



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

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[www.portlandoregon.gov/bds](http://www.portlandoregon.gov/bds)

**Date:** December 31, 2015  
**To:** Interested Person  
**From:** Amanda Rhoads, Land Use Services  
503-823-7837 / [Amanda.Rhoads@portlandoregon.gov](mailto:Amanda.Rhoads@portlandoregon.gov)

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

The Bureau of Development Services has **denied** 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 15-188191 AD** ***HEIGHT ADJUSTMENT FOR NEW MULTI-DWELLING DEVELOPMENT***

#### **GENERAL INFORMATION**

**Applicant:** Raphael Goodblatt  
Ahha Architect Inc  
615 SE Alder St., Suite 203  
Portland, OR 97214

**Owner:** Dov G Sagiv  
6520 SW Seymour St  
Portland, OR 97225-1947

**Site Address:** 1915 SE 12TH AVE

**Legal Description:** BLOCK 125 LOT 7, STEPHENS ADD  
**Tax Account No.:** R794015500  
**State ID No.:** 1S1E02CA 09500  
**Quarter Section:** 3231  
**Neighborhood:** Hosford-Abernethy, contact Joanne Stainbrook at 503-231-9245.  
**Business District:** Central Eastside Industrial Council, contact Peter Fry at 503-274-2744.  
**District Coalition:** Southeast Uplift, contact Bob Kellett at 503-232-0010.  
**Plan District:** Central City - Central Eastside  
**Zoning:** R1 - Medium Density Multi-Dwelling Residential 1,000  
**Case Type:** AD - Adjustment Review  
**Procedure:** Type II, an administrative decision with appeal to the Adjustment Committee.

#### **Proposal:**

The applicant proposes to build a four-unit, multi-dwelling development on the 5,000-square-foot site after demolition of the existing house. In the R1 zone, the maximum height limit is 45 feet, except on the portion of a site within 10 feet of a front property line, where the maximum height is 25 feet. The proposed building closest to the street is located 6 feet from the east property line, with a shed roof sloping up to the north. The building height varies from 32 feet,

8 inches down to 27 feet, 8 inches. Therefore, the applicant requests an Adjustment to Zoning Code Section 33.120.215.B.1 to increase the height limit in the first 10 feet of the front property line from 25 feet to between 27 feet, 8 inches and 32 feet, 8 inches, as shown on the attached plans.

Staff has reviewed the plans and determined that other Adjustments to the Zoning Code are required before permits can be issued for the proposal. The applicant has chosen to proceed with only the height Adjustment at this time. The plans are noted accordingly.

**Relevant Approval Criteria:**

In order to be approved, this proposal must comply with the approval criteria of Title 33. Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F. of Section 33.805.040, Adjustment Approval Criteria, have been met.

## ANALYSIS

**Site and Vicinity:** The 5,000-square-foot site is currently developed with a Rural Gothic-style house constructed in 1885. The house had been listed on the Historic Resources Inventory (HRI) but was removed in 2015. That HRI listing indicates that a former owner was William M Ladd, son of William S Ladd, and an important player in several Portland institutions including the Multnomah County Library, Portland Art Museum and Reed College. Two other structures on the block to the north are National Landmarks, and a third is on the HRI.

The site is directly across the street from the Ladd's Addition Historic District. Ladd's Addition is Portland's oldest planned residential community (1891) and one of the oldest in the western United States. Ladd's radial street plan marked a dramatic break in Portland's typical grid street pattern. Parking strips are lined with mature street trees, green archways of elms and maples. SE 12<sup>th</sup> is also characterized by mature street trees in the public right-of-way and mature trees on private properties with frontage along this street.

A band of medium-density R1 zoning runs along both sides of SE 12<sup>th</sup> Avenue, serving as a transition between the R5 single-dwelling zoning of Ladd's Addition Historic District to the east, which has the Historic Resource Overlay Zone, and the EXd and IG1 employment and industrial zoning to the west. The site is at the easternmost boundary of the Central City Plan District and the Central Eastside Subdistrict. Development along SE 12<sup>th</sup> Avenue near the site is predominantly made up of houses and multi-dwelling structures built as far back as the mid-1860s, with most development constructed by 1930. Some newer townhomes, apartments and an auto shop are also in the immediate area.

SE 12<sup>th</sup> Avenue is one way and is classified in the Transportation System Plan as a City Walkway and City Bikeway, a Transit Access Street, Major City Traffic Street and Community Corridor. The number 70 bus line runs along 12<sup>th</sup> Avenue.

**Zoning:** The Residential 1,000 (R1) is a medium density multi-dwelling zone. It allows approximately 43 units per acre. Density may be as high as 65 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to four story buildings and a higher percentage of building coverage than in the R2 zone. The major type of new housing development will be multi-dwelling structures (condominiums and apartments), duplexes, townhouse, and rowhouses. Generally, R1 zoning will be applied near Neighborhood Collector and District Collector streets, and local streets adjacent to commercial areas and transit streets. Newly created lots in the R1 zone must be at least 10,000 square feet in area for multi-dwelling development. There is no minimum lot area for development with detached or attached houses or for development with duplexes. Minimum lot width and depth standards may apply.

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation management Plan. The

Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the Central Eastside Subdistrict of this plan district.

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

**Summary of Applicant's Statement:** Applicants must submit a narrative making a case for why the proposal meets the relevant approval criteria and should be approved. The narrative provided by the applicant stated, “[t]he first two design goals were to provide maximum solar access and on-site parking.” The narrative indicated that the purpose of the regulation was met since the design did not maximize the density (incorrectly stating the site could accommodate 6 dwelling units instead of 5) and provided off-street parking. “Solar access” appears to refer here to the number of windows facing south.

The applicant states, “[t]he garage keeps the car off the street, but raises the height of the building 7’. If not for the garages, the building would comply with the zoning regulation.” The applicant submitted photos of a few nearby buildings. For one of them, the narrative states, “While this is a nice building, it does not provide parking.”

The applicant did not submit more information in response to requests to more directly respond to the purpose statements for the height regulation, how the proposal might affect livability or appearance, and mitigation offered for the requested Adjustment.

**Staff note:** On-site parking is not required for a development of this scale on a street with a bus line (number 70) providing frequent peak-hour service. Neither on-site parking nor solar access are required to be met or are mentioned in the approval criteria for this Adjustment.

**Public Review:** A “Notice of Proposal in Your Neighborhood” was mailed **December 1, 2015**.

**Agency Review:** The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services (Exhibit E.1);
- Water Bureau (Exhibit E.2);
- Fire Bureau (Exhibit E.3);
- Site Development Section of BDS (Exhibit E.4);
- Bureau of Transportation (Exhibit E.5); and
- Life Safety (Building Code) Plans Examiner (Exhibit E.6).

Additionally, the Bureau of Environmental Services noted the following:

The planner and applicant should recognize that pollution reduction for the stormwater runoff from the paved surfaces was not indicated on the provided Garage Level/Site Plan. These facilities will need to be provided as part of the building permit’s stormwater report and this may impact the current layout. Pervious pavement or a vegetated planter sized for pollution reduction with discharge to the proposed drywell would each be a reasonable alternative.

Also, due to high groundwater in the area the applicant will need to demonstrate that separation requirements can be met from the base of the drywell to the seasonally adjusted groundwater level prior to approval. There may be significant layout impacts if a drywell cannot be used.

The Life Safety Plans Examiner reminded the applicant that a 35-day demolition delay will apply to the demolition of the house on the site, commencing when the demolition permit application is received and intake fees are paid.

**Neighborhood Review:** Two written responses were received from the Neighborhood Association and notified property owners in opposition to the proposal. Several areas of concern and direction for the designer were presented:

- The height increase is not warranted and will “be more imposing on the street...Having the height limit in place is important to the character of the street. It would be a mistake to allow an exception here.”
- The design should be oriented toward the street. “Look at the context around the site and proudly respond to the residential house to the north and those across the street. Make the pedestrian experience a pleasant one...Many of the houses and multiplex buildings on 12<sup>th</sup> toward Hawthorne have big porches and welcoming stairs that face the street.”
- The large oak tree in the southeast corner of the lot should be saved. “It is established and healthy and has many years left to live.”

One letter requested that the garages be covered due to transients in the area. The renderings do make the garages on the front building appear to be open-air; however, staff understands that the intent was to demonstrate how the development would look if the garage doors were raised, not to indicate that there would be no garage doors.

## ZONING CODE APPROVAL CRITERIA

### 33.805.010 Purpose (Adjustments)

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

### 33.805.040 Approval Criteria

Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F. below have been met.

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

**Findings:** The purpose statements for height are found in Zoning Code Section 33.120.215.A, and are copied below.

Purpose: the height standards serve several purposes:

- They promote a reasonable building scale and relationship of one residence to another;
  - They promote options for privacy for neighboring properties; and
  - They reflect the general building scale of multi-dwelling development in the City's neighborhoods.
- *They promote a reasonable building scale and relationship of one residence to another;*

In the R1 zone the maximum height is 45 feet, except on the portion of a site within 10 feet of a front property line, where the maximum height is 25 feet. This two-tiered approach steps the maximum building height down for buildings that are close to the front property line and the abutting right-of-way, to achieve a more pedestrian-scale streetscape. While the proposed development complies with the overall height limit, the proximity of the front building to the front property line causes it to exceed the 25 foot height limit within the first 10 feet of the property.

Given the orientation of the shed roof, the highest point of the building is located 6 feet from the front property line and is 30 percent taller than allowed,. While the applicant

has shifted the building back slightly, from 3 feet to 6 feet, the building has not changed its shed roof form with the highest point at the north end of the building, nor has it changed its orientation (which is currently oriented away from the street, toward the side lot line and the drive aisle). The design creates a condition that maximizes the impact of the additional height on the neighbors and in the front of the property.

The development is designed with no entrances on the street-facing façade of the front building. There is one small slider window on the first story of the front building, opening to the garage. Garages make up the first story of each of the buildings, with each unit of the development granted a generous 2-car garage measuring 475 square feet on the interior. Access to the living spaces is provided through an open stairway between each garage to a second story. This lack of connection with the street and the emphasis on vehicle areas in the design are not consistent with all of the original buildings along SE 12<sup>th</sup> Avenue and does nothing to establish a relationship between other residences and the proposed buildings.

The historic single-dwelling residences and several of the historic multi-dwelling structures along 12<sup>th</sup> within 3 blocks have a clear transition from public space (sidewalk) to private space, through a front yard, steps and an elevated front porch. The two multi-dwelling structures to the south and southeast of the subject site, which were constructed more recently, do not create a framework for additional auto-oriented development given the development pattern along the rest of the street.

Because of the building's design and the emphasis on accommodating vehicles, the proposal is inconsistent and in sharp contrast to existing development that is oriented to the street and the public realm. The proposal does not promote a reasonable building scale or a reasonable relationship with other nearby buildings. This proposal for an increased height limit does not equally or better meet this purpose statement.

- *They promote options for privacy for neighboring properties; and*

A second-story balcony with sliding glass doors on the front façade was added in response to staff's concerns regarding lack of connection with the street. However, given the mature street trees across SE 12<sup>th</sup> Ave., this balcony will not result in a reduction of privacy on nearby lots.

In the final set of designs submitted prior to the public notice, the applicant minimized the number and size of windows on the sides of the buildings closest to adjacent properties. Since the side and rear building setbacks are met, this revision is unnecessary and results in awkward and unattractive building façades facing adjacent properties.

In the latest iteration of plans, a pair of single-hung windows on the front façade, opening into the garage, were removed and replaced by a smaller slider-style window into the garage at a higher level. It is not clear why a smaller window would be preferred in this area where there is an issue with a lack of visual connections with the street. Larger windows would not impact privacy on this level, for residents at the subject site or for adjacent properties.

The proposal for an increase in height in the first 10 feet of front setback does not result in reduced privacy for neighboring properties that are across SE 12<sup>th</sup> Ave. from the proposed building and thus is adequately separated.

- *They reflect the general building scale of multi-dwelling development in the City's neighborhoods.*

The R1 zone is characterized by 1-4 story buildings, including duplexes, townhouses, rowhouses, and condominiums and apartments. The proposed development includes

two three-story buildings with approximately 950 square feet of ground-level parking in each building. Most of the rest of the site is proposed to be paved to accommodate drive aisles to the onsite parking. The exception is the side and rear building setbacks, which also serve as the required outdoor areas. The other original multi-dwelling development along SE 12<sup>th</sup> in this area has no onsite parking, and is built, like the two multi-dwelling properties to the north of the subject site, with porches, decks and a stepping up from the pedestrian scale to the private space. No other sites along 12<sup>th</sup> Avenue have multiple buildings on the same site, and the pattern for the original buildings is to have an entrance facing SE 12<sup>th</sup>.

The Portland Zoning Code underwent a substantial revision for 1991. This overhaul resulted in significant changes for many of the base zones and their development standards. For the R1 zone, there were substantial changes to the regulations for the front setback. Before 1991, the front setback for the R1 zone had been 15 feet. Early discussion drafts of the new code had reduced this to 10 feet, which was largely made consistent across the multi-dwelling zones. In the final, adopted draft, the R1 front setback was reduced to 3 feet, with the added regulation that the height limit be reduced for buildings located in the first 10 feet of the property. Similar provisions were added to the RH and RX zones as well, and are still in place for the RH zone. This reduction, being such a departure from the previous regulations, was not an attempt to reduce the setback fully, but rather to allow building closer to the front property line that would step up from the pedestrian space and provide a human scale to development.

Setback regulations for buildings along a transit street are intended to result in an inviting, pedestrian-friendly environment. The proposed height increase would result in a taller building that is not consistent with the developed standards that are intended to result in a pedestrian-friendly streetscape.

The current design is made up of two separate buildings on a 5,000-square-foot site, with the taller, flat façade 6 feet from the property line, and the pedestrian access located within the site on the drive aisle rather than facing the street. These elements make for a development typology that does not reflect the building scale of multi-dwelling development in the area.

While the R1 height standard has been adjusted several times in the past, in most circumstances the Adjustment was granted because of site constraints (odd or angled front property line, steep grade changes) or the approval allowed the development to be more consistent with the surrounding pattern of development. In most cases, the approval had conditions and mitigation included, such as wall articulation, generous windows, landscaping, and other ways to improve the pedestrian environment. In this case, the site does not have similar constraints and the design is not consistent with the surrounding historic development pattern of single- and multi-dwelling development. The proposal does not equally or better meet the purpose regarding reflecting the general building scale of multi-dwelling development in the neighborhood.

For the reasons stated above, the proposal does not equally or better meet the purpose for the height regulation in multi-dwelling zones, and therefore this criterion is not met.

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

**Findings:** As noted by both letters received during public comment period, the proposal detracts from the livability of the street not only by proposing the taller building with shed roof closer to the property line than allowed, but also by ignoring

SE 12<sup>th</sup> through orienting the pedestrian entrances toward the site's vehicle areas. The main floor is made up of garages instead of living space, leading to further disconnection between the living areas and the street. This orientation and the primacy of the vehicle areas on the ground floor creates an unfriendly pedestrian environment that will detract from both the appearance and livability of the street. The increased height so close to the front property line and the shed roof maximizes the bulk in the first 10 feet of the property and will decrease the quality of the pedestrian experience along this frontage.

For these reasons, this criterion is not met.

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

**Findings:** For this proposal, the applicant has only requested one Adjustment to a single standard. Therefore, this criterion will not be considered for this review.

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

**Findings:** City designated resources are shown on the zoning map by the 's' overlay; historic resources are designated by a large dot, and by historic and conservation districts. While the house on the site was listed on Portland's Historic Resources Inventory for the past 30 years, in 2015 the owner removed the listing from the inventory. Therefore, there are now no such resources present on the site and this criterion is not applicable.

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

**Findings:** The impacts of allowing this development to be built 30% taller than the maximum height limit of 25 feet at 6 feet from the front property line include excessive bulk and massing close to the property line; the flat façade (as opposed to a tiered transition from public to private realm); location of vehicle area throughout the ground floor, rather than activated living space; and the building's orientation away from the street lot line, with no entrance and only a small slider window on the first story facing the street.

The original proposal called for the front building to be built at 3 feet from the property line. The changes made to mitigate for the taller height over the course of this land use review include the following:

- Pushing the building back 3 additional feet;
- Adding a second-story, 2.5-foot deep balcony with roof on the front façade of the easternmost building; and
- Adding more horizontal bands and shifts in color and possibly material (materials are not called out) to break up the building façades.

These changes are insufficient to overcome the impacts created by the increased massing in the first 10 feet of the site, which are compounded by the impacts of orienting the front building away from the street. The resulting front façade is massive enough to overwhelm the streetscape in this historic area where the existing development pattern includes strong connections to the pedestrian realm by main entrances oriented to the street, steps, porches, and other similar transitions from public to private space.

No building sections are provided, and the materials are not identified. One way to mitigate against a taller building is to create more visual interest in the pedestrian environment. Often visual interest can be created through using a higher quality of materials in the windows, siding, trim, etc.; recessing the windows and doors into the

wall plane more deeply to increase the “punch” and the change in plane; and using thicker siding material with greater shadow lines more consistent with historic materials seen in Ladd’s Addition across the street. The information provided does not indicate whether any of these steps have been taken, but it does not appear from the elevations or the renderings that they have. Given the lack of pedestrian entryway and the limited windows on the front façade at ground level, and the garages making up the entire first story of both buildings, visual interest at the ground level is minimal.

The applicant’s narrative stated that the height adjustment is required as a result of having garages at the main level, rather than living space. Since off-street parking is not required for this development, the project could be redesigned to reconfigure the parking or remove it altogether so that the proposal can better meet the development standards.

For the reasons above, this criterion is not met.

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

**Findings:** Environmental overlay zones are designated on the Official Zoning Maps with either a lowercase “p” (Environmental Protection overlay zone) or a “c” (Environmental Conservation overlay zone). As the site is not within an environmental zone, this criterion is not applicable.

## DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit. The applicant has been notified that the proposal as currently configured would require at least one additional Adjustment to development standards.

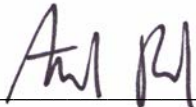
## CONCLUSIONS

The applicant has not demonstrated that the proposal equally or better meets the purpose for the height regulations, nor that the proposal does not detract from livability and appearance of the area. The applicant has not provided sufficient mitigation for impacts the development would cause on neighboring properties and the larger area. The proposal cannot meet the approval criteria, and should be denied.

## ADMINISTRATIVE DECISION

**Denial.**

**Staff Planner: Amanda Rhoads**

**Decision rendered by:**  **on December 29, 2015**  
By authority of the Director of the Bureau of Development Services

**Decision mailed: December 31, 2015**

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



**Procedural Information.** The application for this land use review was submitted on June 19, 2015, and was determined to be complete on **November 24, 2015**.

*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 19, 2015.

*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 23, 2016.**

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

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

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

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

**Appealing this decision.** This decision may be appealed to the Adjustment Committee, which will hold a public hearing. Appeals must be filed **by 4:30 PM on January 14, 2016** at 1900 SW Fourth Ave. Appeals can be filed at the Development Services Center Monday through Wednesday and Fridays between 8:00 am to 3:00 pm and on Thursdays between 8:00 am to 12:00 pm. After 3:00 pm Monday through Wednesday and Fridays, and after 12:00 pm on Thursdays, appeals must be submitted at the reception desk on the 5<sup>th</sup> floor. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

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

**Attending the hearing.** If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Adjustment Committee is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within

21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

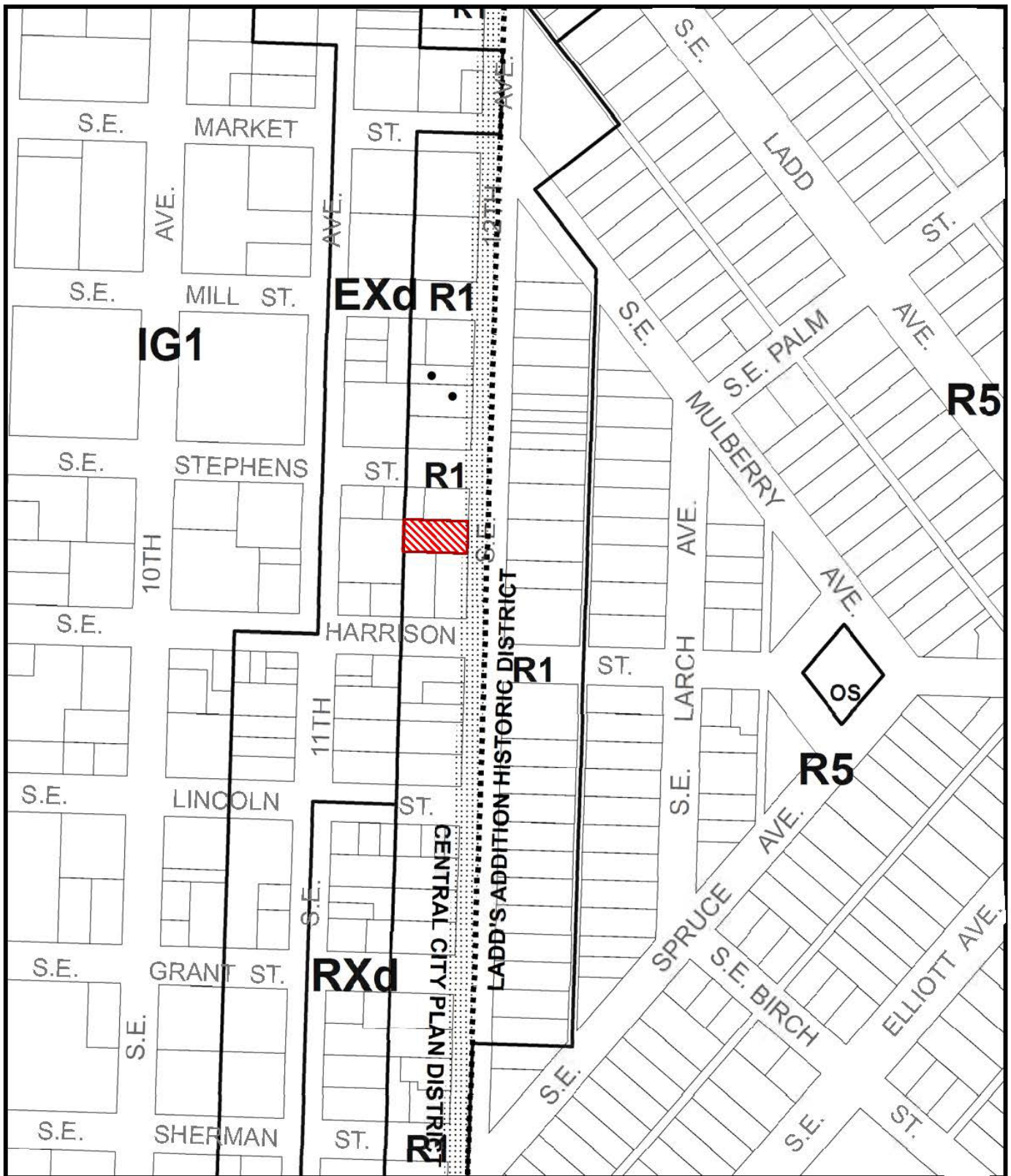
Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Adjustment Committee an opportunity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

### **EXHIBITS**

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
  - 1. Applicant Narrative, June 19, 2015
  - 2. Original Plan Set (superseded), June 19, 2015
  - 3. Response to Incomplete Letter, September 11, 2015
  - 4. Revised Plan Set (superseded), September 11, 2015
  - 5. AutoTurn Analysis, September 11, 2015
  - 6. Meeting Notes, October 2, 2015
  - 7. Plan Set, Third Version, November 18, 2015
  - 8. Plan Set, Third Version, Full Size, November 18, 2015
  - 9. Direction to Proceed with Height Adjustment Only, November 24, 2015
- B. Zoning Map (attached)
- C. Plans/Drawings:
  - 1. Existing and Proposed Site Plan, Floor Plans and Building Renderings (attached)
  - 2. East, South and North Building Elevation Drawings (attached)
  - 3. Garage-Level Site Plan
  - 4. Full-Sized Plan Set
- D. Notification information:
  - 1. Mailing list
  - 2. Mailed notice
- E. Agency Responses:
  - 1. Bureau of Environmental Services
  - 2. Bureau of Transportation
  - 3. Water Bureau
  - 4. Fire Bureau
  - 5. Site Development Review Section of BDS
  - 6. Life Safety (Building Code) Plans Examiner
- F. Correspondence:
  - 1. Joanne Stainbrook, Hosford-Abernethy Neighborhood District Association member, December 21, 2015, in opposition
  - 2. Matthew and Diane Masini, December 22, 2015, in opposition
- G. Other:
  - 1. Original Land Use Application and Receipt
  - 2. Incomplete Letter, July 9, 2015
  - 3. Email to Applicant Responding to New Submittal, September 16, 2015
  - 4. Notice of Upcoming Incomplete Period Expiration, November 12, 2015
  - 5. Historic Resources Inventory Listing for 1915 SE 12<sup>th</sup> Avenue
  - 6. Letter Notifying Property Owner Property Removed from Historic Resources Inventory as Requested, June 30, 2015

**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



NORTH

This site lies within the:  
CENTRAL CITY PLAN DISTRICT  
CENTRAL EASTSIDE

File No. LU 15-188191 AD

1/4 Section 3231

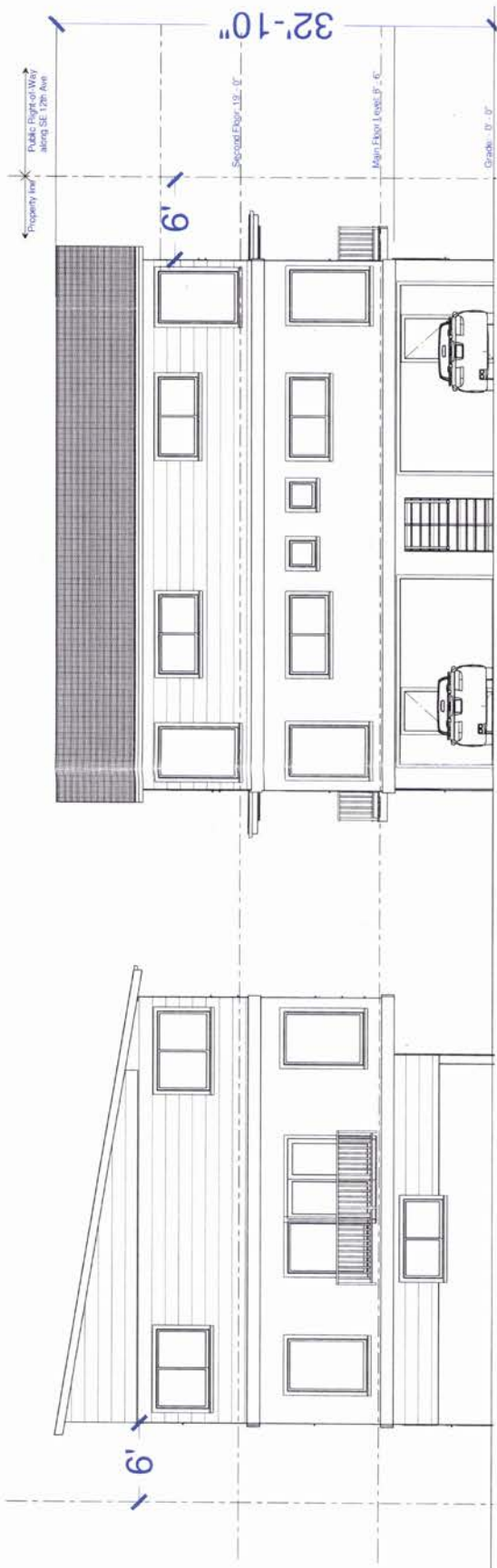
Scale 1 inch = 200 feet

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Exhibit B (Jun 23, 2015)

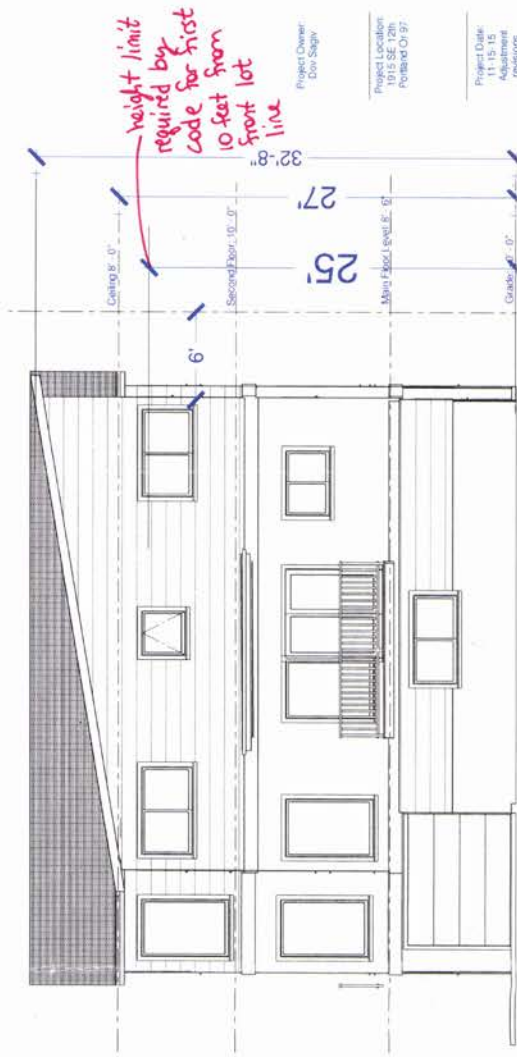






1 South Elevations  
Scale: 1/4" = 1'-0"

DENIAL



3 North Elevations  
Scale: 1/4" = 1'-0"

2 East Elevation (Elevation @ SE 12th)  
Scale: 1/4" = 1'-0"

CASE NO. LA 15-188191 AD  
EXHIBIT C.2

A-2

Project Owner:  
Dow Sign

Project Location:  
1115 SE Main St.  
Portland, OR 97214

Project Date:  
11-15-15  
Architect:  
ahha inc