



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

Ted Wheeler, Mayor
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portlandoregon.gov/bds

Date: October 11, 2019
To: Interested Person
From: Kate Green, Land Use Services
503-823-5868 / Kate.Green@portlandoregon.gov

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 19-132117 LDP

GENERAL INFORMATION

Applicant: Sarah Radelet / Strata Land Use Planning
PO Box 90833 / Portland OR 97290
503-320-0273 / sarah@stratalanduse.com

Property Owner: Rarebird Inc (Mike Nuss and Tyler Combs)
800 NE Broadway Street / Portland OR 97232

Surveyor: Toby Bolden / Centerline Concepts Inc
19376 Molalla Avenue, Suite 120 / Oregon City OR 97045

Engineer: Evan Eykelbosch / Froelich Engineers
17700 SW Upper Boones Ferry Road, Suite 115 / Portland OR 97224

Site Address: 4610 SW Taylors Ferry Road

Legal Description: TL 700 0.49 ACRES, SECTION 30 1S 1E
Tax Account No.: R991301240
State ID No.: 1S1E30DA 00700
Quarter Section: 3924, 4024

Neighborhood: Crestwood / Tony Hansen / 503-317-3914
Business District: None
District Coalition: Southwest Neighborhoods Inc. / Sylvia Bogert / 503-823-4592

Zoning: Single Dwelling Residential 7,000 (R7)
Plan District: None
Other Designations: Potential Landslide Hazard

Case Type: Land Division-Partition (LDP)
Procedure: Type Iix, an administrative decision with appeal to the Hearings Officer.

Proposal: The applicant proposes a **Land Division-Partition** to divide an approximately 21,581 square foot property into 3 parcels, including a 6-foot right-of-way dedication along the SW Taylors Ferry Road frontage.

An existing house is proposed to remain and be situated on Parcel 2. A detached garage and other structures are proposed to be removed. Trees are proposed for removal to accommodate a public sidewalk and storm facilities in the right-of-way and new development on the parcels; other trees are proposed for protection on Parcels 1 and 2, in the right-of-way, and on the abutting properties.

A shared vehicle access easement is proposed for Parcels 1 and 2. Public water and sanitary services are proposed from SW Taylors Ferry Road for each parcel, except Parcel 3 is proposed to have a sanitary connection via an easement on the neighboring property to the east (4548 SW Taylors Ferry Road). Stormwater basins are proposed to provide stormwater management for Parcels 1 and 3. The gutters and downspouts for the existing house on Parcel 2 are proposed to be modified to meet city standards.

This partition proposal is reviewed through a Type IIX procedure because: (1) the site is in a residential zone; (2) two or three lots are proposed; and (3) the site is located within a Potential Landslide Hazard or Flood Hazard Area (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 3 units of land 3 parcels). Therefore, this land division is considered a partition.

Relevant Approval Criteria: In order to be approved, this proposal must comply with the approval criteria of *Title 33*. The relevant criteria are found in **Section 33.660.120, Approval Criteria for Land Divisions in Open Space and Residential Zones**.

FACTS

Site and Vicinity: The subject site is situated in a residential area that is generally bordered by the I-5 Freeway to the south, SW 55th Avenue to the west, SW Capital Highway to the east, and SW Dolph to the north.

The surrounding area is developed primarily with one and two-story single dwelling homes on lots that are comparable to those proposed or much larger. Other nearby development includes a religious institution located directly across SW Taylors Ferry Road, and Woods Memorial Natural Area, which is traversed by Woods Creek. To the east and further south, there are a variety of commercial establishments.

The approximately 21,581 square foot subject site has a slight (less than 5 to 8 percent) cross slope from west down to the east. The property is developed with a two-story house and several outbuildings, a paved parking area, and landscaped areas with grass, shrubs and trees.

Infrastructure:

- **Streets:** The site has approximately 145 feet of street frontage along SW Taylors Ferry Road. The right-of-way along the site’s frontage is currently developed with a center strip of paving, a drainage ditch, an asphalt sidewalk, and one driveway serving the existing house.

At this location, SW Taylors Ferry Road is classified as a Neighborhood Collector, Transit Access Street, City Bikeway, City Walkway, Major Emergency Response Street, and Local Service Street for all other modes, in the *Transportation System Plan (TSP)*.

Tri-Met provides transit service on SW Taylors Ferry Road via Line 43, with stops directly adjacent to the site.

- **Water Service:** There is an existing 12-inch water main in SW Taylors Ferry Road. The existing house is served by a 5/8-inch metered service from this main.
- **Sanitary Service:** There is currently no sanitary sewer within the site's frontage on SW Taylors Ferry Road. According to City records, the site is currently connected to a public 8-inch CSP sanitary sewer (BES as-built #2830) in an easement (tracking number 1736) on the neighboring property to the east.
- **Stormwater Disposal:** There is a public 8-inch CSP storm sewer in SW Taylors Ferry Road, which is part of a ditch/pipe system.

Zoning: The site is in the **Single Dwelling Residential 7,000 (R7)** zone. The single-dwelling zones are intended to preserve land for housing and to provide housing opportunities for individual households.

Land Use History: City records indicate there is one prior land use review for this site:

- Multnomah County File MCF 26-55 I: This is a 1955 case for a warehouse, with limited details available.

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 **June 26, 2019**. No written responses have been received.

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.
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.
I	33.639 - Solar Access	Maintaining existing development on the site limits new parcel configuration (33.610.200 supercedes 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 Connections	No pedestrian connections 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.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.
	33.655 - School District Enrollment Capacity	The proposal is for less than 11 lots or is not in the David Douglas School District.

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. The maximum density in the R7 zone is one unit per 7,000 square feet. Because the site is within the potential landslide hazard area there is no minimum density.

Based on the applicant’s materials, the site area is 21,581 square feet, so the site has a maximum density of 3 units. The applicant is proposing 3 single dwelling parcels, so the density standards are met.

The required and proposed lot dimensions 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
Parcel 1	7,314		51	142	51
Parcel 2	7,713		54	142	54
Parcel 3	5,673		40	141	40

* 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.

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 an “existing tree plan” (Exhibit C.5) that shows the location of trees on and adjacent to the site. The applicant also provided an arborist report and addendums (Exhibits A.1 and A.5.a) that identify 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 the arborist report, 4 trees (Trees 1, 3, 9 and 21), which provide a total of 100 inches of tree diameter, are subject to the preservation requirements of this chapter.

To meet the tree preservation regulations, the applicant proposes to retain Tree 3 (T3: 20-inch DBH English walnut) and Tree 9 (T9: 12-inch DBH big leaf maple), which will constitute preservation of 50 percent of the trees that are 20 or more inches and 32 inches of the total tree diameter. The trees proposed for preservation are in fair condition and include 1 native (Tree T9) and 1 non-nuisance (Tree T3) species. The arborist report indicates the proposed root protection zones for Tree T3 and Tree T9 will allow for the type of development anticipated in the R7 zone and will not conflict with any existing utility easements, proposed services or site grading; and the arborist report calls for the project arborist to be onsite during the demolition activities on Parcel 1 to ensure protection of Tree T3.

Additionally, Urban Forestry has called for the preservation of Tree T1 (T1: 53-inch DBH deodar cedar), which will become a right-of-way tree with the frontage dedication required along SW Taylor’s Ferry, and PBOT has allowed for a modification to the standard street improvements to afford protection of the tree, as discussed in Criterion L, below. To contribute to the protection of Tree T1, the applicant’s arborist report calls for the project arborist to be onsite during any work activities on Parcels 1 and 2 within the root protection zone, as shown on the Site Clearing and Grading Plan (Exhibit C.2). Additionally, measures must be in place to provide protection of the portion of the root protection zone on Parcels 1 and 2 during the street improvements. To achieve this, the applicant must obtain a BDS Permit to install tree protection fencing for Tree 1 on Parcels 1 and 2, in accordance with the root protection zone identified by the project arborist or under the supervision of Urban Forestry, prior to final plat or prior to any public works improvements, whichever occurs first.

Based on these factors, the proposal will comply with: *Option 3: Preserve at least 50 percent of the trees that are 20 or more inches in diameter and at least 30 percent of the total tree diameter on the site.* And, with the onsite protection measures for Trees 1, 3 and 9, this will help to ensure as many trees as possible are retained.

To ensure 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 Parcels 1 and 2 must be carried out in conformance with the Site Clearing and Grading Plan (Exhibit C.2) and the Arborist Report addendum (Exhibit A.5.a).

Based on these factors, and with the implementation of the noted conditions, the approval criteria will be met.

At the time of development, the individual parcels 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.

D. Potential Landslide Hazard Area. If any portion of the site is in a Potential Landslide Hazard Area, the approval criteria of Chapter 33.632, Sites in Potential Landslide Hazard Areas, must be met.

Findings: The site is located within the Potential Landslide Hazard Area. The approval criteria state that the lots, buildings, services, and utilities must be located on parts of the site that are suitable for development in a manner that reasonably limits the risk of a landslide affecting the site, adjacent sites, and sites directly across a street or alley from the site.

Site Development reviewed the report submitted by the applicant, including the *Landslide Hazard Study* by Hardman Geotechnical Service, Inc., dated December 10, 2018, and the *Landslide Hazard Assessment* by John E. Jenkins GeoConsulting, dated November 21, 2018 (Exhibit A.1). The report indicates that the site is suitable for development and the proposal reasonably limit the risk of landslide potential on the site and other properties in the vicinity given the soil composition, topography, and other risk factors.

Site Development notes that further geotechnical evaluation may be required for specific building plans at the time of construction plan review.

Based on these factors, this criterion is met.

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

Findings: 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.

Additionally, where geologic conditions or historic uses of the site indicate that a hazard may exist, the applicant must show that the proposed land division will result in lots that are suitable for development. The applicant may be required to make specific improvements to make the lots suitable for their intended uses and the provision of services and utilities.

Clearing and Grading: The site has a slight (less than 5 to 8 percent) cross slope from the west down to the east. Some tree removal and minor grading will be needed for the frontage improvements and other utility and foundation improvements. As discussed in Criterion D, the site is within a Potential Landslide Hazard Area; however, per the applicant's geotechnical engineer "no special design or construction provisions are needed to address slope issues on the site, other than those measures that would typically be implemented for development of sloped sites".

The minor grading that is anticipated should not increase runoff or erosion, since erosion control measures must be installed prior to starting the grading work. Stormwater runoff from the new street and parcels will be appropriately managed by new and improved stormwater management systems to assure that the runoff will not adversely impact adjacent properties (see detailed discussion of stormwater management later in this report).

To protect onsite and other nearby trees from potential grading disturbances on the proposed parcels, the applicant provided an arborist report and addendums (Exhibits A.1 and A.5.a) that identify specific tree protection measures for the onsite trees (addressed in Criterion B, above), as well as measures to protect trees on adjacent sites (T4, T5, T6, T7, T8, T10), and a tree (T1), which will become a right-of-way tree with the frontage dedication required along SW Taylor's Ferry. With the implementation of the protection measures set out in the arborist report, and the conditions outlined in Criterion B, these trees will remain in place, which will also help to reduce impacts of erosion.

Based on these factors, and with the noted conditions, grading will be reasonably limited and measures will be provided to minimize erosion and protect trees.

Land Suitability: The site is currently in residential use. City records indicate a warehouse was approved for the property in 1955, but there is no sign of a warehouse at this time.

As noted in the BES response and discussed in more detail in Criterion L, below, the sanitary service for the existing house on proposed Parcel 2 currently crosses through proposed Parcel 3, so a new sanitary service connection must be provided for the existing house.

Otherwise, there are no anticipated land suitability issues and the new lots can be considered suitable for new development.

Based on the foregoing, this criterion is met.

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

Findings: No tracts are proposed or required. A Private Access Easement is proposed to allow Parcel 2 to use a shared driveway located on Parcel 1.

As stated in Section 33.636.100 of the Zoning Code, a maintenance agreement(s) will be required describing maintenance responsibilities for the easements described above and facilities within those areas. This criterion can be met with the condition that a maintenance agreement(s) is 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 example:

“A Declaration of Maintenance agreement for (name of feature) 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.

Findings: The transportation system must be capable of 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):

Street Capacity and Levels of Service: *The proposal will result in an increase of 2 single-family residences. These residences can be expected to generate 20 daily vehicle trips with 2 trips occurring in each of the AM and PM Peak Hours. This small increase in peak hour vehicles will not have significant impact on intersection levels of service or street capacity. No mitigation is needed.*

Connectivity: *The lots to the south are served by shared driveways with a single access point on SW Taylors Ferry Rd. Those lots are fully developed with their rear frontage abutting Interstate 5. There is no opportunity for additional connectivity with development of the site.*

Vehicle Access/Loading: *The new lots will have driveways to provide access to parking and loading. Parcels 1 [and] 2 must have a shared driveway designed to allow vehicles to enter and exit the site in a forward manner. The driveway for Parcel 3 must also be designed to allow the same.*

On-Street Parking Impacts: *The new lots will have at least one on-site parking space with potentially an additional space in front of the garage. Impacts to the on-street parking supply should be minimal. A shared driveway between Parcels [1] and [2] will preserve on-street parking until such time as the on-street parking lane is converted to a bike lane.*

Access Restrictions: *There are no access restrictions. A shared driveway for Parcels 2 and 3 is proposed to limit access points to SW Taylors Ferry Rd.*

Availability of pedestrian and bicycle networks: *There will be a new sidewalk constructed with this proposal enhancing pedestrian safety. Once enough nearby sites redevelop, the on-street parking lane will be converted to a bike lane.*

Availability of Transit: *The site is located in close proximity to transit services. Tri-Met line #43 runs on SW Taylors Ferry Rd abutting the site. The Barbur Blvd Transit Center is 0.4 miles from the site and provides access to several bus routes including numbers 12, 44, 64, and 94.*

Neighborhood Impacts: *The site is being developed with net increase of 2 new single-family residences in compliance with the existing R7 zoning. In addition, standard frontage improvements including wider sidewalks will reduce the potential for conflicts between pedestrians and vehicles.*

Safety for All Modes: *New wider sidewalks along the site frontages will provide adequate pedestrian facilities. The 9-ft wide on-street parking lane will be converted to a bike lane once enough redevelopment in the area occurs. Parcels 1 & 2 must have a shared driveway designed to allow vehicles to enter and exit the site in a forward manner.*

Overall, PBOT has indicated standard frontage improvements including wider sidewalks (discussed in more detail in Criterion L. 33.654, below) will reduce the potential for conflicts between pedestrians and vehicles, and the transportation system will be capable of supporting the proposed development in addition to the existing uses in the area. As such, these criteria will be 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

The Water Bureau has indicated that service is available to the site, as noted on page 3 of this report. The water service standards of 33.651 have been verified.

Water also noted: *Parcel 2 may use the existing 5/8" metered domestic service. At the time of building permit submission, the meter size will be reviewed. If the meter is found to be inadequate it will be resized at the expense of the applicant.*

33.652 Sanitary Sewer Disposal Service standards – See Exhibit E.1

The Bureau of Environmental Services (BES) has indicated that there is no public sanitary sewer available in SW Taylors Ferry Road to serve the parcels.

BES provided the following comments:

The applicant proposes to extend a public sewer to provide individual connection locations. Under Public Works Permit (PWP) # EP533, BES Development Engineering approved the Concept Development plans (i.e. 30% design) for the sewer extension on 6/3/19; therefore, BES finds that sanitary sewer can be made available to Parcels 1, 2, and 3. Prior to final plat approval, BES will require approved plans, a financial guarantee, receipt of all outstanding fees, and a signed permit document.

According to City records, the existing structure on proposed parcel 2 is currently connected to the sanitary sewer located on the property to the east. With approval of the proposed land division, this existing connection will cross proposed parcel 3. Therefore, the applicant must cap the existing lateral to provide future service to Parcel 3 and establish a new service lateral for the existing house on Parcel 2 prior to final plat approval.

The proposed sanitary extension described above will be available to Parcel 3. However, per the submitted site plans and narrative, the applicant instead proposes to reuse the existing sanitary connection to the sanitary sewer located on the neighboring property to the east. The provided narrative identifies the new sewer in SW Taylors Ferry as an alternate connection location for Parcel 3. If the connection to the east is used, then the applicant must provide proof of legal access (a private easement) at the time of permit review.

With the noted conditions, the sanitary sewer service standards of 33.652 will be met.

33.653.020 & .030 Stormwater Management criteria and standards – See Exhibits E.1 and E.5

No stormwater tract is proposed or required. BES reviewed the proposed stormwater management methods and provided the following comments:

Public Right-of-Way Stormwater Management: *Stormwater runoff from public right-of-way improvements as required by the City of Portland Bureau of Transportation (PBOT) must be managed according to the standards of the SWMM and the Sewer and Drainage Facilities Design Manual.*

PBOT requires the construction of public frontage improvements, which trigger public stormwater management improvements per the standards of the SWMM and the Sewer and Drainage Facilities Design Manual. Per Public Works Permit (PWP) # EP533/TH0863, stormwater from the public right-of-way will be managed with installation of vegetated storm facilities in SW Taylors Ferry Road. BES Development Engineering approved the Concept Development plans (i.e. 30% design) for the right-of-way stormwater improvements on 6/3/19; therefore, BES finds that public stormwater facilities can be constructed as shown on the applicant's Preliminary Site Utility Plan. Prior to final plat approval BES will require approved plans, a financial guarantee, receipt of all outstanding fees, and a signed permit document.

Existing Development: According to the submitted site plan, stormwater from the existing structure on Parcel 2 discharges to splashblocks. The plans indicate that downspouts on the east side of the existing building will be rerouted to the north and south sides of the building. Prior to final plat approval, the applicant must show, to the satisfaction of BES, that stormwater disposal from the existing structure meets setback requirements to the proposed new property lines.

The revised stormwater narrative describes proposed stormwater basins to manage runoff from future development on Parcels 1 and 3. The proposed basins were sized using the Simplified Approach, which is acceptable to BES. For Parcel 2, the proposed new parking area will add or redevelop less than 500 SF of impervious area; therefore, stormwater management requirements will not apply. In addition, the stormwater narrative states that the new parking stalls on Parcel 2 will be graded so that the pavement does not drain onto Parcel 1.

With the noted conditions, the stormwater management approval criteria and standards will 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.

Based on the current street pattern and the Portland Master Street Plan for the area (*SW and Far SE Master Street Plan-2001*), the block on which the subject property is located does not meet the noted spacing requirements and the standards would call for a north-south connection on the block. However, the nearby proximity of the I-5 Freeway poses some limitation for through connections in the immediate vicinity, and given the location of the nearby north-south streets located north of the site, and the potential for further land divisions on the larger (further dividable) properties to the east and west, those factors favor future connections elsewhere to provide more suitable alignments and to serve more properties. For these reasons, no through connection will be required with this proposal and this criterion is met.

33.654.120.B & H Right-of-Way width, elements, and street trees – See Exhibits E.2 and E.6

SW Taylors Ferry Road is classified as a non-local street, so the width and all elements within the street right-of-way must be approvable to PBOT; additionally, the retention of existing street trees and areas for future street tree planting must be approvable to Urban Forestry.

PBOT relies on accepted civil and traffic engineering standards and specifications to ensure the vehicle, bicycle, and pedestrian circulation system is designed to be safe, efficient and convenient.

PBOT has determined that this section of Taylors Ferry Road is not currently improved to City standards and curb and sidewalk improvements must be made in order to meet City standards to ensure that safe pedestrian travel is possible to and from the proposed development.

PBOT has identified a 6-foot dedication and standard half-street improvements will be needed to provide a curb 20-feet from the right-of-way centerline, an 8-foot public stormwater facility, a 6-foot sidewalk and a 1.5-foot frontage zone.

PBOT notes the applicant received approval of a Public Works Alternative Review (19-134787 PW) to allow a 6-foot curb tight sidewalk in the root zone of a 53-inch diameter deodar cedar tree (Tree 1). The applicant also received approval of a Driveway Design Exception (19-132399 TR) to allow a driveway closer than 25-feet from the corner of a lot where two streets intersect with the following condition of approval: The frontage must be designed to separately accommodate the driveway approach and the receiving ADA ramp which facilitates

crossing SW Taylors Ferry Road on the west side of SW 46th Avenue.

PBOT recommends the following conditions be applied:

- The dedications shall occur with the final plat.
- Standard frontage improvements shall be constructed under a separate public works permit to current City standard per the requirements of the City Engineer. A 6-foot curb tight sidewalk is allowed in the root zone of the 53-inch diameter deodar cedar (Tree 1) to be preserved as approved under Public Works Alternative Review 19-134787 PW.
- A bond and contract ensuring the frontage improvements will be constructed shall be a condition of final plat approval.
- The location and design of the eastern driveway is subject to the condition of the Driveway Design Exception 19-132399 TR.

With regard to the street tree standards, Urban Forestry has noted that the 53-inch diameter deodar cedar tree (Tree 1), which will become a street tree with the required right-of-way dedications, must be retained as a street tree. As such, construction activities within the root zone will need to be performed in accordance with Urban Forestry. Also, as discussed in Criterion B and G, above, since nearly half of the root zone of Tree 1 is within the boundaries of Parcels 1 and 2, additional measures will be provided onsite (Parcels 1 and 2) to protect Tree 1.

With the implementation of the noted conditions, this criterion will be 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 rights-of-way 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. As such, 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: The existing house on the site will remain and be located on Parcel 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. Based on the applicant's plans, the existing house will be at least 7 feet from the new property lines, which is consistent the minimum required side setbacks. However, Life Safety has noted the porch and stairs on the east side of the house appear to be within 3

feet of the proposed property line, which is not consistent with the Zoning Code or the Building Code. The applicant's plans indicate these features will be removed or altered to meet the required setbacks. To ensure this standard is met at the final plat stage, the final plat must be accompanied by documentation of a finalized permit for the removal or alterations of those features and a supplemental plan showing the surveyed location of the existing building, including any stairs and porches, relative to the adjacent new lot lines.

- Accessory Structures – In this zone, accessory structures are not allowed on a lot without a primary structure. In order for the proposed new lots to meet this standard, all accessory structures on Parcel 1 must be removed prior to final plat. A demolition permit must be obtained and finalized for the structure(s) that are 200 square feet or larger; and before and after photos must be provided to document the removal of the structure(s) less than 200 square feet. Alternatively, the applicant may choose to execute a covenant with the City to retain the accessory structure for up to two years without a primary structure. The covenant must meet the requirements of 33.700.600 and be executed prior to or with the final plat.
- Required Off-Street Parking – In this zone, one parking space per dwelling unit is required. A paved parking pad provides this required parking for the existing house. As a result of this land division, the required parking space for the existing house will be located on a different parcel. In order to ensure that parking requirements continue to be met, a new parking space for the existing house must be constructed on Parcel 2, prior to final plat approval. Permits must be obtained to construct a new parking space. Documentation of final inspection of this new parking space will be required prior to final plat approval.
- 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, Parcel 2, with existing house, will no longer meet this standard. Parcel 2 will be 7,713 square feet; therefore 3,086 square feet of tree area is required. Prior to final plat approval, the applicant must meet this requirement by either planting trees on Parcel 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.

Fire Bureau: The applicant must meet the requirements of the Fire Bureau for fire flow/water supply; addressing; and aerial fire department access. These requirements are based on the 2016 Portland Fire Code and the technical standards of Title 31 and Fire Bureau Policy B-1.

Urban Forestry: The applicant must meet the requirements of Urban Forestry for street tree removal and protection of the deodar cedar tree (Tree 1) that will become a street tree with the required right-of-way dedications. These requirements are based on the standards of Title 11.

Life Safety: As noted in the Development Standards section, above, Life Safety has identified Building Code conflicts with the stairs and porch on the existing house relative to the proposed lot line. As such, permits must be obtained to remove or modify those features to meet the applicable building codes, prior to final plat approval. Life Safety also noted separate demolition permits are required for the removal of the accessory structures on Parcel 1, and separate building permits are required for any new structures on the parcels. These requirements are based on the 2017 Oregon Residential Specialty Code and Title 24.

CONCLUSIONS

The applicant has proposed a 3 parcel partition, as shown on the attached preliminary plan (Exhibit C.1). As discussed in this report, the primary issues identified with this proposal are:

- Right-of-way dedication and frontage improvements
- Sanitary and stormwater management improvements
- Replacement parking
- Tree preservation and protection measures
- Removal of accessory structures
- Removal of or alterations to porches and stairs on existing house
- Fire Bureau requirements

Based on the findings in this report, the relevant standards and approval criteria have been met or can be met with conditions. Accordingly, this proposal can be approved.

ADMINISTRATIVE DECISION

Approval of a Preliminary Plan for a 3-parcel partition that will result in 3 standard parcels, as illustrated with Exhibits C.1-C.4, 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 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;
- 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 SW Taylors Ferry Road. The required right-of-way dedication must be shown on the final plat.

2. A Private Access Easement over Parcel 1 for the benefit of Parcel 2 shall be shown and labeled on the final plat. The easement shall allow shared use of this area for all of the purposes that a driveway would be typically used for.
3. 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.10-C.12, below. The recording block(s) shall, at a minimum, include language substantially similar to the following example: "A Declaration of Maintenance Agreement for (name of feature) 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 and stormwater facility improvements along the site's street frontage. 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, the Bureau of Environmental Services and Urban Forestry for required street frontage, stormwater facility and street tree 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.
2. The applicant must obtain a BDS Permit to install tree protection fencing for Tree T1 on Parcels 1 and 2, in accordance with the root protection zone identified by the project arborist, per Condition D.1, or under the supervision of Urban Forestry. A tree protection inspection for Tree T1 must be approved, prior to final plat or prior to any public works improvements, whichever occurs first. The tree protection fencing must remain in place until the right-of-way improvements are completed or as otherwise directed by Urban Forestry.

Utilities

3. The applicant shall meet the requirements of the Bureau of Environmental Services (BES) for extending and constructing a public sewer main to serve Parcels 1-3. The public sewer extension requires a Public Works Permit. As part of the Public Works Permit, the applicant must provide engineered designs, and performance guarantees for the sewer extension to BES prior to final plat approval. The applicant must also obtain final permit approval to connect existing development on Parcel 2 to the new public sewer.
4. The applicant shall meet the requirements of the Fire Bureau for ensuring adequate hydrant flow from the nearest hydrant. The applicant must provide verification to the Fire Bureau that Appendix B of the Fire Code is met, the exception is used, or provide an approved Fire Code Appeal prior final plat approval.

Existing Development

5. The applicant must obtain and final a BDS permit to remove or modify the stairs and porch on the house on Parcel 2 to meet the requirements of Title 24 and Title 33.
6. The applicant must remove the accessory structures on Parcel 1. A finalized demolition permit must be obtained for removing the accessory structure over 200 square feet in size; and before and after photos of the removal (with the same perspective) must be provided for the accessory structures less than 200 square feet in size. Prior to removal of these structures, tree protection must be installed and arborist supervision must be provided in accordance with the approved Tree Protection Plan, per Condition D.1. Alternately, the applicant can execute a covenant with the City stating that the

structures will be removed if a primary structure has not received final inspection on the lot(s) with the accessory structure(s) within two years of final plat approval. The covenant must be recorded with Multnomah County prior to final plat approval.

7. A parking space shall be installed on Parcel 2. The parking space must be a minimum of 9-feet x 18-feet and located out of the new front setback for the lot with the existing house. In addition, the parking space must be in a location that can be accessed from the shared driveway on Parcel 1. The applicant must obtain a finalized Zoning Permit for installation of the parking space. The permit plans must include the note: *This permit fulfills requirements of Condition C.7 of LU 19-132117.* The new parking space must also be shown on the supplemental plan.
8. The applicant must modify the stormwater systems on the existing house to remain on Parcel 2 to meet the requirements of the Bureau of Environmental Services and the Stormwater Management Manual. The applicant must obtain and finalize any required permits for this work.
9. The applicant must meet the tree density standard of 11.50.050 on Parcel 2, with the existing house, 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

10. A Maintenance Agreement shall be executed for the Private Access 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, 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.
11. If Fire Bureau requires an Acknowledgement of Special Land Use Conditions form, per Condition C.4, then the applicant shall execute an Acknowledgement of Special Land Use conditions, to the satisfaction of the Fire Bureau. The acknowledgement shall be referenced on and recorded with the final plat.
12. 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 Protection 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 Parcels 1 and 2 shall be in conformance with the Site Clearing and Grading Plan (Exhibit C.2) and the applicant's arborist report (Exhibit A.5.a). Specifically, trees numbered Tree T3 and Tree T9 are required to be preserved. Additionally, Tree T1 (which will become a right-of-way tree) and trees on adjacent sites (T4, T5, T6, T7, T8, T10) are required to be protected during construction of street improvements and future development. Arborist supervision must also be provided during the demolition activities on Parcel 1 and during any construction activities in the root protection zone for Tree T1. Tree protection fencing must be installed with the root protection zones indicated on Exhibit C.2. The fencing 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 Tree Protection Specifications of 11.60.030.
2. 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.

3. If exception or an approved Fire Code Appeal was used to meet Condition C.4, then the requirements outlined in the exception or appeal must be met to the satisfaction of the Fire Bureau. Please refer to the final plat approval report for details on whether or not this requirement applies.
4. The location and design of the eastern driveway (Parcel 3) is subject to the condition of the Driveway Design Exception 19-132399 TR.

Staff Planner: Kate Green

Decision rendered by:  **on October 9, 2019**
By authority of the Director of the Bureau of Development Services

Decision mailed October 11, 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 March 13, 2019, and was determined to be complete on June 20, 2019.

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 March 13, 2019.

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 for a total of 68 days (Exhibit A.3). Unless further extended by the applicant, **the 120 days will expire on: December 25, 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 October 25, 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.

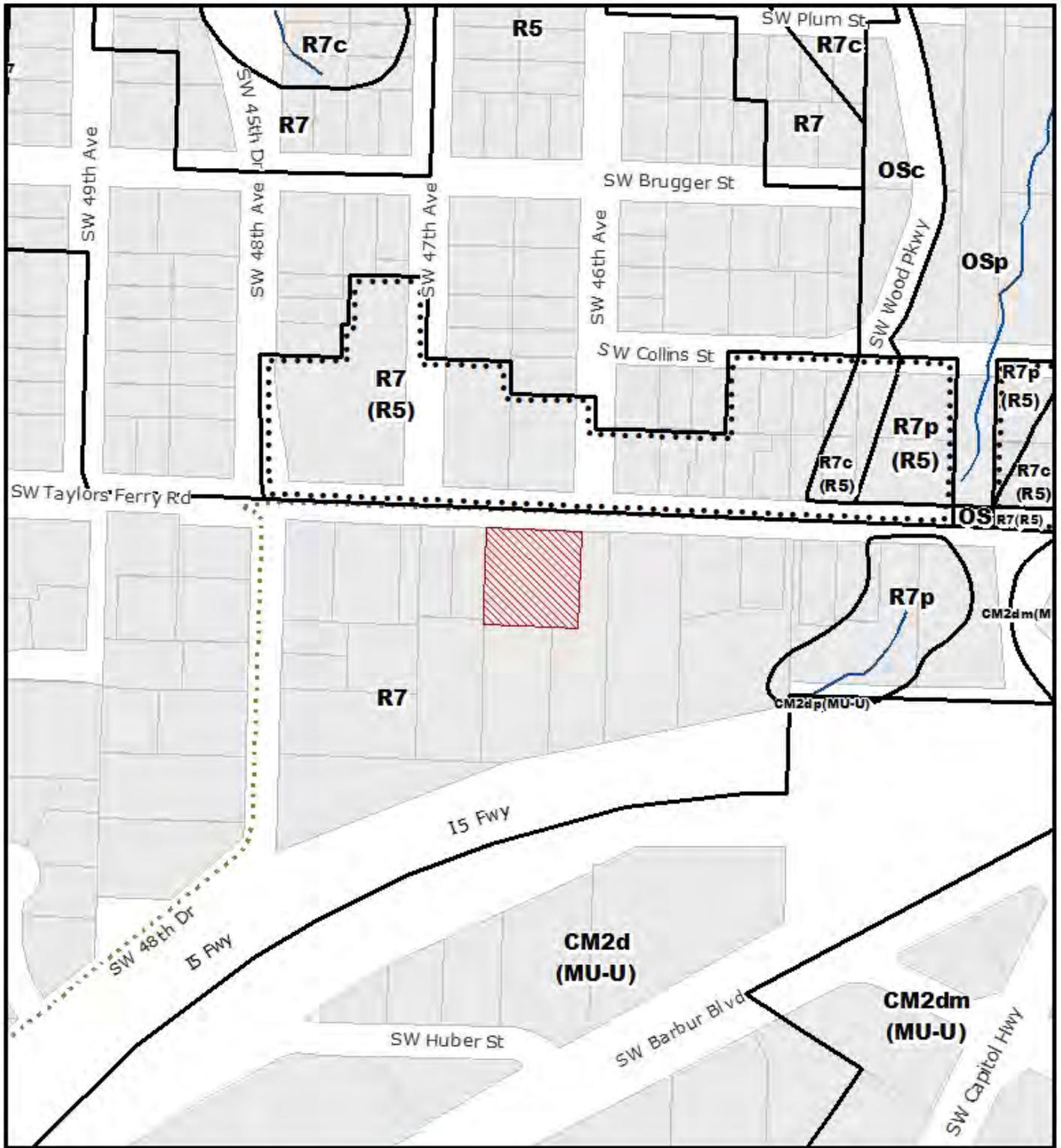
Recording the land division. The final land division plat **must** be submitted to the City **within three years** of the date of the City's final approval of the preliminary plan. This final plat must be recorded with the County Recorder and Assessors Office after it is signed by the Planning Director 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. Initial submittal, received March 13, 2019 and supplemental materials, received March 19, 2019
 - 2. Response to completeness review, received June 20, 2019
 - 3. Timeline extensions, dated July 31, 2019, August 13, 2019, September 12, 2019, September 26, 2019
 - 4. Revised submittal, received August 23, 2019
 - 5. Amended submittal, received September 27, 2019
 - a. Arborist Report
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Preliminary Plat (reduced copy attached)
 - 2. Site Clearing and Grading Plan (reduced copy attached)
 - 3. Utility Plan-Water and Sewer
 - 4. Utility Plan-Stormwater
 - 5. Existing Tree Plan
 - 6. Site Survey
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Portland Transportation
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development, BDS
 - 6. Urban Forestry, Parks
 - 7. Life Safety, BDS
- F. Correspondence: (none received)
- G. Other:
 - 1. Original LU Application
 - 2. Expedited Land Division Acknowledgement
 - 3. Letter to applicant re: incomplete application, dated April 4, 2019
 - 4. Correspondence to/from applicant

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

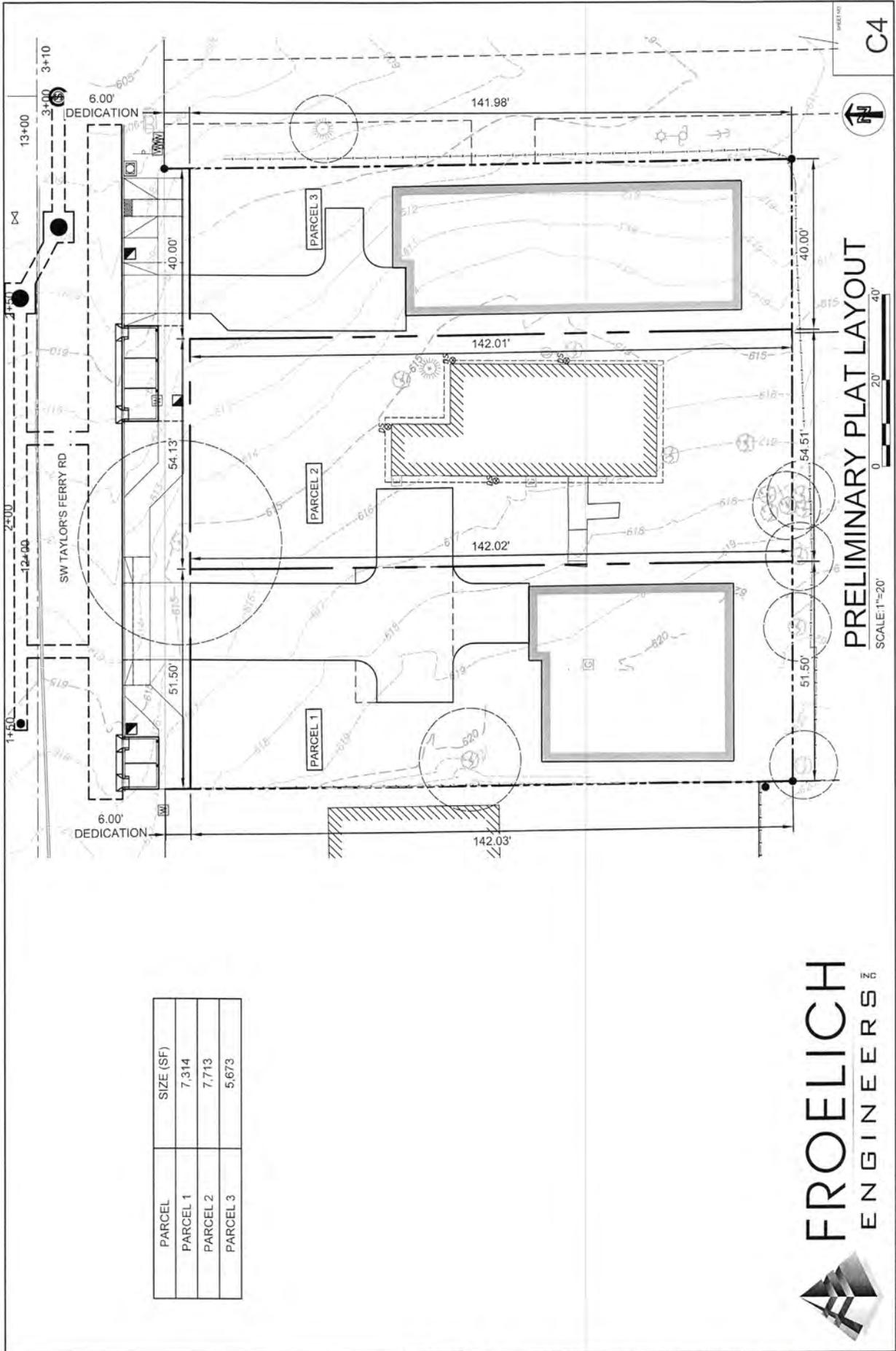


ZONING



-  Site
-  Stream
-  Recreational Trails

File No.	LU 19-132117 LDP
1/4 Section	3924,4024
Scale	1 inch = 200 feet
State ID	1S1E30DA 700
Exhibit	B Mar 15, 2019



PARCEL	SIZE (SF)
PARCEL 1	7,314
PARCEL 2	7,713
PARCEL 3	5,673

FROELICH
ENGINEERS INC

CASE NO. 19.132117
EXHIBIT C.1.

Printed: 01/17/19 at 10:45am by: FCF.DWG.1

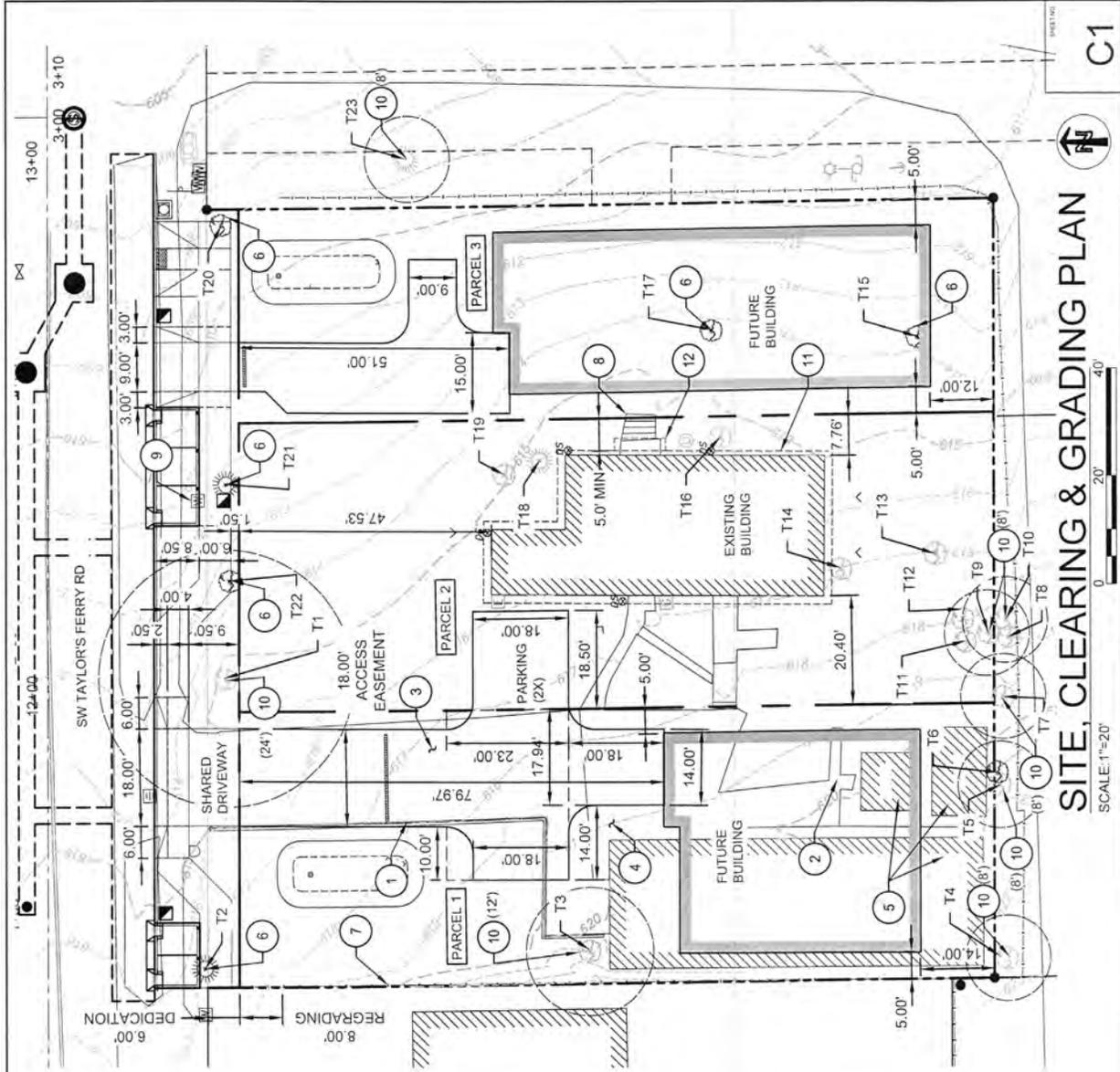
SHEET NOTES

1. ALL DIMENSIONS ARE TO FACE OF CURB OR FACE OF WALL.
2. TREE NUMBER (T_) AS REFERENCED IN ARBORIST REPORT.
- (X) DEMOLITION KEY NOTES
 - 1 REMOVE CONCRETE CURB.
 - 2 REMOVE CONCRETE SIDEWALK
 - 3 REMOVE ASPHALT DRIVEWAY AND CRUSHED ROCK SUBGRADE.
 - 4 REMOVE CONCRETE PATIO.
 - 5 REMOVE EXISTING BUILDING.
 - 6 REMOVE EXISTING TREE.
 - 7 REMOVE EXISTING FENCE.
 - 8 REMOVE EXISTING STAIRS.
 - 9 COORDINATE WITH CITY OF PORTLAND WATER BUREAU TO REMOVE EXISTING WATER METER.
 - 10 PROTECT EXISTING TREE. NOTE ROOT PROTECTION ZONE RADIUS (XX) SHOWN ON PLANS. INSTALL FENCING IN AREAS LOCATED ON SITE AND WITHIN ROW (NOT WITHIN STREET).
 - 11 HOUSE LEAVES VARY FROM 10" TO 18" TYPICAL
 - 12 RECONSTRUCT 38" PORCH EAVE TO PROVIDE 5' MINIMUM OFFSET FROM PROPERTY LINE.

ZONE	R7
FRONT SETBACK	10' MIN.
REAR SETBACK	5' MIN.
SIDE SETBACK	5' MIN.
REQUIRED OUTDOOR AREA	250 SF
MAX BUILDING HEIGHT	30'

PARCEL 1	PARCEL 2	PARCEL 3
TOTAL FRONT YARD AREA	4,118 SF	2,576 SF
FRONT YARD PAVING	1,638 SF	65 SF
% PAVED	39.8%	2.5%
TOTAL FRONT YARD AREA	1,900 SF	764 SF
FRONT YARD PAVING	250 SF	36.8%
% PAVED	13.2%	4.8%

*AREA BETWEEN THE FRONT LOT LINE AND THE FRONT BUILDING LINE



SITE, CLEARING & GRADING PLAN

SCALE: 1"=20'



C1