



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

Dan Ryan, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portland.gov/bds

Date: January 24, 2021
To: Interested Person
From: Lois Jennings, Land Use Services
503-865-6433 or lois.jennings@portlandoregon.gov

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

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

CASE FILE NUMBER: LU 21-058925 LDP

GENERAL INFORMATION

**Applicant/
Owners
Representative:** Kevin Partain, Urban Visions
255 NE 56th Avenue
Portland, OR 97213
phone#: 503-421-2967 or e-mail: kevinp@gorge.net

Owners: Zhanna Antonovich and Samuel Antonovich
11124 NE Fargo Street
Portland, OR 97220
Phone# 503-314-2081 and e-mail diligentco@yahoo.com

Site Address: 11124 NE FARGO ST

Legal Description: BLOCK 5 E 80' OF LOT 8, PARKROSE HTS
Tax Account No.: R647901250
State ID No.: 1N2E27BA 08000
Quarter Section: 2741

Neighborhood: Parkrose Heights, contact Tom Badrick at badrickt@gmail.com.
Business District: Gateway Area Business Association, contact at gabapdxboard@gmail.com
District Coalition: East Portland Community Office, contact Douglas Armstrong at dda882@gmail.com

Plan District: None
Other Designations: None
Zoning: R7- Single Dwelling Residential, 7,000 with a "h" Aircraft Landing Overlay

Case Type: LDP- Land Division Partition

Procedure: Type Ix, an administrative decision with appeal to the Oregon Land Use Board of Appeals (LUBA).

Proposal: The applicant is proposing to divide the subject property into two (2) parcels. Parcel 1 will be 6,466 s.f. in area and Parcel 2, a flag lot, will be 8,134 s.f. in area. The existing house will be retained on Parcel 1. There are two driveways that access the current site, and the western gravel driveway will be utilized for access via the access pole of Parcel 2. The existing detached garage on the site will be removed. Parcel 2 will be available for new development. Based on the applicant's tree inventory, there is a 17-inch Japanese Maple tree on the site. The applicant is proposing to preserve this tree on Parcel 1 with the existing house.

In order to show feasibility of providing services and meeting other criteria, the applicant has provided a conceptual development plan showing a single dwelling residence on the future Flag lot, Parcel 2 and existing development being retained on Parcel 1. This land division application is reviewed under the Zoning and Zoning Code in effect the date the application was submitted, June 21, 2021.

However, the future development on the proposed lots would be subject to the zoning code regulations in effect at the time of permit submittal (new regulations became effective August 1, 2021).

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

For purposes of State Law, this land division is considered a partition. To partition land is to divide an area or tract of land into two or three parcels within a calendar year (See ORS 92.010). ORS 92.010 defines "parcel" as a single unit of land created by a partition of land. The applicant's proposal is to create two units of land (2 lots). 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 site is an interior lot on the south side of NE Fargo Street with vehicle access from two driveways. A one-level single family residence exists on the site with two detached accessory structures at the rear of the property. The western driveway is gravel and provides access to the rear of the property where the one of the detached accessory structure is located and the eastern driveway is paved and provides vehicle access to the garage attached to the house. An arborvitae hedge creates a privacy between the street and the existing house. Within this front yard landscape area is a Japanese Maple tree.

Within the vicinity surrounding the site, properties are developed with single-level single-family houses. Knott Creek school is approximately 1,100 ft. southeast of the site on NE Knott street. The nearest park is Knott Park, which is adjacent to Knott Creek school. R7 zoning is to the north/south/west and east of the site. Commercial development is further southwest of site where commercial zoning is located along properties abutting NE 102nd Avenue and along NE Halsey Street and further southeast on NE 122nd Avenue.

Infrastructure:

- **Streets** – The site has approximately 80-ft. of frontage on NE Fargo Street. There are two driveways entering the site that serve the existing house on the site. NE Fargo

Street is 28-ft. paved roadway within a 50-ft. right-of-way with parking provided on both sides. There are no curbs or sidewalks along this street frontage. Parking is provided on the shoulder of both sides.

At this location, NE Fargo Street is classified as Neighborhood Walkway, City Bikeway, and a Local Service street for all other modes of transportation per the Transportation System Plan (TSP).

Tri-Met provides transit service approximately 800-ft. south of the site at NE 111th Drive and NE Stanton Street via Bus 23.

- **Fire Hydrants** The nearest fire hydrant is south of NE Fargo Street in NE 111th Drive. This fire hydrant has a hydrant flow of 2,000 gpm with a minimum pressure of 20 psi.
- **Water Service** – There is an existing 8-inch CI water main in NE Fargo Street. The existing house is served by a 5/8-inch metered service from this main.
- **Water Main and Sewer Main Locations:** According to available GIS data, a water main is located between the proposed development site and the sanitary main in NE Siskiyou Street. Any new connection(s) to the sewer main will cross the water main and will therefore require a [Water Utility Protection Plan](#). Sanitary laterals must meet required separation distances according to the Water Bureau; the applicant should contact the assigned Water Bureau reviewer or the Water Bureau general email (devrev@portlandoregon.gov) with questions related to required separation distances.
- **Sanitary Service** - There is an existing 8-inch PVC public sanitary-only sewer line in NE Fargo Street (BES as-built #4385). Service availability for the existing house and future lot is discussed further under Section 33.652 approval criterion.
- **Stormwater Disposal** – There is no public storm-only sewer currently available to this property. The applicant is proposing to provide modify the existing stormwater system for the existing house and provide on-site stormwater management facility for the proposed development, which is discussed later in this report under 33.653.030.

Zoning: R7- Single Dwelling Residential -7000: The R7 zone is intended to foster the development of single dwelling development in areas that are not adjacent to centers and corridors, where urban public services are available or planned, but complete local street networks or transit service is limited. The zone implements the comprehensive plan policies and designations for residential housing

The “h”-Aircraft Landing Zone overlay limits the height of structures and vegetation in the vicinity of the Portland International Airport. Though in residential zones, structures are regulated by the base zone height limits rather than the height limits of this 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. Exhibit’s “E” contains the complete responses.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **November 22, 2021**. No written responses have been received from either the Neighborhood Association or notified property owners in response 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 and the site is outside of environmental zones.
L	33.654.110.B.2 - Dead end streets	No dead-end streets are proposed.
	33.654.110.B.3 - Pedestrian connections in the I zone	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 site is within the R7 zone. Based on the applicant's survey (Exhibit C.1 & C.2), the site area is 14,600 s.f. in area. 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 density of 2 lots. Minimum density $14,600 \times .80 = 11,680 / 7000 = 1.66$ rounds up to 2 lots.

If the minimum required density is equal to or larger than the maximum allowed density, then the minimum density is automatically reduced to one less than the maximum. Therefore, in this case the minimum density is reduced to one (1) lot.

The applicant is proposing two single-dwelling parcels. 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)	Min. Flag Lot Width (feet)	Min. Flag Lot Depth (feet)
R7 Zone	4200	12,000	40	55	30	40	40
Parcel 1 With existing house	6,466		68	95	68		
Parcel 2 Flag Lot	6,938 (Flag only) 8,134 (Flag & pole)				12	80	87

* Width is measured by the 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.

** For flag lots: (1) width and depth are measured at the midpoint of the opposite lot lines in the "flag" portion of the lot; and (2) lot area calculations do not include the pole portion of the lot.

Flag Lots

When allowed

In this case the applicant is proposing 2 parcels, only one of which is a flag lot. The existing dwelling unit has been on the property for at least 5-years and is located so that it precludes a land division that meets minimum lot width standards. The minimum density standards are met. Therefore the thresholds for when a flag lot is allowed to be created have been met.

Dimensions

The proposed flag lot meets applicable Zoning Code standards found in 33.610.400 because it has a "pole" at least 12 feet wide that connects to a street, and as shown above, meets the minimum lot area, width, and depth standards.

Vehicle Access

Where it is practical, vehicle access must be shared between the flag lot and the lots between the flag portion of the lot and the street. Factors that may be considered include the location of existing garages, driveways, and curb cuts, stormwater management needs, and tree preservation. Access easements may be used.

The existing site contains two driveways, one driveway on the west side of the property and another on the eastern side (Exhibit C.1 & C.2). The eastern driveway provides vehicle access to attached garage for the existing house. The western driveway is along the west property line on the west side of the house and provides vehicle access to the detached garage/accessory structure at the rear of the property.

In this case, the access pole for the flag portion of Parcel 2 will be located to the west of the house utilizing the existing western gravel driveway. Due to the location of the existing house with attached garage a shared access is not feasible. No other alternatives beyond the proposed location were suitable for the additional vehicle access.

Parcel 2 has met the thresholds for when a flag lot is allowed. Therefore, Parcel 2 is allowed.

The findings above show that the applicable density and lot dimension standards are met. 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.

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.

There is one tree, a 17-inch dbh Japanese Maple tree on the subject site. In order to identify which trees are subject to these requirements, the applicant provided a survey (Exhibit A.15 & C.1) that shows the location and size of trees on and adjacent to the site. The applicant also provided an arborist report (Exhibit A.9) that identifies each tree, its condition and suitability for preservation or its exempt status and specifies a root protection zone and tree protection measures for each tree to be preserved. The arborist report states, "it can be protected by the existing hedge row to the north but is not close enough to anticipated construction impacts to recommend Root Protection Zone. At that time the arborist wrote this report, the arborist was unaware that a new sanitary connection to the existing house being retained on Parcel 1 would be required by Bureau of Environmental Services. Therefore, to ensure this tree is protected during construction of the new sanitary service for the existing house, tree protection per Title 11 requirements must be installed. Prior to issuance of a plumbing permit or issuance of a BES service connection permit for this new sanitary service a zoning permit will be required to install tree protection fencing for the Japanese Maple tree. Tree protection fencing will follow Title 11 requirements for prescriptive path and encroachment into the specified root protection zones may only occur if it meets the Tree Protection Specifications of 11.60.030 or arborist report provided. At the time of development on Parcel 1, the Japanese Maple must be protected in accordance with the Title 11 tree protection specifications of 11.60.030.

Based on this information, the Japanese Maple is subject to the tree preservation standard of this chapter. This tree provides a total of 17 inches of tree diameter. The applicant is now proposing to preserve this tree on the site as shown in the table below:

Tree Name Number	Tree Name	Tree Size (dbh)	Preserve
#1	Japanese Maple (Acer Palmatum)	17 inches	Yes

Options to meet the Tree Preservation Standards (33.630.100) include:

Option 1: Preserve all the trees that are 20 or more inches in diameter and at least 20 percent of the total tree diameter on the site.

Option 2: Preserve at least 75 percent of the trees that are 20 or more inches in diameter and at least 25 percent of the total tree diameter on the site.

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.

Option 4: All the trees are less than 20 inches in diameter and at least 35 percent of the total tree diameter is being preserved.

There are no trees on the site that are 20-inches or greater. The applicant's proposal is to preserve the only tree, Japanese Maple, on the site that is under 20-inches. A total of 17-inches of tree diameter is being preserved and this tree preservation proposal meets Option #4 tree preservation standard listed above.

Based on these factors, no additional mitigation is warranted to satisfy the approval criteria. 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

In order to ensure that future owners of Parcel 1 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 tree preservation for this tree must be carried out in conformance with the Title 11 requirements for tree protection and the tree preservation plan (Exhibit C.1).

The existing tree being preserved on Parcel 1 with the existing house will count towards the tree density requirement for Title 11 requirements.

With the implementation of the conditions outlined above, 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: In this case, the site is primarily flat and is not located within the Flood plain or Potential Landslide Hazard Area. Therefore, no significant clearing or grading

will be required on the site to make the new lot developable. The arborist report (Exhibit A.9) did not require any tree protection since no construction or development proposed near the tree being proposed to be preserved on Parcel 1 or the Dogwood tree on the adjacent property to the east (Exhibit C.1). This criterion is met.

Land Suitability: The site is currently in residential use, and there is no record of any other use in the past. 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,

33.641.020, Traffic Impacts, Approval Criterion

- A.** 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; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated as required by 33.641.020.B

Findings: The applicant submitted a written narrative addressing this approval criterion (Exhibit A.14).

The Development Review Section of the Portland Bureau of Transportation (PBOT) has reviewed the applicant's narrative and application against the evaluation factors and providing the following findings/comments (see Exhibit E.2 for full details):

The application proposes to divide the existing 14,600 square foot lot into two parcels. The existing home will be located on proposed Parcel 1 fronting onto NE Fargo St, while proposed Parcel 2 will be a flag lot located behind (south) of Parcel 1. The applicant has chosen to pay into the Local Transportation Infrastructure Charge (LTIC) in lieu of constructing Right-of-Way (ROW) improvements. Access to Parcel 1 will continue to be served by the existing driveway on the east side of the property, while Parcel 2 access (flagpole) will be located along the west side of the site, and will be accommodated by an asphalt approach, which will be required to meet all Title 17 requirements at time of building permit. This will leave sufficient space for approximately two on-street parking spaces within the unimproved portion of NE Fargo St. Therefore, PBOT finds that neighborhood livability and on-street parking demand is expected to be negligible in this case.

Based upon trip generation estimates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, the new proposed parcel is projected to generate one additional morning and one evening trip, for approximately ten daily trips. The net addition of one single-family residences added to the transportation system resulting from the development will not adversely impact the operations of area intersections, as the proposed development adds negligible trips to the transportation network compared to existing volumes in the area and is consistent with the zoning of the property. Therefore, the transportation system is capable of safely supporting the proposed development in addition to existing uses in the area and capable of maintaining acceptable levels of service.

The subject site is located within a quarter mile of TriMet bus service #23-San Rafael located at the intersection of NE 111th Ave and NE Morris St. For bicycles, NE Fargo St, NE 111th

Ave, and NE Morris St are all identified Neighborhood Greenways, which have lower traffic volumes with pavement markings and directional signs to guide cyclists. The remaining low-volume street environment in the area provides for safe and comfortable riding conditions to connect to larger nearby facilities located elsewhere in the neighborhood. There is not an established sidewalk network in the area, however due to the low traffic volumes, the street is consistent with a shared street environment in which a narrower roadway and wider shoulders allow all users to a shared space which facilitates slower speed, eye contact, and provides for a safer pedestrian environment. Therefore, the resulting proposed development will not negatively impact transit access or other transportation modes and will maintain the established low-volume pedestrian environment.

- A.** Measures proportional to the impacts of the proposed use are proposed to mitigate on- and off-site transportation impacts. Measures may include transportation improvements to on-site circulation, public street dedication and improvement, private street improvements, intersection improvements, signal or other traffic management improvements, additional transportation and parking demand management actions, street crossing improvements, improvements to the local pedestrian and bicycle networks, and transit improvements.

Findings: NE Fargo St. is adequate for both vehicular and bicycle travel but does not provide separated pedestrian facilities. The impact of the development is small enough that asking the property owner to provide off-site improvements to the transportation system would be out of proportion to the development request. Asking the property owner to accommodate construction of sidewalks to City standards will alleviate a portion of the need for pedestrian system improvements in the area.

However, the Local Transportation Infrastructure Charge (LTIC) applies NE Fargo Street at this location.

The existing right-of-way conditions, and option to construct the improvements or option to contribute to LTIC for improvements to this sidewalk corridor are further discussed under Criterion L. 33.654.

PBOT concludes the transportation system will be capable of supporting the proposed new development on the future lot, in addition to the existing uses. Therefore, 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 and E.4

The Water Bureau has indicated that service is available to the site from the water main in NE Fargo Street as noted on page 3 of this report.

The applicant's narrative (Exhibit A.14) and site utility plan (Exhibit C.1) shows the existing house will continue to utilize the existing water service from the 8-inch water main in NE Fargo Street within its frontage and a new individual water service will be provided within the access pole of Parcel 2 for the future development.

Water Bureau notes at time of development of Parcel 2 if fire sprinklers are required, the water available will need the design flow gpm submitted with the W-3 Water Bureau form.

Fire Bureau has reviewed the fire flow information (Exhibit A.13) and determined the nearest fire hydrant has adequate capacity.

The water service standards of 33.651 have been verified.

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

The Bureau of Environmental Services (BES) has indicated that service is available to the site, as noted on page 3 of this report.

BES reviewed the applicant's proposed improvement and utility plan (Exhibit C.1), and comments are summarized below:

- Existing Development on Parcel 1: According to City records, the existing home to remain on Parcel 1 is currently connected to the sanitary-only sewer in NE Fargo via a lateral located approximately 221-ft. west of the manhole (ID AAZ556) in NE 111th Drive. This indicates that the existing lateral crosses the proposed new lot line and is within the frontage of Proposed Parcel 2. Therefore prior to final plat approval the applicant must:
 - 1) Cap the existing lateral to provide future service to Parcel 2 and establish a new service for the existing house on Parcel 1 to the sewer in NE Fargo Street.

For capping and establishing new service, the work must be completed, and the applicant must obtain finalized plumbing and connection permits prior to final plat approval.

Prior to final plat approval the new sanitary service for the existing house on Parcel 1 must be surveyed in and shown on the supplemental plan and shown to be completely located within the frontage of Parcel 1.
- Parcel 2-Flag Lot: Proposed Development will be served by the existing lateral that is currently service for the existing home that will be capped for future use. This lateral connection to the sewer in NE Fargo street is within access pole frontage of Parcel 2.

With the conditions of approval noted above, BES determined the applicant's proposal for sanitary service was acceptable for the purpose of reviewing the preliminary land division application against the sanitary sewer disposal standard and approval criterion.

The sanitary sewer service standards of 33.652 have been verified. With the conditions noted above, this criterion is met.

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.

Public Right-of-Way Stormwater Management:

Bureau of Environmental Services (BES) understands that the applicant has elected to pay the Local Transportation Infrastructure Charge (LTIC); therefore, public ROW

improvements will not be constructed. At this location and based on current available information, BES does not require additional dedication for future construction of stormwater management facilities. Refer to PBOT comments for additional information regarding LTIC.

Private Property Stormwater Management:

BES reviewed the applicant's stormwater management plan (Exhibit C.1), stormwater narrative (Exhibit A.12) and Simplified Approach Forms (Exhibit A.11 & A.16) comments are summarized below:

- Existing Development: Per the submitted plans stormwater runoff from the existing home to remain on Parcel 1 discharges from downspouts to the ground. The plans indicate that two gutters will be modified to meet setbacks. Therefore prior to final plat approval the applicant must:
 1. Modify the stormwater disposal system serving the existing structure on Parcel 1 to meet applicable SWMM requirements for downspouts to splash blocks. For retrofits, the work must be completed with all required permits finalized prior to final plat approval.
 2. Prior to final plat approval the modified stormwater system for the existing house must be depicted on the supplemental survey and shown to meet BES SWMM requirements.
- Proposed Development: Staff reviewed the project's stormwater narrative and Simplified Approach Form (dated 12/22/21), which includes Simple Pit infiltration test results of 8 inches per hour on this site (test performed 6/10/21). The applicant proposes to infiltrate runoff from the development onsite via a drywell that can meet minimum setbacks as established in the facility design standards and Table 2-1 of the SWMM. Additionally, stormwater from the driveway will be managed with a driveway center strip.

With the condition, BES staff found the applicant's proposed stormwater management plan (Exhibit C.1) acceptable for the purposed of reviewing the preliminary land division against the stormwater management approval criterion.

With the condition of approval noted above, these criteria and standards are met.

33.654.110.B.1 Through streets and pedestrian connections - See Exhibit E.2

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.

Portland Bureau of Transportation provided the following:

The site is located within an area in which the established grid-pattern provides many redundant routes for multiple modes. The abutting streets are fully improved with a paved roadway and established pedestrian corridors. Therefore, additional connections are not practical at this location.

In addition, the site is not within an area that has an adopted Master Street Plan, so criterion d. does not apply.

For the reasons described above, this criterion is met.

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

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. Portland Bureau of Transportation (PBOT) comments are summarized below:

At this location NE Fargo Street is classified as a Neighborhood Walkway, City Bikeway, and Local Service for all other modes of transportation per the City's Transportation System Plan

(TSP). This site is not within a pedestrian district.

Existing Conditions:

NE Fargo: NE Fargo Street is a 28-ft. paved roadway within a 50-ft. wide right-of-way (ROW), which lacks curbs and pedestrian corridor.

City Standards & Improvements:

For a Neighborhood Walkway, City Walkway and Local service street within an R7 zone, the City's Creating Public Streets and Connections document (TRN 1.09) recommends a 54-ft. right-of-way with a 26-ft. paved roadway with parking on both sides and a 14-ft. sidewalk corridor on each side, consisting of a 0.5-ft. curb, 8-ft. furnishing zone (with stormwater facility), 5-ft. sidewalk, and 0.5-ft. frontage zone. If a public stormwater management facility is not required within the pedestrian corridor as determined by BES, the 8-ft. furnishing zone may be reduced to a 4-ft. furnishing zone.

PBOT notes the Local Transportation Infrastructure Charge (LTIC) applies to NE Fargo Street at this location. The Local Transportation Infrastructure Charge (LTIC) is a fund designed to provide improvements to unimproved streets citywide, as authorized by the Portland City Council Ordinance 187681. If the applicant chooses to pay LTIC instead of constructing improvements, then BES has indicated the additional 4-ft. of right-of-way is not needed.

The applicant/owner of this site has the option to either construct improvements or pay into the LTIC fund. These funds can directly contribute to providing sidewalks in a comprehensive way on NE Fargo Street and other streets in the neighborhood. Thereby, improving safety for users of this right-of-way.

In this case, the applicant has chosen to pay the LTIC charge (Exhibit A.10) for the street frontage along NE Fargo Street for this project. Having the owners execute street and stormwater waivers of remonstrance ensures participation in such a Local Improvement District in the future. Therefore, the applicant will be required to sign street and storm sewer waivers of remonstrance (for participation in future street and storm sewer improvements) and pay the Local Transportation Infrastructure Charge prior to final plat approval.

With the conditions of approval noted above, PBOT determined the existing street system is capable of serving the existing users and proposed new development. With the conditions of approval described above, this criterion is met.

33.644.120.H Street Trees – See Exhibit E.6

The City Forester reviews this land division proposal for its impact on existing trees, heritage trees, street tree requirements and related mitigation, in accordance with Title 11, Tree Code.

Existing Street Conditions:

NE Fargo Street: The site is approximately 80-ft. of street frontage. The right-of-way is improved with pavement only. There are no overhead high voltage power lines. There are zero street trees.

Street Tree Planting (11.50.060.C):

One street tree must be planted or retained for each full increment of 25 linear feet (11.50.060.C.1). Street trees must be planted at a minimum of 1.5 caliper inches and be a species chosen from an approved street tree list. Street tree planting may be exempt under 11.50.060.B when existing above or below utilities prevent planting street trees or when the existing planting strip is less than 3-feet wide. Street trees are required to be planted through building permit

Prior to the land division there would have been enough planting area for three street trees along this site's frontage. After the proposed lot land division there will only be room for two street trees. A fee of \$675 (1 tree = 1.5 inches x \$450.00 inch) is required for permanent loss of available planting spaces along this site's frontage.

With the following conditions of approval, Urban Forestry has no objections to this land division proposal. Prior to final plat approval the applicant must a fee in lieu of planting payment for loss of one tree planting space (1.5-inches).

With the conditions noted above, this criterion is met.

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

Any easements that may be needed for private utilities that cannot be accommodated within the adjacent right-of-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. 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.

Future Development

- Flag Lots-- special setback standards apply to flag lots in the RF-R2.5 zone, and special landscape standards apply to flag lots that are 10,000 square feet or less in area in the R7-R2.5 zones. These standards apply to Parcel 2.

Existing development that will remain after the land division. The existing development on the site will remain and be located on Parcel 1. 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 house will be 5-ft. from the new side property line and 30-ft. from the new rear property line. Therefore, the required setbacks are being met. To ensure this standard continues to be met at the final plat stage, the final plat must be accompanied by a supplemental 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, there is an existing detached accessory structure that would straddle the line between proposed Parcels 1 and 2 and must be removed prior to final plat. This detached accessory structure provides a cover over a concrete area as shown on the existing conditions survey (Exhibit C.2). This detached accessory structure is

more than 200 s.f. and greater than 10-ft tall and therefore requires a building permit to be removed. Demolition permits are required. The applicant must provide documentation prior to final plat approval that all required demolition permits have received final inspection. To ensure that this standard is met, a condition of approval is necessary.

In this zone, accessory structures are not allowed on a lot without a primary structure. The 2nd accessory structure is a detached garage/pole barn. The original building permit associated to this existing accessory structure was cancelled/expired due to no inspections occurring. The applicant is proposing to remove this existing detached accessory structure prior to final plat approval. Therefore, in order for the proposed new lots to meet this standard, this 2nd detached accessory structure (pole barn/garage) must be removed prior to final plat.

Alternatively, if the applicant legalized this 2nd detached accessory structure (a new building permit) prior to final plat approval, then the applicant could elect to retain this 2nd accessory structure on Parcel 2. In that case, the applicant would be required 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 Final Plat approval.

The applicant must provide documentation prior to final plat approval that all required demolition permits have received final inspection, or the covenant is recorded where allowed. To ensure that this standard is met, a condition of approval is necessary

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.

- **Driveways and Curb Cuts (Section 17.28):** Driveways are reviewed at time of building permit. Title 17.82.45, PBOT requires that future driveway locations be identified on plans submitted with the land division and may impose conditions of approval as appropriate and necessary regarding the number, configuration, and use of driveways. Any driveway access for proposed Parcel 2 shall be limited to no wider than the width of proposed Parcel 2 (12-ft).
- **Fire Bureau Code:** The fire apparatus access roads shall extend to within 150 feet of all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building. Where a building is protected with an approved fire sprinkler system, an exception to the maximum distance is increased to 250 feet.

Fire Bureau notes the applicant is choosing this exception to meet Fire Bureau requirements for fire access and therefore the following conditions are required: Prior to Final approval the applicant is required to provide an Acknowledgement of Special Land Use Conditions form to be recorded and noted on the plat when the exception is taken. At the time of development the applicant must meet the Fire Bureau requirement for internal fire suppression sprinklers for the new development on Parcel 2 and Fire Bureau requirements for flag lot addressing of structures on Parcel 2. These requirements are based on the technical standards of Title 31 and Fire Bureau Policy B-1.

CONCLUSIONS

The applicant has proposed a two-parcel partition with an existing house being retained on Parcel 1, as shown on the attached preliminary land division site plan (Exhibit C.1). As discussed in this report, the relevant standards and approval criteria have been met, or can be met with conditions.

NE Fargo Street currently does not meet City standards and requires frontage improvements to meet current standards. The applicant is choosing to pay LTIC versus construction of the required frontage improvements. The driveway access for Proposed Parcel 2 shall be limited to be no wider than 12-feet. PBOT requires the applicant to sign street and storm sewer waivers of remonstrance (for participation in future street and storm sewer improvements) and pay the Local Transportation Infrastructure Charge prior to final plat approval.

The existing house will be retained on the site and existing detached accessory structures will be removed prior to final plat approval. The existing sanitary service will be capped and used for future development on Parcel 2 and a new sanitary service for the existing house will be provided within its new street frontage on Parcel 1. The stormwater management facility for the existing house will be retrofitted to be completely on Parcel 1 with the existing house. An existing on-site sanitary (septic/cesspool) system on the site will be required to be located and decommissioned to make the site suitable for development.

A 17-inch Japanese Maple tree will be preserved on Parcel 1 with the existing house. A zoning permit is required to install tree protection to address the construction of the new sanitary service being established for the existing house on Parcel 1. To ensure that future owners are aware of tree preservation for Parcel 1 an acknowledgement of tree preservation conditions is required prior to final plat approval.

Urban Forestry will require payment into the tree fund for the loss of one available street tree planting space.

The future development on Parcel 2, Flag Lot, will need to meet Fire Bureau requirements fire sprinkler system and addressing requirements. An Acknowledgement of Special Land Use Conditions for fire protection is required prior to final plat approval.

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

ADMINISTRATIVE DECISION

Approval of a Preliminary Plan for a two-parcel partition, that will result in the existing house being retained on Parcel 1 and a Flag Lot for Parcel 2 as illustrated with Exhibit C.1 and C.2, subject to the following conditions:

A. Supplemental Plan. An additional supplemental plan shall be submitted with the final plat survey for Land Use Review Section and Bureau of Environmental Services (BES) for review and approval. That plan must portray how the conditions of approval listed below are met. In addition, the supplemental plan must show the following:

- The surveyed location of any buildings or accessory structures on the site at the time of the final plat application;
- The surveyed location of any driveways and off-street vehicle parking areas on the site at the time of the final plat application;
- The surveyed location of the new sanitary service established for the existing house on Parcel 1 as required by BES;
- Shows the location of the modified stormwater management facility for the existing house on Parcel 1 meeting BES stormwater requirements
- Any other information specifically noted in the conditions listed below.

B. The final plat must show the following:

1. A recording block for each of the legal documents such as maintenance agreement(s), acknowledgement of special land use conditions as required by Condition C.4 and C.5 below. The recording block(s) shall, at a minimum, include language substantially similar to the following example: "A Declaration of Acknowledgement of Special Land Use Conditions (name of document i.e. "Tree Preservation, Fire Sprinklers") 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 pay the Local Transportation Infrastructure Charge (LTIC) as it applies to NE Fargo Street and complete street and storm sewer waivers of remonstrance (for future street and storm sewer improvements) as required by the City Engineer. Waiver forms and instructions will be provided to the applicant/owner during the final plat review process.

Existing Development

2. The applicant must obtain finalized demolition permits for removing the two detached accessory structures, identified as #1 and #2 on Exhibit C.2 of existing conditions survey from the site. Alternately, the applicant could legalize (building permit) the detached accessory structure #2 and execute a covenant with the City stating that the structures will be removed if a primary structure has not received final inspection on Parcel 2 within two years of final plat approval. The covenant must be recorded with Multnomah County prior to final plat approval.
3. 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.

4. The applicant must meet the requirements of BES for the stormwater systems on the existing house to remain on Parcel 1. Specifically, the gutters and downspouts must be modified and direct water to an approved disposal point that meets setback requirements from the new lot lines. If the proposed modifications to the existing system require a plumbing permit, then the applicant must obtain plumbing permits, receive all inspections and a final for these plumbing permits for this work prior to final plat approval.
5. Prior to issuance of a plumbing permit or BES service connection permit required by condition C.6 for the new sanitary service for the existing house on Parcel 1, a zoning permit is required to install tree protection fencing for the 17-inch Japanese Maple to be preserved per Condition D.1.
6. The applicant shall meet the requirements of the Bureau of Environmental Services (BES per Exhibit E.1) for capping the existing sanitary lateral service and establish a new sanitary lateral service and connection for the existing house within its frontage on Parcel 1. The applicant must obtain finalized BES permits and plumbing permits for this work prior to final plat approval. Tree Protection is required per condition C.5 and D.1.

Required Legal Documents

7. The applicant shall execute an Acknowledgement of Special Land Use conditions, requiring residential development on Parcel 2 to contain internal fire suppression sprinklers, per Fire Bureau requirements (Exhibit E.4). The acknowledgement shall be referenced on and recorded with the final plat.
8. The applicant shall execute an Acknowledgement of Tree Preservation Land Use Conditions that notes tree preservation requirements that apply to Parcel 1. A copy of the approved Tree Preservation Plan (Exhibit C.1) must be included as an Exhibit to the Acknowledgement. The acknowledgment shall be referenced on and recorded with the final plat.

Other

9. The applicant must pay into the City Tree Preservation and Planting Fund [Street Trees – Fee in Lieu of Planting and Establishment (per inch)] the amount equivalent to 1.5 inches of trees for the loss of one street planting space. Payment must be made to the Bureau of Development Services, who administers the fund for the Parks Bureau.

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

1. Development on Parcel 1 shall be in conformance with the Tree Preservation Plan (Exhibit C.1). Specifically, Japanese Maple (Tree #1) is required to be preserved per Title 11's Prescriptive Path. Tree protection fencing is required along the root protection zone of the trees to be preserved. The fence must be 6-foot-high chain link and be secured to the ground with 8-foot metal posts driven into the ground. Encroachment into the specified root protection zones may only occur if it meets the Tree Protection Specifications of 11.60.030.
2. The applicant must meet the addressing requirements of the Fire Bureau for Parcel 2, the flag lot. The location of the sign must be shown on the building permit.
3. The applicant will be required to install residential sprinklers in the residential development on Parcel 2 to the satisfaction of the Fire Bureau.
4. Driveway access for Parcel 2 shall be limited to be 12-feet. This condition must be met to the satisfaction of Portland Bureau of Transportation -Title 17- Section 17.28.

Staff Planner: Lois Jennings

Decision rendered by: S Beekman **on January 21, 2022**

Decision mailed on January 24, 2022

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 June 21, 2021, and was determined to be complete on November 18, 2021.

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 June 21, 2021.

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 did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: March 18, 2022.**

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term "applicant" includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

This decision, and any conditions associated with it, is final. It may be appealed to the Oregon Land Use Board of Appeals (LUBA), within 21 days of the date the decision is mailed, as specified in the Oregon Revised Statute (ORS) 197.830. Among other things, ORS 197.830 requires that a petitioner at LUBA must have submitted written testimony during the comment period for this land use review. Contact LUBA at 775 Summer St NE Suite 330, Salem, OR 97301-1283 or phone 1-503-373-1265 for further information.

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

Recording the land division. The final land division plat **must** be submitted to the City **within three years** of the date of the City's final approval of the preliminary plan. This final plat must be recorded with the County Recorder and Assessors Office after it is signed by the Planning Director or delegate, the City Engineer, and the City Land Use Hearings Officer, and approved by the County Surveyor. **The approved preliminary plan will expire unless a final plat is submitted within three years of the date of the City's approval of the preliminary plan.**

EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Original Narrative addressing Approval Criteria
 - 2. Original Preliminary Land Division Plan
 - 3. Original Simplified Approach Form for Stormwater
 - 4. Original Stormwater Narrative & Report
 - 5. Applicant's response to incomplete letter
 - 6. Deed Information submitted November 18, 2021
 - 7. Revised Application Form submitted November 18, 2021
 - 8. Revised Preliminary Land Division plan submitted November 18, 2021
 - 9. Arborist Report Submitted November 18, 2021
 - 10. Letter from owners choosing LTIC submitted November 18, 2021
 - 11. Revised Simplified Approach Form for Stormwater submitted November 18, 2021
 - 12. Revised Stormwater Narrative and Report submitted November 18, 2021
 - 13. Fire Hydrant & Fire Flow Water Service Information submitted November 18, 2021
 - 14. Revised narrative addressing approval criteria
 - 15. Existing Conditions Survey submitted November 18, 2021
 - 16. Revised Simplified Approach Form for Stormwater submitted December 22, 2021
 - 17. Applicant's e-mail response to outstanding issues memo dated January 2, 2022
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Preliminary Land Division site plan with conceptual improvement & utility site plan (attached)
 - 2. Existing Conditions Survey (attached)
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development Review Section of BDS
 - 6. Bureau of Parks, Forestry Division
 - 7. Life Safety Section of BDS
- F. Correspondence: None
- G. Other:
 - 1. Original Land Division Application Form
 - 2. Expedited Land Division Acknowledgement form signed
 - 3. Incomplete Letter
 - 4. Revised Land Division Application with all owner information completed
 - 5. December 23, 2021 Memo to applicant
 - 6. Pictures of site

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).

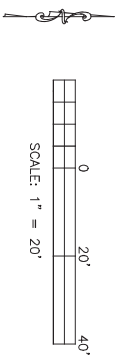


ZONING

For Zoning Code in effect
August 1, 2020 - July 31, 2021

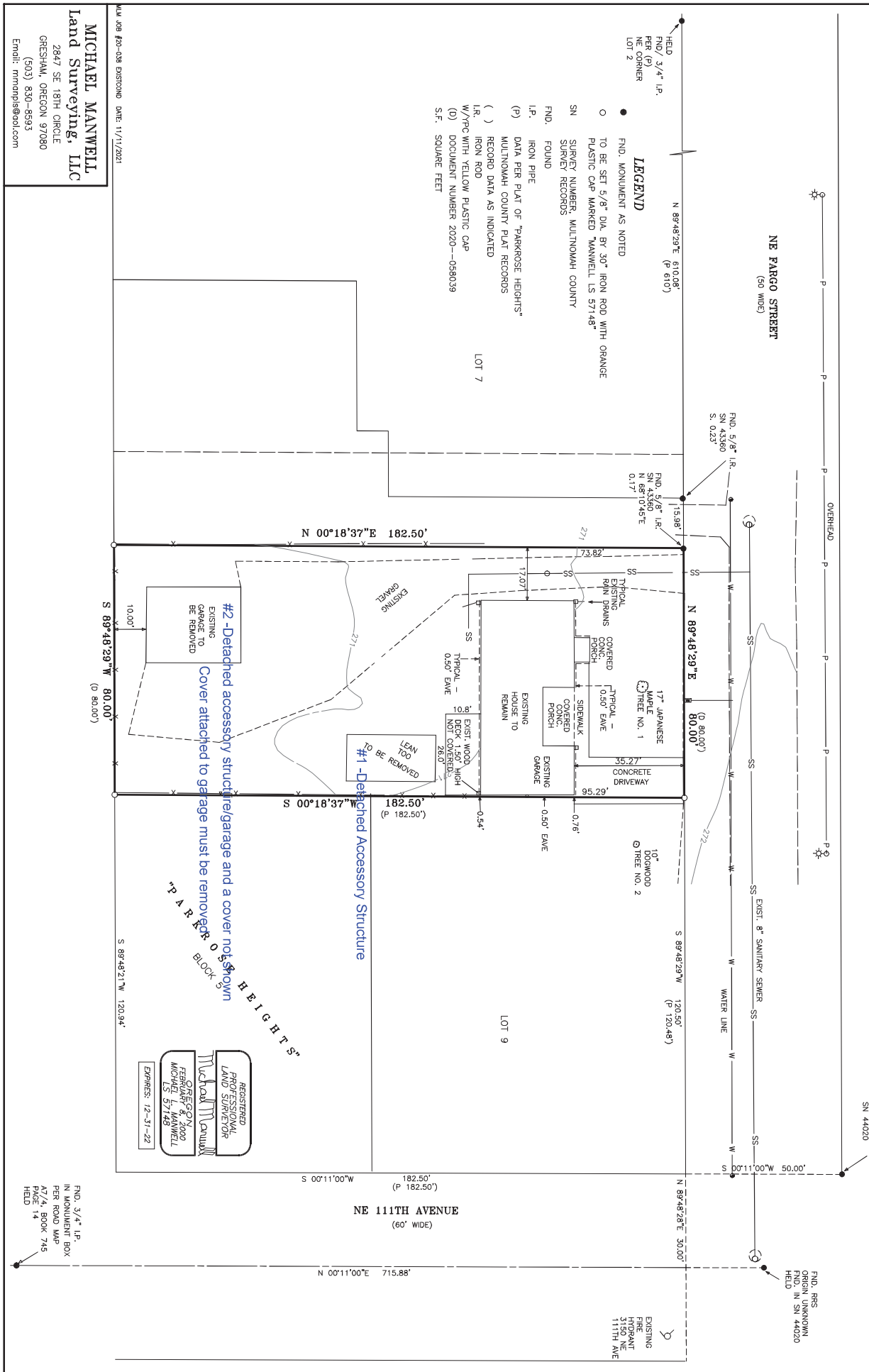


File No.	LU 21 - 058925 LDP
1/4 Section	2741
Scale	1 inch = 200 feet
State ID	1N2E27BA 8000
Exhibit	B Jun 21, 2021



Planners comments:
 #1 - Detached Accessory structure - cover over concrete area
 #2 - Detached Accessory Structure -garage with attached covered area
 *survey does not reflect a covered area attached to this garage which must be removed also

EXISTING CONDITIONS MAP
 A REPLAT OF THE EAST 80.00 FEET OF LOT 8,
 BLOCK 5, "PARKROSE HEIGHTS"
 SITUATED IN THE RANGE 2 EAST, T1N
 TOWNSHIP 11 NORTH, RANGE 2 EAST, W4E
 CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON
 NOVEMBER 11, 2021 SCALE: 1" = 20'



MUL JOB #20-008 EXISTING DATE: 11/11/2021
MICHAEL MANNELL
 Land Surveying, LLC
 2847 SE 18TH CIRCLE
 GRESHAM, OREGON 97080
 (503) 830-8593
 Email: mmanpls@aol.com