on SE 155th Avenue and also has frontage along the dead end of SE Yamhill Street to the southeast of the site.

The homes in the vicinity consist primarily of modest single dwelling structures. There is a large underdeveloped public park just to the south of the site. The street grid is incomplete and provides limited access to the site. The primary vehicle access to the site is from the north along SE 155th Avenue. SE 155th dead-ends at the Portland Parks property just to the south of the site.

Infrastructure:

- **Streets –** The site has approximately 140 feet of frontage on SE 155th Avenue and 102 feet of frontage on SE Yamhill Street. There are two driveways entering the site from SE 155th Avenue that serve the existing homes on the site. At this location, SE 155th Avenue and SE Yamhill Street are classified as a Local Service Streets for all modes in the Transportation System Plan (TSP). Tri-Met provides transit service approximately 975 feet from the site at SE Stark Street via Bus 20.

  SE 155th Avenue and SE Yamhill are both improved with variable widths of paving with no sidewalk corridors within the right-of-way. The portion of SE Yamhill adjacent to the subject site is finished with curb only.

- **Water Service –** There is an existing 4-inch CI water main in SE 155th Avenue and a 6-inch DI main in SE Yamhill Street. The existing houses are served by ¾-inch metered services from SE 155th Avenue

- **Sanitary Service -** There are existing 8-inch PVC public sanitary sewer lines in SE 155th Avenue and SE Yamhill Street.

- **Stormwater Disposal** – There is no public storm-only sewer currently available to this property.

Zoning: The R7 zone designation is one of the City's single-dwelling zones which is intended to preserve land for housing and to promote housing opportunities for individual households. The zone implements the comprehensive plan policies and designations for single-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.

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

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

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **September 18, 2018.** Four written responses have been received from notified property owners in response to the proposal. The following summarized comments were submitted and are followed by the staff response in *italics:*

- Concerns about the pedestrian connection bringing in unwanted foot traffic and decreasing neighborhood safety.
  The pedestrian connection is proposed in order to meet the connectivity requirements of the Zoning Code. Connectivity requirements are discussed in detail later in this decision. Where possible, public right-of-way connections are required to ensure efficient access to lots and to enhance multi-modal transportation options. This specific pedestrian connection will provide necessary access from a dead-end street to a larger street that connects to a public park slated for future improvements, as well as providing more direct pedestrian and bicycle access to the through streets north of the site.

- Concerns that finishing the cul-de-sac portion of SE Yamhill Street will increase vehicle traffic and decrease safety in the neighborhood.
  It is necessary to complete the cul-de-sac turnaround in order to access the three lots proposed for the eastern portion of the site. Based on the Portland Bureau of Transportation's analysis of the Transportation Impact Statement provided by the applicant (addressed in more detail later in this decision), there is expected to be minimal impacts to the on-street parking availability due to either finishing the cul-de-sac or the addition of homes. The completion of the cul-de-sac with sidewalks is expected to increase pedestrian safety along SE Yamhill. No other negative impacts to the existing transportation system are anticipated.

- The height of the proposed units will not be compatible with the existing homes in the neighborhood.
  This site is located in the R7 zone. The maximum allowed height for primary structures in the R7 zone is 30 feet. The applicant is allowed to conform to this height limit without additional restrictions. The applicant is currently proposing two-story structures which are allowed by the height limit of the zone.

- Lack of clarity in the exhibit site plan provided with the mailed public notification.
  We understand that when site plans are reduced in size to be included with the public notice, the plans do not maintain the clarity and readability of the original documents. Recipients of public notifications are always welcome to come look at the site plans in person and can request electronic copies of the plans which are generally a higher quality. Electronic copies of the site plans were made available to all members of the public who requested such information.

- Concern that the neighborhood contact requirement was not met or did not adequately inform the neighborhood of the proposal.
  In this case, the applicant sent letters to the Centennial Community Association and the East Portland Neighborhood Office. Each group has 14 days to respond to the proposal letter to ask for a meeting with the applicant about the proposal. In this case, neither the neighborhood association or the coalition requested a meeting, so after the 14-day period, the Zoning Code allowed the applicant to submit the application to the City. Neighbors within 150 feet of the site received the formal BDS notice of the proposal. It is assumed

that the 30-day public notification period will allow the neighbors directly affected by the proposal to adequately review and respond to the proposal.

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	A phased land division or staged final plat has not been proposed.
F	33.634 - Recreation Area	The proposed density is less than 40 units.
H	33.636 - Tracts and Easements	No tracts or easements have been proposed or will be required.
I	33.639 - Solar Access	All of the proposed parcels are interior lots (not on a corner). In this context, solar access standards express no lot configuration preference.
J	33.640 - Streams, Springs, Seeps and Wetlands	No streams, springs, seeps or wetlands are evident on the site.
	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.D - Common Greens	No common greens are proposed or required.
	33.654.120.F - Alleys	No alleys are proposed or required.
	33.654.120.G - Shared Courts	No shared courts are proposed or required.
	33.654.130.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 33.610 contains the density and lot dimension requirements applicable in the RF through R5 zones. Based on the applicant's survey, the site area is 43,377 square feet. The maximum density in the R7 zone is one unit per 7,000 square feet. Minimum density is one unit per 7,000 square feet based on 80 percent of the site area. The site has a maximum allowed density of 6 units and a minimum required density of 5 units. The applicant is proposing 5 single dwelling lots. The density standards are therefore met.

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

	Min. Lot Area (square feet)	Max. Lot Area (square feet)	Min. Lot Width* (feet)	Min. Depth (feet)	Min. Front Lot Line (feet)
R7 Zone	4,200	12,000	40	55	30
Lot 1	9,100		70	130	70
Lot 2	7,150		55	130	55
Lot 3	8,669		107.5	131	90.6
Lot 4	6,904		49	107	43.65
Lot 5	5,580		52	115	56

* Width is measured by placing a rectangle along the minimum front building setback line specified for the zone. The rectangle must have a minimum depth of 40 feet, or extend to the rear of the property line, whichever is less.

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.

In order to identify which trees are subject to these requirements, the applicant provided a tree survey (Exhibit C.2) that shows the location and size of trees on and adjacent to the site. The applicant also provided an arborist report (Exhibit A.4) 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.

Based on this information, 13 trees, which provide a total of 266 inches of tree diameter, are subject to the preservation requirements of this chapter. The applicant is proposing to preserve five trees and a total of 103 inches of tree diameter on the site. Three of the preserved trees are 20 inches or more in diameter and a total of 38% of the non-exempt tree diameter is preserved. In addition to on-site preservation, the applicant is proposing to protect three trees that fall within the area of the public pedestrian path dedication and six other off-site trees.

Due to the configuration of the site, dedication requirements for the public path, and the placement of the largest trees, the applicant is unable to preserve enough of the largest trees on

the new lots to comply with one of the standard options for tree preservation. The applicant has proposed to protect three Douglas fir trees within the public pedestrian path. One of these trees, #25, is a significant tree at 39-inches in diameter. Tree #26 is 21 inches in diameter. The applicant's arborist has noted that these trees can be preserved even with the provision of a paved pedestrian path. The arborist recommends that the proposed sidewalk be shifted around the existing trees and that within root protection zones, the sidewalk be constructed on grade with minimal excavation to avoid disturbing root systems. If any roots two inches or larger in diameter are encountered, the arborist recommends that a root-pruning permit and inspection by the City Forester occur prior to any cutting of the roots. Urban Forestry review concurs with this assessment and requires that root cutting permits be obtained if necessary (Exhibit E.6). In addition to this, the trees in question are shown as preserved on the Public Works Permit 18-204368 WT.

Additionally, the applicant's arborist report identified special requirements for the preservation of on-site trees #29 and #30, 23-inch and 19-inch Douglas firs. The driveway for lot 3 is proposed to be within the root protection zones of these trees. The arborist has recommended that the driveway should be built on grade without excavation other than scraping the surface organic layer off. Minimum compaction is recommended to protect the root system of these trees and alternative surface materials should be considered to be more adaptive to future root growth. The arborist also notes in the report that demolition for accessory structures may be demolished by equipment coming in from the west and taking building materials out to the west, away from protected trees 27-30.

The applicant's arborist report has also identified six trees on adjacent sites that are within 15 feet of potential disturbance area on the proposed lots. In order to protect the off-site trees from construction impacts, the arborist recommends tree protection fencing, which is reflected on the tree preservation plan.

Protecting the existing large offsite trees and trees within the dedicated right-of-way helps retain large native trees that provide significant value to the site and the neighborhood. Maintaining these trees will add to the livability of the proposed development, soften the impact of the new development for the existing neighbors, continue to provide wildlife habitat, shade, and natural stormwater retention.

Based on these factors, no additional mitigation is warranted to satisfy the approval criteria with the conditions that the recommendations of the arborist report are followed at the time of development of the public improvements and tree protection fencing is shown for offsite trees at the time of development.

In order to ensure that future owners of the lots 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 Lots 1-5 must be carried out in conformance with the Tree Preservation Plan (Exhibit C.6) and the Arborist Report (Exhibit A.4).

With the implementation of the noted conditions, the approval criteria will be met.

At the time of development, the individual lots must also meet the Title 11-Tree Code provisions, which require a specific amount of site area for tree planting based on the size of the property and the scale of the development. The trees to be retained as part of this review may be applied toward meeting those Title 11 requirements.

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

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

In this case, the site is primarily flat and is not located within the Potential Landslide Hazard Area. Therefore, no significant clearing or grading will be required on the site to make the new lots developable. However, a new public pedestrian connection is proposed as part of the land division, which will require some minimal grading on the site. The applicant has submitted a Preliminary Clearing and Grading Plan (Exhibit C.5) that depicts the proposed work, including existing and proposed elevation contours, soil stockpile areas, undisturbed areas consistent with the root protection zones of trees to be preserved, per the applicant's Tree Preservation Plan, and the overall limits of disturbed area.

The proposed clearing and grading shown on Exhibit C.5.represents a minimal amount of change to the existing contours and drainage patterns of the site to provide for a level public sidewalk surface. The contour changes proposed should not increase runoff or erosion because all of the erosion control measures shown on the grading plan must be installed prior to starting the grading work. Stormwater runoff from the new pedestrian connection and lots will be appropriately managed with drywells to assure that the runoff will not adversely impact adjacent properties (see detailed discussion of stormwater management later in this report).

The limits of disturbance shown on the applicant’s plan includes grading of the right-of-way areas, as well as the lots, to allow the applicant to conduct the majority of the clearing and grading on the site at one time. This will help manage erosion and sedimentation concerns, assure that the necessary tree protection measures are in place before the grading begins and limit the disturbance on the adjacent properties. In addition, no clearing and grading is proposed within the root protection zones of the trees on the site that are required to be preserved. Some fill is proposed within the root protection zone of trees #24-26, but this will be supervised by Urban Forestry.

As shown above, the Preliminary Clearing and Grading Plan meets the approval criteria. The Site Development Section of BDS has indicated a Site Development permit may not be required because the proposed work is limited to the scope of the public works permit. However, if the applicant chooses to proceed with grading work prior to final plat approval, a Zoning Permit will be required to ensure that tree preservation and protection conditions are met prior to any grading activity. To ensure the final clearing and grading plan remains in conformance with the approval criteria and includes the work area limits needed to protect the trees designated for preservation, the applicant must obtain a permit which demonstrates that the final clearing and grading plan is consistent with the preliminary clearing and grading plan approved with the land division. To this end, prior to final plat approval, the applicant must obtain a Zoning Permit that shows the grading work, limits of disturbance and tree protection fencing, as well as the changes noted above. With this condition, this criterion is met.

The clearing and grading plan indicates areas of topsoil storage and general stockpiling that are located directly adjacent to SE Yamhill Street, and outside of the root protection zones of the trees on the site to be preserved.

As shown above, the Preliminary Clearing and Grading Plan meets the approval criteria.

Land Suitability
The site is currently in residential use, and there is no record of any other use in the past. Although the site is currently connected to the public sanitary sewer, there is an old septic system on the site. The City has no record that this facility was ever decommissioned. Prior to final plat, the applicant must meet the requirements of the Site Development Section of the Bureau of Development Services for the decommissioning of this facility. With a condition requiring final inspection for a decommissioning permit, the new lots can be considered suitable for new development, and 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: safety, street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation. Evaluation factors may be balanced and measures to mitigate impacts may be necessary.

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 minimal expected added vehicle trips (approximately 3 AM peak hour trip/3 PM peak hour trip/30 total new daily trips) will not adversely impact the operations of area intersections. There appears to be little demand for on-street parking - homes along SE 155th Ave and SE Yamhill include driveways/garages which can accommodate multiple vehicles. Since all of the new homes within the proposed subdivision will be accessed via SE Yamhill, and the two existing homes will be retained on Lots 1 and 2, there will be no impacts to on-street parking along SE 155th Ave. The proposed subdivision will not have any effect to transit service or any other mode of travel. Pedestrian travel will be enhanced by this proposal since the applicant will be constructing a standard sidewalk corridor along the site's SE 155th Ave frontage as well as completing the cul-de-sac (with sidewalk) along the site's SE Yamhill frontage. Additionally, connectivity will be enhanced in the area as a result of the pedestrian connection that the applicant will also be constructing through the site – connecting SE 155th Ave to SE Yamhill.

These findings are supported by the information contained in the submitted and professionally prepared Transportation Impact Study (TIS). The TIS contains standard industry analyses, assumptions, calculations, methodologies and conclusions, which PBOT supports. In summary:

- *The TIS included the most recent available crash history records obtained from ODOT. This information did not reveal any need for safety mitigation for the six reported crashes within the study area (which included the intersection at SE 155th/SE Stark).*
- *The anticipated trip generation from the new homes within the proposed subdivision will have negligible effects on study intersections in the area, which are currently operating at well within the City's performance measures (measured in Levels of Service).*
- *Existing Tri-Met bus service is available throughout the broader area and will not be adversely affected by the proposed subdivision.*
- *The area is served by bicycle facilities as identified by the City's Bike/Walk map for SE Portland. Although the broader area is generally lacking in pedestrian facilities, the proposed subdivision will result in enhancements to the pedestrian environment given the substantial right-of-way improvements that will be constructed along the site's frontages. Further, as identified previously, the pedestrian environment/circulation will be further enhanced with the inclusion of a pedestrian connection through the site – connecting SE 155th Ave to SE Yamhill.*
- *The TIS included parking observations conducted during the late evening peak period for residential parking – 6 vehicles were observed to be parked along SE Yamhill between the cul-de-sac (along the site frontage) and SE 156th Pl (to the east). The applicant's traffic consultant estimated approximately 14 on-street parking spaces as the supply along this segment of SE Yamhill. With garages and driveways proposed for the new homes on Lots 3-5, there will be a negligible effect on the on-street parking supply.*
- *There are no current access restrictions to the current site nor will there be any such restrictions related to the proposed subdivision. It is noted here that all new driveways serving the new lots will need to intersection the abutting right-of-way perpendicularly.*
- *Impacts related to intersection operations and on-street parking can be identified as also having impacts to neighborhoods. As noted above, neither intersection operations nor on-street parking are expected to be adversely impacted by the proposed subdivision. Accordingly, it is not expected that there will be resulting neighborhood impacts.*

PBOT has reviewed and concurs with the information supplied and the methodology, assumptions and conclusions made by the applicant's traffic consultant. The proposed dedications and improvements to SE Yamhill, SE 155th Avenue, and the new pedestrian connection, described in greater detail later in this decision, will be sufficient mitigation to allow the transportation system to be capable of safely supporting the proposed development in addition to the existing uses in the area. With the condition that the proposed right-of-way dedications are shown on the final plat and improvements are constructed to the satisfaction of the City Engineer, 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:

33.651 Water Service standard – See Exhibit E.3 for detailed bureau comments.
Water Service to the subject site is provided by the Rockwood Water People's Utility District. Rockwood Water PUD has indicated that service is available to this site, as noted on page 2 of this report. The water service standards of 33.651 have been verified.
33.652 Sanitary Sewer Disposal Service standards – See Exhibit E.1 for detailed comments.
The Bureau of Environmental Services has indicated that service is available to the site, as noted on page 2 of this report. The sanitary sewer service standards of 33.652 have been verified.
33.653.020 & .030 Stormwater Management criteria and standards – See Exhibits E.1
No stormwater tract is proposed or required. Therefore, criterion A is not applicable. The applicant has proposed the following stormwater management methods: • **Sidewalk and Public Pedestrian Path Improvements:** As a condition of this land use approval, the Bureau of Transportation requires the applicant to improve the frontages of the site to City standards (discussed earlier in this report) and to provide a public pedestrian connection through the site. New sidewalks are required along the existing rights-of-way and within area of the public pedestrian connection. Stormwater from the new impervious areas will be conveyed to the vegetated areas adjacent to the new sidewalk. No vegetated facility other than a vegetated strip is required prior to conveyance into the public stormwater system. BES has indicated that sidewalks must be constructed so that sidewalks will slope towards the planter strip, allowing the stormwater runoff from the sidewalk to be deposited in a vegetated area, which meets the requirements of the Stormwater Management Manual. Stormwater from the new curbs and asphalt paving areas on SE 155th and SE Yamhill will be directed into sumps in the public street. BES requires a Public Works Permit for the construction of and connection to stormwater facilities. The applicant must provide engineered designs and financial guarantees of performance prior to final plat approval. • **Lots 3-5:** Stormwater from these lots will be directed to individual drywells that will treat the water and slowly infiltrate it into the ground. Each of these lots has sufficient area for a stormwater facility that can be adequately sized and located to meet setback standards, and accommodate water from a reasonably-sized home. BES has indicated conceptual approval of the drywells. • **Lots 1 and 2 (the lots with existing homes):** The existing homes have downspouts that drain onto the ground. BES has noted that it is not clear if the existing condition of the downspout drainage meets the requirements of the Stormwater Management Manual (SWMM). Modifications may be needed to redirect these downspouts if they fall within the required setbacks. Prior to final plat approval, the applicant must document the location of the stormwater disposal for the existing

house, to the satisfaction of BES. The applicant must modify the stormwater system for the existing house as necessary to comply with Stormwater Management Manual prior to final plat approval. Any required plumbing permits must have final inspection approval.

With these conditions, these criteria and standards can be met.

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 subject property is located does not meet the noted spacing requirements. Therefore, there should be an east-west connection provided in the vicinity of the site. The Portland Bureau of Transportation (PBOT) has required and the applicant has proposed an east-west pedestrian connection in this proposal. PBOT provided the following comments on connectivity requirements for this site:

The subject site and proposed subdivision development present the City with an opportunity to enhance connectivity throughout the neighborhood. Early on in the evolution of this project, during the Early Assistance stage, PBOT identified the clear connection points between SE 155th Ave and the existing segment of the incomplete cul-de-sac of SE Yamhill. The site is not challenged with the typical physical limitations of enhancing connectivity such as geographic or topographic constraints, environmentally zoned properties or existing development. The submitted site plan shows how the applicant will be successfully constructing the public pedestrian connection through the subject property. By providing this public pedestrian connection through the site, the City's connectivity goals noted above will be furthered.

The site is just north of Parklane Park on SE 155th Avenue. Parklane Park is a 25-acre site in an area of the city that is considered lacking in park lands but is currently underdeveloped. In 2016, $6 million was allocated for improvements to Parklane Park in order to fulfill the Parklane Park Master Plan. When Parklane improvements are complete, the park will become a significant asset to the surrounding neighborhoods. This pedestrian connection will provide a necessary public pedestrian and bike accessway to the park.

The site is not within an area that has an adopted Master Street Plan, so criterion d. does not apply. With the condition that the pedestrian connection is dedicated and completed to the satisfaction of the City Engineer, this criterion is met.

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

SE 155th Avenue is improved with a paved roadway, and a gravel shoulder on both sides. There are no curbs, planter strips, or sidewalks. SE Yamhill is improved with a partial cul-de-sac with only curb along the portion of the street fronting the subject site. 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. In this case Portland Transportation has determined that curb and sidewalk improvements must be made in order to meet City standards and ensure that safe pedestrian travel is possible to and from the proposed development. To accommodate these improvements, additional right-of-way must be dedicated along the frontages of the site. With those improvements, four additional dwelling units can be safely served by the existing streets without having any significant impact on the level of service provided.

The cul-de-sac turnaround has been determined by the Office of Transportation to be a size to accommodate expected users, including emergency vehicles. The finished cul-de-sac will include full sidewalk improvements to accommodate pedestrian and bicycle traffic safely. The Office of Transportation has approved the configuration of the cul-de-sac turnaround. The applicant must provide plans and financial assurances for the completion of the cul-de-sac prior to final plat approval. Additionally, the dedication required to complete the cul-de-sac must be shown on the final plat.

A new public pedestrian connection will provide connectivity between the cul-de-sac of SE Yamhill to SE 155th Avenue. The pedestrian connection is anticipated to serve pedestrians and cyclist traffic throughout the area. The connection dedication is proposed to be 15-feet wide, to provide room for the construction of a 6-foot wide sidewalk with planter strips on either side of the sidewalk. The Office of Transportation has indicated that the proposed connection width (dedication) and improvements are sufficient to serve these expected users. The applicant must provide plans and financial assurances for the construction of this street prior to final plat approval. In addition, the right-of-way dedication necessary to accommodate the new public street must be shown on the final plat.

These criteria are met, with the condition that curb, sidewalk, and cul-de-sac improvements are made, and the required right-of-way dedication is shown on the Final Plat.

33.654.120.E. Approval criterion for the width of pedestrian connections.

The width of pedestrian connections must be sufficient to accommodate expected users and provide a safe environment, taking into consideration the characteristics of the site and vicinity. The Office of Transportation has approved the configurations of elements within the pedestrian connection right-of-way. In this case, Transportation has approved a 15-foot connection width to provide room for a 6-foot sidewalk and planter strips on either side of the sidewalk. This width will accommodate lighting for safety and allow for the preservation of trees within the dedicated right-of-way. This criteria is met, with the condition that pedestrian connection improvements are made and the required right-of-way dedication is shown on the Final Plat.

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

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

DEVELOPMENT STANDARDS

Development standards that are not relevant to the land division review, have not been addressed in the review. 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 11 can be met, and those 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.

Existing development that will remain after the land division. The existing development on the site will remain and be located on Lots 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 R7 zone. Per 33.700.015, if a proposed land division will cause conforming development to move out of conformance with any regulation of the zoning code, and if the regulation may be adjusted, the land division request must include a request for an adjustment (Please see section on Other Technical Standards for Building Code standards.)

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

- Minimum Setbacks – The existing house identified to remain on the site must meet the required Zoning Code setbacks from the proposed new lot lines. 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 homes will be at least 10 feet from the new property lines. 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 plan showing the surveyed location of the existing building relative to the adjacent new lot lines.

- Accessory Structures – Structures are not allowed to remain on a proposed lot line. Therefore, in order for the proposed new lots to be approved, any accessory structures that straddle new lines between proposed lots must be removed prior to final plat. Demolition permits are required for any structures over 200 square feet in size. The applicant must provide documentation prior to final plat approval that all required demolition permits have received final inspection. For structures under 200 square feet in size, photographic evidence must be provided to show the removal of the structures. To ensure that this standard is met, a condition of approval is necessary.

- Title 11 Tree Density Standard – This site has a minimum tree density requirement per 11.50.050 that is currently met on the site. Due to the land division, and associated tree removal, Lots 1 and 2 with existing houses will no longer meet this standard. Lot 1 is 9,100 square feet, therefore 3,640 square feet of tree planting area is required. Lot 2 is 7,150 square feet, therefore, 2,860 square feet of tree planting area is required. Prior to final plat approval, the applicant must meet this requirement by either planting trees on Lots 1 and 2 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

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

- The applicant must meet the requirements of the Fire Bureau in regards to recording an Acknowledgement of Special Land Use Conditions that requires the provision of internal fire suppression sprinklers on Lot 3; and addressing requirements and fire apparatus access, including aerial access. These requirements are based on the technical standards of Title 31 and Fire Bureau Policy B-1.

- The applicant must meet the requirements of Urban Forestry for retention of existing trees within public rights-of-way. Within root protection zones, the sidewalk should be

built on grade without excavation, and with minimal compaction. Root trimming permits must be obtained from Urban Forestry if any roots 2-inches or larger are encountered during development activities within the right-of-way. This requirement is based on the standards of Title 11 and the assessment of the applicant's arborist report (Exhibit A.4).

CONCLUSIONS

The applicant has proposed a 5-lot subdivision, as shown on the attached preliminary plan (Exhibit C.3). 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: right-of-way dedications, pedestrian improvements, tree preservation, and stormwater management.

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

ADMINISTRATIVE DECISION

Approval of a Preliminary Plan for a 5- lot subdivision, that will result in five standard lots as illustrated with Exhibit C.2-C.6, subject to the following conditions:

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

- Any buildings or accessory structures on the site at the time of the final plat application;
- Any driveways and off-street vehicle parking areas on the site at the time of the final plat application;
- Stormwater management system for existing homes on Lots 1 and 2;
- 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 155th Avenue, SE Yamhill Street, and the public pedestrian connection. The required right-of-way dedications must be shown on the final plat.

2. 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 Condition C.7 below. The recording block(s) shall, at a minimum, include language substantially similar to the following example: "An Acknowledgement of Tree Preservation/Special Land Use Conditions 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 for right of way improvements along the site's street frontages and for the public pedestrian connection. The applicant shall submit an application for a Public Works Permit and provide plans and financial assurances to the satisfaction of the Portland Bureau of Transportation and the Bureau of Environmental Services and Urban Forestry for required street frontage improvements.

- Prior to ground disturbing activity related to the public works permit, the applicant must obtain an approved tree protection inspection for the BDS Permit required by Condition C.2.
- Prior to Final Plat Approval, right-of-way improvements along the frontages of Lots 1 and 2 must be completed and all permits finaled.
- Trees 24-26 must be protected in the pedestrian connection to the Satisfaction of Urban Forestry (see also Condition D.1).

2. The applicant shall obtain a BDS Permit (Zoning Permit) to install tree protection and document the limits of disturbance for grading associated with the public works improvements. The clearing and grading plan submitted with the permit must substantially conform to the Preliminary Clearing and Grading Plan approved with this decision (Exhibit C.4) and include:
   - Tree Protection consistent with Condition D.1.
   - Construction limits of disturbance
   - A note that a tree protection inspection must be approved prior to the start of ground disturbing activity.

Existing Development

3. The applicant must remove any accessory structures crossing property lines prior to final plat approval.
   - For structures over 200 square feet in size, the applicant must obtain a finalized demolition permit for removing accessory structures. Prior to removal of these structures, tree protection must be installed in accordance with the approved Tree Preservation Plan, per Condition D.1. If trees required for preservation are impacted by the demolition, an arborist report must be included with the demolition permit clarifying how on-site trees will be preserved during demolition.

   - For structures under 200 square feet in size, the applicant must submit before and after photos of the removal (with the same perspective). Prior to removal of these structures, tree protection must be installed in accordance with the approved Tree Preservation Plan, per Condition D.1.

4. The applicant shall meet the requirements of the Site Development Section of the Bureau of Development Services for the decommissioning the septic system on the site.

5. Documentation of the location of the stormwater disposal system for the existing homes on Lots 1 and 2 shall be submitted to the Bureau of Environmental Services. The location of any existing or required stormwater systems serving the existing homes must be shown on the Supplemental Plan. If, as a result of final plat approval, the stormwater system for the existing homes do not meet the setback requirements for Lots 1 or 2 (the lots with the existing homes), then the applicant must provide finalized plumbing permits for modifications to the stormwater system that result in a system that meets City requirements.

6. The applicant must meet the tree density standard of 11.50.050 on Lots 1 and 2 with the existing homes 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. The applicant shall execute an Acknowledgement of Tree Preservation Land Use Conditions that notes tree preservation requirements that apply to Lots 1-5. A copy of the approved Tree Preservation Plan must be included as an Exhibit to the

Acknowledgement. The acknowledgment shall be referenced on and recorded with the final plat.

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

1. Development on Lots 1-5 shall be in conformance with the Tree Preservation Plan (Exhibit C.6) and the applicant's arborist report (Exhibit A.4). Specifically, the following tree preservation and protection measures are required on the site:

    - Trees numbered 23, 27, 28, 29, and 30 are required to be preserved, with the root protection zones indicated on Exhibit C.6. 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 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.

    - Development on Lot 3 must meet the recommendations of the arborist report (Exhibit A.4) for the preservation of tree number 30. Within the root protection zone, the driveway must be built on grade without excavation and with minimal compaction under arborist supervision.

    - Removal of accessory structures must meet the recommendations of the arborist report (Exhibit A.4) for the preservation of trees 27-30. Equipment for demolition of accessory structures must come in from the west and materials must be removed to the west of the site to avoid preserved trees.

    - Development on Lots 2-5 is subject to tree protection requirements during construction of new homes and site improvements. Specifically, off-site trees numbered 2, 3, 9, 10, 14, and 18 are required to have tree protection fencing along the root protection zones encroaching into the development area of the site during site preparation and development activities.

    - Right-of-way trees numbered 24, 25, and 26 are required to be protected. Tree protection fencing is required along the root protection zone of each tree to be protected. Within the root protection zone, the sidewalk must be built on grade without excavation and with minimal compaction. If any roots 2-inches or larger in diameter are encountered, a root pruning permit must be obtained from Urban Forestry prior to cutting roots. Encroachment into the specified root protection zones may only occur under the supervision of a certified arborist and under the approval of Urban Forestry.

2. The applicant shall meet the requirements of the City Engineer for right of way improvements along the frontage of Lots 2-5.

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

Staff Planner: Leah Dawkins

Decision rendered by: Leah M. Dawkins **on January 22, 2019**

By authority of the Director of the Bureau of Development Services

Decision mailed: February 1, 2019

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 2, 2018, and was determined to be complete on September 12, 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 2, 2018.

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 120 days. Unless further extended by the applicant, **the 120 days will expire on: May 10, 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 February 15, 2019** 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.**

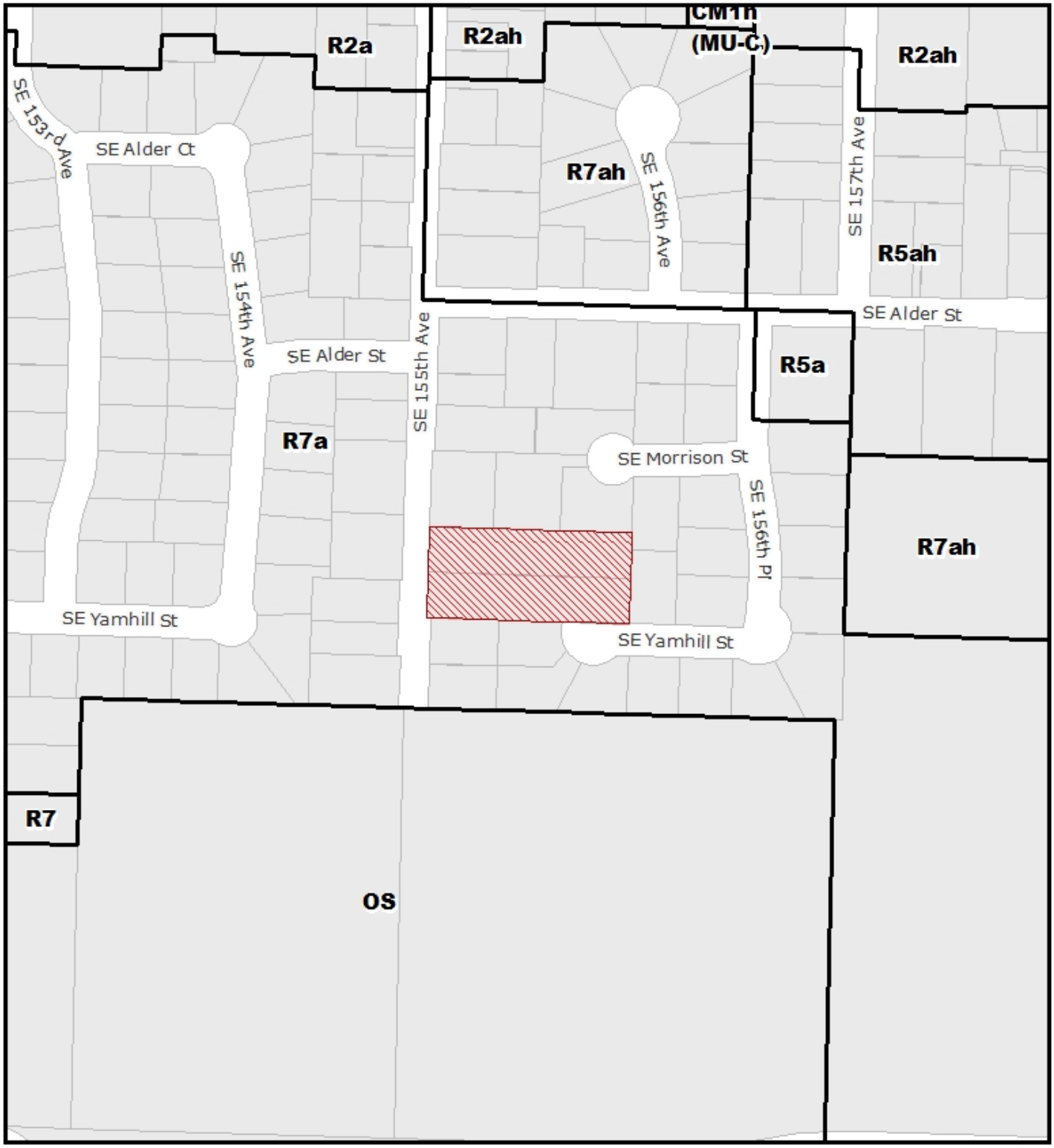
EXHIBITS
NOT ATTACHED UNLESS INDICATED

A. Applicant's Statement
   1. Original Applicant Narrative
   2. Revised Applicant Narrative, 9/12/18
   3. Original Arborist Reports
   4. Final Revised Arborist Report
   5. Simplified Approach Form
   6. Geotechnical Engineering Report
   7. Original Stormwater Management Report
   8. Revised Stormwater Management Report
   9. Transportation Analysis
   10. Fire Code Appeal
   11. Existing House Exhibit
   12. Alternative cul-de-sac design
   13. Neighborhood Notification
   14. Early Assistance Notes
   15. Original Site Plan Submittal
   16. Resubmittal Memo
   17. 120-Day Extension Request
B. Zoning Map (attached)
C. Plans/Drawings:
   1. Cover Sheet
   2. Existing Conditions Survey
   3. Preliminary Site Plan (attached)
   4. Utility Plan
   5. Clearing and Grading Plan
   6. Tree Preservation Plan
D. Notification information:
   1. Mailing list
   2. Mailed notice
E. Agency Responses:
   1. Bureau of Environmental Services
   2. Bureau of Transportation Engineering and Development Review
   3. Rockwood Water People's Utility District
   4. Fire Bureau
   5. Site Development Review Section of BDS
   6. Bureau of Parks, Forestry Division
F. Correspondence:
   1. Matthew and Heather Wood, 10/17/18, safety and livability concerns
   2. Larry and Theresa Haggard, 10/18/18, design concerns

3. Felicia Blotor, 10/18/18, safety concerns
4. Jerry Beaty, 10/18/18, safety concerns

G. Other:
1. Original LU Application
2. Expedited Land Division Acknowledgement
3. Incompleteness Letter

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

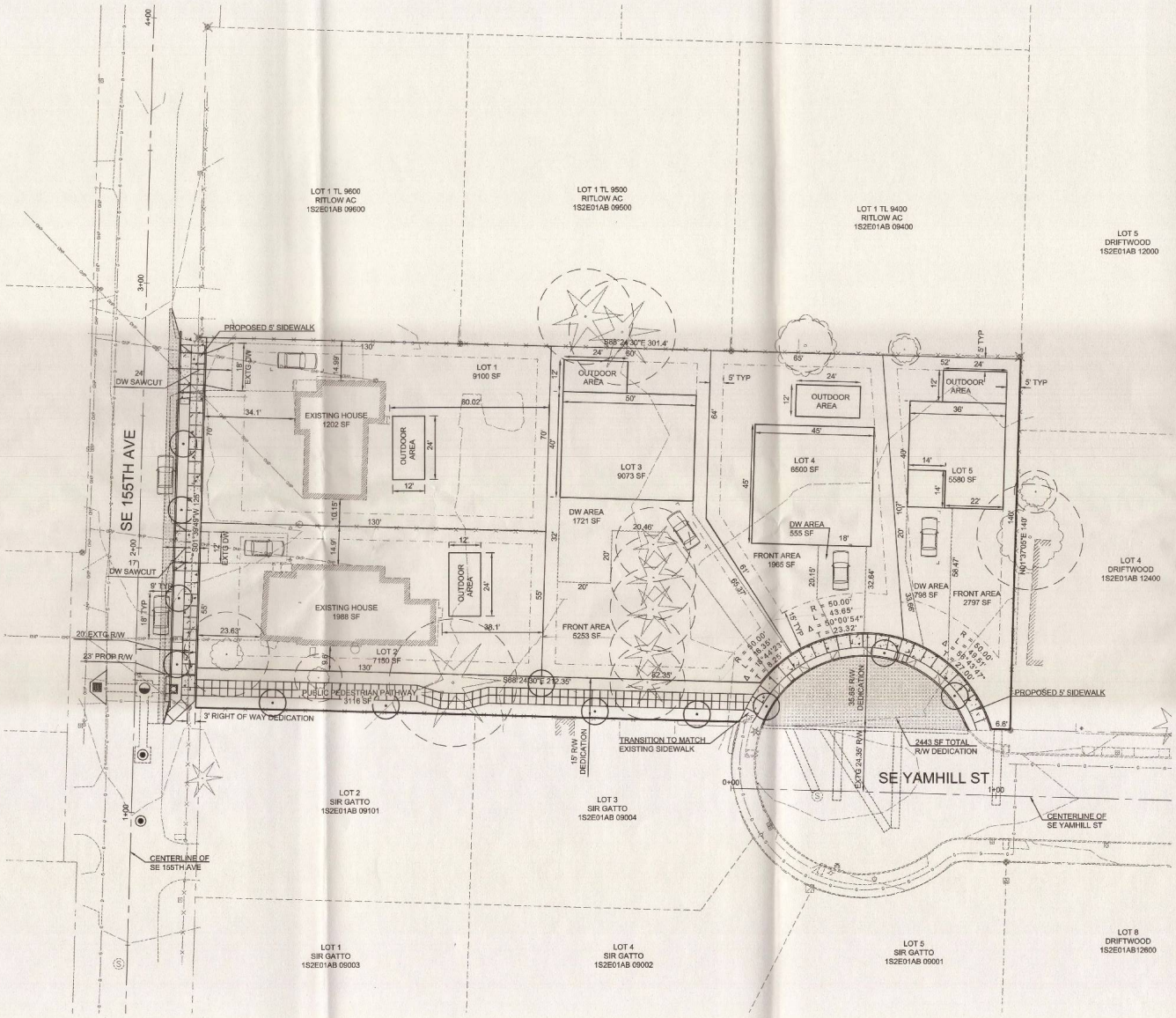


ZONING

NORTH

Site

File No.	LU 18-212979 LDS
1/4 Section	3146
Scale	1 inch = 200 feet
State ID	1S2E01AB 9300
Exhibit	B Aug 07, 2018



PROPOSED LEGEND

- R/W LINE
- LOT LINE
- SAWCUT LINE
- SETBACK LINE
- EDGE OF CONCRETE
- EDGE OF PAVEMENT
- CURB LINE
- STORM LINE
- SANITARY LINE
- WATER LINE
- GAS LINE
- TREE ROOT PROTECTION ZONE (RPZ)
- STREET TREES
- WATER METER
- SANITARY MANHOLE
- SUMP MANHOLE
- SED MANHOLE
- STORM INLET

R7 DEVELOPMENT STANDARDS

STANDARD	REQUIRED
MAXIMUM HEIGHT	30 FT
MINIMUM SETBACKS:	
FRONT BUILDING	15 FT
SIDE BUILDING (DETACHED)	5 FT
REAR BUILDING	5 FT
GARAGE ENTRANCE	18 FT
REQUIRED OUTDOOR AREA:	
MINIMUM AREA	250 SQ FT
MINIMUM DIMENSION	12 FT X 12 FT

NOTES:

1. THIS SITE DOES NOT CONTAIN ANY KNOWN SEEPS, WATER BODIES, WETLANDS, SPECIAL FLOOD HAZARD AREAS, AND/OR POTENTIAL LANDSLIDE HAZARD AREAS.
2. THE SITE IS ZONED R7a WITH A COMPREHENSIVE PLAN DESIGNATION OF R7.
3. THE SITE DOES NOT CONTAIN ANY KNOWN EASEMENTS.
4. ALL NEW DRIVEWAYS SHALL BE PAVED ACCORDING TO CITY STANDARDS.
5. ANY REQUIRED DEMOLITION PERMITS SHALL BE OBTAINED PRIOR TO ANY DEMOLITION WORK.

GROSS SITE AREA: 43,487 SF
NET SITE AREA AFTER DEDICATION: 37,402 SF

CASE NO. LU 18-212479
EXHIBIT C.3

Scale 1" = 20'
0 10 20 40

REVISED FOR INCOMPLETE, 1/25/2019

Full Size Sheet Format Is 22x34; If Printed Size Is Not 22x34, Then This Sheet Format Has Been Modified & Indicated Drawing Scale Is Not Accurate.

Filename: L:\Projects\74000\74011\74011-001\Civil\CAD\Working\Sheets\Private\74011-001-C003-PreliminaryPlan.dwg Layout Tab: C003 User: Haley Hansen CAD Plot Date/Time: 1/25/2019 12:57:06 PM

PBS Engineering and Environmental Inc.
4412 SE Stephens Avenue
Portland, OR 97239
503.248.1939
pbsusa.com

PRELIMINARY PLAN MAP FOR:
H&F 1ST LLC
826 & 840 SE 155TH AVE, PORTLAND, OR

Know what's below. Call before you dig.

DESIGNED: HH
CHECKED: RBS
74011-001
SHEET ID C-003
SHEET 3 OF 6