



City of Portland, Oregon
Bureau of Development Services
Land Use Services

1900 SW 4th Avenue, Suite 5000
Portland, Oregon 97201
503-823-7300
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TTY 503-823-6868
www.portlandonline.com/bds

Date: March 17, 2011
To: Interested Person
From: Douglas Hardy, Land Use Services
503-823-7816 / Douglas.Hardy@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 reasons for the decision are included in this notice. If you disagree with the decision, you can appeal it and request a public hearing. Information on how to appeal this decision is listed at the end of this notice.

CASE FILE NUMBER: LU 11-104588 AD

GENERAL INFORMATION

Applicant: James L. and Judth L. Tormey, listed property-owners
4322 SW 41st Avenue
Portland, OR 97221

Representative: Raphael Goodblatt
Rag Architecture
5010 SW Mitchell Street
Portland, OR 97221

Site Address: 7764 SW Capitol Highway

Legal Description: Wildwood, Block 4, Lot 3; and Wildwood, Block 4, Lot 1 exc. pt in st - s 25', s 25' of Lot 2

Tax Account No.: R910700680, R910700730

State ID No.: 1S1E20DB 07600, 1S1E20DB 07700

Quarter Section: 3826

Neighborhood: Multnomah, contact Mosses Ross at 503-309-7985.

Business District: Multnomah Village, contact Joan Steinbach at 503-245-3936

District Coalition: Southwest Neighborhoods Inc., contact Leonard Gard at 503-823-4592

Zoning: CSd Storefront Commercial with a Design overlay zone

Case Type: Adjustment (AD)

Procedure: Type II, Administrative decision with appeal to Adjustment Committee

PROPOSAL

The site, which has frontage on both SW Capitol Highway and SW 34th Avenue, is presently developed with a one-story commercial building. The building's main pedestrian entrance is oriented to SW Capitol Highway, and a paved vehicle area is accessed from SW 34th Avenue. The applicant proposes adding a one-story, 1,600 square foot addition to the rear of the building. As part of this proposal, the applicant will be making modifications to the pedestrian

connection along SW Capitol Highway in order to accommodate a new handicap-accessible ramp. The new ramp will range in width from four feet, nine inches to five feet, six inches. The width of the existing stairway leading from SW Capitol Highway will remain unchanged at five feet. The modified ramp will require relocating the building's main pedestrian entrance from the north facing wall to the west facing wall. Because there is no pedestrian entrance at the rear of the new addition, no pedestrian connection is proposed between the building and SW 34th Avenue.

The pedestrian circulation requirements that apply in the Commercial zones require a pedestrian connection at least six feet in width between the building's main pedestrian entrance and SW Capitol Highway. An additional six foot wide pedestrian connection is required from a building entrance to SW 34th Avenue. Also, because SW Capitol Highway is a transit street, the building's main pedestrian entrance is required to face the transit street, or be an at angle no more than 45 degrees from the transit street.

The modifications proposed to the site and building require three Adjustments:

- 1) Adjust the transit street main entrance requirement to allow the modified main entrance on SW Capitol Highway to be located at an angle of approximately 70 degrees from the transit street;
- 2) Adjust the pedestrian connection requirements to allow the straight-line pedestrian connection leading from SW Capitol Highway to the building's main entrance to range in width from four feet, ten inches to five feet; and
- 3) Adjust the pedestrian connection requirements to waive the required pedestrian connection between the building and SW 34th Avenue.

RELEVANT APPROVAL CRITERIA

In order to be approved, this proposal must comply with the Adjustment Review approval criteria of Chapter 33.805.040.A-F of the Portland Zoning Code.

ANALYSIS

Site and Vicinity: The 8,587 square foot lot is located in Multnomah Village, and is presently developed with a single-story commercial building. The building's main entrance is oriented to the site's SW Capitol Highway street frontage. Given the lot is placed at an angle to SW Capitol Highway, the building is built with a series of step-backs that result in five separate street-facing building wall planes. An on-site vehicle area is located to the rear (south) of the building, and accessed from SW 34th Avenue. Surrounding properties within a two block radius that front SW Capitol Highway are developed with a variety of commercial uses in buildings of a similar scale to that found on the subject site.

Southwest Capitol Highway in this location is a designated Transit Access Street, and is improved with two travel lanes, with parking and sidewalks on either side. Southwest 34th Avenue is a designated Local Service Street, and is improved with two travels lanes and a sidewalk on the west side of the roadway. The site is located within the Multnomah Village Pedestrian District.

Zoning: The subject site, and surrounding properties within a two-block radius that front SW Capitol Highway, are all located in a Commercial Storefront (CS) zone, with a Design ("d") overlay zone.

The CS zone is intended to preserve and enhance older commercial areas that have a storefront character. The zone intends that new development in these areas will be compatible with this desired character. The zone allows a full range of retail, service and business uses with a local

and regional market area. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. The desired character includes areas which are predominantly built-up, with buildings close to and oriented towards the sidewalk especially at corners. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged.

The Design Overlay Zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The Design Overlay Zone also promotes quality high-density development adjacent to transit facilities. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review or compliance with the Community Design Standards. In addition, design review or compliance with the Community Design Standards ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Development proposed on this site will be reviewed for compliance with the Community Design Standards at time of building permit application.

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

Agency Review: A Notice of Proposal was mailed February 17, 2011. The following bureaus have responded with no issues or concerns:

- Bureau of Environmental Services;
- Bureau of Transportation Engineering;
- Water Bureau;
- Fire Bureau;
- Bureau of Development Services / Site Development Section;
- Bureau of Development Services / Life Safety Plans Examiner; and
- Portland Parks & Recreation / Urban Forestry Division.

Neighborhood Review: One written response has been received from a notified property-owner in response to the mailed Notice of Proposal. The property-owner, located immediately south of the subject site, expressed concerns with stormwater running onto his lot from the applicant's site. The Bureau of Environmental Services (BES) has reviewed the requested Adjustments (Exhibit E1), and notes that a building permit has been submitted for proposed development on the site (Building Permit # 10-199939 CO), and is being reviewed by BES staff for conformance with the City's *Stormwater Management Manual*. The *Stormwater Management Manual* includes a Stormwater Hierarchy which guides the applicant and BES in determining where stormwater runoff should be conveyed (i.e., infiltrated on-site or discharged off-site). BES notes the stormwater management facilities being reviewed under this building permit do not appear to affect the proposed Adjustments.

No written responses were received from the Neighborhood Association in response to the Notice of Proposal.

ZONING CODE APPROVAL CRITERIA

33.805.010 Purpose

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 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 applicant is requesting an Adjustment to the transit street main entrance requirement along SW Capitol Highway, as well as the pedestrian connection requirements along both SW Capitol Highway and SW 34th Avenue.

Transit Street Main Entrance

The purpose for the transit street main entrance requirement, as stated in Section 33.130.242.A of the Zoning Code, is as follows:

Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

The proposal will equally or better meet the purpose of this regulation based on the following findings:

- The modified location of the main entrance will still be oriented to SW Capitol Highway, a designated transit street. The entrance will be convenient to pedestrians in that it will be located within seven feet of the edge of the public sidewalk.
- While the main entrance will be at an angle of more than 45 degrees from the street, because the street angles away from the property, the main entrance will be clearly visible to pedestrians travelling eastbound on SW Capitol Highway (see Exhibit C2). Additionally, the ground elevation of the building is slightly below the grade of the street. Because of this, a set of steps and a handicap-accessible (i.e., ADA) ramp will lead from the street to a small paved pedestrian courtyard from which the main entrance will be accessed. The stairway and ADA ramp visually announce how pedestrians are to access the site, and guide pedestrians directly from the street to the main entrance.

As proposed, the Adjustment request equally or better meets the intent of the transit street main entrance regulation, and this criterion is met.

Pedestrian Connections

The purpose for the on-site pedestrian connection standards, as stated in Section 33.130.240.A of the Zoning Code, is as follows:

The pedestrian standards encourage a safe, attractive, and usable pedestrian circulation system in all developments. They ensure a direct pedestrian connection between abutting streets and buildings on the site, and between buildings and other activities within the site. In addition, they provide for connections between adjacent sites, where feasible.

The proposal will equally or better meet the purpose of this regulation based on the following findings:

- The pedestrian connection standards require a straight line connection between the building's main entrance and the closest adjacent street. This connection is required to be paved, and be a minimum of six feet in width. While the applicant proposes a

straight line connection (a set of stairs) between the main entrance and the street, the width of this straight line connection will be only four feet, ten inches to five feet. The reduced width of the pedestrian connection is in large part due to the differing grade elevations between the street and the first floor of the building, and the limited space between the street and the building in which to accommodate the pedestrian requirements. In order to get from the street to the main entrance, and at the same time accommodate a required ADA ramp, it is only practicable to provide a straight line pedestrian connection of the width the applicant proposes. However, a safe, attractive and usable pedestrian connection from the building to the street is still achieved. In addition to the set of stairs which provides direct pedestrian access, the ADA ramp, with a width up to five feet, six inches, will provide a second pedestrian connection from the street to the main entrance. Together, the stairs and the ADA ramp provide a pedestrian connection which meets the intent of the zoning regulations.

- The applicant also requests waiving the (non-straight line) pedestrian connection required between a pedestrian entrance and the site's SW 34th Avenue frontage. The building's only proposed pedestrian entrance will be oriented to SW Capitol Highway, with the portion of the expanded building closest to SW 34th Avenue being a service and loading area. To provide an on-site pedestrian connection from the site's SW 34th Avenue frontage to the building's main entrance located on SW Capitol Highway would require placing a six foot wide circuitous pedestrian path within the eight foot wide west side building setback. (No access to the front of the building is available through the east side setback as the existing building is built to the lot line and abuts the building on the adjacent site.) The west setback provides one of the few opportunities for landscaping on the site, and as indicated on the Planting Plan for the submitted building plans, this setback is proposed to have extensive plantings, creating a "rain garden." If a pedestrian connection is required in this setback, the landscape opportunity would be lost. The benefits of such a circuitous pedestrian connection, within a narrow side setback, and at the cost of losing landscaping, are minimal. Furthermore, pedestrians would be much more likely to use the existing sidewalk along the west side of SW 34th Avenue to access the building's main entrance instead of a meandering pedestrian connection located in a narrow setback.

As proposed, the Adjustment request equally or better meets the intent of the pedestrian connection regulation, and 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 site is located in a CS Zone. Southwest Capitol Highway is a designated District Collector, Transit Access Street, City Bikeway and Truck Access Street. Southwest 34th Avenue is a designated Local Service Street in all classifications. The site is located in the Multnomah Village Pedestrian District. Because the proposed Adjustments do not impact the type of use, density of use, loading requirements, or bicycle parking requirements, the Adjustments are consistent with the Traffic, Bikeway, and Freight designations of the two abutting streets. As indicated above in response to Approval Criterion A, the requested Adjustments do not adversely impact the ability of transit users and pedestrians to access the site. The main building entrance will still be oriented to SW Capitol Highway, the designated Transit Street, and will be less than 10 feet from this street. Safe and convenient pedestrian access from this main entrance to the transit street will be enhanced with a modified ADA ramp and through the retention of a set of stairs. Pedestrian access to the main entrance from SW 34th Avenue will be available via the public sidewalk along this street, which provides a more direct, and arguably safer connection than an internal, on-site connection.

The desired character of an area is based on the purpose statement of the base zone, as well as the preferred and envisioned character identified in adopted area plans. The purpose statement of the CS zone, as stated in Zoning Code Section 33.130.030.F is as follows:

The Storefront Commercial (CS) zone is intended to preserve and enhance older commercial areas that have a storefront character. The zone intends that new development in these areas will be compatible with this desired character. The zone allows a full range of retail, service and business uses with a local and regional market area. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. The desired character includes areas which are predominantly built-up, with buildings close to and oriented towards the sidewalk especially at corners. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged.

The proposal is consistent with the stated purpose of the CS zone. The Adjustments do not change the type of uses that are allowed in the zone, and do not impact the ability for development on the site to achieve a built-up character. The distance between the street-facing façade will remain unchanged under the proposal, and the building's pedestrian-orientation along the transit street will remain.

As for the proposal's consistency with the preferred and envisioned character of adopted area plans, the subject site is located within the boundaries of the *Southwest Community Plan*, adopted by the Portland City Council in July 2000. Section II of this document (Vision for Southwest Portland) includes a vision for Multnomah Village which reads as follows:

Multnomah Village has retained its charm, partially through an historic district designation, even as merchants expand and new businesses begin. The village areas has continued to proposer and attract neighborhood and community residents, Local gathering spots offer opportunities for friends and neighbors to meet, providing a small town atmosphere that residents continue to treasure.

Again, the proposal is consistent with this stated vision. The requested Adjustments have no impact on the variety of uses that are intended to make for a vital neighborhood commercial center, with no proposed changes to the allowed density, height or placement of the building on the site that would detract from the effort to develop a small town atmosphere.

As proposed, 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: The applicant requests Adjustments to the transit street main entrance requirements and the pedestrian connection standards. As indicated above in response to Approval Criterion B, approval of the Adjustments will still result in a proposal that is consistent the overall purpose of the CS zone. The Adjustments in no way impact the ability of the site to be built-up, and still promote storefront development that is pedestrian-oriented.

As proposed, this criterion is met.

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

Findings: City-designated scenic resources are identified on the Official Zoning Maps with a lower case “s,” and historic resources are identified either with a dot or as being within the boundaries of a Historic or Conservation district. Because there is neither a scenic nor historic resource designation on the site, this criterion is not applicable.

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

Findings: As indicated in responses to Approval Criteria A through C, the proposal:

- is consistent with the intended purposes of the regulations being adjusted;
- is consistent with the street classifications of adjacent streets;
- is consistent with the desired character of the area; and
- is consistent with the overall purpose of the CS zone.

As such, there are no identified impacts for which mitigation is required, and therefore this is 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 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 there are no environmental overlay zones mapped on site, 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 of the Zoning Code in order to be approved during this land use review process. However, the plans submitted for a building permit must demonstrate that all development standards can be met, or have received an Adjustment via a land use review prior to the approval of a building or zoning permit.

CONCLUSIONS

The applicant has demonstrated that the applicable criteria have been met. The request to modify the transit street main entrance and pedestrian connection standards is consistent with the purpose of the respective regulations. The proposal will be consistent with the desired character of the Multnomah Village area as identified in the *Southwest Community Plan*, and consistent with the purpose of the CS zone.

ADMINISTRATIVE DECISION

Approval of an Adjustment to Zoning Code Section 33.130.240.B to reduce the width of the required six foot wide straight-line pedestrian connection between the main entrance and SW Capitol Highway to between four feet, ten inches and five feet; and

Approval of an Adjustment to Zoning Code Section 33.130.240.B to waive the required pedestrian connection between SW 34th Avenue and a pedestrian entrance; and

Approval of an Adjustment to Zoning Code Section 33.130.242.C to increase the maximum angle of the transit street main entrance facing SW Capitol Highway from 45 degrees to approximately 70 degrees;

all per the approved site plans, Exhibits C1 and C2, signed and dated March 16, 2011, and subject to the following condition:

- A. As part of the building permit application submittal, each of the four required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C1 and C2. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 11-104588 AD."

Staff Planner: Douglas Hardy

Decision rendered by:  **on March 16, 2011.**

By authority of the Director of the Bureau of Development Services

Decision mailed: March 17, 2011

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 21, 2011, and was determined to be complete on February 17, 2011.

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 21, 2011.

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 June 17, 2011.**

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 March 31, 2011**, at 1900 SW Fourth Avenue. Appeals can be filed Tuesday through Friday on the first floor of the Development Services Center until 3 p.m. After 3 p.m. and Mondays, appeals must be submitted to the receptionist at the front desk on the fifth 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 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, 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 1, 2011 – 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. Original written statement, dated January 16, 2011
 2. Amended written statement, dated February 1, 2011
- B. Zoning Map (attached)
- C. Plans/Drawings:
 1. Site Plan (attached)
 2. Site Plan Detail (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. Bureau of Development Services / Site Development Section
 6. Bureau of Development Services / Life Safety Plans Examiner
 7. Bureau of Parks / Urban Forestry Division
- F. Correspondence:
 1. Simeon Hyde III, letter dated March 3, 2011, stormwater issues
- G. Other:
 1. Original LU Application
 2. Site History Research

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).

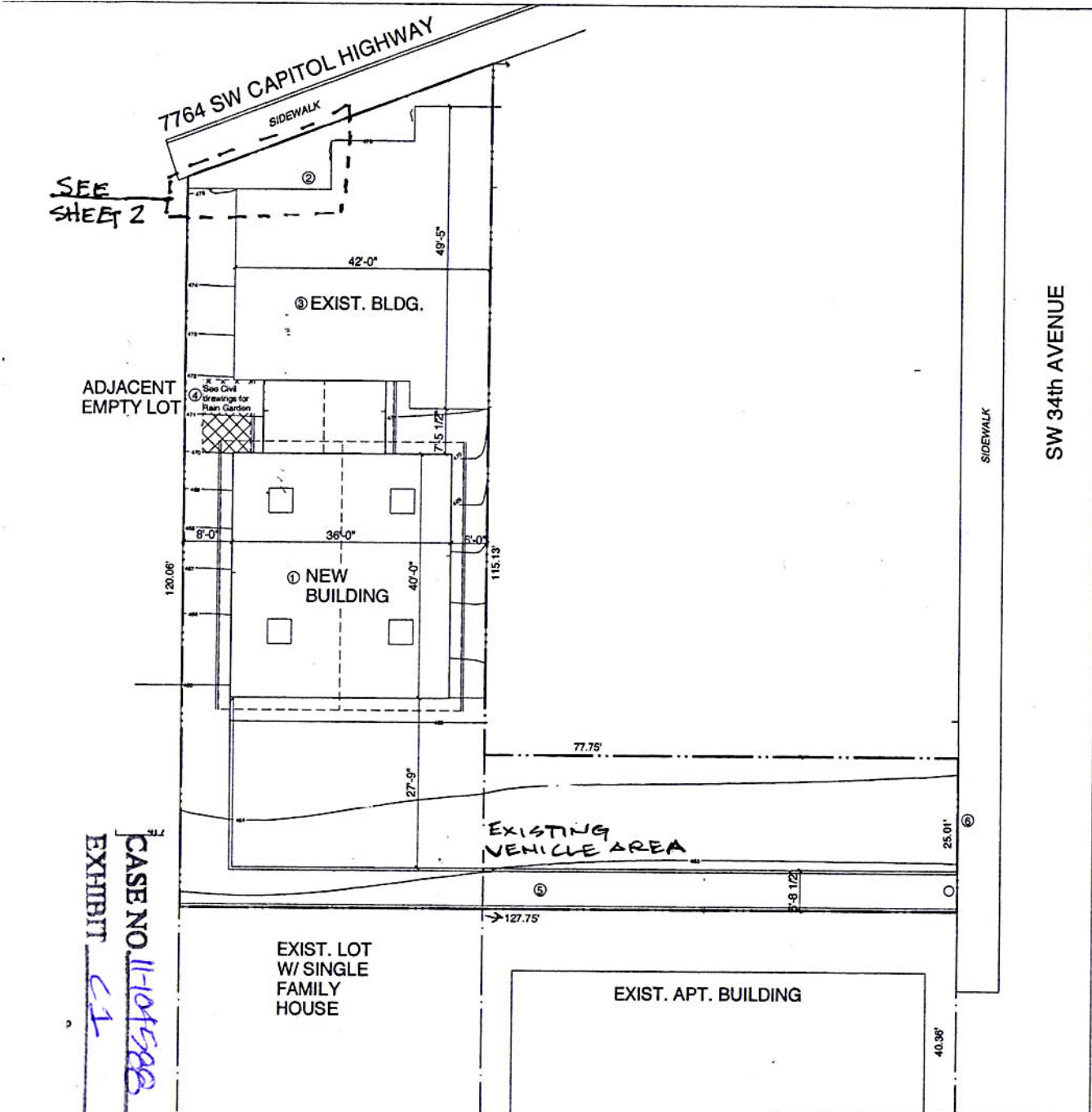


ZONING

 Site



File No. LU 11-104588 AD
 1/4 Section 3826
 Scale 1 inch = 200 feet
 State_Id 1S1E20DB 7600
 Exhibit B (Jan 31, 2011)



ADJACENT EMPTY LOT

CASE NO. 11-104588
EXHIBIT CJ

2 Vicinity Map
not to scale

SITE PLAN
SCALE: 1/10"=1'-0"
* Approved *
City of Portland
Bureau of Development Services
Planner _____
Date 3-16-11
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



Owners: Jim and Judy Tormey
(site address)
7764 SW Capitol Hwy Portland Or. 97219
Date 12/9/2010

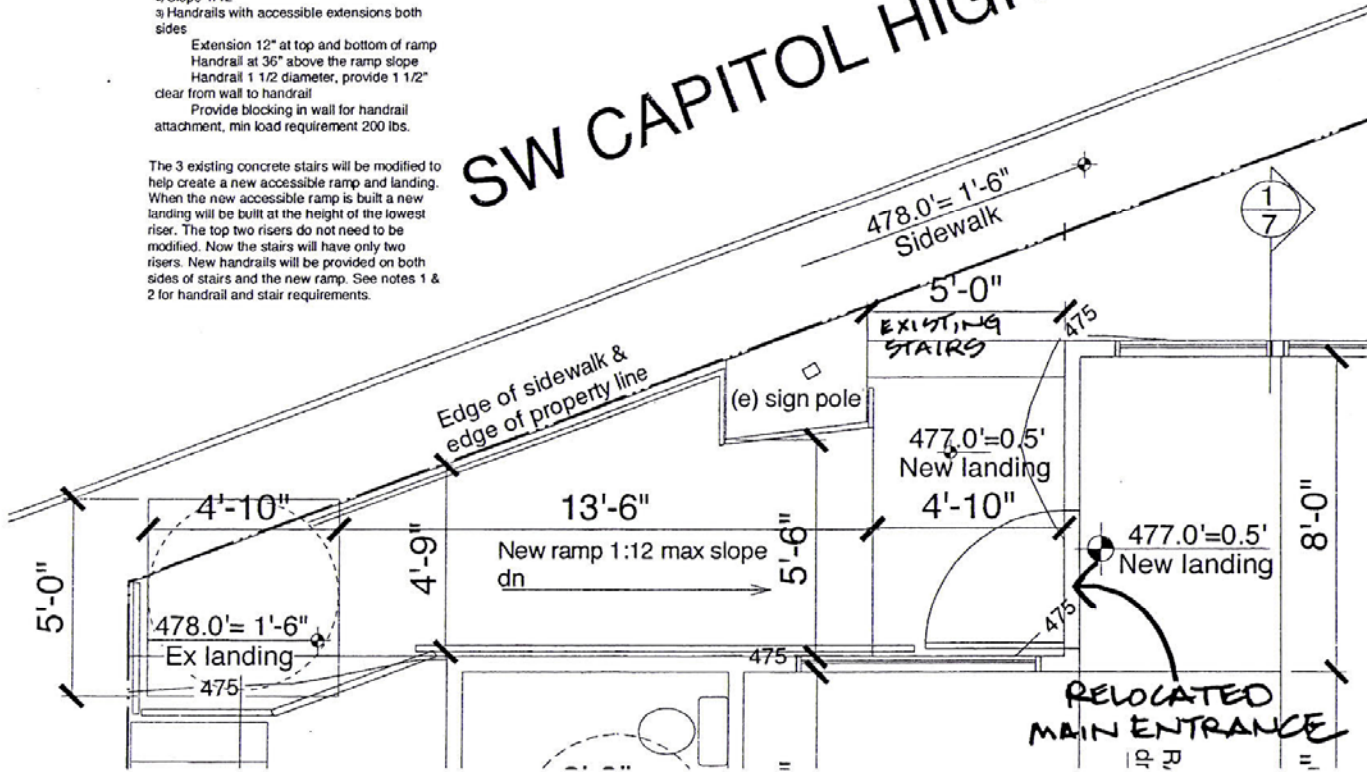
RAG Architecture
Raphael Goodblatt
5010 SW Mitchell St
Portland Or. 97221 503-734-8210
Ragarchitecture@gmail.com
REVISED 2.11.11

1

SW CAPITOL HIGHWAY

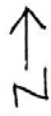
New Exterior Accessible Concrete Ramp
 1) Min. clear width 5'-0"
 2) Slope 1/12
 3) Handrails with accessible extensions both sides
 Extension 12" at top and bottom of ramp
 Handrail at 36" above the ramp slope
 Handrail 1 1/2 diameter, provide 1 1/2" clear from wall to handrail
 Provide blocking in wall for handrail attachment, min load requirement 200 lbs.

The 3 existing concrete stairs will be modified to help create a new accessible ramp and landing. When the new accessible ramp is built a new landing will be built at the height of the lowest riser. The top two risers do not need to be modified. Now the stairs will have only two risers. New handrails will be provided on both sides of stairs and the new ramp. See notes 1 & 2 for handrail and stair requirements.



ENLARGED ENTRANCE Floor
 PLAN - NEW RAMP

1/4" = 1'-0"



CASE NO. LUU-104588
 EXHIBIT C-7

Approved
 City of Portland
 Bureau of Development Services

Planner [Signature]
 Date 3.16.11

* This approval applies only to the reviews requested and is subject to all conditions of approval.
 Additional zoning requirements may apply.

LUU-104588 AD

Owners: Jim and Judy Tormey <small>(site address)</small> 7764 SW Capitol Hwy Portland Or. 97219	<small>Date</small> 1/12/20
RAG Architecture <small>Raphael Goodblatt</small> 5010 SW Mitchell St Portland Or. 97221 503-734-8210 Ragarchitecture@gmail.com	2