



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

Dan Saltzman, Commissioner
Paul L. Scarlett, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portlandoregon.gov/bds

Date: April 5, 2016
To: Interested Person
From: Kathleen Stokes, Land Use Services
503-823-7843 / Kathleen.Stokes@portlandoregon.gov

NOTICE OF A TYPE II 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 16-109382 AD

GENERAL INFORMATION

Applicant: Jeff Stern, In Situ Architecture
811 E Burnside St #216
Portland OR 97214

Owners: Robert T and Kelly C Milford
6141 SW Seymour St
Portland, OR 97221

Site Address: 6141 SW SEYMOUR ST

Legal Description: BLOCK 1 LOT 16, RALEIGH HILLS
Tax Account No.: R685300340
State ID No.: 1S1E18BB 01200
Quarter Section: 3523
Neighborhood: Bridlemile, contact Claire Colman-Evans at 503-740-7460.
District Coalition: Southwest Neighborhoods Inc., contact Leonard Gard at 503-823-4592.
Zoning: R10 (Residential 10,000, Low Density Single-Dwelling)
Case Type: Adjustment Review
Procedure: Type II, administrative decision with appeal to Adjustment Committee.

Proposal: The applicant/owners are proposing construction of a new detached garage, 21.5 feet wide (north/south) by 20 feet, 10 inches deep (east/west). The structure would be located between 9 feet, 3 inches and 4 feet from the angled north (rear) property line and parallel with the existing carport, which is attached to the street-facing wall of the dwelling unit that has the main entrance. (The attached carport makes this the shorter of two street-facing walls on this façade of the dwelling unit). The proposed garage would have roof eaves that are 1 foot, 9 inches wide, extending to 2 feet, 3 inches from the north property line at the closest point.

The Portland Zoning Code, Title 33, generally requires structures in the R10 zone to be located a minimum of 20 feet from the front property line and 10 feet from side and rear property lines. Roof eaves may project 20% into the setback, or up to 8 feet from the property line.

Garages are required to be located no closer to the street lot line than the longest street-facing wall of the dwelling unit, when that façade also contains the main entrance to the residence. Requests for exceptions to these regulations are approved through Adjustment Reviews, when the relevant approval criteria are met or if the criteria can be met through reasonable conditions of approval.

Therefore, the applicant/owners are requesting approval of Adjustments:

- 1) To Code Section 33.110.220 B, to reduce the minimum north building setback from 10 feet to a distance that varies from 9.25 to as little as 4 feet for the building wall and from 8 feet to a distance that varies from 7.5 feet to as little as 2.25 feet for the roof eave; and
- 2) To Code Section 33.110.253 F, to allow the detached garage to be located forward of the dwelling unit. (The longest street-facing wall of the dwelling unit is about 52 feet from the street lot line on SW Hamilton Way. The proposed garage would be located at a distance of approximately 28.5 to 33 feet from the curving portion of the street lot line on SW Hamilton Way).

Relevant Approval Criteria: To be approved, this proposal must comply with the approval criteria of 33.805.040 A.-F., Adjustments, cited below.

ANALYSIS

Site and Vicinity: The site is a 21,000 square-foot lot that is located on the northeast corner of the intersection of SW Seymour Street and SW Hamilton Way. The site is developed with a single-dwelling residence that was constructed in 1957. A terraced yard and deck with side entry faces SW Seymour. A terraced stairway, leading to the main entrance faces SW Hamilton Way. Vehicular access is also provided from SW Hamilton Way, with a driveway that connects to the entrance of an attached carport on the west side of the house.

The area around the site is developed with other single-dwelling residences, in a variety of ages and architectural styles. A natural area, protected with an Open Space zone designation and an Environmental Conservation Overlay is located one block to the east/southeast. There are also additional areas with the Environmental Conservation Overlay to the north and the south of the site. SW Hamilton Way is undeveloped for vehicular access in the area beyond the applicant's site.

Zoning: This site is zoned R10, or Residential 10,000, Low Density Single-Dwelling. This zone is intended for areas with public services but which are subject to significant development constraints. Single-dwelling residential is the primary use. The maximum density is generally 4.4 units per acre.

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

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **February 25, 2016**. The following Bureaus have responded with no issues or concerns:

- Environmental Services indicated that building permit plans must show a safe storm water disposal location that does not impact adjacent properties and/or structures (Exhibit E-1).
- Water Bureau provided information on the existing water service for the site and discussed requirements for new and existing water services (Exhibit E-2).
- Life Safety Plan Review Section of BDS provided information on requirements for submittal for building permit review (Exhibit E-3).
- Transportation Engineering, Fire Bureau and the Site Development Section of BDS each sent a response of "no concerns," without any additional comments (Exhibit E-4).

Neighborhood Review: One written response to the proposal was received from an attorney who represented some notified property owners. The attorney indicated that the application was not supported by any narrative statement that addresses the approval criteria. That letter

went on to state that without such a submittal, the proposal could not be approved, as the applicant bears the burden to demonstrate that the criteria are met (Zoning Code Section 33.800.060). The letter also raised the L'Heureux v. City of Portland LUBA case and the need to address the, "equally or better meet the purpose of the regulation," criterion. The letter also stated that the front, rear, and side property line were inaccurately indicated on the site plan. (Exhibit F-1).

Staff Note: The letter alleges that the lawyer's firm requested a copy of the Application narrative from BDS on March 11. It is not clear to whom this request was made, but the assigned staff person for this case did not receive this request, by phone, by letter or by email. On March 16th, the day before the end of the comment period, an email was sent to staff at 4:37 PM that requested electronic copies of the application "submittal documents" for this case (Exhibit G-2). Staff first saw the email the next morning, March 17, and replied at 8:34 AM, informing this representative that we did not have an electronic copy of the submittal, but that the file was available for review and gave the phone number to make an appointment to come and review the file. Staff also warned that this was the last day to submit comments (Exhibit G-3). Later that day, the lawyer submitted the letter described above to staff, via email.

Following receipt of the letter, staff contacted the lawyer, by telephone, and informed him that a written narrative addressing the approval criteria had been submitted and had been available in the file for review. A copy of the narrative was then forwarded to the attorney. During the telephone conversation with the lawyer, staff also advised him of the definitions of lot lines contained in Title 33, Chapter 33.910, Definitions, and noted that these property lines were accurately indicated on the site plan that accompanied the Notice of Proposal (i.e. The shortest street-abutting lot line is the front, regardless of where the front entrance is located. The lot line that is parallel to the front lot line, on the opposite side of the lot is the rear. The other lot lines are side lot lines). The site plan was inaccurately labeled by staff as having a "side" lot line on the north. This is actually the rear property line, but has the same 10-foot minimum setback requirement as a side property line setback requirement in the R10 zone. A copy of the attorney's letter was also forwarded to the applicant, with the advice of staff to attempt to confer with the concerned neighbors. The applicant subsequently responded to staff and asked for the decision to be postponed. (Exhibit A-3).

ZONING CODE APPROVAL CRITERIA

33.805.010 Purpose of 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 to provide certainty and rapid processing for land use applications.

33.805.040 Adjustment Approval Criteria

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

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

Findings: The applicants are requesting approval of two Adjustments:

Adjustment 1, to Code Section 33.110.220 B, to reduce the minimum rear building setback from 10 feet to a distance that varies from 9.25 to as little as 4 feet for the building wall and from 8 feet to a distance that varies from 7.5 feet to as little as 2.25 feet for the roof eave.

The purpose of the setback regulations is stated in Zoning Code Section 33.110.220 A. This code section states that the regulations serve several purposes: The regulations are intended to maintain light, air, separation for fire protection, and access for fire fighting. Setback standards also reflect the general building scale and placement of development in the City's neighborhoods and promote a reasonable physical relationship between residences. They promote options for privacy for neighboring properties and provide adequate flexibility to site a building so that it may be compatible with the neighborhood, fit the topography of the site, allow for required outdoor areas, and allow for architectural diversity. They require larger front setbacks than side and rear setbacks to promote open, visually pleasing front yards.

The applicant noted in the narrative that addresses the approval criteria, that the proposed garage, "is small with only a 20'-10" long by approximately 10' high wall at the north elevation." The narrative also noted that the angled property line creates a varying setback from the proposed location, from 4 feet to as much as 9.25 feet. This ensures that there is separation from the property to the north that will maintain light and air and also be adequate for fire protection and access for fire fighting. The narrative also explains that, "the garage is small in scale, set well back from unimproved SW Hamilton Way, and is built into the existing hill on three sides to reduce its height." Staff concurs with the conclusion in the narrative that this proposal, "is consistent with the house and the neighborhood."

This conclusion indicates that the proposed location for this structure reflects the building scale and placement of development in the neighborhood and also promotes a reasonable physical relationship between residences, due to its placement at 28 to 33 feet back from SW Hamilton Way and its low profile, tucked into hillside.

As there are no windows that are proposed to face the north property line, options for privacy will still be promoted for the neighboring property. The sloping roof of the garage follows the slope of the grade where it is proposed to be located. The proposed position of the structure creates unity with the existing development on the site, while preserving required outdoor areas. The design of the building is in character with the existing residence, representing a quality example of mid-century residential architecture that is intimately connected to the characteristics of the site. The front yard is adjacent to the SW Seymour Street right-of-way and is not impacted by the requested reduction in the rear setback. Therefore, for this adjustment, the purpose of the setback regulation is equally met and this criterion has been met.

Adjustment 2, to Code Section 33.110.253 F, to allow the detached garage to be located forward of the longest street-facing wall of the dwelling unit. (The longest street-facing wall of the dwelling unit is about 52 feet from the street lot line along SW Hamilton Way. The proposed garage would be located at a distance of approximately 28.5 to 33 feet from the curving portion of the street lot line on SW Hamilton Way).

The purpose for this regulation and other regulations related to garages are stated in the Code, as follows: "These standards

- *Together with the window and main entrance standards, ensure that there is a physical and visual connection between the living area of the residence and the street;*
- *Ensure that the location and amount of the living area of the residence, as seen from the street, is more prominent than the garage;*
- *Prevent garages from obscuring the main entrance from the street and ensure that the main entrance for pedestrians, rather than automobiles, is the prominent entrance;*
- *Provide for a more pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk; and*

- *Enhance public safety by preventing garages from blocking views of the street from inside the residence.*

The house was designed and constructed with a main entrance that is defined by the use of color and materials that contrast with the main façade of the house. The entrance faces SW Hamilton Way and is linked to the street edge by a terraced stairway. The existing carport and the proposed garage location are set to the far north edge of the property, beyond the living area of the residence. From the vantage of SW Seymour, the south façade of the house has a glass patio door entrance that leads onto a deck and provides additional visual contact between the living area of the residence and the street. Due to these facts, the location of the proposed garage will still meet the purpose of this regulation because it will have no impact on the physical and visual connection between the living area of the residence and the street. The location and amount of living area of the residence, as seen from the street, will be more prominent than the garage. The proposed structure will not obscure the main entrance, as viewed from either SW Hamilton Way or SW Seymour Street. The building will not dominate the view of the neighborhood from the sidewalk and will not block views of the street from inside the residence. Therefore, for this Adjustment, this criterion is met.

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

Findings: The small garage structure that is proposed will be tucked into the hillside slope, away from the living area of the residence. The design and location of the garage is intended to appear as a component of the original architectural statement of the residence and echoes the placement of garages in side and rear setbacks that are commonly seen in Portland residential areas. It will not look out of scale or out of appropriate relationship with the residence or the neighboring properties and will not impact interaction between the living area of the residence and the public streetscape. This means that approval of the requests to reduce the required setback from the north property line and to place the garage forward of the longest street-facing wall of the dwelling unit are not expected to significantly detract from the livability or appearance of the residential area. Therefore, this criterion is met.

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

Findings: Two Adjustments are being requested. No cumulative adverse effects of approval of the adjustments have been identified but the exceptions may, nevertheless, be found to be consistent with the overall purpose of the zone. The purpose for the single dwelling zones states:

The single-dwelling zones are intended to preserve land for housing and to provide housing opportunities for individual households. The zones implement the comprehensive plan policies and designations for single-dwelling housing.

The development standards preserve the character of neighborhoods by providing six different zones, with different densities and development standards. The development standards work together to promote desirable residential areas by addressing aesthetically pleasing environments, safety, privacy, energy conservation, and recreational opportunities. The site development standards allow for flexibility of development while maintaining compatibility within the City's various neighborhoods. In addition, the regulations provide certainty to property owners, developers, and neighbors about the limits of what is allowed. The development standards are generally written for houses on flat, regularly shaped lots. Other situations are addressed through special regulations or exceptions.

The garage will provide convenient parking and storage for the existing single-dwelling residential use on this site. The structure will have a low profile and the location of the garage is tucked to the side of the house and away from any other surrounding residences. Therefore, it will still be consistent with the intent of the development standards to maintain an aesthetically pleasing environment. The garage will not impede safety of intrude into the privacy of adjacent properties. The location will have no impact on energy conservation and will preserve areas that allow recreational opportunities. The location and design of the structure respect the architectural integrity of the previous development of the site and still meets the purpose of the regulations for which exceptions have been requested. Therefore, for both of the requested Adjustments, this criterion is met.

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

Findings: City-designated scenic resources are shown on the City's zoning maps by an "s" or Scenic Overlay Zone. City-designated historic resources are shown on the City's zoning maps, either as an adopted landmark, or as a site that is located within the boundaries of a Conservation or Historic District. There are no City-designated scenic or historic resources on the site. Therefore, this criterion does not apply.

E. Any impacts resulting from the adjustment are mitigated to the extent practical.

Findings: No potential impacts from approval of the requested Adjustment have been identified by staff. Therefore, no mitigation is needed and this criterion is met.

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

Findings: Environmental zones are designated with either a lower case "c," for the Environmental Conservation Overlay, or "p," for the Environmental Protection Overlay. The site is not located in an environmental zone. Therefore, this criterion does not apply.

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.

CONCLUSIONS

All of the relevant approval criteria have been met for the requested Adjustments. The request for an Adjustment to reduce the minimum building setback from the north (side) property line. meets the purposes for building setbacks because the proposed building location will maintain light, air and options for privacy and will not cause fire safety issues. It will be consistent with the scale and placement of structures in the area and the relationship of residences to one another. The fact that the building is proposed to be closer to the street lot line than the longest wall of the living area of the residence will not block the prominence of the front entrance, nor will it negatively impact the pedestrian environment and the ability to interact between the living area of the residence and the street. The location of the structure will not significantly detract from the appearance or the livability of the surrounding area. The proposal can be approved in general compliance with the site plan and elevation drawings.

ADMINISTRATIVE DECISION

Approval of Adjustments:

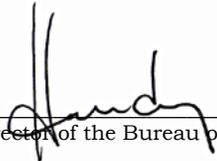
- 1) To Code Section 33.110.220 B, to reduce the minimum rear building setback from 10 feet to a distance that varies from 9.25 to as little as 4 feet for the building wall and from 8 feet to a distance that varies from 7.5 feet to as little as 2.25 feet for the roof eave , and
- 2) To Code Section 33.110.253 F, to allow the detached garage to be located forward of the dwelling unit,

in general compliance with the approved site plan and elevation drawings, Exhibits C-1 through C-4, signed and dated, April 1, 2016, subject to the following condition:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.4. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 16-109382 AD."

Staff Planner: Kathleen Stokes

Decision rendered by: _____ **on April 1, 2016**
By authority of the Director of the Bureau of Development Services



Decision mailed: April 5, 2016

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 January 22, 2016, and was determined to be complete on **February 19, 2016**.

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 January 22, 2016.

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 extended the 120-day review period by one week, as noted in Exhibit A-4. Unless further extended by the applicant, **the 120 days will expire on: June 25, 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 April 19, 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 5th 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.

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.

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- *Unless appealed*, The final decision may be recorded on or after **April 20, 2016 (the day following the last day to appeal)**.
- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- **By Mail:** Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- **In Person:** Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the

County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034
For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

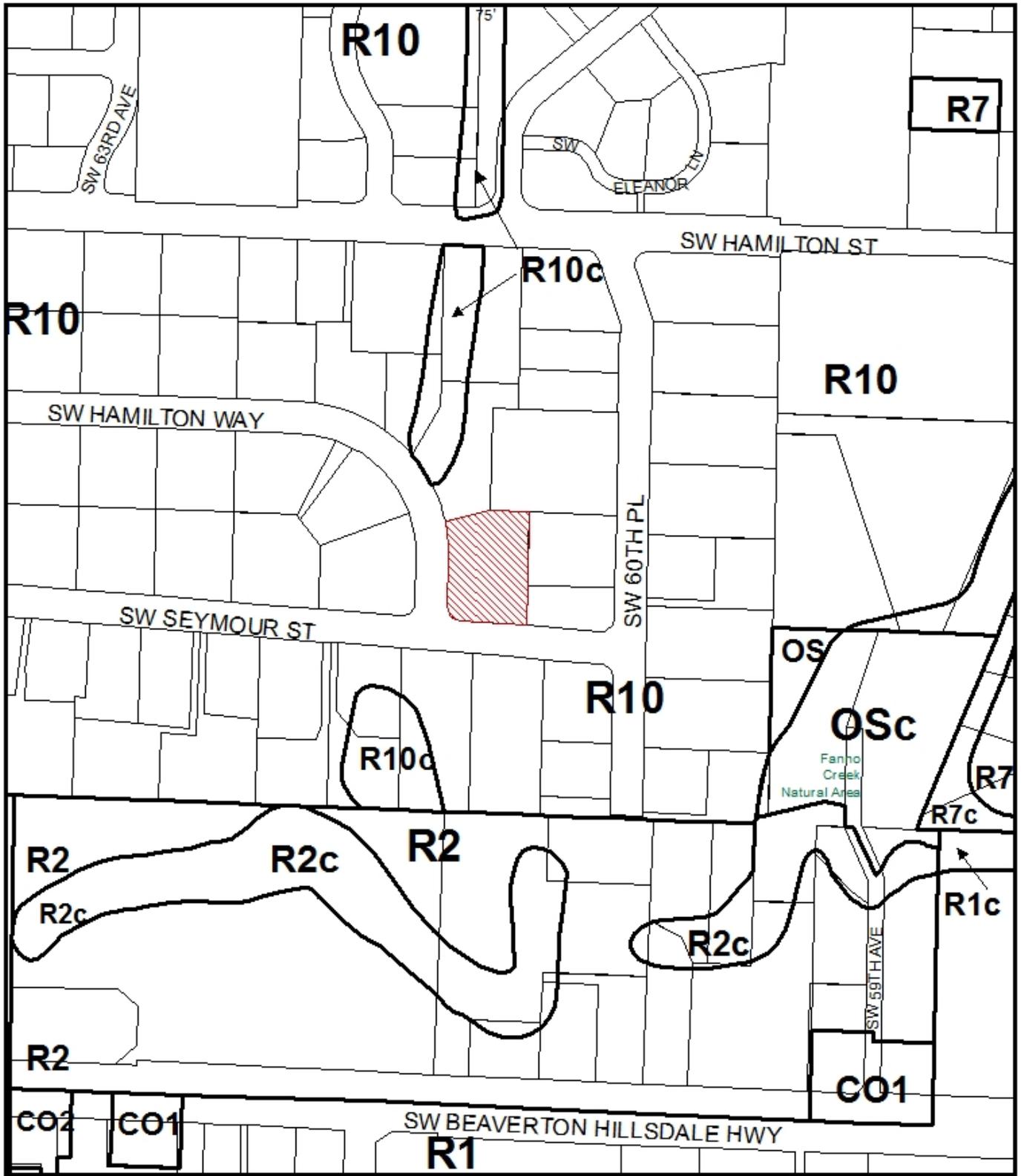
EXHIBITS

NOT ATTACHED UNLESS INDICATED

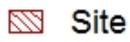
- A. Applicant's Statement
 1. Application and original narrative and plans
 2. Supplemental information, email dated February 3, 2016
 3. Supplemental information, revised narrative dated February 16, 2016
 4. Request to postpone decision
- B. Zoning Map (attached)
- C. Plans/Drawings:
 1. Site Plan (attached)
 2. Elevation Drawings (south/front attached)
 3. Elevation Drawings (garage only, attached)
 4. Elevation Drawings (west, attached)
- D. Notification information:
 1. Mailing list
 2. Mailed notice
- E. Agency Responses:
 1. Bureau of Environmental Services
 2. Water Bureau
 3. Life Safety Plan Review Section of BDS
 4. Summary of City Service Agency Responses (including Bureau of Transportation Engineering and Development Review, Fire Bureau and Site Development Review Section of BDS)
- F. Correspondence:
 1. Ty K. Wyman, attorney (Dunn, Carney, Allen, Higgins and Tongue LLP), March 17, 2016
- G. Other:
 1. Letter from Kathleen Stokes to Jeff Stern, February 2, 2016
 2. Email from Kathleen Stokes to Jeff Stern, February 9, 2016
 3. Email from Linda Odermott, RP to Kathleen Stokes, March 16, 2016
 4. Email from Kathleen Stokes to Linda Odermott, RP, March 17, 2016

5. Email from Kathleen Stokes to Jeff Stern, March 18, 2016
6. Email from Jeff Stern to Kathleen Stokes, March 22, 2016
7. Email from Jeff Stern to Kathleen Stokes, March 30, 2016

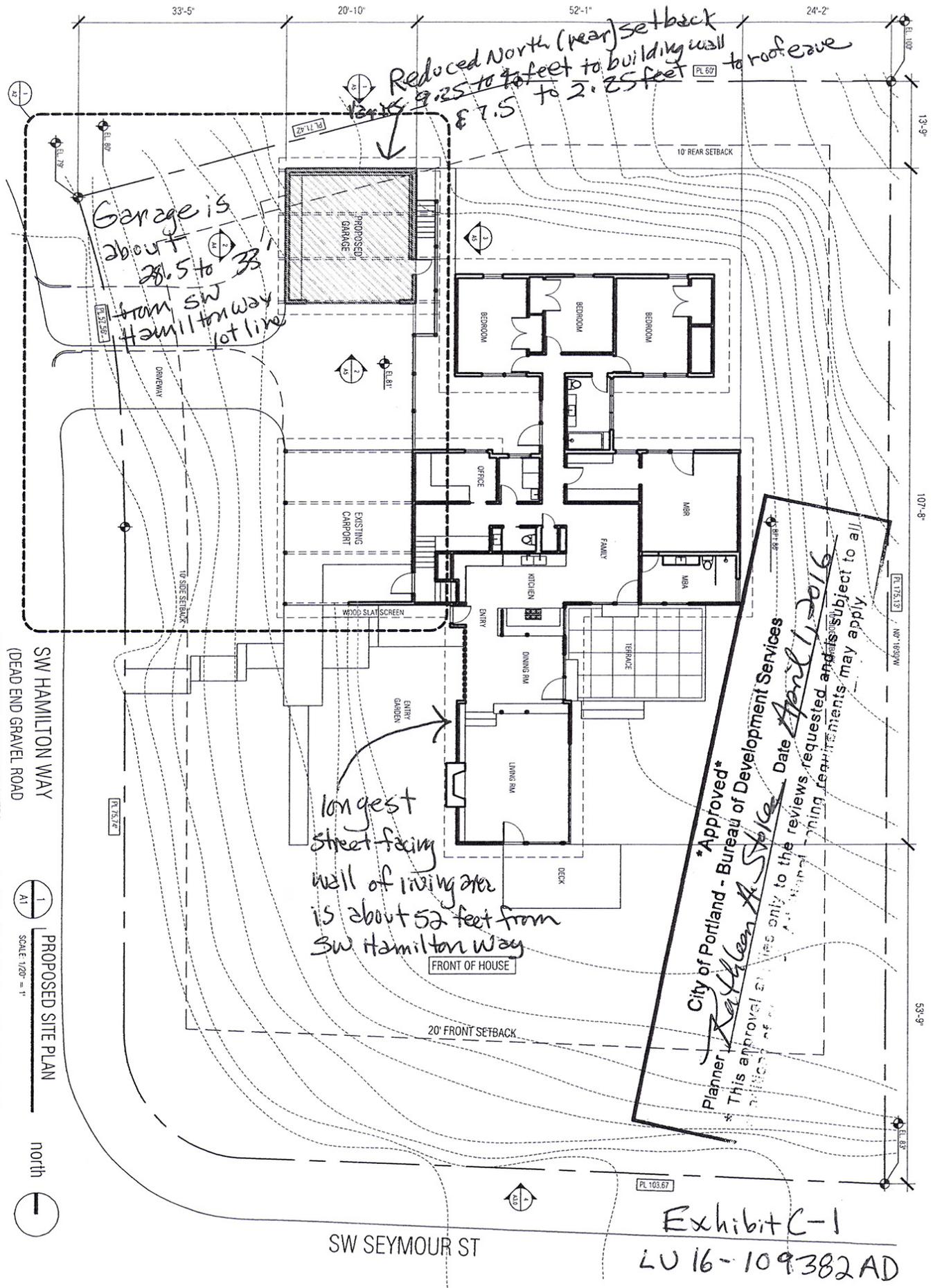
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).



ZONING



File No.	LU 16-109382 AD
1/4 Section	3523
Scale	1 inch = 200 feet
State_Id	1S1E18BB 1200
Exhibit	B (Jan 27, 2016)



SW HAMILTON WAY
 (DEAD END GRAVEL ROAD
 UNIMPROVED / UNMAINTAINED)

PROPOSED SITE PLAN
 SCALE 1/20" = 1'
 north

MILFORD GARAGE
 6141 SW SEYMOUR
 PORTLAND OREGON 97221
A1

longest
 street-facing
 wall of living area
 is about 52 feet from
 SW Hamilton way

Reduced North (rear) setback
 varies 9.25 to 4 feet to building wall
 to roof eave & 7.5 to 2.25 feet

Garage is
 about
 28.5 to 33
 feet from SW
 Hamilton way
 lot line

City of Portland - Bureau of Development Services
 Planner Kathleen A. Stone Date April 15, 2016
 * This approval is valid only to the reviews requested and is subject to all applicable zoning requirements may apply

SW SEYMOUR ST

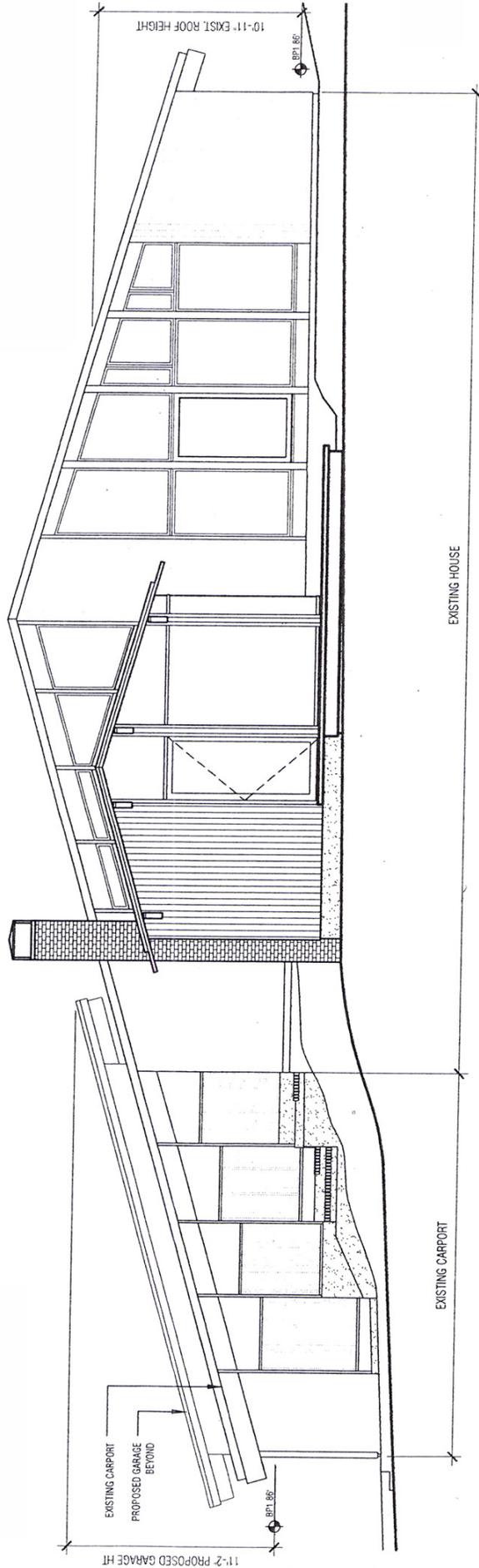
Exhibit C-1
 LU 16-109382 AD

Approved

City of Portland - Bureau of Development Services

Planner Kathleen A. Stokes Date April 1, 2016

* This approval is valid only to the reviews requested and is subject to all conditions of the applicable zoning requirements. Its may apply.



SOUTH (FRONT) ELEVATION

SCALE: 1/8" = 1'

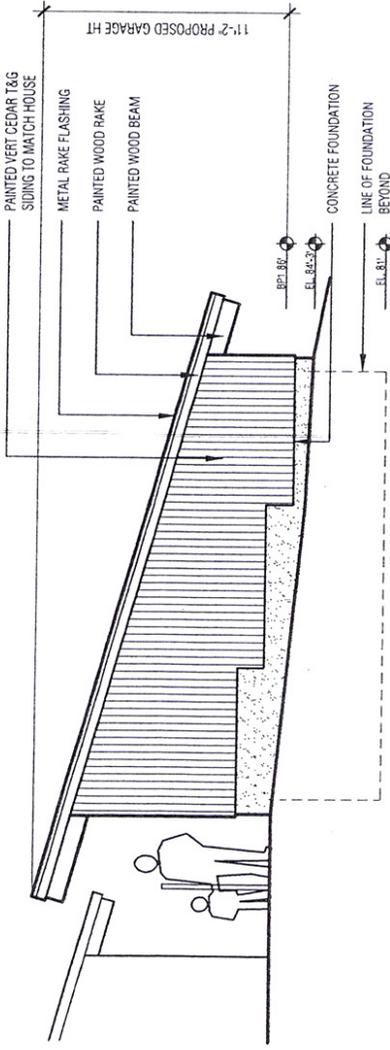
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A3

Exhibit C-2
LU16-109382AD

MILFORD GARAGE

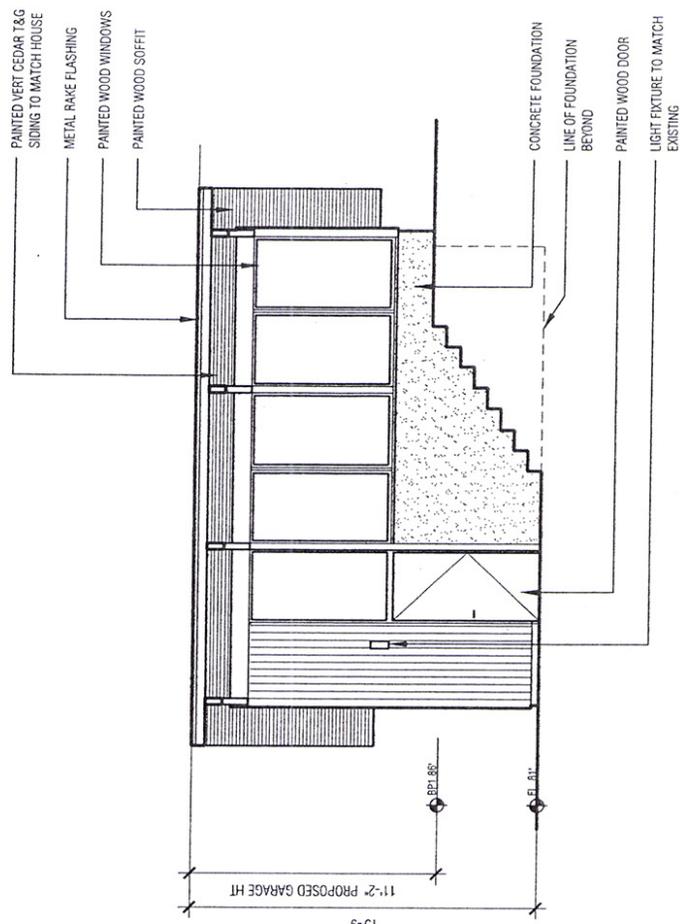
6141 SW SEYMOUR
PORTLAND OREGON 97221

A3



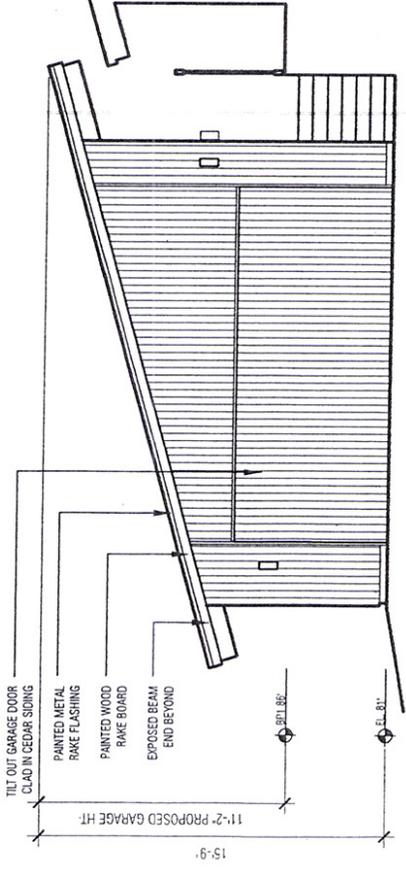
1 NORTH GARAGE ELEVATION

SCALE: 1/8" = 1'



3 EAST GARAGE ELEVATION

SCALE: 1/8" = 1'



2 SOUTH GARAGE ELEVATION

SCALE: 1/8" = 1'



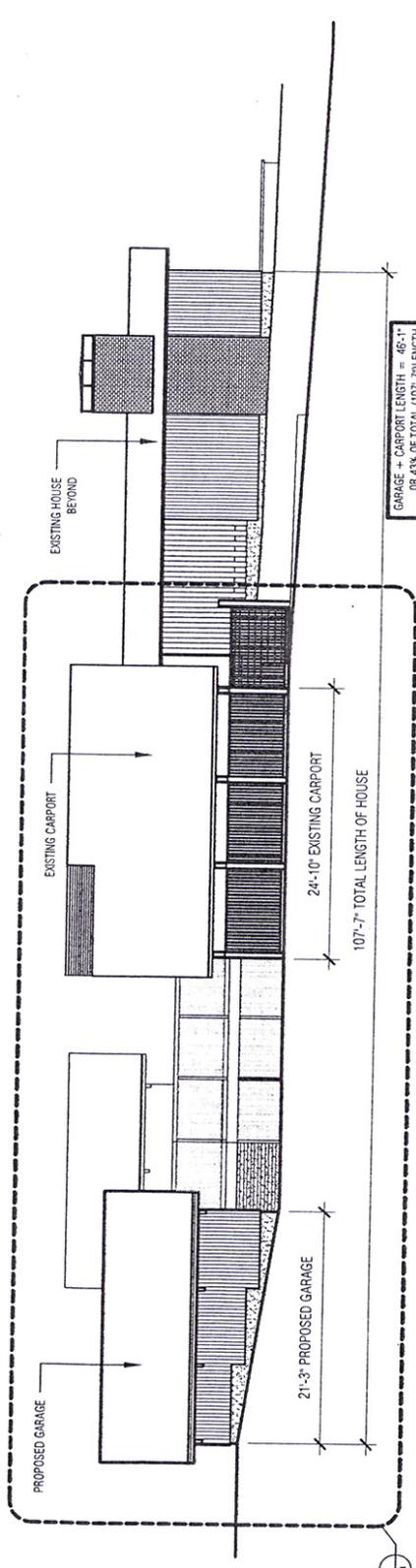
A5

MILFORD GARAGE

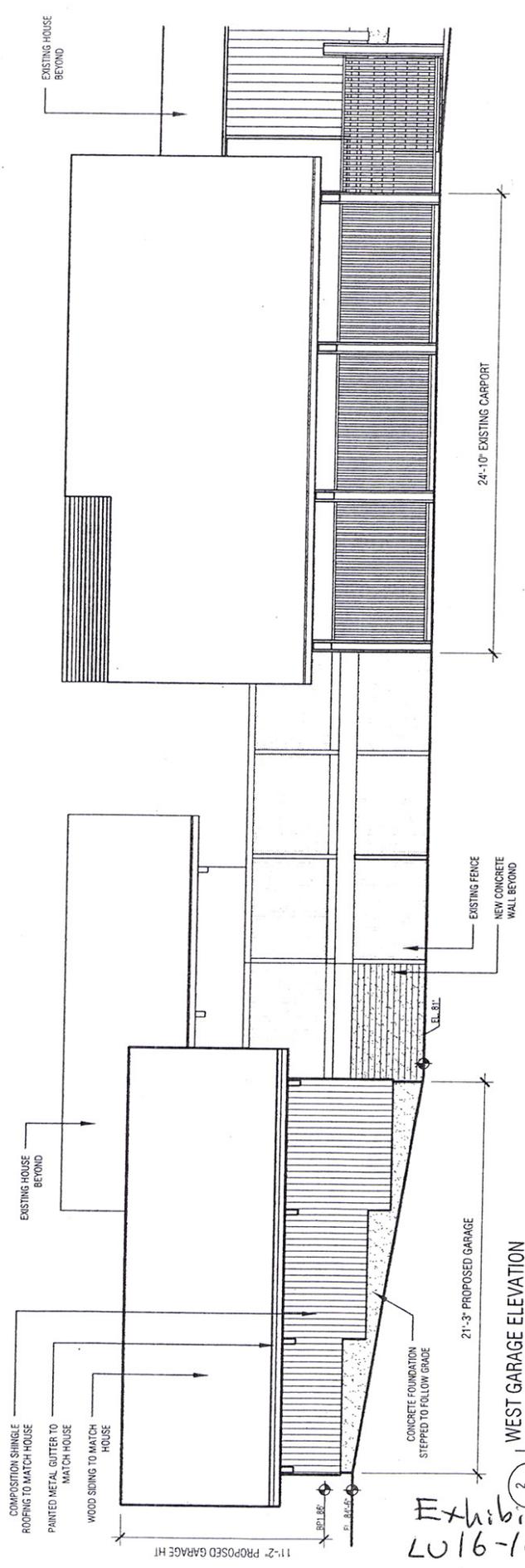
6141 SW SEYMOUR
PORTLAND OREGON 97221

Approved
City of Portland - Bureau of Development Services
Planner *Raahleen Ar Stokes* Date *April 1, 2016*
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

Exhibit C-3
2016-109382AD



1
A4
WEST ELEVATION
SCALE: 1/16" = 1'



2
A4
WEST GARAGE ELEVATION
SCALE: 1/8" = 1'

* Approved*
 City of Portland - Bureau of Development Services
 Planner: *Ra Helean A. Stokoe* Date: *April 1, 2016*
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

MILFORD GARAGE
 6141 SW SEYMOUR
 PORTLAND OREGON 97221
 A4

Exhibit C-4
 L16-109382AD